Weight and Balance User Guide

Selecting the Weight and Balance tab brings up the Departure and Destination screen, used for initiating the process for a standalone WB report.

Global	Data Center Ho	neywell Welcome	AIRCRAFT PERFOR	RMANCE GROUP APG	Live Chat Honeywell.com Contact Us Log out O 20:46 UTC Flight Bag View ~
My Profile	Flight Plan Airport Information	Weather International Trips	Communications/Tracking	Tools and Resources	
Dashbo	 Compute Flight Plan Review Flight Plans File with ATC Filling Status Flight Plan - Mobile Format 	 RAIM Prediction <u>Runway Analysis &</u> <u>Weight and Balance</u> Vendor Flight Plans CTAFOS Flight Plans Scheduling Integration 	Carbon Emissions Airspace Status CDR Routes Customer Acutes Oceanic Tracks Technical Reports	Runway Analysis & Weight and Balance Perform Runway Analysis & Weight and Balance computations.	he "NEW" MyGDC Website Click here rld Events Calendar her to view list of World Events
to air sched			> PRISM - FRAT		2015 2016 2017

Select the tail to be used for the analysis from the Select Tail drop down menu.



The next page displays the selections available including RA and WB. Select Weight and Balance – for running WB stand alone.

Global	Data C	enter Ho	neyw	Welc	OTTO AIRCRAFT PER	FORMANCE GROUP APG	Honeywell.com Contact Us Log out Flight Bag 0 item(s) View -
My Profile	Flight Plan	Airport Information	Weather	International Trips	Communications/Tracking	Tools and Resources	
Runwa	y Analysi	is and Weight	Balanc	e	User Gui FAQ	de - Runway Analysis; Weight and Balance - Runway Analysis; Weight and Balance	e Live Chat @ Need help
Selected	l Tail : G450	Change	/	Aircraft T Engine T	ype : G450 ype : MK611-8C		
Runway	Analysis	Weight and Balance	Integra	ted RA and WB			

The next page requires that the Departure and Destination airports must be entered, along with any Departure or Destination (2) Alternates, as applicable.

		Integrated RA and WB	Weight and Balance	Runway Analysis
Ntn2	Dest A	CPDX Dep Altn	E Destination * K	Departure * KASE
				Proceed

The WB Layout and Data Entry Screen is now displayed.

	Data Entry			<u> </u>
	Data Liftiy			
T	Items Weight	Weight Fwd CG%Ma	CG%Mac Aft CG%Mac	CG Graph
190	Empty Weight	42285 37.26	43.52 45	
	🚹 Pilot	380		
	Aircraft Items	979		
(T)	Cabin Crew	0		NO CG Granh Available
	BOW	43644 36.85	43.12 45	
	+ Passengers	0		
	Cabin Cargo	0		
u and a set of the se	🕂 Cargo	0		
	Zero Fuel Weight	43644 36.85	43.12 45	CG
	🕂 Fuel	0		
- 😫	Taxi Weight	43644	43.12	NO CG Slider available
	🕂 Taxi	200		
j 🔲	TakeOff Weight	0	0	
	TakeOff Limit	74600		Trim Settings
	Enroute	0		Thin Settings
Ш	Landing Weight	0	0	No Trim settings data available
	Landing Limit	66000		

The Layout is a copy of the cabin configuration for the specific tail number. Typically, this diagram is submitted to Honeywell during account set-up. In addition, the following information, provided by the operator, is used to set-up the specific tail number:

- Seat locations/arms,
- The name, location/arms of all other pertinent areas that may be used for storage, i.e. Closets, Cabinets, Galley, FWD/Aft Cargo centroids, etc.

Data Entry				
Items Weight	Weight	Fwd CG%h 24	CG%Mac	Aft CG%Mac
Empty Weight	42285	37.26	43.52	45
🚹 Pilot	380			
🚹 Aircraft Items	979			
Cabin Crew	0			

The Empty Weight and CG % MAC are the values provided by the operator and are be based upon the submitted WB Report.

NOTE: if the aircraft is subsequently re-weighed, the revised WB Report should be forwarded to Honeywell so that the database may be updated.

Pilot and Observer/Jumpseat weights may be defaulted to values provided by the operator during account set-up, as required.

ata Entry				
Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
Empty Weight	42285	37.26	43.52	45
E Pilot	380			
PIC	190			
SIC	190 🗡			
Observer	0			

In addition, all Aircraft Items that are routinely carried and considered part of the Operating Weight, are listed under Aircraft Items.

Jana En	LLV.

Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
Empty Weight	42285	-	-	-
🕂 Pilot	380			
Aircraft Items	979			
Crew Life Vests (3)	4			
Fwd Lav Supplies	20			
Throw Rugs (Entry)	8			
Nav/Flight Manuals	30			
Comm Area (Stool)	12			
Fwd Galley Provisions	135			
Life Vest (Comm Area)	2			

NOTE: The list of these items must be provided by the operator during the account set-up. The item name, weight and location/arm are required.

Data Entry **Items Weight** Weight Fwd CG%Mac CG%Mac Aft CG%Mac Empty Weight 42285 37.26 43.52 45 380 Pilot 979 Aircraft Items Cabin Crew 0 BOW 43644 36.85 43.12 45

Since the Basic Operating Weight (BOW) and Moment (BOM) reflect the aircraft as it is ready for operation, the only entries that the operator must

The sum of the Basic Empty Weight (BEW) plus defaulted Pilot and Aircraft Item Weights is considered to be the Basic Operating Weight (BOW). make for a flight are Passengers, Cargo and Fuel (Fuel load and Enroute burn).

Passengers may be loaded into the system by either hovering over the selected seat and then selecting the desired weight from the drop down menu,

Layout	Data Entry
	Items Weight
190 190	Empty Weight
	于 Pilot
	Aircraft Items
	Cabin Crew
	Passenger 3
	Weights 0
	Standard Weights
	Male(194)
	Female(173) Child(76)
	Standard Weight(184)
	Use Cancel Reset

Or by expanding the Passenger section of the Data Entry field and then manually entering a value.

Layout	Data Entry				
	Items Weight	Weight	Ewd CG%Mac	CG%Mac	Aft CG%Mac
	Empty Weight	42285	-	-	-
	F Pilot	380			
	Aircraft Items	979			
	Cabin Crew	0			
	BOW	43644	-	-	-
	Passengers	184			
184	Passenger 1	0			
ē ē	Passenger 2	0			
	Passenger 3	184			
	Passenger 4	184	-		

Either data entry method will display the value on the graphic and on the Data Entry screen.

Layout	D	ata Entry	
		Items Weight Empty Weight	Weight Fwd CC 42285
		Pilot	380
		🚹 Aircraft Items	979
ा वा		Cabin Crew	0
		BOW	43644
		Passengers	368
184 184	-	Cabin Cargo	0
NON KOA		🚹 Cargo	0

Cargo may be entered in a similar manner; either by hovering over the cargo area on the graphic or expanding the Cargo field and manually entering the weight.

E.	Landing Limit
	Tail Cargo Weights 175
ompute Re	Use Cancel Reset

Fuel may be entered at any time. Expanding the Fuel field and entering the fuel on board at engine start.

