



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 9, 2017

Attachment 10 – Weight and Balance Information

OPERATIONAL FACTORS

DCA17IA020

N278EA Differences

Revenue Configuration BOW: 39,612 Kgs. %MAC: 18.43
Ferry Configuration BOW: 38,775 Kgs. %MAC: 18.60
Reposition Configuration BOW: 39,235 Kgs. %MAC: 16.85
Zone Count: FWD 1-7 (28 Pax), AFT, 8-16 (36 Pax)

- Structural Weights:
 - Maximum Taxi Weight: 69,626 Kgs.
 - Maximum Take-Off Weight: 69,399 Kgs.
 - Maximum Landing Weight: 58,059 Kgs.
 - Maximum Zero Fuel Weight: 54,657 Kgs.
- No automatic announcement when the seatbelt sign is turned on
- Only one over wing exit door light in the overhead annunciator panel
- No Zone Temp. Indicator Lights
- Two AC temperature controllers
- One recirculation fan
- Clock layout is different, but with the same functions
- PFD Vref speed for landing only indicates the speed and not the flap setting
- Radio Altimeter display is shown on the lower portion of the ADI
- Radio Altimeter call outs are only: 1000, 500, 50, 40, 30, 20, 10.
- ND does not show Vertical Situation Display (VSD)
- No Cabin Warning and Take-off configuration lights
- Standby Attitude Indicator, Standby Altimeter and Airspeed Indicator, that is, no integrated standby flight director system.
- Altitude Alerting System: 900 feet before reaching the selected altitude, a white box shows around the selected altitude display and the box around the current altitude becomes bold. A momentary tone sounds. At 300 feet from selected altitude, the selected altitude box no longer shows.
 - When deviating by 200 feet from the selected altitude
- Lower Display Unit does not display the flight control position indicator.
- Honeywell MCP Panel
- No Glare shield Microphone Switch