N670RA

1993 King Air 300LW

Weight & Balance

MSN: FA-226

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

SECTION VI

WEIGHT AND BALANCE/EQUIPMENT LIST

DATE _____

SERIAL _____

REGISTRATION NO. _____

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CONVERSION FACTORS

The numerical values, except inches, in this section are metric primary and U. S. secondary. The conversion factors are as follows:

WEIGHT: 1 KILOGRAM = 2.2046 POUNDS

LIQUID VOLUME: 1 LITER = 0.2642 GALLON

WEIGHT/LIQUID VOLUME: 1 KILOGRAM/LITER = 8.3444 POUNDS/GALLON

MOMENT: 1 KILOGRAM-INCH = 2.2046 POUND-INCHES

WEIGHING INSTRUCTIONS

Periodic weighing of the airplane may be required to keep the Basic Empty Weight current. Frequency of weighing is to be determined by the operator. All changes to the airplane affecting weight and/or balance are the responsibility of the airplane operator.

1. Airplane may be weighed on wheels or jacks points. Three jack points are provided: one on the nose section of the fuselage at station 83.5, and one on each wing center section rear spar at station 225.5. Wheel reaction locations should be measured as described in paragraph 6 below.
2. Fuel should be drained preparatory to weighing. Tanks are drained from the regular drain ports with the airplane in static ground attitude. When tanks are drained, 4.5 kg (10 lb) of fuel remains in the airplane at an arm of 192.9 inches. The remainder of the unusable fuel to be added to a drained system is 19.1 kg (42 lb) at station 162.1.
3. Engine oil must be at the full level in each tank. Total engine oil aboard when both tanks are full is 25.9 kg (57 lb) at an arm of 118.0 inches.
4. To determine airplane configuration at time of weighing, installed equipment is checked against the airplane equipment list or superseding forms. All equipment must be in its proper place during weighing.
5. The airplane is placed on the scales in level attitude. Leveling screws are located on the fuselage entrance door frame. Leveling is accomplished with a plumb bob. Jack pad leveling may require the nose gear shock to be secured in the static position to prevent its extension. Wheel weighings can be leveled by varying the amount of air in the shocks and tires.
6. Measurement of the reaction arms for a wheel weighing is made using the nose jacking point for a reference. Using a steel measuring tape, measurements are taken with the airplane level on the scales from a reference (a plumb bob hung from the center of the nose jacking point) to the axle center line of the main gear and then from the main gear axle center line to the nose wheel axle center line. The main wheel axle center line is best located by stretching a string across from one main wheel to the other. All measurements are to be taken with the tape level with the hangar floor and parallel to the fuselage center line. The locations of the wheel reactions will be approximately at an arm of 209 inches for main wheels and 30 inches for the nose wheel.

7. The Basic Empty Weight and Moment are determined from the scale readings. Items weighed which are not part of the empty airplane are subtracted, i.e., usable fuel. Unusable fuel and engine oil are added if not already in the airplane.
8. Weighing should always be made in a enclosed area which is free from air currents. The scales used should be calibrated and certified in accordance with the basic tolerance values of National Bureau of Standards Handbook 44.

NOTE

The certificated maximum ramp weight of 5715.3 kg (12,600 lb) for a normal category airplane may not be exceeded with:

a. Full fuel and minimum crew of one pilot at 77.1 kg (170 lb) and/or;

b. Each seat occupied at 77.1 kg (170 lb) each and enough fuel for one-half hour operation at maximum continuous power.

NOTE

Each airplane is delivered with sample loading, empty weight and center of gravity, and equipment list, all pertinent to that specific airplane. It is the owner's responsibility to ensure that changes in equipment are reflected in a new weight and balance and in an addendum to the equipment list. Refer to the Empty Weight and Balance Record.

BASIC EMPTY WEIGHT AND BALANCE

DATE: _____ SERIAL NO: _____

REGISTRATION NO: _____

PREPARED BY: _____

STRUT POSITION -	NOSE	MAIN
EXTENDED	29.4	208.5
COMPRESSED	30.8	211.0

JACK POINT LOCATION	
FORWARD	83.5
AFT	225.5

REACTION WHEEL - JACK POINTS	SCALE READING	TARE	NET WEIGHT * (KG/LB)	STATION OR ARM	MOMENT * (KG-IN/LB-IN)
LEFT MAIN					
RIGHT MAIN					
SUB TOTAL					
NOSE					
TOTAL (AS WEIGHED)					

SPACE BELOW PROVIDED FOR ADDITIONS AND SUBTRACTIONS TO AS WEIGHED CONDITION

EMPTY WEIGHT			
ENGINE OIL **UNUSABLE FUEL**	25.9/57 23.6/52	118 168	3056/6726 3965/8736
BASIC EMPTY WEIGHT			

300-603-80

* CROSS-OUT UNUSED UNITS

EMPTY WEIGHT AND BALANCE RECORD

(Continuous History of Changes in Structure or Equipment Affecting Weight and Balance)

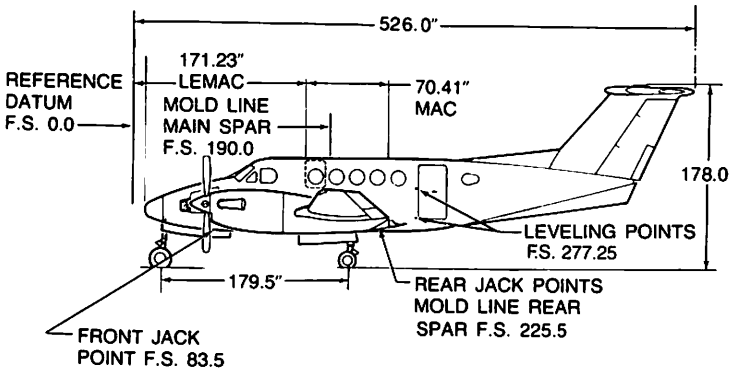
SERIAL NO. _____ REGISTRATION NO. _____ PAGE NO. _____