Zero Fuel Weight	44187	-	-	-
— Fuel	0			
G450 All Tanks	17000			

The Taxi Fuel is a value that may be set as a default (done during account set-up) and/or entered by expanding the Taxi field and manually entering a value.



In a similar fashion, expand the Enroute field and enter the fuel burn.



The aircraft's fuel weight limit is determined using the manufacturer's volumetric limit of all tanks – in gallons – in combination with a standard density of 6.7 lb./gal. Since the aircraft's fuel capacity is fixed in gallons, it is necessary to utilize a fixed density value so that calculations can accurately generate the fuel burn 'vector'. The vector or burn curve is used to determine if the CG remains in or goes out-of-limit in-flight as the fuel is burned.

Once the aircraft payload and fuel entries have been completed, select the Compute button and the weights and CG values will be calculated.

NOTE: the Compute button may be used at any point during the loading process.

Layout	Data Entry			CG
	Items Weight	Weight Fwd CG%Mac CG%I	Mac Aft CG%Mac	CG Granh
190 - 190	Empty Weight	42285 37.26 43.	52 45	80000
	🚹 Pilot	380		75000
E A	Aircraft Items	979		70000
	Cabin Crew	0		65000
	BOW	43644 36.85 43.	45	60000
	Passengers	368		ê 55000
184 184	Cabin Cargo	0		50000 MZFW (lbs)
302 502	🚹 Cargo	175		\$ 45000
	Zero Fuel Weight	44187 36.69 43.4	44.8	40000
	🚹 Fuel	17000		35000 32 34 36 38 40 42 44 46 4
	Taxi Weight	61187 36.0)2	▲ TOW
	🚹 Taxi	200		CG %MAC
	TakeOff Weight	60987 36.0	15	
	TakeOff Limit	74600		CG
	Enroute	12000		36 Zero Fuel 44
	Landing Weight	48987 40.4	18	Trim Settings
Fe F	Landing Limit	66000		20 DEG : 3.99 10 DEG : 3.99
175				
Compute Re	ease			

The CG Graph is displayed along with the TO Trim setting.

If any limit, MTOW, MZFW, MLW or their respective CG value falls out-oflimits, the appropriate field will be noted and an 'error message will appear. The out-of-limits condition must be cleared before the system will allow a Release to be prepared. When the loading has been completed, Compute has been selected, and all computations within limits – select the Release button.

Departure * KASE	Destination* KP	Release WB		×
Layout	Data Entry	PIC	Smith	
	Items Weig	SIC	Colt	
190 = 190	Empty We	FA		
	Aircraft It	Departure	KASE	
	Cabin Cre	Destination	KPDX	
	BOW Passenge	Dep Altn		
184 184	Cabin Ca	Dest Altn1		MZFW (lbs)
	E Cargo Zero Fuel	Dest Altn2		
	E Fuel	Flight date	12-Oct-2013	12 34 36 38 40 42 44 46 48
	Taxi Weig	Prepared by	Wesson	▲ TOW ◆ LDW ● ZFW
	TakeOff V	Notos		Bow
	TakeOff L	NOIGS		Zero Fuel 45
	Lancing V			
F)	Lz iding L			
175		Release Can	cel	<u>//</u>
Compute	ase			

Complete the Load Manifest form as required and select the Release button on the pop-over window.

A two-page pdf report will be prepared which summarizes the aircrafts loading and CG values. All pages are watermarked with the aircraft's registration number and date.

G450 G-450 RRTAYMK6118C Standard Burn



Generated Sunday, October 06, 2013 00:43 UTC from Job: 11110871

	Weight	FWD CG %MAC	CG %MAC	AFT CG %MAC
Empty Weight	42285		43.52	
Pilots	380			
Aircraft Items	979			
Cabin Crew	0			
BOW	43644	36.85	43.12	45.00
Passengers	368			
Cabin Cargo	0			
Cargo	175	. 0.		
ZFW	44187	36.69	43.45	44.80
Fuel	17000			
Taxi WGT	61187	NC	36.02	NC
Taxi Burn	200			
тоw	60987	NC	36.05	NC
Enroute Burn	12000			
LDW	48987	36.00	40.48	39.76



Release Data						
Flig	ht ID					
Flight	t Date	12-	Oc	xt-2013		
P	IC		Sn	nith		
S	IC		С	olt		
Jump	oseat			0		
SOB/Cr	ew/Pax		4/	2/2		
Departure	Alternate	3				
Arrival A	Iternate 1					
Arrival A	Iternate 2					
Prepa	red By	Wesson				
PIC Sig	jnature					
	Last Min.	Change				
Pax		Cargo	>			
Dep Fuel		Arr Fu	el			
Takeoff		Ib		%MAC		
Landing		lb		%MAC		

Integrated RA and WB

Selecting the Integrated RA and WB tab brings up the RA screen, which is the first step initiating the process for an integrated RA and WB report.

Integrated RA and WB tool incorporates all of the features available in the respective RA and WB stand-alone tools. The integrated solution also incorporates the Fuel Load and Fuel Burn calculations from the Flight Planning module into the WB module by pre-populating the respective fields on the Data Entry screen. The key benefit of using the integrated feature is the inclusion of the RA TO and LD performance calculations into the WB loading/calculation. By integrating these limits into the calculation, the solution not only checks that the MTOW, MZFW, MLW, and CG values throughout the flight are within limits but also assures that the planned load and fuel burn do not exceed the TO or LD performance limits.

After completing the flight planning portion, complete the RA and WB in sequence to assure that the trip has been planned to meet the required fuel load and that the planned payload and fuel have been checked for WB compliance as well as for TO and LD performance limitations.

The integration of the RA and WB screens allows movement from RA-to-WB and back while persisting and updating the calculations as necessary. This feature allows the operator to run 'what if' scenarios – such as changes to the environmental conditions, runway contaminants, payload etc. – to quickly determine the affect of these changes and to prepare contingency plans as required. Having previously completed and saved a flight plan, from the Flight Plan drop down menu Select Review Flight Plans.

Global	Data Center Ho	neywell	Welcome AIRCRAFT PERFORMANC	E GROUP
My Profile	Flight Plan Airport Information	Weather International Trips	Communications/Tracking Tools and Resources	
Reviev	Compute Flight Plan	> RAIM Prediction	Carbon Emissions Alexander Status	
Filter by Tail	 File with ATC Filing Status 	 Velight and Balance Vendor Flight Plans CTAFOS Flight Plans 	CDR Routes Customer Routes	•
Recall N	 Flight Plan - Mobile Format 	> Scheduling Integration	 Oceanic Tracks Technical Reports PRISM - FRAT 	

From the list of available flight plans select the desired flight for computing integrated RA and WB, and Select View More.

Aircraft <	>	FPL	\$ Dept	\$ Dest	\$ ETD	\$ ETA	\$ Computed	-	State	\$	Options
NF900EX	т	5341	KASE	KFLL	2315	0259	06-Oct-2013 17:54:28		NOT FILED	-	View More

From the subsequent drop down, select RA and WB.



