



# N369DA

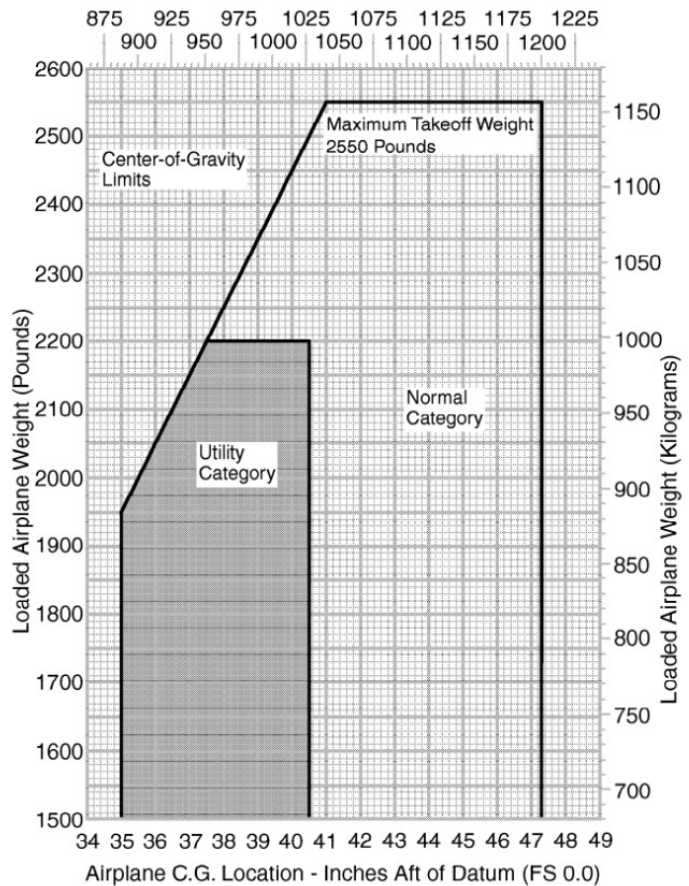
	Weight	Arm/CG	Moment
<b>Basic Empty Weight</b>	1727.40	41.76	72134.18
<b>Pilot</b>		34 – 46	
<b>Pax 1</b>		34 – 46	
<b>Pax 2</b>		73	
<b>Pax 3</b>		73	
<b>Fuel (318 lbs max)</b>		48	
<b>Baggage Area 1 (120 lbs max)*</b>		95	
<b>Baggage Area 2 (50 lbs max)*</b>		123	
<b>Ramp Weight (2558 lbs max)</b>			
<b>Taxi Burn</b>		48	
<b>Takeoff Weight (2550 lbs max)</b>			
<b>Enroute Burn</b>		48	
<b>Landing Weight (2550 lbs max)</b>			

\*120 lbs max combined weight both baggage areas

<b>Departure:</b>	
<b>AWOS Time</b>	
<b>Wind</b>	
<b>Visibility</b>	
<b>Clouds</b>	
<b>Temp/Dew Point</b>	
<b>Altimeter</b>	
<b>Runway Length</b>	
<b>Takeoff Distance</b>	
<b>Landing Distance</b>	

<b>Destination:</b>	
<b>AWOS Time</b>	
<b>Wind</b>	
<b>Visibility</b>	
<b>Clouds</b>	
<b>Temp/Dew Point</b>	
<b>Altimeter</b>	
<b>Runway Length</b>	
<b>Takeoff Distance</b>	
<b>Landing Distance</b>	

B407B Airplane C.G. Location - Millimeters Aft of Datum (FS 0.0)



## Aviation Risk Assessment Matrix

P.A.V.E. Factors	Risk	No Unusual Hazard	Higher than normal risk	High Risk
<b>Pilot</b>	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	
<b>Aircraft</b>	Maintenance deferrals	None	Minimal Impact	High Impact
<b>enViroment</b>	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
<b>External Pressures</b>	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.