DATE	ITEM NO.		DESCRIPTION OF ARTICLE OR MODIFICATION	WEIGHT CHANGE ADDED(+) OR REMOVED(-)			RUNNING BASIC EMPTY WEIGHT	
	IN	OUT		WT *( )	ARM (IN.)	MOM. /100	WT *( )	MOM. /100

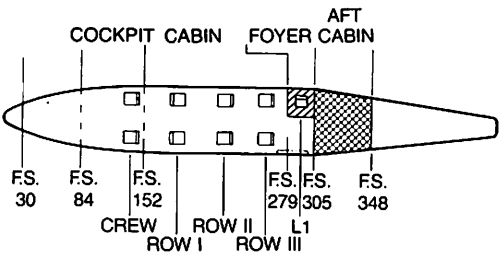
* ENTER UNITS USED: KG OR LB

300-603-81

DIMENSIONAL AND LOADING DATA



STANDARD SEATING



OCCUPANT	CENTROID
CREW	F.S. 129
ROW I	F.S. 176
ROW II	F.S. 215
ROW III	F.S. 259
L1	F.S. 293

CONFIGURATION	BAGGAGE COMPARTMENT	BAGGAGE CAPACITY	CENTROID
SIDE PASSENGER SEAT AND TOILET	*FOYER	45.4 Kg (100 LB)	F.S. 293
	AFT CABIN	249.5 Kg (550 LB)	F.S. 325

* LOADING DATA FOR STANDARD CONFIGURATIONS ONLY
FOYER IS NOT EQUIPPED FOR LOOSE BAGGAGE. CLOTHING ON HANGERS MAY BE HUNG FROM THE ROD PROVIDED

300-603-10(AX8)

LOADING DATA
(CARGO CONFIGURATION)

NOTES:

1. All cargo in Sections A, B, C & D must be supported on and secured to the seat tracks by an FAA approved system.

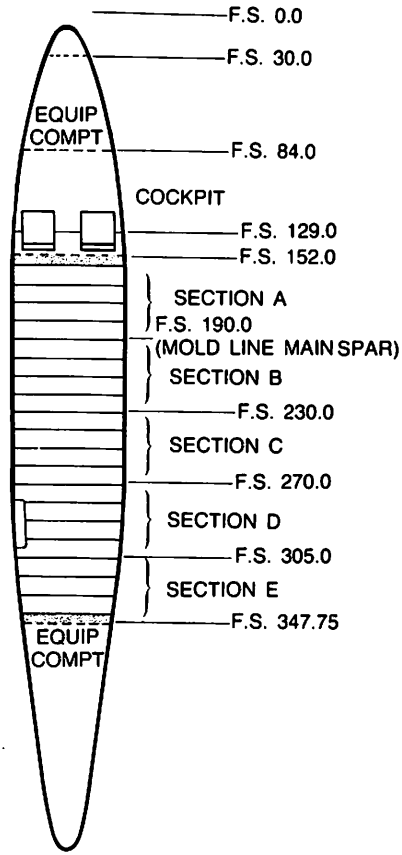
2. Concentrated cargo loads in Sections A, B, C & D must not exceed 90.7 Kg (200 lb) per square foot & must be supported on the seat rails.

3. Cargo in Section E is to be secured by Beech furnished baggage net, webbing, or straps.

4. Footman loops in Section E are to be used to secure cargo/baggage in that area only.

5. Concentrated floor loadings of cargo or baggage in Section E must not exceed 45.4 Kg (100 lb) per square foot.

6. Any exceptions to the above procedures will require approval by a local FAA office.

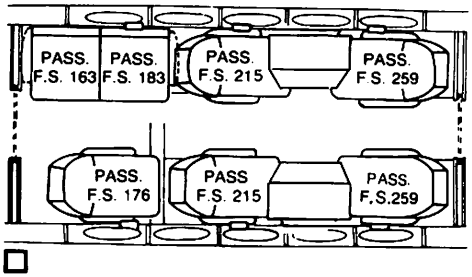


SECTION	MAXIMUM	CENTROID ARM
A	399.2 Kg (880 LB)	F.S. 171
B	390.1 Kg (860 LB)	F.S. 210
C	376.5 Kg (830 LB)	F.S. 250
D	249.5 Kg (550 LB)	F.S. 288
E	249.5 Kg (550 LB)	F.S. 325

CARGO TIEDOWN PROVISIONS ARE NOT PROVIDED

300-603-4(AX8)

CABIN ARRANGEMENT DIAGRAM



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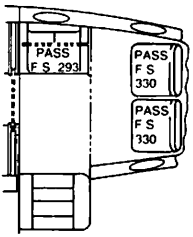
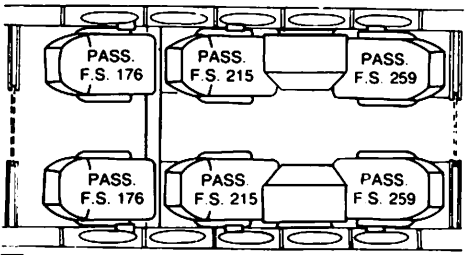


☐ AFT FOLD UP SEATS
☐ SIDE FACING TOILET



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NOTES

The cabin seating may be arranged in different combinations. The diagrams marked ☒ above represent the seating arrangement established for this airplane prior to delivery. The passenger locations shown on the designated diagram are averages. Additional data for modified arrangements are noted. No diagrams are included for Hi-density versions.

