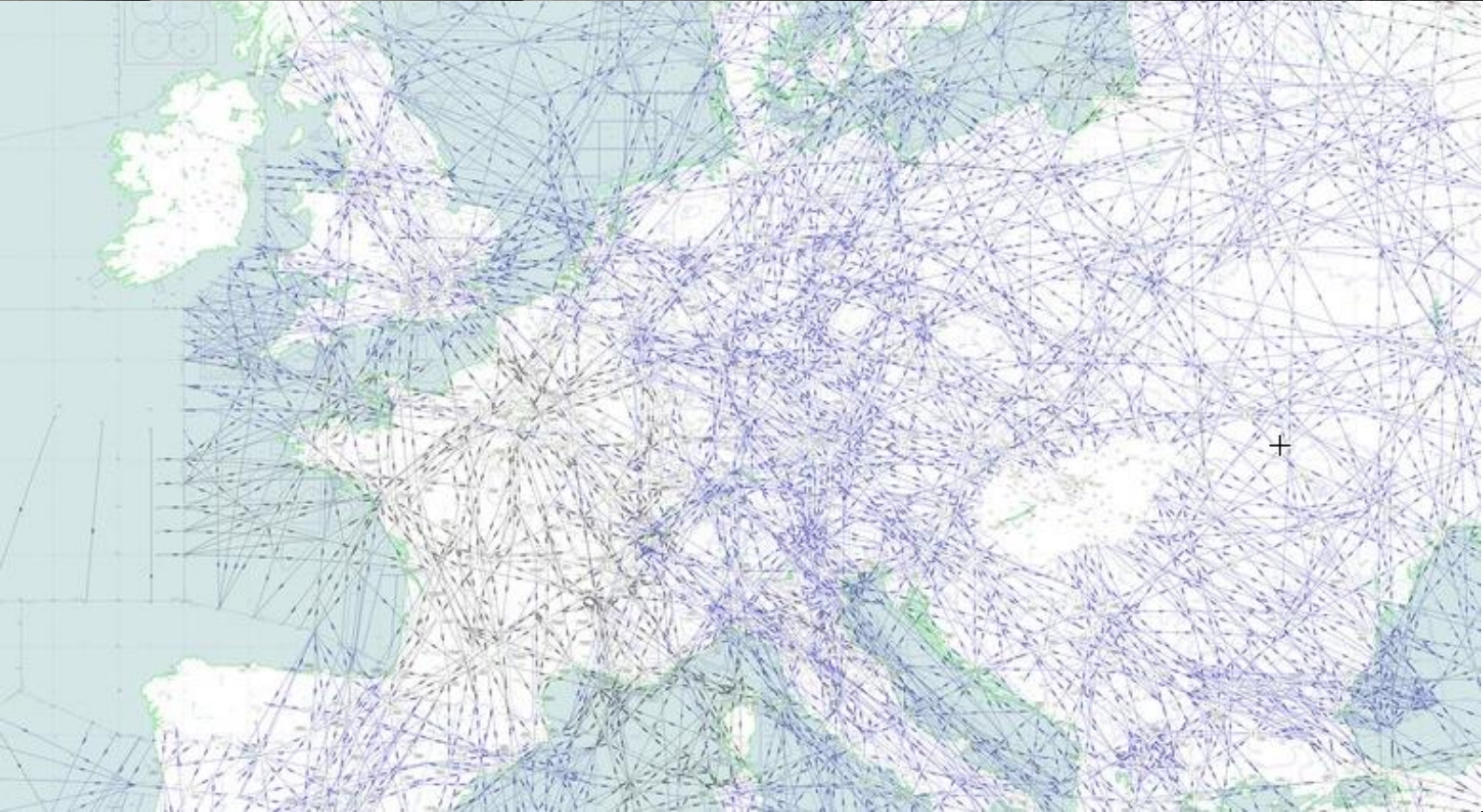


# Flight preparation



Cost Index  
Database

v 1.0

TOGA  
projects

## Airlines list

Aegean Airlines

Aer Lingus

Aeroflot

Aerolineas Argentinas

Air Baltic

Air Berlin

Air Canada

Air France

Air Malta

Air New Zealand

Austrian

British Airways

British Midland

Cathay

Cebu Pacific

China Airlines

Condor

Delta Airlines

EasyJet

EL AL

Emirates

Etihad Airlines

FedEx

FlyGlobespan

FlyNiki

Frontier Airlines

Hamburg

International

Icelandair

KLM

Lufthansa

Lufthansa Cargo

Luxair

Nordavia

NordStar Airlines

Norwegian Air Shuttle

Nouvelair

Novair

PAL

PIA

Qantas

Qatar Airways

Royal Air Maroc

Ryanair

S7

SAS

Singapore Airlines

Skyexpress Russia

South African

Southwest Airlines

Swiss Airlines

TAM Linheas Areàs

Thomas Cook Airlines  
Belgium

Thomas Cook Airlines  
UK

Thomas Cook Airlines  
Scandinavia

Thomson Airways

Tunisair

Turkish Airlines

Ukraine International  
Airlines

United Airlines

Virgin Atlantic

Westjet

Wizzair

## Aegean Airlines

- A319/20 = CI 20
- A321 = CI 25

## Aer Lingus

- A32X = CI 5

## Aeroflot

- A32x = CI 10 - 20
- B767-300 = CI 60

## Aerolineas Argentinas

- B737 = CI 25

## Air Baltic

- General = CI 28
- B757 = CI 50

## Air Berlin

- A320/NLY = CI 8 (used on OE-xxx registered planes)
- A321/NLY = CI 7 (used on OE-xxx registered planes)
- A319/BHP = CI 3 (used on HB-xxx registered planes)
- A319/BER = CI 6 (Used on D-xxxx registered planes)
- A320/BER = CI 8 (Used on D-xxxx registered planes)
- A321/BER = CI 8 (Used on D-xxxx registered planes)
- B737NG = CI 8
- A332 = CI 80

## Air Canada

- B767 = CI 100

## Air France

- Short/medium haul flight = CI 35
- La Navette (France) = CI 250
- Longhaul = CI 45
- Delayed shorthaul = CI 250
- Delayed longhaul = CI 135

## Air Malta

- B737 = CI 25

## Air New Zealand

- B767 = CI 45

## Austrian

- General = CI 35

## British Airways

- Airbus Fleet: A319/A320/A321
  - Climb at: Cost Index 0
  - Cruise at Cost Index 20
- Boeing Fleet:
  - Boeing 737-300/400 and 500 Series
    - Climb at: Cost Index 0
    - Cruise at Cost Index 28
- Boeing 747-400
  - Climb at: Cost Index 0