The RA page is displayed as the first step in completing the integrated solution.

nway Analysis Weight and Ba	alance Integrated RA and WB			
1. Runway	Analysis	2. Weight and Balance	3.	Report
alculate for 🧹 Departure	Sestination Dep Altn	Dest Altn1 Dest Altn2		
DEPARTURE			ANALYSIS	
CAO* KASE	Airfield Info Weather Info	Limit TO	Actual TO	Reduced Thrust
Runway * SELECT	\$	Limit:	Weight:	Weight:
lunway Length	Actual Runway Length :	Reason:		
horten End APPROACH		V1:	V1:	V1:
(Dir/Speed) * DDDSS		VR:	VR:	VR:
(0) t		V2:	V2:	V2:
emp(C) *	Note: Prefix +/- while entering t	me values PWR:	Vfto:	PWR:
ltimeter *	Note: Enter value in hPa or In.h	Hg Lvi Off MSL:	TO Dist:	A Temp(C)
lap Setting * SF2	¢		Trim:	
Takeoff Options Mo O	ptions Selected			
akeoff Options No O ctual TO Weight Include emergency return se	ptions Selected Structural Limit : 49000 lbs Fi tings in calculations	lightplan Weight: 38986 lbs		
akeoff Options No C	ptions Selected Structural Limit : 49000 lbs Fi	lightplan Weight: 38986 lbs	ANALYSIS	
Akeoff Options No C ctual TO Weight	ptions Selected Structural Limit : 49000 lbs Fit titings in calculations Airfield Info Weather Info	lightplan Weight: 38986 ibs	ANALYSIS	ILD
Akeoff Options No C cutual TO Weight	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info	lightpian Weight: 38986 lbs	ANALYSIS Actua LD Wi	I LD alght:
Akeoff Options No C ctual TO Weight	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info C Actual Runway Length :	lightplan Weight: 38986 lbs	ANALYSIS Actua LD Wi LDA:	l LD
Akeoff Options No C ctual TO Weight	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info C Actual Runway Length : C	lightplan Weight: 38986 lbs	ANALYSIS Actua LD W LDA: LDG I	I LD aight:
Akeoff Options No C kctual TO Weight Include emergency return se DESTINATION CAO* KFLL kunway * SELECT tunway Length ihorten End APPROACH Vind (Dir/Speed) * DDDSS	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info Actual Runway Length : Use METAR	lightplan Weight: 38986 lbs Limit LD Limit: Reason:	ANALYSIS Actua LD W LDA: LD G I 115%	I LD aight: Dist: Dist:
akeoff Options No C kctual TO Weight Include emergency return se Include emergency return se ESTINATION CAO* KFLL kunway • SELECT kunway Length APPROACH Vind (Dir/Speed) • DDDSS emp(C) •	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info C Actual Runway Length : C Use METAR Note: Prefix +/- while entering t	lightplan Weight: 38986 lbs Limit LD Limit: Reason: the values	ANALYSIS Actua LD Wi LDA: LDG I 115% Vfto: Vano:	I LD eight: Dist: Dist:
Akeoff Options No C ccual TO Weight Include emergency return se DESTINATION CAO* KFLL tunway SELECT tunway Length ihorten End APPROACH Vind (Dir/Speed)* DDDSS iemp(C)*	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info C C C C C C C C C C C C C C C C C C	lightplan Weight: 38986 lbs Limit LD Limit: Reason: the values Hg	ANALYSIS Actua LD Wi LDA: LDG I 115% Vfto: Vapp: Vref:	I LD aight: Dist: Dist:
Akeoff Options No C ctual TO Weight Include emergency return se DESTINATION CAO* KFLL tunway * SELECT tunway Length ihorten End APPROACH Vind (Dir/Speed) * DDDSS emp(C) * Jämeter *	ptions Selected Structural Limit : 49000 lbs Fi ttings in calculations Airfield Info Weather Info C C C C C C C C C C C C C C C C C C C	lightplan Weight: 38986 lbs Limit LD Limit: Reason: the values Hg	ANALYSIS Actua LD W LDA: LDG I 115% Vfto: Vapp: Vref: MAP (I LD aight: Dist: Dist: 3rad:
akeoff Options No C ccual TO Weight	ptions Selected Structural Limit : 49000 lbs Fi tings in calculations Airfield Info Weather Info Actual Runway Length : Use METAR Use METAR Note: Prefix +/- while entering t Note: Enter value in hPa or In.+ C	lightplan Weight: 38986 ibs Limit LD Limit: Reason: the values Hg	ANALYSIS Actua LD W LDA: LDG I 115% Vfto: Vapp: Vref: MAP (I LD Jight: Dist: Dist:

Note that the page is similar to the stand alone RA page, with couple of differences. Since the TO and LD weights were estimated in the flight planning phase, those values have been carried over for reference in the RA calculations. The labels of these fields are "Flightplan Weight" and are highlighted with the arrows on the right.

Also, the label for the weight entry field has been changed to Actual TO and LD Weight, noted by the arrows on the left. These two fields will be populated after the WB screen has been accessed and the TO and LD weights determined.

Starting with the Departure section of the screen, enter the departure airport ICAO identifier and then select a runway.

Runway Analysis Weight and Balance Integrated RA and WB			
1. Runway Analysis 2. Weight and Balance	ce	3. Repo	ort
Calculate for 🧭 Departure 🗹 Destination 🗌 Dep Altn 🔹 Dest Altn1 🔹 Dest Altn2	2		
DEPARTURE		ANALYSIS	
ICAO* KASE Airfield mo Weather Info	Limit TO	Actual TO	Reduced Thrust
Runway * 33DP View Runway Information	Limit:	Weight:	Weight:
Runway Length 8005 Actual Runway Length : 8005 ft	Reason:		
Shorten End APPROACH \$	V1:	V1:	V1:
Wind (Dir/Speed) • DDDSS Use METAR	VR: V2:	VR: V2:	VR: V2:
Temp(C) Note: Prefix +/- while entering the values	PWR:	Vfto:	PWR:
Altimeter * Note: Enter value in hPa or In.Hg	LvI Off MSL:	TO Dist:	A Temp(C)
Flap Setting • SF2 • Takeoff Options Selected		Trim:	
Actual TO Weight Structural Limit : 49000 lbs Flightplan Weight: 38986 lbs			

Tools are provided to assist completing the departure information.

Airfield and Weather Information, including NOTAMS may be reviewed.