300-603-82

USEFUL LOAD WEIGHTS AND MOMENTS
OCCUPANTS

USE COLUMNS MARKED X →	CREW	CABIN CHAIRS			LAVA-TORY SEAT	TWO PLACE COUCH FORWARD POSITION		AFT FOLD UP SEAT(S)
	F.S. 129	F.S. 176	F.S. 215	F.S. 259	F.S. 293	F.S. 163	*F.S. 183	F.S. 330
WEIGHT KG	MOMENT/100 KG-IN							
40	52	70	86	104	117	65	73	132
50	65	88	108	130	147	82	92	165
60	77	106	129	155	176	98	110	198
70	90	123	151	181	205	114	128	231
77.1	99	136	166	200	226	126	141	254
80	103	141	172	207	234	130	146	264
90	116	158	194	233	264	147	165	297
100	129	176	215	259	293	163	183	330
110	142	194	237	285	322	179	201	363
WEIGHT LB	MOMENT/100 LB-IN							
80	103	141	172	207	234	130	146	264
100	129	176	215	259	293	163	183	330
120	155	211	258	311	352	196	220	396
140	181	246	301	363	410	228	256	462
160	206	282	344	414	469	261	293	528
170	219	299	366	440	498	277	311	561
180	232	317	387	466	527	293	329	594
200	258	352	430	518	586	326	366	660
220	284	387	473	570	645	359	403	726
240	310	422	516	622	703	391	439	792

USEFUL LOAD WEIGHTS AND MOMENTS
BAGGAGE

WEIGHT KG	(Clothing on Hangers) FOYER F.S. 293	AFT CABIN F.S. 325
	MOMENT/100 KG-IN	
10	29	33
20	59	65
30	88	98
40	117	130
45.4	133	146
50		163
100		325
150		488
200		650
231.3		752
249.5		811
WEIGHT LB	**MOMENT/100 LB-IN**	
20	59	65
40	117	130
60	176	195
80	234	260
100	293	325
200		650
300		975
400		1300
500		1625
510		1658
550		1788

USEFUL LOAD WEIGHTS AND MOMENTS

CABINET CONTENTS

USE COLUMNS MARKED X –	CHART CASES F.S. 148	FORWARD CABINET F.S. 158	MIDDLE CABINET F.S. 196	AFT CABINET F.S. 272	COUCH DRAWERS F.S. 173
WEIGHT KG	MOMENT/100 KG-IN				
5	7	8	10	14	9
10	15	16	20	27	17
13.6	20	21	27	37	24
20	30	32	39	54	
25		40			
45		71			
WEIGHT LB	MOMENT/100 LB-IN				
10	15	16	20	27	17
20	30	32	39	54	35
30	44	47	59	82	52
40	59	63	78	109	
50	74	79			
100		158			

NOTE:
Weight and Moment/100 of Cabinet Contents must be included in all loading computations.

USEFUL LOAD WEIGHTS AND MOMENTS

CARGO

WEIGHT KG	COMPARTMENT*				
	A	B	C	D	E
	F.S. 152-190	F.S. 190-230	F.S. 230-270	F.S. 270-305	F.S. 305-348
	CENTROID				
	F.S. 171	F.S. 210	F.S. 250	F.S. 288	F.S. 325
	MOMEMT/100 KG-IN				
10	17	21	25	29	33
20	34	42	50	58	65
30	51	63	75	86	98
40	68	84	100	115	130
50	86	105	125	144	163
100	171	210	250	288	325
150	257	315	375	432	488
200	342	420	500	576	650
231.3	396	486	578	666	752
249.5	427	524	624	719	811
300	513	630	750		
350	599	735	875		
376.5	644	791	941		
390.1	667	819			
399.2	683				

NOTE: All cargo must be supported by the seat tracks and tied down to the tracks by an FAA approved method.

* Refer to LOADING DATA CARGO CONFIGURATION

USEFUL LOAD WEIGHTS AND MOMENTS

CARGO

WEIGHT LB	COMPARTMENT*				
	A	B	C	D	E
	F.S. 152-190	F.S. 190-230	F.S. 230-270	F.S. 270-305	F.S. 305-348
	CENTROID				
	F.S. 171	F.S. 210	F.S. 250	F.S. 288	F.S. 325
	MOMEMT/100 LB-IN				
20	34	42	50	58	65
40	68	84	100	115	130
60	103	126	150	173	195
80	137	168	200	230	260
100	171	210	250	288	325
200	342	420	500	576	650
300	513	630	750	864	975
400	684	840	1000	1152	1300
500	855	1050	1250	1440	1625
510	872	1071	1275	1469	1658
550	941	1155	1375	1584	1788
600	1026	1260	1500		
700	1197	1470	1750	NOTE: All cargo must be supported by the seat tracks and tied down to the tracks by an FAA approved method.	
800	1368	1680	2000		
830	1419	1743	2075		
860	1471	1806			
880	1505				

Refer to LOADING DATA CARGO CONFIGURATION.

USEFUL LOAD WEIGHTS AND MOMENTS

USABLE FUEL

LITERS	.78 KG/LITER		.80 KG/LITER	
	WEIGHT	MOMENT /100	WEIGHT	MOMENT /100
50	39	66	40	67
100	78	131	80	135
150	117	198	120	203
200	156	265	160	272
250	195	336	200	344
300	234	408	240	419
350	273	482	280	494
400	312	555	320	569
450	351	628	360	644
500	390	702	400	720
550	429	775	440	795
600	468	848	480	870
650	507	920	520	943
700	546	991	560	1016
750	585	1063	600	1090
800	624	1137	640	1166
850	663	1211	680	1242
900	702	1285	720	1318
950	741	1356	760	1391
1000	780	1427	800	1464
1050	819	1499	840	1537
1100	858	1573	880	1613
1150	897	1646	920	1688
1200	936	1720	960	1764
1250	975	1794	1000	1840
1300	1014	1867	1040	1915
1350	1053	1942	1080	1992
1400	1092	2018	1120	2070
1450	1131	2095	1160	2148
1500	1170	2174	1200	2230
1550	1209	2254	1240	2311
1600	1248	2333	1280	2392
1650	1287	2412	1320	2474
1700	1326	2490	1360	2554
1750	1365	2570	1400	2636
1800	1404	2651	1440	2719
1850	1443	2733	1480	2803
1900	1482	2811	1520	2883
1950	1521	2891	1560	2966
2000	1560	2969	1600	3045
2040	1591	3028	1632	3106

