



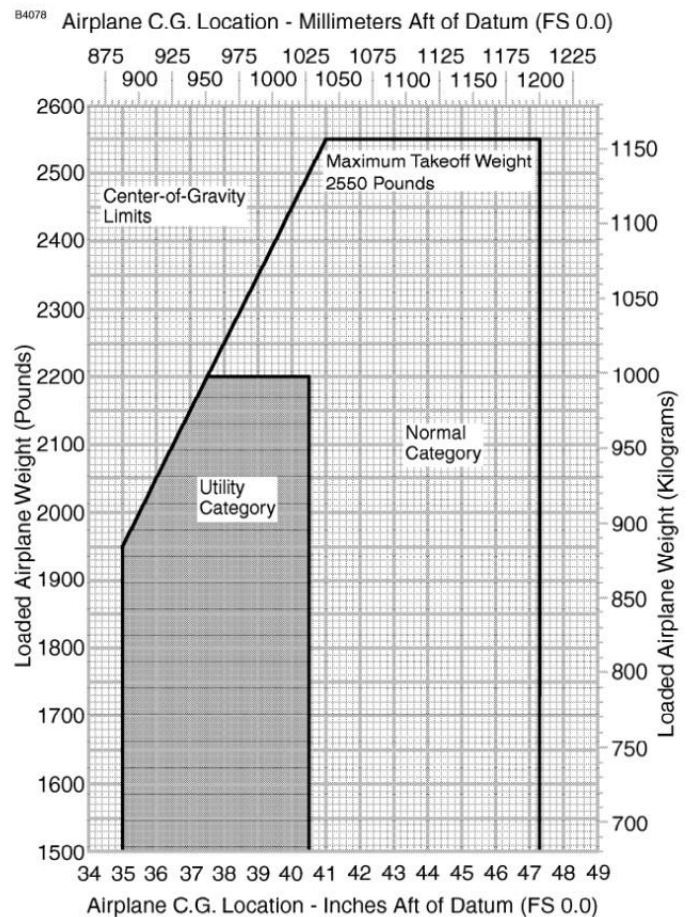
N556ND

	Weight	Arm/CG	Moment
Basic Empty Weight	1699.14	40.79	69310.85
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	





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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.				