DEPARTURE				ANALYSIS	
ICAO*	KASE Airfiel	d Info Weather Int	io	Runway Analysis - Weather	ed Thrust
Runway No Runway Length	33DP \$	View Runway Informal Max Runway Length :	ion 8005 ft	KASE METAR RAGE METAR NO 25026/1947 SLP002 T01781072	t
Wind (Dir/Speed) * Temp(C) *	DDSS	Use METAR Note: Prefix +/- while e	ntering the values	 05/037. ARE HAV FER LAD UNUBLE BYD 25 DEGREES LEFT AND RIGHT OF CONDER MEY 1205222010 05/038. ARE TWY A NORMYDEENT AREA BYN TWY AI AND 165 N TWY AI CYNELM MEY 1305091655 09/002. ARE CON UNICOM 131.025 FRIMARY/122.950 SECONDARY 09/005 ARE TWY A CL MARKINGS NORMET VER 130911231231100 3/3561 TPC F1/T IAP ASPEN-PITKIN CO/SARDY FIELD, ASPEN, CO. VDR/DWE C, ANDT S ALTERNATE MINIRUMS NA, DBL VOR UNKONITORED. 	p(C)
KASE ASPEN-PITKIN CC ATA Elevation(ft) Latitude Lagnetic Variance Max. Runway Length(ft) Cime Zone	ASARDY FIELD Aspen : ASE : 7838 : N39 13.26 : W106 52.08 : 9.0E : 9.0E : 9000 : 9000	ASE) st Atlantic Aviation ASRI 131.025 970-920-2016 68 E-ARPORT ROA ASPEN COBINET	s	TAN KABE TAR 0317372 0318/0418 17015025KT F68M SCT120 BKN200 FM040103 34010KT F68M -SHBAB BKN050 0VC070 FM040600 VB004KT 55M -SHBAB BKN040 0VC060 FM040600 VB04KT 55M -SH BE SCT010 0VC020 TEMPC 0406/0410 BK -SH BE KN040 0VC080 FM041200 35006KT F65M VCSH BKN040 0VC080	
DST	: UTC-08:00	P ^D VORDME or GPS-C LOCDME-E RNAV (GPS)-F		KASE FORECAST 0320512 Close	li

In addition, Runway Information, including Declared Distances and Engine Out Procedures, may be reviewed.

Runway Analysis Weight and Balance Integrated RA and WB		
1. Runway Analysis 2. Weight an	nd Balance	3. Report
Calculate for 🥑 Departure 🧭 Destination 🗌 Dep Altn 🔹 Dest Altn1 👘 I	Dest Altn2	
DEPARTURE	Runway Information x	YSIS
ICAO* KASE Airfield Info Weather Info	Runway: :33DP Phase :TO	Reduced Thrust
Runway • 33DP • View Runway Information	Length :8005 ft TORA :8005 ft	Weight:
Runway Length 8005 Actual Runway Length : 8005 ft Shorten End APPROACH \$	TODA :8005 π ASDA :8005 ft LDA :7005 ft	V1:
Wind (Dir/Speed) * DDDSS Use METAR	Slope :-1.96 Procedure :TAKEOFF WEIGHTS FOR RWY 33DP MAY BE USE WITH	VR: V2:
Temp(C) Note: Prefix +/- while entering the values	PUBLISHED -LINDZ- AND -SARDD- DEPARTURE PROCEDURES. MAKE AN IMMEDIATE 15 DEGREE	PWR:
Altimeter * Note: Enter value in hPa or In.Hg	Close	A Temp(C)
Flap Setting * SF2 +		
Takeoff Options No Options Selected		
Actual TO Weight Structural Limit : 49000 lbs Flightplan Weight: 38986	lbs	

A runway shortening tool is available for shortening a runway length to account for temporary conditions/NOTAMS.

To shorten a runway, first enter the 'shortened' runway length value in the Runway Length field. Then, from the drop down menu, select the end of the runway that has been altered/closed. In the example below, the Departure end of the runway has been shortened by 1000 feet and the runway length subsequently reduced from 8005 feet to 7005 feet.

Runway Analysis Weight and Balance Integrated RA and WB			
1. Runway Analysis 2. Weight and Balar	ice	3. Repo	ort
Calculate for 🗹 Departure 🗹 Destination 📄 Dep Altn 💿 Dest Altn 1 💿 Dest Altn	2		
DEPARTURE		ANALYSIS	
ICAO* KASE Airfield Info Weather Info	Limit TO	Actual TO	Reduced Thrust
Runway * 33DP View Runway Information	Limit:	Weight:	Weight:
Runway Dength ZODE Actual Runway Length : 8005 ft	Reason: V1:	V1:	V1:
	VR:	VR:	VR:
Wind (Dir/Speed) DDDDS Use METAR Tomp/C) Note: Prefix +/, while entering the values	V2:	V2:	V2:
Attimeter * Note: Enter value in hPa or In.Hg	PWR: Lvi Off	νπο: TO Dist:	PWK: A Temp(C)
Flan Setting * SF2	MSL:	Trim:	
Takeoff Options Selected			
Actual TO Weight Structural Limit : 49000 lbs Flightplan Weight: 38986 lbs			

NOTE: it is important to select the correct end of the runway affected by the closure. Closing the Approach end has no effect on the distance from the departure end of the runway (DER) to the obstacle(s), whereas selecting the Departure end for shortening will 'increase' the distance from the DER to the obstacle(s).

In this example, the takeoff performance will be calculated using the temporary runway length of 7005 feet and 'adding' 1000 feet from the DER to the obstacles.

The environmental conditions may be entered individually by entering Wind (in 5-digit METAR format), Temperature (° C) and Altimeter (in Hg or millibars/hPa) in the appropriate fields. Alternatively, the Use METAR button may be selected for entering the last reported METAR values.

Runway Analysis Weight and Balance Integrated RA and WB			
1. Runway Analysis 2. Weight and Balance	.0	3. Repo	ort
Calculate for 🗹 Departure 🗹 Destination 🗌 Dep Altn 🔹 Dest Altn1 🔹 Dest Altn2	2		
DEPARTURE		ANALYSIS	
ICAO* KASE Airfield Info Weather Info	Limit TO	Actual TO	Reduced Thrust
Runway * 33DP View Runway Information	Limit:	Weight:	Weight:
Runway Length 7005 Actual Runway Length : 8005 ft	Reason:		
Shorten End DEPARTURE	V1:	V1:	V1:
Wind (Dir/Speed) * 00000 Use METAR	VR: V2:	VR: V2:	VR: V2:
Temp(C) * 0 Note: Prefix +/- while entering the values	PWR:	Vfto:	PWR:
Altimeter * 30.45 Note: Enter value in hPa or In.Hg	Lvi Off MSL:	TO Dist:	A Temp(C)
Flap Setting • SF2 \$		Trim:	
Takeoff Options No Options Selected			
Actual TO Weight Structural Limit : 49000 lbs Flightplan Weight: 38986 lbs			

Select the intended Flap Setting along with any Options that may be applicable for the takeoff.

Runway Analysis Weight and Balance Integrated RA and WB				
1. Runway Analysis	2. Weight and Baland	Ce		3. Report
Calculate for 🥑 Departure 🧭 Destination 🗌 Dep Altn	Dest Altn1 Dest Altn2	2		
DEPARTURE	Take Off Options	×	ANALYSIS	
ICAO* KASE Airfield Info Weather Info	WET RWY 1/4 in SLR/WTR		Actual TO	Reduced Thrust
Runway * 33DP * View Runway Information	1/2 in SLR/WTR		Weight:	Weight:
Runway Length 7005 Actual Runway Length : 800 Shorten End DEPARTURE \$	5 1/4 in SNOW 1/2 in SNOW ANTI-ICE ON		V1:	V1:
Wind (Dir/Speed) • 00000 Use METAR			V2:	V2:
Temp(C) * 0 Note: Prefix //- while entering	g		Vfto:	PWR:
Altimeter 30.45 Note Enter value in hPa or In	n.ng	MSL:	TO Dist:	A Temp(C)
Flap Setting • SF2 • • • • • • • • • • • • • • • • • • •			Trim:	
Actual TO Weight Structural Limit : 49000 lbs	Flightplan Weight: 38986 lbs			

NOTE: Options which are 'mutually exclusive', such as Anti Skid Inoperative and Wet Runway, are automatically prevented from being selected simultaneously. Emergency Return (ER) may be selected, if desired. Select the landing runway and the desired flap setting.

