

ARRIVAL		
PA:	FAT:	LANDING GWT:
MAX TORQUE AVAILABLE:		
HOVER IGE TORQUE:		
HOVER OGE TORQUE:		
MAX ALLOWABLE GWT OGE:		
MAX ALLOWABLE GWT IGE:		
WEIGHT AND BALANCE		
DEPARTURE DATA		
	WEIGHT	MOMENT
BASIC WEIGHT (Oil Inclu)	2010	2285
CREW AND FLIGHT EQUIPMENT (F.S. 65):	420	273
PAX-BAGGAGE - CARGO (F.S. 104):	180	187
BAGGAGE - CARGO (F.S. 148):	25	37
ZERO FUEL WEIGHT:	2635	2782
TAKEOFF FUEL GALLONS = (82.6):	554	659
DEPARTURE WEIGHT:	3189	3441
DEPARTURE CG:	107.9	
ALLOWABLE CG RANGE: VMC: 106.0 to	IMC: 106.0 to 110.0	
ARRIVAL DATA		
	WEIGHT	MOMENT
ARRIVAL FUEL GALLONS = (57.6):	386	452
ARRIVAL WEIGHT:	3021	3234
ARRIVAL CG:	107.1	
ALLOWABLE CG RANGE: VMC: 106.0 to	IMC: 106.0 to 110.0	
REMARKS:		

*Why don't you fill out this section every day?

Because you have already used the Maximums for all items based on your MEF. If you leave the local area, then you must get the destination forecast to determine if you will get an increase of 500 PA, 5 Deg, or 100 lbs GW. If any of these increase, then you will recompute the arrival data.

1. Information on 365-4
2. IP weight plus PI weight
3. Add OR weight to baggage weight
4. Aircraft tiedowns and covers
5. Add lines #1 through #4
6. Aircraft should be refueled to 82.6 gallons
7. Add lines #5 and #6
8. Moment divided by weight
9. See Note #2 for determining CG Range

10. See Note #1 for determining arrival fuel
11. Add lines #5 and #10
12. Line 11 - Moment divided by weight
13. See Note #2 for determining CG Range

NOTE:

#1 Arrival fuel is computed by multiplying your syllabus flight time by your cruise fuel consumption rate and then subtracting that number from your takeoff fuel gallons. EXAMPLE: Syllabus = 1 hour, cruise consumption = 25 gallons/hr, takeoff fuel = 82.6. Computed as follows: $82.6 - (25 \times 1) = 57.6$.

#2 You must compute and write in both the forward and aft CG range. These are old PPCs and have 106.0 typed in for all forward CGs. This may not be the case today. Make sure you look up the forward CG and if it is not 106.0, scratch out 106.0 and write the correct forward CG above it.

#3 Don't forget to move the decimal point back two places when getting numbers from the charts.