  - Cruise at Cost Index 90
  - Cost Index 0 (Sometimes used on East Coast USA to UK Flights and less often on UK to Singapore/Bangkok flights)
- Boeing 757-200 and Boeing 767-300
  - Climb at: Cost Index 0
  - Cruise at Cost Index 40

- Boeing 777-200
  - Climb at: Cost Index 0
  - Cruise at Cost Index 100
  - Cost Index 0 (Sometimes used on East Coast USA to UK Flights)

## British Midland

- General = CI 40

## Cathay

- B744 = CI 80

## Cebu Pacific

- General = CI 5
- A32X = CI 10

## China Airlines

- B747 = CI 85

## Condor

- A320 = CI 26
- A321 = CI 33
- B763 = CI 30
- B752 = CI 18
- B753 = CI 30

## Delta Airlines

- 737NG = CI 13
- B-757-200 = CI 55
- B-767-200 :
  - ECON = CI 81
  - SL1 = CI 54
  - OT1 = CI 243
- B-767-300 :
  - ECON = CI 94
  - SL1 = CI 63
  - OT1 = CI 377

- B-767-300ER :
  - ECON = CI 113
  - SL1 = CI 75
  - OT1 = CI 377
- B-767-400ER :
  - ECON = CI 107
  - SL1 = CI 71

*\*ECON is for minimum cost operations*

*\*SL1 is somewhere around two-thirds of the ECON for even better fuel economy when tailwinds or time-ahead-of-schedule allows*

*\*OT1 is used for headwinds or when behind schedule*

## EasyJet

- A319/320 = CI 12
- A321 = CI 23

## Egyptair

- B737-500 = CI 18
- B737-800 = CI 22
- A320 = CI 23
- A321 = CI 25
- A330-200/300 = CI 35
- B772 = CI 37
- B77W = CI 44

## EL AL

- 737 = CI15-30
- 747 = CI 39
- 757 = CI 20-40
- 767:
  - CI 30-45 for Europe
  - 40-45 long haul
- 777 = CI 71

## Emirates

- Airbus A330-200 = CI 26
- Airbus A340-300 = CI 24
- Airbus A340-500 = CI 28

- Airbus A380-800 = CI 50
- B777-300ER = CI 36
- B777-300ERD = CI 37 (ICAO Type : B773D, reg: A6EMN, EMM, EMO, EMP, EMR, EMS, EMT, EMU, EMV, EMX and EMW)
- B777-200LR/F = CI 35
- B777-200ER = CI 36
- B777-200ER = CI 34 (used on short haul flights only, reg: A6EMI, A6EMH, A6EML,A6EMK and A6EMJ)

## Etihad Airlines

- A319 = CI 18
- A320 = CI 16
- A320SL = CI 18
- A321SL = CI 15
- A332 = CI 23
- A332F = CI 25
- A333 = CI 26
- A345 = CI 32
- A346 = CI 32
- B772LR = CI 41
- B772LRF = CI 44
- B77W (Only reg A6-JAx series) = CI 43
- B77W (Only reg A6-ETx series) = CI 45
- B789 = CI 25
- A388 = CI 50