Runway Analysis Weigh	ht and Balance	Integrated RA and WB				
1. F	Runway Analysis	\rightarrow	2. Weight and Ba	lance	3. Repo	t
Calculate for S Depart	ture 🗹 Destin	ation 📄 Dep Altn	Dest Altn1 Dest A	Ntn2		
DEPARTURE					ANALYSIS	
ICAO* KAS	SE Airfield Ir	Meather Info		Limit TO	Actual TO	Reduced Thrust
Runway * 33D	OP 🗘	View Runway Information		Limit:	Weight:	Weight:
Runway Length 7005	5	Actual Runway Length : 800	05 ft	Reason:		
Shorten End DEF	PARTURE 🛊			V1:	V1:	V1:
Wind (Dir/Spood) * 0000	00			VR:	VR:	VR:
wind (Dir/Speed)				V2:	V2:	V2:
Temp(C) * 0		Note: Prefix +/- while entering	ng the values	PWR:	Vfto:	PWR:
Altimeter * 30.4	5	Note: Enter value in hPa or	In.Hg	LvI Off MSL:	TO Dist:	A Temp(C)
Flap Setting * SF2	2 🗘				Trim:	
Takeoff Options	No Options Sele	cted				
Actual TO Weight		Structural Limit : 49000 lbs	Flightplan Weight: 38986 lbs			
Include emergency	return settings in calo	culations				
Runway * ✓ SEI	LECT				Astual I D	
Emg. Return Flap : 33				Limit TO	Actual LD	16
Emg. Return Options	60% LANDING E	ACTOR			LD weight:	νπο:
-	00% LANDING P	AUTOR		Reason:	LDA:	vapp:
						vrer:
					115% DISC	MAP Grad:

When selecting Emergency Return, a report will be included in the release paperwork providing LD data for an immediate landing at the departure airport, for the calculated takeoff weight.

The next step is to complete the Destination portion of the page.

Landing performance for the destination airfield requires similar entries as the departure data.

DESTINATION			ANALYSIS
ICAO*	KFLL Airfield Info Weather Info	Limit LD	Actual LD
Runway *	10L View Runway Information	Limit:	LD Weight:
Runway Length	9000 Actual Runway Length : 9000 ft	Reason:	LDA:
Shorten End	APPROACH \$		LDG Dist:
			115% Dist:
Wind (Dir/Speed) *	11009 Use METAR		Vfto:
Temp(C) *	31 Note: Prefix +/- while entering the value	ies	Vapp:
Altimeter *	29.89 Note: Enter value in hPa or In.Hg		Vref:
	SE3 +		MAP Grad:
Fiap Setting			
Landing Options	60% LANDING FACTOR		
Actual LD Weight	Structural Limit : 44500 lbs Flightpla	n Weight : 32250 lbs	



NOTE: Landing Options include the ability to select landing factor values of 60%, 80% or Unfactored. The selected landing factor will be used to determine the Limit LD Weight. The selection will also be used to determine if the weight of the aircraft entered for the landing Estimated Weight, will be able to stop within:

- 60% of the Landing Distance Available (LDA), or
- 80% of the LDA, or
- Unfactored using up to 100% of the LDA

Once all of the required entries have been made, select the Compute button to run the RA.

DEPARTURE			ANA	LYSIS
ICAO* KASE Airfield info Weather Info Runway * 33DP • View Runway Information Runway Length 8005 Actual Runway Length : 8005 ft Shorten End APPROACH • Wind (Dir/Speed) * 00000 Use METAR Temp(C) * 0 Note: Prefix +/- while entering the values Attimeter * 30.45 Note: Enter value in hPa or In.Hg Flap Setting * SF2 • Takeoff Options No Options Selected Image: Setting * SF2 •	Limit TO Limit Reason: V1: VR: V2: PWR: Lvi Off MSL:	49000 Structural 125 134 134 100.00 8837	Actual TO Weight: V1: VR: V2: Vfo: TO Dist: Trim:	Reduced Thrust Weight: V1: VR: V2: PWR: A Temp(C)
Actual TO Weight Structural Limit : 49000 lbs Flightplan Weight: 38986 lbs				
Include emergency return settings in calculations Runway* 15 Emg. Return Flap :* SF3 Emg. Return Options 60% LANDING FACTOR	Limit TO Limit: Reason:	49000 ST	Actual LD LD Weight: LDA: LD Dist: 115% Dist:	Vfto: Vapp: Vref: MAP Grad:
DESTINATION			ANA	LYSIS
ICAO* KFLL Airfield Info Weather Info Runway* 10L View Runway Information Runway Length 9000 Actual Runway Length : 9000 ft Shorten End APPROACH \$	Limit LD Limit: Reason:	44500 Structural		Actual LD LD Weight: LDA: LDG Dist: 115% Dist:
Wind (Dir/Speed) * 11009 Use METAR Temp(C) * 31 Note: Prefix +/- while entering the values Altimeter * 29.89 Note: Enter value in hPa or in.Hg				Vfto: Vapp: Vref: MAP Grad:
Flap Setting * SF3 • Landing Options 60% LANDING FACTOR Actual LD Weight Structural Limit : 44500 lbs Flightplan Weight : 32250 lbs				

The calculated data will be displayed on the right side of the page, for the Limit TO/LD Weights. Since the Actual TO/LD Weights are not known until the WB page has been completed, performance data other than the limits, will not be displayed

•

Limit TO

The Limit TO field displays the takeoff performance Limit Weight, determined using the environmental conditions, flap and options selections for the departure airport. The limit Reason is also displayed denoting the factor determined to be the most limiting. Takeoff speeds V₁, V_R, V₂, and V_{FTO} are displayed for the Limit Weight. The power setting for the selected flap setting, environmental conditions and selected options (as required) is also displayed. The calculated Level Off Altitude (MSL) is displayed, defining the altitude to which the aircraft must climb to, level off, and accelerate in level flight to V_{FTO}.

Limit LD

The Limit LD field displays the landing performance Limit Weight, determined using the environmental conditions, flap and options selections for landing at the destination airport. The limit Reason is also displayed denoting the factor most limiting for landing.

NOTE: the limit weight is calculated using the selected Landing Factor option, i.e. when the limit Reason is Field Length, the aircraft can be stopped using all of the factored value of the LDA only when flown using the same technique as during the aircraft landing certification process (example: FAR 25.125).