USEFUL LOAD WEIGHTS AND MOMENTS
USABLE FUEL

GALLONS	6.5 LB/GAL		6.7 LB/GAL	
	WEIGHT	MOMENT/100	WEIGHT	MOMENT/100
10	65	109	67	113
20	130	219	134	226
30	195	330	201	340
40	260	440	268	454
50	325	553	335	570
60	390	666	402	686
70	455	785	469	809
80	520	907	536	935
90	585	1030	603	1062
100	650	1152	670	1188
110	715	1274	737	1313
120	780	1397	804	1440
130	845	1519	871	1566
140	910	1644	938	1695
150	975	1767	1005	1821
160	1040	1886	1072	1944
170	1105	2005	1139	2066
180	1170	2124	1206	2189
190	1235	2243	1273	2312
200	1300	2363	1340	2436
210	1365	2491	1407	2568
220	1430	2613	1474	2693
230	1495	2736	1541	2820
240	1560	2855	1608	2943
250	1625	2972	1675	3064
260	1690	3091	1742	3186
270	1755	3210	1809	3309
280	1820	3331	1876	3433
290	1885	3455	1943	3562
300	1950	3578	2010	3688
310	2015	3702	2077	3815
320	2080	3823	2144	3941
330	2145	3947	2211	4068
340	2210	4069	2278	4194
350	2275	4193	2345	4322

USEFUL LOAD WEIGHTS AND MOMENTS
USABLE FUEL (Cont'd)

GALLONS	6.5 LB/GAL		6.7 LB/GAL	
	WEIGHT	MOMENT/100	WEIGHT	MOMENT/100
360	2340	4317	2412	4450
370	2405	4444	2479	4581
380	2470	4574	2546	4715
390	2535	4704	2613	4849
400	2600	4833	2680	4982
410	2665	4968	2747	5120
420	2730	5100	2814	5257
430	2795	5232	2881	5393
440	2860	5363	2948	5528
450	2925	5496	3015	5665
460	2990	5630	3082	5803
470	3055	5762	3149	5939
480	3120	5897	3216	6078
490	3185	6032	3283	6218
500	3250	6165	3350	6355
510	3315	6299	3417	6492
520	3380	6429	3484	6627
530	3445	6556	3551	6758
539	3504	6689	3611	6893

LOADING INSTRUCTIONS

It is the responsibility of the airplane operator to ensure that the airplane is properly loaded. At the time of delivery, Beech Aircraft Corporation provides the necessary weight and balance to compute the individual loadings. All subsequent changes in airplane weight and balance are the responsibility of the airplane owner and/or operator.

The basic empty weight and moment of the airplane at the time of delivery are shown on the Basic Empty Weight and Balance form. Useful load items which may be loaded into the airplane are shown on the Useful Load Weight and Moment tables. The minimum and maximum moments approved by the FAA are shown on the Moment Limits vs. Weight diagram or table. These moments correspond to the forward and aft center of gravity flight limits (landing gear down) for a particular weight. All moments are divided by 100 to simplify computations.

CARGO LOADING

The method of loading cargo, its placement in the airplane and the method of restraint should each be determined before starting the actual loading.

For loads that are evenly distributed in a given section, the useful Load Table under the heading of Cargo Compartment should be used. For any load that cannot be located at the centroid of a section or that extends over more than one section, it will be necessary to determine its own CG and its location in the airplane. Determine the CG arm (Fuselage Station) by measuring in inches, from a known location in the cabin to the CG of the load. Determine the "moment" for the load by multiplying the weight by the CG arm (Fuselage Station). This restraint should be divided by 100 to be compatible with other loading data.

COMPUTING PROCEDURE

1. Record the basic empty weight and moment from the Basic Empty Weight and Balance form (or from the latest superseding forms). The moment must be divided by 100 to correspond to Useful Load Moments.
2. Record the weight and corresponding moment of each item to be carried. These values are found on the Useful Load Weight and Moment table.
3. Total the weight column and moment column (see Note). The total weight without usable fuel must not exceed the Maximum Zero Fuel Weight limitation of 5216.4 kilograms (11,500 pounds). All weight in excess of this limitation must be fuel. The auxiliary tanks may be used only when the main tanks are completely filled. The total take-off weight must not exceed the maximum allowable take-off weight (see Note).
4. Determine the fuel remaining at destination by subtracting the fuel used to destination, plus the start, taxi and take off fuel, from the fuel loading. Refer to the usable fuel weights and moments table for the remaining fuel corresponding moment.

5. To compute the landing condition, add the fuel remaining at destination to the zero fuel weight (see Note).

NOTE

The Zero Fuel Weight, Take-off Weight and Landing Weight Moments must be within the limits shown on the Moment Limits vs. Weight Table. If the total moment is less than the minimum moment allowed, useful load items must be shifted aft, or forward load items reduced. If the total moment is greater than the maximum moment allowed, useful load items must be shifted forward, or aft load items reduced. If the weight or location of load items is changed, the calculations must be revised and the moments rechecked.

Beechcraft SUPER KING AIR 300LW

WEIGHT AND BALANCE LOADING FORM

PASSENGERS OR CARGO ITEM	WEIGHT	MOM/100
LOCATION (ROW, F.S., ETC)		
TOTAL PASSENGERS OR CARGO		

300-603-93

WEIGHT AND BALANCE LOADING FORM

SERIAL:		REGISTRATION DATE: NO:		
REF	ITEM	WEIGHT	STATION OR ARM	MOM/100
1.	BASIC EMPTY WEIGHT			
2.	CREW			
3.	PASSENGERS OR CARGO			
4.	BAGGAGE			
5.	CABINET CONTENTS			
6.	SUB TOTAL ZERO FUEL CONDITION DO NOT EXCEED 5216.4 KG (11,500 LB)			
7.	FUEL LOADING			
8.	SUB TOTAL RAMP CONDITION			
9.	*LESS FUEL FOR START, TAXI AND TAKEOFF			
10.	TOTAL TAKE-OFF CONDITION			
11.	FUEL LOADING (FROM LINE 7)			
12.	MINUS TOTAL FUEL USED TO DESTINATION INCLUDING START, TAXI, AND TAKEOFF			
13.	FUEL REMAINING (TRANSFER TO LINE 15)			
14.	ZERO FUEL WEIGHT (FROM LINE 6)			
15.	PLUS FUEL REMAINING (FROM LINE 13)			
16.	LANDING CONDITION			

