

## ERAA OPERATOR SPEED SURVEY

Airline	Operator A	Operator B	Operator C	Operator D	Operator E	Operator F	Operator G	Operator H
<b>Q1 Fleet Type?</b>	ERJ/Fokker / EJets	MD-90, Avro RJ85, Avro RJ100	Canadair Regional Jet and BAe 146 RJ85	ATR42/72 and B190	F50 and DHC-8-Q315	CRJ 100, CRJ 700, without cost index FMS function/Fokker 100, with cost index FMS	B737/B757/F50	F70/100 Dash8 300/400
<b>Q2 Has your airline amended the recommended speed policy of your aircraft during climb and descent?</b>	<b>Yes</b> in cruise and descent	<b>Yes</b>	<b>No</b> , not during cruise climb but during initial climb up to 3000 ft AGL procedures will be slightly changed reflecting the NADP mentioned in EU-OPS	<b>No</b>	<b>No</b>	<b>Yes-</b> We modified the descent speed policy a few years ago for the CRJ 100 (from 290 kt to 320 kt), to uniformize with the CRJ 700 descent speed. - Last year, we have introduced new Operational Flight Plans which gives climb speed and cruise mach recommendation according to the expected wind of the day : • For the CRJ 100, the climb speed may be either 250 kt or	<b>Yes</b> , except F50	<b>Yes</b> [F70/100]Tyrol ean follows a Cost index policy for the F70 and the F100, which will result in varying speeds, but of max. 15-17% speed spread abv. FL100. BLW FL 100 normally speed is 250 kts. <b>No</b> [Dash 8 300/400]

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						290 kt, • For the CRJ 700, the climb speed may be either 250 kt or 320 kt. For the F100, the climb speed may vary between 250 kt and 310 kt, according to the cost index set in the FMS		
<b>Q 3 If yes, is this due to:</b>								
<b>a. The increase in the cost of aviation fuel?</b>	<b>Yes</b>	<b>Yes</b>				<b>Yes</b>	<b>Yes</b> We have reduced our climb speeds by 10-20 Kts from previously used 275-305 Kts and descent speeds from 280Kts to 250-260 Kts for better fuel consumption, if it is not otherwise stated in local ATC procedures.	
<b>b. Environmental considerations (noise, emissions)</b>	<b>Yes</b>	<b>Yes</b> [Partially]	Legal requirements in EU-OPS reflecting noise abatement			<b>Yes</b>	<b>Yes</b> Lesser fuel burn means reduced emissions.	

Airline etc.) ?	Operator A	Operator B	Operator C requirements.	Operator D	Operator E	Operator F	Operator G	Operator H
<b>c. Improved on board fuel management systems ?</b>	<b>Yes</b> (better use of Cost Index and/or tables providing recommended speeds in cruise and descent)							
<b>d. Revised manufacturer policy?</b>								<b>Yes</b> RMK: The policy is already in use for some yrs now
<b>e. Other?</b>								

### **Further Comments:**

#### **Operator B**

I would like to use this opportunity to point out that it seems that many ANSPs seem to be unfamiliar with the Cost Index flying concept. In other words the aircraft operator using certain aircraft type may use different speeds for different city pairs due to different cost of time / cost of fuel -ratio. For example, we have a different Cost Indices for our Heathrow flights on different weekdays

#### **Operator F**

Moreover, we are currently studying the opportunity to introduce cost index considerations on CRJ fleet to optimize climb, cruise and descent speeds according to current conditions. Therefore, in the next future, the climb, cruise and descent speeds of our entire fleet will be different at each flight. The speeds may vary :

in climb :                between 250 and 320 kt  
in cruise :                between ~0.65 and 0.83  
in descent :               between 325 kt and 250 kt

it is of the highest importance to have the liberty to adapt our speed in real-time to current conditions (in agreement with the ATC of course), as the fuel savings expected are significant and as our policy is to get very involved in environmental issues.

**Operator G**

We believe that more and more airlines will start using smaller than previous Cost Indexes which drives the climb and descent speeds for the sake of fuel savings. We understand associated ATC traffic flow problems and fully support the initiative of this research for the change.