DESTINATION			ANA	LYSIS
ICAO*	KFLL Airfield Info Weather Info	Limit LD		Actual LD
Runway *	10L View Runway Information	Limit:	44500	LD Weight:
Runway Length	9000 Actual Runway Length : 9000 ft	Reason:	Structural	LDA:
Shorten End	APPROACH \$			LDG Dist:
				115% Dist:
Wind (Dir/Speed) *	11009 Use METAR			Vfto:
Temp(C) *	31 Note: Prefix +/- while entering the values			Vapp:
Altimeter *	29.89 Note: Enter value in hPa or In.Hg			Vref:
Elan Setting *	SE3 1			MAP Grad:
Landing Options				
Landing Options	60% LANDING FACTOR			
Actual LD Weight	Structural Limit : 44500 lbs Flightplan Weight : 32250 lbs			
Compute	Neight and Balance			

After computing the RA limits, select the Weight and Balance button.

User Guide - Runway Analysis; Weight and Balance FAQ - Runway Analysis; Weight and Balance **Runway Analysis and Weight Balance** 🔁 Live Chat 🛛 🔞 Ne Aircraft Type : 900 Selected Tail : NF900EX Engine Type : TFE731-60 Runway Analysis Weight and Balance Integrated RA and WB 2. Weight and Balance Departure* KASE Destination* KFLL Dep Altn Dest Altn1 Dest Altn2 Layout Flight Plan Payload 🕕 : 986 lbs CG Graph Items Weight Weight Fwd CG%Mac Empty Weight 25758 Pilot 380 🚹 Aircraft Items 0 NO CG Graph Available Cabin Crew 0 BOW 26138 26.49 31 Passengers 0 🚹 Cabin Cargo 0 J 🚹 Cargo 0 CG Zero Fuel Weight 26138 13 26.49 31 🕂 Fuel 12000 9 11 13 10 NO CG Slider available Taxi Weight 38138 13 26.49 31 0 🖪 Taxi TakeOff Weight 38138 0 Flightplan TakeOff Weight 38986 Trim Settings TakeOff Limit 49000 No Trim settings data available Enroute 6736 31402 Landing Weight Flightplan Landing Weight 32250 Landing Limit 44500

The WB Layout and Data Entry Screen is now displayed.

Note that the Fuel and Enroute fields have been pre-populated with the fuel calculated in the flight planning module.

In addition, the Flight plan Takeoff/Landing Weight values as determined during the flight planning phase are noted for reference during the loading phase of the flight.

The Layout is a copy of the cabin configuration for the specific tail number. Typically, this diagram is submitted to Honeywell during account set-up. In addition, the following information, provided by the operator, is used to set-up the specific tail number:

- Seat locations/arms,
- The name, location/arms of all other pertinent areas that may be used for storage, i.e. Closets, Cabinets, Galley, FWD/Aft Cargo centroids, etc.

Data Entry				
Flight Plan Payload	: 986 lbs			
Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
Empty Weight	25758	13	30.55	31
🚹 Pilot	380			
Aircraft Items	0			
Cabin Crew	0			

The Empty Weight and CG % MAC are the values provided by the operator and are be based upon the submitted WB Report.

NOTE: if the aircraft is subsequently re-weighed, the revised WB Report should be forwarded to Honeywell so that the database may be updated.

Pilot and Observer/Jumpseat weights may be defaulted to values provided by the operator during account set-up as required.

Data Entry				
Flight Plan Payload 🕕	: 986 lbs			
Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
Empty Weight	25758	13	30.55	31
Pilot	380			
PIC	190			
SIC	190 🦊			
Jumpseat	0			

In addition, all Aircraft Items that are routinely carried and considered part of the Operating Weight, are listed under Aircraft Items.

the second se
1 1

NOTE: The list of these items must be provided by the operator during the account set-up. The item name, weight and location/arm are required.

The sum of the Basic Empty Weight (BEW) plus defaulted Pilot and Aircraft Item Weights is considered to be the Basic Operating Weight (BOW).

Data Entry				
Flight Plan Payload 🕕 :	986 lbs			
Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
Empty Weight	25758	13	30.55	31
🚹 Pilot 📃	380			
🕂 Aircraft Items 📃 🐂	290			
Cabin Crew	0			
BOW	26428	13	24.91	31

Since the Basic Operating Weight (BOW) and Moment (BOM) reflect the aircraft as it is ready for operation, the only entries that the operator must

make for a flight are Passengers and Cargo (Fuel load and Enroute burn have been carried into the Data Entry from the flight planning module).

Passengers may be loaded into the system by either hovering over the seat and selecting the desired weight from the drop down menu,

Layout	Data Entry
\wedge	Flight Plan Payload 🕕 : 986 Items Weight
$\langle \rangle$	Empty Weight
190 190	🚹 Pilot
	Aircraft Items
	Passenger 3
	Weights 0
	Standard Weights
	Male(194) Female(173) Child(76) Standard Weight(184)
	Use Cancel Reset

Or by expanding the Passenger section of the Data Entry field and manually entering a value.

Layout	Data Entry				
\wedge	Flight Plan Payload 🍈 :	: 986 lbs			
/	Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
$\left \right\rangle$	Empty Weight	25758	-	-	-
190 190	🚹 Pilot	380			
	Aircraft Items	290			
	Cabin Crew	0			
	BOW	26428	-	-	-
	Passengers	184			
	Passenger 1	0			
	Passenger 2	0			
	Passenger 3	184			
19 11 12	Passenger 4	184			

Either data entry method will display the value on the graphic and on the Data Entry screen.

Layout	Data Entry				
\wedge	Flight Plan Payload 🕕	: 986 lbs			
/	Items Weight	Weight	Fwd CG%Mac	CG%Mac	Aft CG%Mac
$\langle \rangle$	Empty Weight	25758	-	-	-
190 190	🚹 Pilot	380			
	Aircraft Items	290			
	Cabin Crew	0			
	BOW	26428	/ .	-	-
	Passengers	368 🥌			
184 184	🚹 Cabin Cargo	0			
	🕂 Cargo	0			

Cargo may be entered in a similar manner; either by hovering over the cargo area on the graphic or expanding the Cargo field and manually entering the weight.

TakeOff Weight
Aft Baggage Weights 175
Use Cancel Reset

Fuel has been pre-populated from the flight planning module.

🗖 Fuel	12000	
F900EX All Tanks	12000	
	12000	

The Taxi Fuel is included in the flight planning module and therefore is shown as zero. It cannot be modified.

🗖 Taxi	0	
Taxi Burn Weight	0	

In a similar fashion, enroute burn has been pre-populated from the flight planning module.

Enroute	6736
Enroute Fuel Burn Weight	6736

The aircraft's fuel weight limit is determined using the manufacturer's volumetric limit of all tanks – in gallons – in combination with a standard density of 6.7 lb./gal. Since the aircraft's fuel capacity is fixed in gallons, it is necessary to utilize a fixed density value so that calculations can accurately generate the fuel burn 'vector'. The vector or burn curve is used to determine if the CG goes out-of-limit in-flight as the fuel is burned.

NOTE: Once the aircraft payload and fuel entries have been completed it would be advisable to crosscheck the WB determined TO and LD weights against the flight planning values. If there is significant difference, it may be necessary to rerun the flight plan or alter the actual load.

Select the Compute button and the weights and CG values will be calculated.