*FUEL FOR START, TAXI AND TAKEOFF IS NORMALLY 45.4 KG(100 LB) AT AN AVERAGE MOMENT/100 OF 97 KG-IN (213 LB-IN)

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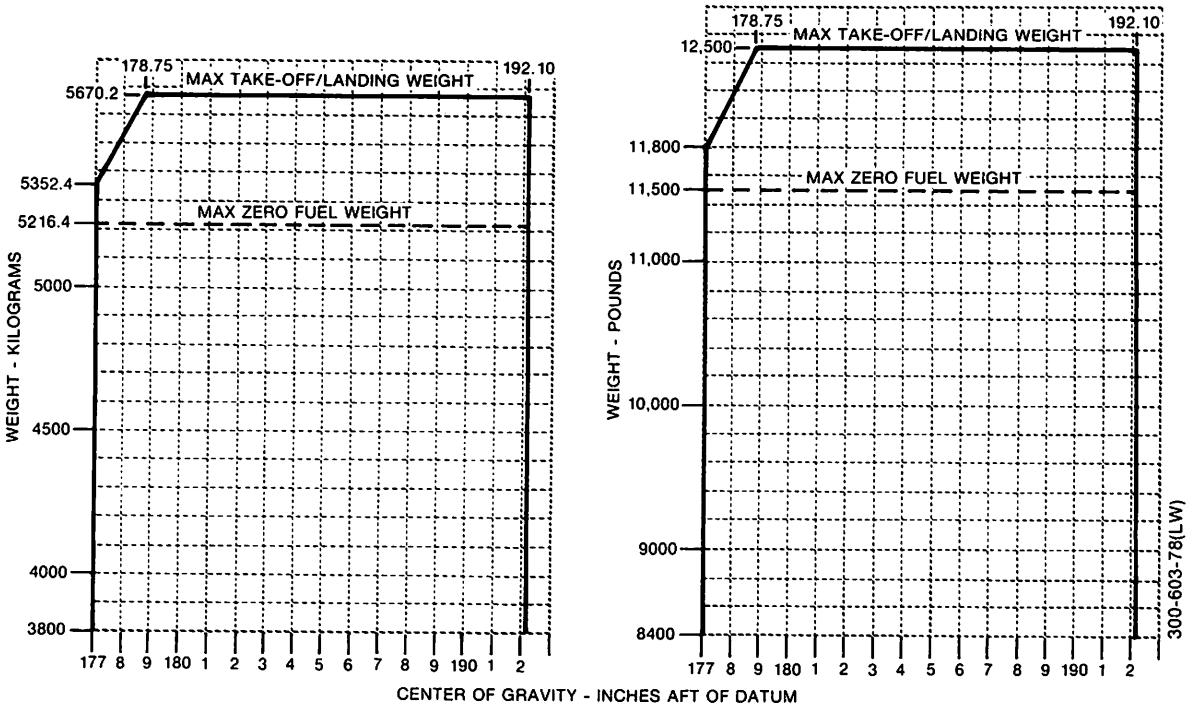
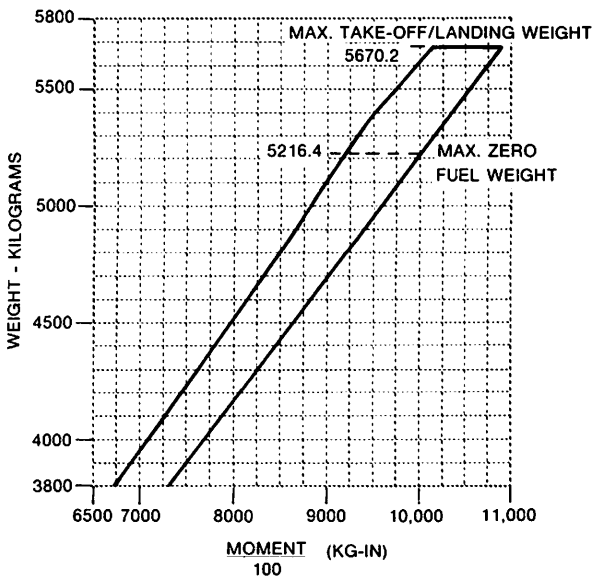
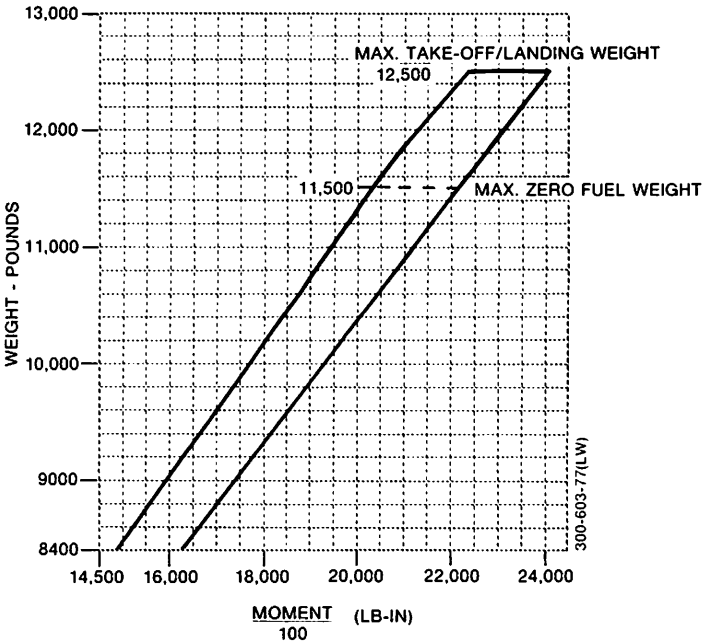
WEIGHT AND BALANCE DIAGRAMS



