



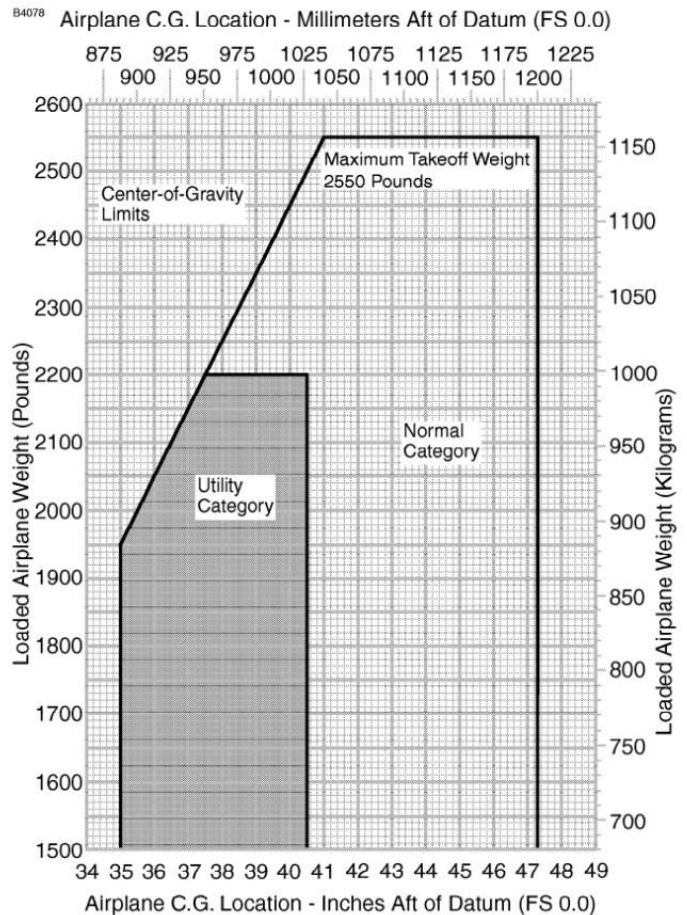
N6012U

| | Weight | Arm/CG | Moment |
|--------------------------------------|----------|---------|----------|
| Basic Empty Weight | 1,741.69 | 41.64 | 72,528.4 |
| Pilot | | 34 – 46 | |
| Pax 1 | | 34 – 46 | |
| Pax 2 | | 73 | |
| Pax 3 | | 73 | |
| Fuel (318 lbs max) | | 48 | |
| Baggage Area 1 (120 lbs max)* | | 95 | |
| Baggage Area 2 (50 lbs max)* | | 123 | |
| Ramp Weight (2558 lbs max) | | | |
| Taxi Burn | | 48 | |
| Takeoff Weight (2550 lbs max) | | | |
| Enroute Burn | | 48 | |
| Landing Weight (2550 lbs max) | | | |

*120 lbs max combined weight both baggage areas

| | |
|-------------------------|--|
| Departure: | |
| AWOS Time | |
| Wind | |
| Visibility | |
| Clouds | |
| Temp/Dew Point | |
| Altimeter | |
| | |
| Runway Length | |
| Takeoff Distance | |
| Landing Distance | |

| | |
|-------------------------|--|
| Destination: | |
| AWOS Time | |
| Wind | |
| Visibility | |
| Clouds | |
| Temp/Dew Point | |
| Altimeter | |
| | |
| Runway Length | |
| Takeoff Distance | |
| Landing Distance | |



| Aviation Risk Assessment Matrix | | | | |
|--|-----------------------|---------------------------------|--|--------------------------|
| P.A.V.E. Factors | Risk | No Unusual Hazard | Higher than normal risk | High Risk |
| Pilot | Certificate | CFI/Commercial/ATP | Instrument | Private/Sport |
| | Recency in A/C | 0-7 Days | 7-14 Days | >14 Days |
| | Total Hours | >200 | 50-150 | <50 |
| | Workday Start | <5 Hours | 5-8 Hours | >8 Hours |
| | Rest in last 24 hours | >8 hours | 5-7 hours | <5 hours |
| | Health | No Symptoms | Symptoms of cold or flu | Cold or flu |
| | Dual/Solo | Dual | Solo | |
| Aircraft | Maintenance deferrals | None | Minimal Impact | High Impact |
| enViroment | Day/Night | Day | Night | |
| | Turbulence | None | Forecast/Reported | Moderate/Severe |
| | Weather Conditions | VFR | MVFR | IFR |
| | Weather Stability | Stable | Slowly getting worse | Rapidly getting worse |
| | Crosswind | 0-5 kts | 6-10 kts | 11-15+ kts |
| External Pressures | External Stress | Normal | Moderate | Overwhelming |
| | Internal Stress | Normal | Moderate | Overwhelming |
| | Passengers | Frequent fliers, No demands | Uncomfortable, Demanding deviations from plan. | |
| | Inflight back-up plan | Thought out, options considered | | No options for deviation |
| | Time pressure | No Restrictions | Deadline Present | |
| No Unusual Hazard: Use normal planning and established personal minimums. | | | | |
| Higher than normal risk: Use extra care when flight planning. Review personal minimums and consider alternatives to reduce risk | | | | |
| High Risk: Conduct flight planning with extra care and identify elements that could be modified to reduce risk. Consult a more experienced pilot or instructor for guidance before flight. Develop contingency plans before flight to deal with high risk items. Establish alternatives and brief passengers and crew on special precautions to be taken. Consider delaying the flight until conditions improve. | | | | |