Layout CG Flight Plan Payload 🕕 : 986 lbs CG Graph 5200 5000 4800 4600 4400 Items Weight Weight 25758 MTOW (lbs) Empty Weight Pilot 380 MLW (lbs) 🚹 Aircraft Items 4200 290 4000 3800 Cabin Crew 0 3600 BOW 26428 13 31 3400 Weight (Ibs) 3200 MZEW (lbs) F Passengers 368 🚹 Cabin Cargo 0 EG 🕂 Cargo 175 Zero Fuel Weight 26971 13 31 30 🛨 Fuel 12000 9 11 13 ▲ TOW ◆ LDW ● ZFW ■ BOW Taxi Weight 38971 13 31 🚹 Taxi 0 CG %MAC 13 31 TakeOff Weight 38971 Flightplan TakeOff Weight 38986 CG TakeOff Limit 49000 13 Take Off 32 Enroute 6736 Landing 13 32 Landing Weight 32235 31 Zero Fuel 32 13 Flightplan Landing Weight 32250 Trim Settings 44500 Landing Limit SF2:-5.79 SF1:-5.79 Release

NOTE: the Compute button may be used at any point during the loading process.

The CG Graph is displayed along with the TO Trim setting.

If any limit, MTOW, MZFW, MLW or their respective CG value falls out-oflimits, the appropriate field will be noted and an error message will appear. The out-of-limits condition must be cleared before the system will allow a Release to be prepared.

Select the '1. Runway Analysis' to return to the RA screen.

Runway Analysis and Weight Balance	l	Jser Guide - <u>Runway Analysis;</u> Weight and Balance AQ - Runway Analysis; Weight and Balance	Live Chat 🛛 Need help
Selected Tail : NF900EX	Aircraft Type : 900 Engine Type : TFE731-60		
Runway Analysis Weight and Balance Integrated RA and WB			
1. Runway Analysis	2. Weight and Balance	3. Report	
DEPARTURE			
ICAO* KASE Airfield Infe	Weather Info		
Runway * 33DP \$	View Runway Information		
Runway Length 8005	Actual Runway Length : 8005 ft		
Shorten End			
Wind (Dir/Speed) * 00000	Use METAR		
Temp(C) * 0	Note: Prefix +/- while entering the	values	
Altimeter * 30.45	Note: Enter value in hPa or In.Hg	_	
Flap Setting * SF2 \$	Pre-populated with	th	
Takeoff Options No Options select	ed WB TO Weight		
Actual TO Weight 38971	Structural Limit: 49000 lbs Flig	ntplan Weight: 38986 lbs	
Include emergency return settings in calcu	lations		
Runway * 15 \$			
Emg. Return Flap : * SF3 🗘			
Emg. Return Options 60% LANDING FA	CTOR		



Selecting the Compute button will now calculate the performance for the Actual Weights.

ANALYSIS						
Limit TO		Actual TO		Reduced T	nrust	
Limit:	49000	Weight:	38971	Weight:	38971	
Reason:	Structural					
V1:	125	V1:	108	V1:	111	
VR:	134	VR:	120	VR:	120	
V2:	134	V2:	120	V2:	120	
PWR:	100.00	Vfto:	172	PWR:	97.03	
LvI Off	8837	TO Dist:	4337	A Temp(C)	34	
MSL:		Trim:	-5.79			

Limit TO	Actual LD			
Limit: 49000	LD Weight:	38971	Vfto:	71
Reason: ST	LDA:	7005	Vapp:	52
	LD Dist:	1152	Vref:	52
	115% Dist:	1324	MAP Grad:	

_	_	_	_	_
A 54			6-4	1
				~

Limit LD		Actual LD	
Limit:	44500	LD Weight:	32235
Reason:	Structural	LDA:	8423
		LDG Dist:	2494
		115% Dist:	2868
		Vfto:	157
		Vapp:	116
		Vref:	116
		MAP Grad:	16.00

Limit TO

The Limit TO field displays the takeoff performance Limit Weight, determined using the environmental conditions, flap and options selections for the departure airport. The limit Reason is also displayed denoting the factor determined to be the most limiting. Takeoff speeds V₁, V_R, V₂, and VFTO are displayed for the Limit Weight. The power setting for the selected flap setting, environmental conditions and selected options (as required) is also displayed. The calculated Level Off Altitude (MSL) is displayed, defining the altitude to which the aircraft must climb to, level off, and accelerate in level flight to VFTO.

Actual TO

Similarly, the Actual TO field displays the takeoff performance data for takeoff at the Actual Weight value. In addition, the TO Distance and Trim are displayed.

Reduced Thrust

For those aircraft capable of takeoff at reduced thrust, performance data is provided. While similar to the Actual TO data, the Reduced Thrust data also includes the reduced thrust power setting and the assumed temperature.

Limit LD

The Limit LD field displays the landing performance Limit Weight, determined using the environmental conditions, flap and options selections for landing at the destination airport. The limit Reason is also displayed denoting the factor most limiting for landing.

NOTE: the limit weight is calculated using the selected Landing Factor option, i.e. when the limit Reason is Field Length, the aircraft can be stopped using all of the factored value of the LDA only when flown using the same technique as during the aircraft landing certification process (example: FAR 25.125).

Actual LD

The Actual LD field displays the landing performance data for landing at the landing Actual Weight value. In addition, the LDA, actual landing distance (AFM actual landing distance – without factor), 115% of the actual landing distance (for compliance with FAA Safety Alert for Operators – SAFO 06012, August 31 2006), V-speeds (V_{FTO}, V_{APP} and V_{REF}), and the Missed Approach Gradient (MAP Grad), are displayed.

NOTE: The missed approach gradient is the most limiting of the aircrafts Approach Climb (FAR 25.121, one engine inoperative) and Landing Climb (FAR 25.119, all engines operating).

After reviewing the performance for the actual weights and/or making any changes to the entries on the RA page, select Compute to update the page before selecting Weight and Balance.

DESTINATION	
ICAO*	KFLL Airfield Info Weather Info
Runway *	10L View Runway Information
Runway Length	9000 Actual Runway Length : 9000 ft
Shorten End	APPROACH \$
Wind (Dir/Speed) *	11009 Use METAR
Temp(C) *	31 Note: Prefix +/- while entering the values
Altimeter *	29.89 Note: Enter value in hPa or In.Hg
Flap Setting *	SF3 \$
Landing Options	60% LANDING FACTOR
Actual LD Weight	32235 Structural Limit : 44500 lbs Flightplan Weight : 32250 lbs
Compute	Weight and Balance

If the TO or LD Limits were changed on the RA page, the new limits will be brought to the WB page.

When finished with all updating, select the Compute button followed by the Release button and a complete RA and WB Release package will be prepared.

Landing Weight	32235	13	23.58	31
Flightplan Landing Weight	32250			
Landing Limit	44500			
<u> </u>				

Complete the Load Manifest form as required and select the Release button on the pop-over window.

Release WB		×
PIC	Smith	
SIC	Colt	
FA		
Departure	KASE	
Destination	KFLL	
Dep Altn		
Dest Altn1		
Dest Altn2		
Flight date	12-Oct-2013	
Prepared by	Wesson	
Notes		



Complete the Load Manifest form as required and select the Release button on the pop-over window.