MOMENT LIMITS DIAGRAM



MOMENT LIMITS DIAGRAM



MOMENT LIMITS VS. WEIGHT

WEIGHT KG	MINIMUM MOMENT /100 KG-IN	MAXIMUM MOMENT /100 KG-IN
3800	6726	7300
3850	6815	7396
3900	6903	7492
3950	6992	7588
4000	7080	7684
4050	7169	7780
4100	7257	7876
4150	7346	7972
4200	7434	8068
4250	7523	8164
4300	7611	8260
4350	7700	8356
4400	7788	8452
4450	7877	8548
4500	7965	8645
4550	8054	8741
4600	8142	8837
4650	8231	8933
4700	8319	9029
4750	8408	9125
4800	8496	9221
4850	8585	9317
4900	8673	9413
4950	8762	9509
5000	8850	9605
5050	8939	9701
5100	9027	9797
5150	9116	9893
5200	9204	9989
5216.4	9233	10021
5250	9293	10085
5300	9381	10181
5350	9470	10277
5352.4	9474	10282
5400	9572	10373
5450	9676	10469

MAXIMUM ZERO FUEL WEIGHT

WEIGHT KG	MINIMUM MOMENT /100 KG-IN	MAXIMUM MOMENT /100 KG-IN
5500	9780	10566
5550	9884	10662
5600	9988	10758
5650	10093	10854
5670	10135	10892

MOMENT LIMITS VS. WEIGHT

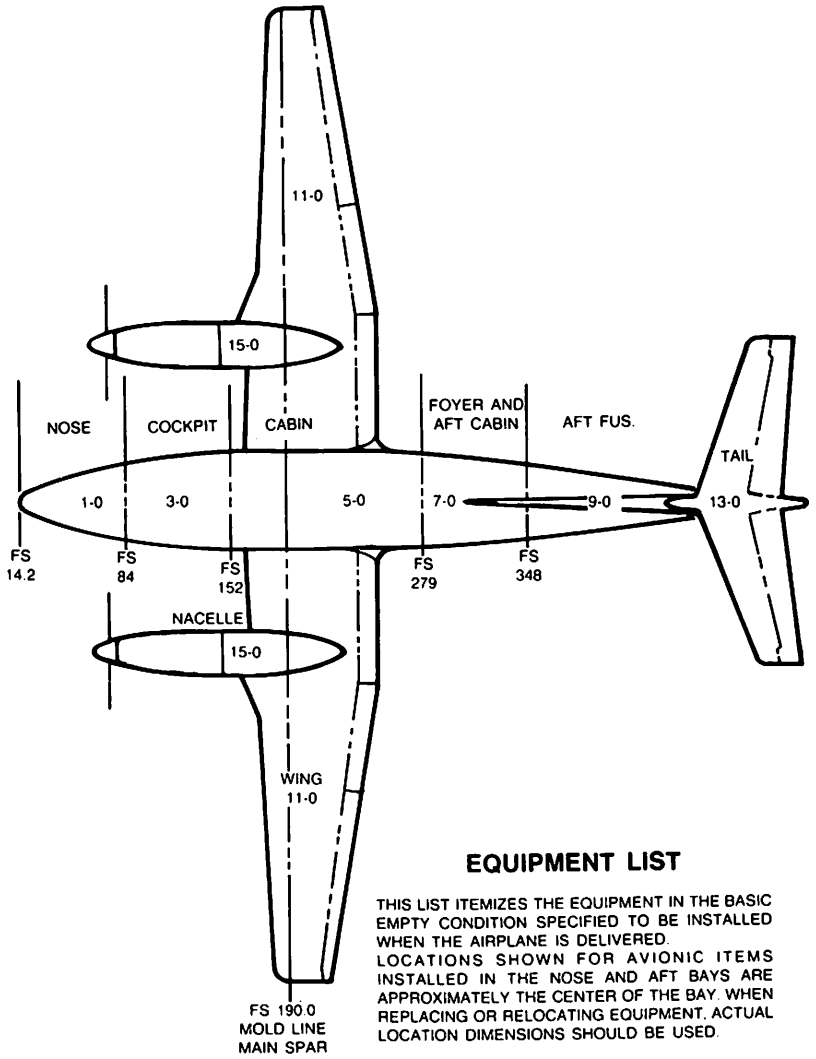
WEIGHT LBS	MINIMUM MOMENT/100 LB-IN	MAXIMUM MOMENT/100 LB-IN
8400	14868	16136
8500	15045	16329
8600	15222	16521
8700	15399	16713
8800	15576	16905
8900	15753	17097
9000	15930	17289
9100	16107	17481
9200	16284	17673
9300	16461	17865
9400	16638	18057
9500	16815	18250
9600	16992	18442
9700	17169	18634
9800	17346	18826
9900	17523	19018
10000	17700	19210
10100	17877	19402
10200	18054	19595
10300	18231	19786
10400	18408	19978
10500	18585	20171
10600	18762	20363
10700	18939	20555
10800	19116	20747
10900	19293	20939
11000	19470	21131
11100	19647	21323
11200	19824	21515
11300	20001	21707
11400	20178	21899
11500	20355	22092
11600	20532	22284
11700	20709	22476
11800	20886	22668
11900	21093	22860
12000	21300	23052
12100	21508	23244
12200	21716	23436
12300	21925	23628
12400	22134	23820
12500	22344	24013

BT04137

CENTER OF GRAVITY LIMITS (LANDING GEAR DOWN)

WEIGHT CONDITION	FORWARD CG LIMIT	AFT CG LIMIT
5670.2 KG (12,500 LB) MAX TAKE-OFF OR LANDING	178.75	192.10
5352.4 KG (11,800 LB) OR LESS	177.00	192.10

EQUIPMENT ITEM NUMBER LOCATION DIAGRAM



EQUIPMENT LIST

THIS LIST ITEMIZES THE EQUIPMENT IN THE BASIC EMPTY CONDITION SPECIFIED TO BE INSTALLED WHEN THE AIRPLANE IS DELIVERED.

LOCATIONS SHOWN FOR AVIONIC ITEMS INSTALLED IN THE NOSE AND AFT BAYS ARE APPROXIMATELY THE CENTER OF THE BAY. WHEN REPLACING OR RELOCATING EQUIPMENT, ACTUAL LOCATION DIMENSIONS SHOULD BE USED.