## FedEx

- MD11 = CI 200

## FlyGlobespan

- B737 = CI 14
- B738 = CI 13

## FlyNiki

- General = CI 35

## Frontier Airlines

- A318/A319 = CI 6-8

## Hamburg International

- A319 = CI 40
- B737 = CI 30

## Icelandair

- B757-300 = CI 18
- B757-200 = CI 16

## KLM

- F70/100 Climb/Cruise = CI 30/15
- 737 Climb/Cruise = CI 30/15
- A330 Climb/Cruise/Descend = CI 60/150(300)/30
- MD11 Climb/Cruise/Descend = CI 50/100/20
- 777 Climb/Cruise/Descend = CI 50/100/20
- 747 Climb/Cruise/Descend = CI 150/300/50

## Lufthansa

- Airbus fleet = CI 30
- B747 = CI 70
- A300-600 = CI 35
- B733 = CI 25

## Lufthansa Cargo

- General = CI 50
- B737CL = CI 10
- B77L = CI 80
- MD11 = CI 30

## Luxair

- General = CI 50

## Nordavia

- B735 = CI 27

## NordStar Airlines

- B737NG = CI 30



## Norwegian Air Shuttle

- B737NG = CI 15
- B737CL = CI 20
- B787 = CI 36

*\*All Routes to HEL, LGW, SXF, VIE, ORY, DUS and all domestic routes in Finland operates at Cost Index 40.*

*\*All routes to HRG, RMF, LPA and TFS operates at CI 80.*

## Nouvelair

- A320 = CI 38

## Novair

- A321 = CI 4

## PAL

- B77W
  - Climb and descend = CI 0
  - Cruise = CI 100

## PIA

- B777 = CI 180 with the following speeds :
  - CLB: 310 / 0.84
  - CRZ: LRC
  - DES: 0.84 / 310

## Qantas

- B744 = CI 100
- Domestic flights = CI 40
- International = CI 20

*\*Up to CI250 to meet schedule/duty limits*

## Qatar Airways

- Airbus A319CJ = CI 30
- Airbus A320 = CI 08
- Airbus A321 = CI 10
- Boeing 777-200LR = CI 85

- Boeing 777-200LRF = CI 80
- Boeing 777-300ER = CI 79
- Boeing 787-8 = CI 70
- Airbus A330-200 = CI 40
- Airbus A330-300 = CI 9
- Airbus A330-200F = CI 8
- Airbus A340-600 = CI 14

## Royal Air Maroc

- B737 = CI 34
- B738 = CI 24 / CI 50 (to/from LHR,ORY,AMS)
- B763 = CI 39
- B788 = CI 42

## Ryanair

- B738 = CI 6

## S7

- General = CI 30

## SAS

- Boeing 737 = CI 6
- CRJ9 = CI 9
- A319/320/321 = CI 6
- A330/340 = CI 50

## Singapore Airlines

- B747/B777 = CI 150

## Skyexpress Russia

- B737CL
  - National flight = CI 28
  - International flight = CI 32

## South African

- General = CI 50

## Southwest Airlines

- B737CL = CI 28
- B737NG = CI 36

## Swiss Airlines

- A32S:
  - FL290 and below = CI 10
  - above FL290 = CI 20
- A330-200 and A340-300:
  - LRC = CI 30
  - M.082 Cruise = CI 30 for Climb/Descend and Cruise up to FL280, above M.082 manually edited
  - M.083 Cruise = CI 150 for Climb/Descend and Cruise up to FL290, above above M.083 manually edited

## TAM Linhas Areàs

- A319 = CI 19
- A320 = CI 26
- A321 = CI 25
- B763 = CI 34
- B77W = CI 38
- A332 = CI 26

## Thomas Cook Airlines Belgium

- A320 = CI 10

## Thomas Cook Airlines UK

- A321 = CI 13
- A332 = CI 27
- B752 = CI 28
- B753 = CI 29
- B763 = CI 27

## Thomas Cook Airlines Scandinavia

- A321 = CI 21
- A332 = CI 40
- A333 = CI 39

## Thomson Airways

- A320 = CI 13
- A321 = CI 17
- B733 = CI 10
- B738 = CI 13
- B752 = CI 23
- B763 = CI 25
- B787 = CI 21
- Long Haul = CI 19
- Short Haul = CI 11

## Tunisair

- A320 = CI 17
- B736 = CI 13

## Turkish Airlines

- Boeing 777-300ER = CI 26

## Ukraine International Airlines

- Boeing 737CL & NG = CI 11-14

## United Airlines

- Flight with duration < 4 Hours:
  - A319 and A320 = CI27
  - B737-300 and B737-500 = CI35
  - B747-400 = CI90
  - B757-200 = CI80
  - B767-300 = CI65
  - B777-200 = CI85

- Flights with duration > 4 Hours:
  - A319 and A320 = CI22
  - B737-300 and B737-500 = CI30
  - B747-400 = CI85
  - B757-200 = CI75
  - B767-300 = CI60
  - B777-200 = CI80

## Virgin Atlantic

- A340-300 CI = 30
- A340-600 CI = 40
- B747-400 CI = 73 - 93
- B747 :150

## Westjet

- B737NG = CI 20-25

## Wizzair

- A320/A320SL = CI 15