

This is a simple 'Rule of Thumb' for working out roughly where your Top of Descent is. It's only a way of estimating it but it does work.

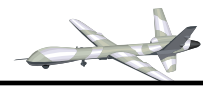
This works in most jet aircraft by using Vertical Speed to control your descent. Typically this method will put your top of descent slightly earlier than FMCs will predict it but enables you to get a nice smooth descent rather than a "plummet".

To achieve the descent, slow aircraft to descent speed and start to descend at about 2,400 feet per minute. Adjust descent rate and speed as you get closer to the desired point (in Boeing add-ons you can use the green arc)

Descent speeds will vary by type, situation, weight, weather etc but:  
Typically between M0.76 and M0.80 for initial descent  
Below about FL245 typically 280-310kts IAS and slowing as you approach FL100  
Below FL100 should be <250kts IAS  
ATC may of course give speed instructions which over-ride the above

# "How to" Descent Planning Jet aircraft

Version 2 updated 24/12/09



FL360

Flight Levels to lose  
 $36 - 20 = 16$

Desired Flight Level  
FL200

Distance Required for Descent  
= 16 x 3 = 48nm

FL200

48nm

Target waypoint for "level by"

Top of Descent



Fright Levels  
x 3, Simple!