A complete set of RA and WB documents will be prepared in pdf format.

A Load Manifest:

190	190
184	184
11 13	240
175	

	Weight (lbs)	FWD CG %MAC	CG %MAC	AFT CG %MAG
BEW	25758		30.55	
Pilots	380			
Aircraft Items	290			
Cabin Crew	0			
BOW	26428	13.00	24.91	31.00
Passengers	368			
Cabin Cargo	0			
Cargo	175			
ZFW	26971	13.00	24.23	31.00
Fuel	12000			
Taxi Weight	38971	13.00	23.25	31.00
Taxi Burn	0			
тоw	38971	13.00	23.25	31.00
Takeoff Limit	49000	Structural		
Enroute Burn	6736			
LDW	32235	13.00	23.58	31.00
Landing Limit	44500	Structural		

NF900EX F900EX TFE73160

Departure Arrival ICAO KFLL KASE Runway 33DP 10L TORA/LDA 8005 ft 8423 ft Wind 00000 11009 Crosswind 0 2 Headwind 0 0 TempC 0 31 30.45 29.89 Altimeter

Limit	44500	Structural	
520	000		
500	000	REPORT OF STREET	
480	000	MTOW (IDs)	
460			MIL VAL (III)
420	000		MILVY (IDS)
400	000		
380	000		▲
360	000		
340	000		4
320	000		
300	100		MZFVV (IDS)
260	000		-
240	000		
220	000		
200	000		
180	000		
160	00 0 12 1	14 16 18 20 22	24 26 28 30 32 34
			Tow
		CG %MAC	BOW

12-Oct-2013 Smith

Colt

4/2/2

%MAC

%MAC

Flight ID Flight Date

> PIC SIC

Jumpseat SOB/Crew/Pax

Departure Alternate Arrival Alternate 1 Arrival Alternate 2

Pax Dep Fuel

Takeoff

Landing

Last Min. Change

Cargo

Arr Fuel

lb

lb

33DP	Departure	Reduced Thrust
Weight	38971 lbs	0 lbs
V1	108	0
VR	120	0
V2	120	0
VFTO	172	
Power	100.0	0.0
Trim	-5.79	
TO Dist	4337 ft	
Assumed Temp		0
L/O Altitude	8837	

SF2

49000 lbs

Structural

SF3

44500 lbs

Structural

Departure Options

Flap

Limit Wgt

Reason

10L	Arrival	Emerg Ret (15)	
Weight	32235 lbs	38971 lbs	
VFTO	157	71	
VAPP	116	52	
VREF	116	52	
LD Dist	2494 ft	1152 ft	
115%	2868 ft	1324 ft	
MAP Grad	15.995575	53	
Flap		SF3	
Limit Wgt		49,000	
Reason		ST	

Arrival Options 60% LANDING FACTOR

Emergency Return Options 60% LANDING FACTOR

Generated Sunday, October 06, 2013 20:41 UTC from Job: 11115498

Weight (Ibs)

All pages are watermarked with the aircraft's registration number and date.:

Takeoff

Takeoff NF900EX F900EX TFE73160 SF2

Actual TOW: 38971 Wind: 00000 Altimeter: 30.45

KASE	33DP	33DP5		Runway
TEMP C PWR	8005/8005/8005	8005/8005/8005		TORA/TODA/ASDA
-03 100.0	49000 / ST 107 / 120 / 120 / 172 4266 / 8837	49000 / ST 107 / 120 / 120 / 172 4266 / 9249		Limit Weight/Code Actual V1/VR/V2/VFTO TOFL/Accel (MSL)
-02 100.0	49000 / ST 108 / 120 / 120 / 172 4298 / 8837	49000 / ST 108 / 120 / 120 / 172 4298 / 9249		
-01 100.0	49000 / ST 108 / 120 / 120 / 172 4309 / 8837	49000 / ST 108 / 120 / 120 / 172 4309 / 9250		

Engine Out Procedures - as required

Departure Procedures

KASE 33DP TAKEOFF WEIGHTS FOR RWY 33DP MAY BE USE WITH PUBLISHED -LINDZ- AND -SARDD-DEPARTURE PROCEDURES. MAKE AN IMMEDIATE 15 DEGREE BANKED CLIMBING -RIGHT- TURN TO A HEADING OF 343 DEGREES. AT 10.3 DME SOUTH OF DBL VOR (DBL R-165/D10.3 -OR- IASE LOC DME D3.75) MAKE A 15 DEGREE BANKED CLIMBING -LEFT- TURN TO HEADING 273 DEGREES.

INTERCEPT THE IPKN LDA NORTHWEST COURSE (OUTBOUND ON BACKCOURSE - IPKN 303/D15.0) DIRECT LINDZ INTXN (DBL VOR 244/12.6).

CLIMB IN HOLDING PATTERN AT LINDZ INTXN. (WEST, LEFT TURNS, 064 INBOUND).

Reduced Thrust - when applicable

Reduced Thrust G550 G-550 BR710 10 DEG

ECS ON

Actual TOW: 71750 Wind: 34008 Altimeter: 30.36

KASE	33DP	33DP5		Runway
TEMP C PWR	8005 / 8005 / 8005	8005 / 8005 / 8005		TORA/TODA/ASDA
-03 1.65	83579 / FL / 35 127 / 130 / 138 7639 / 9337	83579 / FL / 35 127 / 130 / 138 7639 / 10863		Limit/Code/Assum Temp Actual V1/VR/V2 TOFL/Accel (MSL)

Emergency Return – when selected

Emergency Return NF900EX F900EX TFE73160 SF3

Actual LDW: 38971 Wind: 00000 Altimeter: 30.45

KASE	15	33		Runway
TEMP C	7005	7005		LDA
-03	49,000 / ST / 10.6 3812 / 4384 127 / 127 / 172	49,000 / ST / 10.6 3812 / 4384 127 / 127 / 172		Limit/Code/MAP Grad LD Dist/115% Dist VRef/VApp/VFTO
-02	49,000 / ST / 10.4 3812 / 4384 127 / 127 / 172	49,000 / ST / 10.4 3812 / 4384 127 / 127 / 172		
-01	49,000 / ST / 10.3 3812 / 4384 127 / 127 / 172	49,000 / ST / 10.3 3812 / 4384 127 / 127 / 172		

Landing

Landing NF900EX F900EX TFE73160 SF3

60% LANDING FACTOR

60% LANDING FACTOR

Actual LDW: 32235 Wind: 11009 Altimeter: 29.89

KFLL	10L	28R		Runway
TEMP C	8423	8394		LDA
28	44500 / ST 2494 / 2868 116 / 116 / 157	44500 / ST 3120 / 3588 116 / 116 / 157		Limit/Code/MAP Grad LD Dist/115% Dist VRef/VApp/VFTO
29	44500 / ST 2494 / 2968 116 / 116 / 157	44500 / ST 3120 / 3588 116 / 116 / 157		
30	44500 / ST 2494 / 2868 116 / 116 / 157	44500 / ST 3120 / 3588 116 / 116 / 157		