

# AFIRS B737 Engine Performance

## BUSINESS PROBLEM

One of FLYHT's customers entered into a lease agreement for four B767's. As part of their lease agreement, they had to demonstrate to the engine original equipment manufacturer (OEM) that 10% of all takeoffs would be conducted at reduced thrust. Failure to do so would result in incremental financial penalties due to excessive wear on the engines.

A reduced thrust takeoff is accomplished utilising less thrust than the engines are capable of producing taking into account various aircraft and environmental factors (e.g. air temperature, air pressure) at the actual time of takeoff. The primary advantage to a reduced thrust takeoff is cost savings through increased engine life and reduced overhaul costs. Secondary advantages include fuel savings and, under certain circumstances, it may be possible to increase the maximum takeoff weight for a specific runway by using a reduced thrust profile.

## FLYHT SOLUTION

Thanks to the Automated Flight Information Reporting System's (AFIRS™) ability to monitor thousands of parameters including engine and environmental conditions, FLYHT, along with the customer and OEM were able to create real-time reports that were capable of capturing and delivering all of the required data to demonstrate to the lessor the operator's compliance with their lease obligations.

## CLIENT RESULTS

The client has been able to avoid hundreds of thousands of dollars in lease penalties because of the data AFIRS provided.

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