300 603-9

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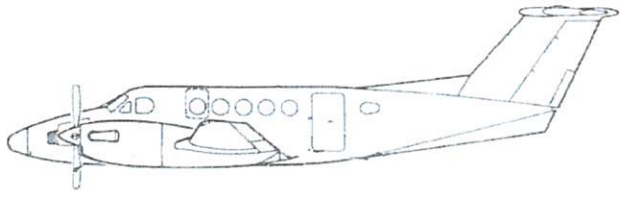
R&O AIRCRAFT CENTER

RAPPORT DE PESEE AVION BEECH 300LW
WEIGHING REPORT BEECH 300 LW AIRCRAFT

EDITE PAR

R&O Aircraft Center

Approval Certificate N° PART FR.145.0691



Tail No.	SN A/C	Engines Model
F-GPRH	**FA-226**	**PT6A-60A**

Work Pack R&O No.	**B0300LB170530**

Weighing Date	**20/11/2017**

A. GENERALITES

1. CONFIGURATION AVION

Avion	☐ Non Lisse	☑ Lisse
Trains	☐ Rentrés	☑ Sortis

2. CONDITIONS DE PESEE

Avions sur vérins, assiettes longitudinale et transversale : nulles

	Appareil de pesée
Type	CMS Model # JW-25
Date du dernier étalonnage	24/10/2017

3. CALCUL DU CENTRAGE

Cotes de calcul / Basic computation data	
Distance entre le vérin avant et le point de référence *Distance from nose jack to Ref point*	2,12 mètres 83,5 Inches
Distance entre les vérins arrières et le point de référence *Distance from aft jacks to Ref point*	5,73 mètres 225,5 Inches

B. INFORMATION EQUIPEMENT A BORD

1. ETAT DE L'AVION AU MOMENT DE LA PESEE

Equipage / Crew	Avec	Sans
CARBURANT DRAINABLE / DRAINABLE FUEL	☑	☐
COMMISSARIAT / CATERING	☐	☑
BARRE DE TRACTAGE / STOW BAR	☐	☑
DOCUMENTATION DE VOL / FLIGHT DOCUMENTATION	☐	☑
DOCUMENTATION AVION / AIRCRAFT DOCUMENTATION	☐	☑
SERVITUDES CIRCUIT CENTRAL D'EAU / CENTRAL WATER SYSTEM SERVICE	☐	☑
SERVITUDES TOILETTES / TOILET SERVICE	☐	☑
CARBURANT NON DRAINABLE / NON DRAINABLE FUEL	☐	☑
HUILE MOTEUR / ENGINE OIL	☑	☐
OXYGENE / BREATHING OXYGEN	☑	☐
LIQUIDE HYDRAULIQUE / HYDRAULIC FLUID	☑	☐
LOT DE BORD COMPLET / COMPLETE LOOSE EQUIPMENT KIT	☑	☐
CANOTS DE SAUVETAGE / LIFE RAFTS	☐	☑
GILETS DE SAUVETAGE / LIFE JACKETS	☑	☐
FOUR / OVEN	☐	☑
TROUSSE DE SECOURS / SURVICAL KIT	☑	☐

2. EQUIPEMENTS OPTIONNELS RADIO NAVIGATION INSTALLES

Equipement	Type, marque, etc.	Oui	Nbre	Non
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
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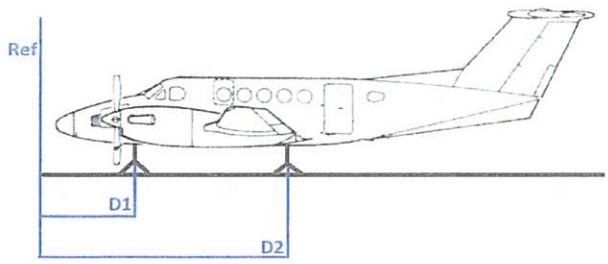
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐
		☐		☐

C. FICHE DE PESEE AVION

1. INFORMATIONS

Merci de **compléter uniquement les cases bleues**. Les cases jaunes et blanches donnent les valeurs calculées automatiquement.



Pesée avion sur :

Verrin ☑ Roues ☐

Mise à niveau :	**Plancher cabine**
Référence (Ref 0) :	**5,73 m en avant de l'axe du longeron principal de l'aile**

	Mètres	Inches
D1 =	**2,12**	**83,46**
D2 =	**5,73**	**225,50**

2. MASSE A VIDE (Kg)

	Masse lue	Tare	Masse nette (Kg)
Roue G	1214	0	1214
Roue D	1594	0	1594
Roue AV/AR	1240	0	1240
Masse à vide mesurée **M** (Kg)			**4048**

3. CALCULS

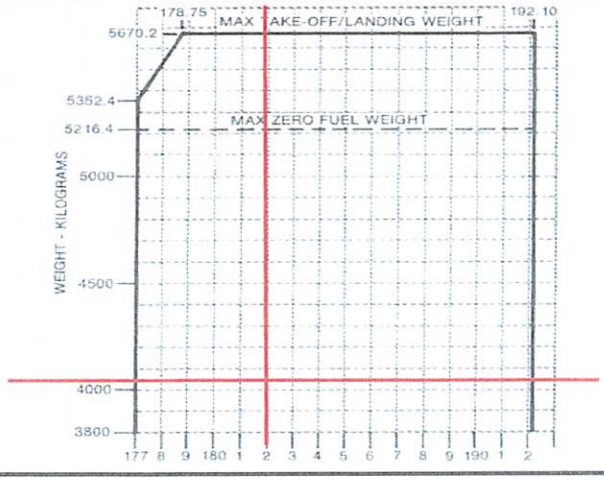
WT (Lbs)	Bras de levier ARM (In)	MOMENT (In.Lbs)	Bras de levier ARM (m)	MOMENT (m.Kg)
2676	225,50	603530	5,7277	6953
3514	225,50	792443	5,7277	9130
2734	83,46	228169	2,1200	2629
8924	**181,99**	1624142,38	**4,62**	18712,18

