



Airbus A318 / Bombardier CS100ER 32-seat configurations

This assessment is based on PIANO-5 models of the A318-100 (baseline 107 pax) and CS100ER (baseline 110 pax) adjusted to represent single-class high-comfort 32-pax configurations. Furnishings weight has been increased by 2350 kg relative to baseline for both aircraft.

Over 3150 nm (typical of JFK-LCY still-air distance) the mission performance is:

Aircraft type	A318/32pax	CS100ER/32pax
Still Air Distance, nm.		3150
Payload @100kg/pax, kg.		3200
Dry Operating Weight, kg.	41650	36300
Takeoff Weight, kg.	62170	53110
Landing Weight, kg.	47380	41580
Block Fuel Burn, kg.	14970	11600
Takeoff Field Length, ft.	~ 4900	~ 4100

Assumptions for both aircraft: International reserves for 200 nm alternate, 30 minutes hold, 3% trip fuel. ISA conditions, Mach 0.78 cruise, RVSM Flight Levels.

A318 takeoff performance is on the limit for LCY's runway. Westbound operations are restricted due to increased fuel loads required under prevailing winds, hence the Shannon stopover. The CS100ER is unlikely to have this restriction as its TOFL does not exceed 4500 ft for a great majority of statistically probable en-route headwinds.

All performance data are independent PIANO assessments and no approval was sought from any manufacturer or operator.

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