4. CORRECTIONS

	WT (Lbs)	Masse (Kg)	Bras de levier In	Bras de levier Mètres	Moments(par rapport référence) (In x Lbs)	Moments (par rapport référence) (m x Kg)
Valeurs lues	8924	4048	181,99	4,62	1624142,38	18712,18
Corrections (+ -) (voir inventaire)	0	0	0	0	0,00	0,00
Résultats corrigés	**8924,31**	**4048,00**	**181,99**	**4,62**	**1624142,38**	**18712,18**
	Masse à vide →		Distance CG à vide ←		Moments	

5. LIMITE DE CENTRAGE

Faire coulisser les deux traits rouges sur le point de centrage



6. DONNEES PESEE PRECEDENTE

	Lbs	Kg
Poids à vide	8950	4068
Date de la pesée	15/11/2012	

7. DATE + NOM TECHNICIEN + VISA

Nom	Thierry CORBI
Visa	R&O APRS RO/P-01 FR.145.0691
Date	20/11/2017

Intercomp
advanced weighing technology . . . by any measure

Calibration Report

Test # 147861

United States - Main Office
3839 County Road 116
Medina, MN 55340 USA
www.intercompco.com
TEL. (763) 476-2531 FAX (763) 476-2613

United Kingdom
The Old Barn, Manor Farm
Manor Rd., Shurlock Row
Berkshire RG10 0PY
TEL. 44-118-932-0578 FAX 44-118-932-1034

Tester	CMS			**Model #**	JW-25		
Date	10/24/2017			**Scale/Cell ID #**	1		
Indicator	1026IG17001			**Capacity**	25000 Lbs.		
Serial#	21589247			**Graduation (d)**	5		
Part #	100276			**Re-Cal Date**	10/24/2018		
Temperature	°F	**Humidity**	%	**Ack #**		**PO #**	

Accuracy: 0.1% of applied load or 0.02% of capacity, whichever is greater

As Left: In Tolerance

Weight (Lbs.)	Run #1(Lbs.)	Run #2 (Lbs.)	Run #3 (Lbs.)
0	0	0	0
1000	1000	1000	1000
2000	2000	2000	2000
3000	3000	3000	3000
4000	4000	4000	4000
5000	5000	5000	5000
7500	7500	7500	7500
10000	10005	10000	10000
15000	15005	15005	15005
20000	20005	20005	20005
25000	25005	25005	25000
0	0	0	0

Intercomp Company does hereby certify the above listed instrument meets or exceed all published Specifications and has been calibrated using standards whose accuracies are directly traceable to the U.S. National Institute of Standards and Technology.

Calibration Procedure: per OEM Manual

Model #	Test/Trace #	Re-Cal Date
Tovey 25K	684/289070-17	09/21/2018

Tested By: _____ **Approve By:** _____

Title: Calibration Technician **Title:** Calibration supervisor

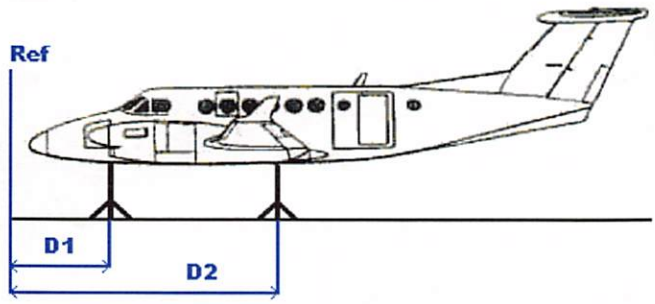
UNIAIR

743 Avenue de l'Europe, Zone d'Aviation d'Affaires 93350 Le Bourget □T

RAPPORT DE PESEE AVION

1. INFORMATION

AVION TYPE	B300	DATE	15/11/2012	VISA	
IMMATRICULATION	F-GPRH	LIEU	LFPB	Nom	



Mise à niveau:	Reference:
Plancher cabine, fil à plomb sur vis Phillips fuselage	5,72 m en avant de l'axe du longeron principal de l'aile
D1 (m)=	2,12
D2 (m)=	5,72

2. Masse à vide (Kg)

	Masse	Tare	Masse nette
Vérin G	0	0	1220
Vérin D	0	0	1603
Vérin AV	0	0	1245
Carb inutilisable	0	0	0
Masse totale (Kg)s)			4068

3. Calculs

WT (Lbs)	ARM (In)	MOMENT (In.Lbs)	Masse (Kg)	Bras de levier (m)	Moment (m.Kg)
2684	225,20	604427	1220	5,72	6978
3527	225,20	794178	1603	5,72	9169
2739	83,46	228609	1245	2,12	2639
0	207,48	0	0	5,27	0,00
8950	181,82	1627214	4068	4,62	18787

Bras de Levier (m): **4,62**

4. CORRECTIONS

	Masse (Kg)	Bras de levier X (m)	Moments(par rapport référence) (m x Kg)
Valeurs lues	4068	4,62	18786,96
Corrections (+ -) (voir inventaire)	0	0	0
Résultats corrigés	**4068**	**4,62**	18786,96
	Masse à vide	Distance CG à vide	Moments

Date de validité / *Validity date*

15/11/2017

Trescal

Parc technologique du Bois de l'Oratoire
Rue de Mons
41100 VENDOME
Tel. : 0254733535
Fax : 0254779432

BCA – LE BOURGET
Aéroport du Bourget
891 avenue de l'Europe
93350 LE BOURGET

DOSSIER DE SOUS TRAITANCE

N° 12438399

(Annule et remplace le document n° 12436802)

Date d'intervention : 23/10/2012

Identification de l'instrument :

Désignation : Valise de pesée 3 capteurs

Marque : REVERE

N° de série : CV3589 DP0004 CP7120

Modèle : /

Identification client : MEC477

Détail de l'intervention

Observation : /

Sous-traitant : TRESCAL AIX

Type d'intervention : Vérification

N° de document : 12438393 12438396 12438397

Conforme

Ce document comprend : 13 page(s) dont 12 annexes

Date d'émission : le 07/11/2012

Responsable du laboratoire

Jacquin Bertrand