ATTACHMENT G

Airplane Weight and Balance Information

(14 pages)

APPENDIX 1 PAGE 1

TPS

```
PLN  AB-00200  A2-04800  A1-07200  F2-07914  F1-07200   T-27314
              *** WEIGHT RESTRICTED FLIGHT ***
          PSGR LIMIT 246     CARGO WT LIMIT 31064

     LOAD AGENT REMARKS- LOADING INSTRUCTIONS
     END<<<<


12  1347  37910A FTW-BCS
WB
C.G. RESULTS  0587  12  JFK - SDQ
ACFT 053   DATUM 1181.0   MAC 260.2   LEMAC 1116.1
XZFW 288800   XRMP 380500   XTOW 380500
FLAPS    0   TRIM N/D   .3
                WEIGHT      ARM          MOMENT      PCT      I.U.
EOW             209600   1189.0    249214400.0     28.0       167
PSGRS
F      15          270    605.0       163350.0                15-
P       0            0      .0             .0                 0
C       0            0      .0             .0                 0
Y     231         4158   1271.6      5287312.8                37
X       0            0      .0             .0                 0
W       0            0      .0             .0                 0
CARGO
F1              6140     693.5      4258090.0                299-
F2              9100     879.5      8003450.0                274-
A1              8580    1417.5     12162150.0                202
A2              4520    1573.5      7112220.0                177
AB               240    1699.3       407832.0                 12
EOWX             890-   1081.7       962713.0-
BALLAST            0      .0             0.0
ZFW           281593   1188.6    334702057.0     27.8       214
TRIP FUEL      69000A             82081950.0
RMPWT         350593   1188.9    416784007.0     27.9       276
TAXI FUEL       1200   1189.9      1427880.0
TOW           349393   1188.9    415356127.0     27.9       275
LIMITS        MOMENT          FM        TO    ACTUAL      ADJ
ZFWFL     328784484.0          19.8      19.7     19.8       .0
ZFWAL     338443021.0          32.9      33.1     33.0       .0
TKOFL     408355215.0          20.5      20.1     20.3       .0
TKOAL     421071555.0          34.2      34.4     34.3       .0
PSGRS  CLASS     TCNT       TWT       XWT       KIDS     CONFIG
          F        15       270         0          0         16
          P         0         0         0          0          0
          C         0         0         0          0          0
          Y       231      4158         0          0        235
          X         0         0         0          0          0
          W         0         0         0          0          0
CARGO     ID       FRT      BAGS     CMAIL      MAIL      OTHER
          F1         0      6140         0          0          0
          F2         0      9100         0          0          0
          A1         0      8580         0          0          0
          A2         0      4520         0          0          0
          AB         0       240         0          0          0
FUEL     TANK      LBS      GALS       ARM         MOMENT   I.U.
          GL      8200      1220    1326.0     10873200.0    118
          IL     26290      3910    1147.5     30167775.0     88-
          C          0         0      .0             .0        0
          IR     26290      3910    1147.5     30167775.0     88-
          OR      8200      1220    1326.0     10873200.0    118
          TT         0         0      .0             .0        0
EOWX
M6        1        890-             1081.7      962713.0-     88
END DATA


12  1347  37910A FTW-BCS
WBZS587 JFK

12  1347  37910A FTW-BCS
WB
RADIO CLOSEOUT
- LOAD CLOSEOUT RVSN 00 0847L
0587 JFK-SDQ N053
TOW 349393
FOB  67800A
ZFW 281593
FLAP     STAB
 15  N/U   .7
 00  N/D   .3
 20  N/U  1.2
L/A F-0   A-1
```

```
          IR      26290      3910    1147.5      30167775.0     88-
          OR       8200      1220    1326.0      10873200.0     118
          TT          0         0        .0             .0       0
EOWX
M6        1         890-             1081.7       962713.0-      88
END DATA


12  1347  37910A FTW-BCS
WBZS587 JFK

12  1347  37910A FTW-BCS
WB
RADIO CLOSEOUT
- LOAD CLOSEOUT RVSN 00 0847L
0587 JFK-SDQ N053
TOW 349393
FOB  67800A
ZFW 281593
FLAP      STAB
 15  N/U   .7
 00  N/D   .3
 20  N/U  1.2
L/A F-0   A-1
ZFW CG 27.8
TOW CG 27.9
PSGR 246 M0 X0
PSGR WGT 44280
CGO WGT  28606
EOW   208707
SECOK


12  1347  000000
QU DDLXCXA
.TULDDAA 121347 FROM L009
 AGM
AN N14053/AP JFK
- LOAD CLOSEOUT RVSN 00 0847L
0587 JFK-SDQ N053
TOW 349393
FOB  67800A
ZFW 281593
FLAP      STAB
 15  N/U   .7
 00  N/D   .3
 20  N/U  1.2
L/A F-0   A-1
ZFW CG 27.8
TOW CG 27.9
PSGR 246 M0 X0
PSGR WGT 44280
CGO WGT  28606
EOW   208707
SECOK


12  1347  F30000 FTW-BCS
PR
PR
WLD LIF N14053 0587 JFK
OK

12  1347  000000 -
PR
LIF RADIO CLOSEOUT IN PROGRESS

12  1347  000000
QU DDLXCXA
.TULDDAA 121347 FROM
 FML
AN N14053/AP JFK
- LIF/TV14815215631L001515P07150154156P42/TV14815215631LK01515P
07150154156P41/TV14815213613R001515P07150154156P42/ZF2815/CB278
7ED1


12  1347  000000 -
```

APPENDIX 1 PAGE 2
TPS

APPENDIX 2

Flight 587 Galley WTS

Note: Weights include carts.

G1	FWD	466
G2	FWD	643
TOTAL	FWD	1109
G3	MID	42
TOTAL	MID	42
G6	AFT	1376
G7	AFT	1382
G8	AFT	228
TOTAL	AFT	2986

SUMMARY		
TOTAL	FWD	1109
TOTAL	MID	42
TOTAL	AFT	2986
TOTAL	CATERING	4137

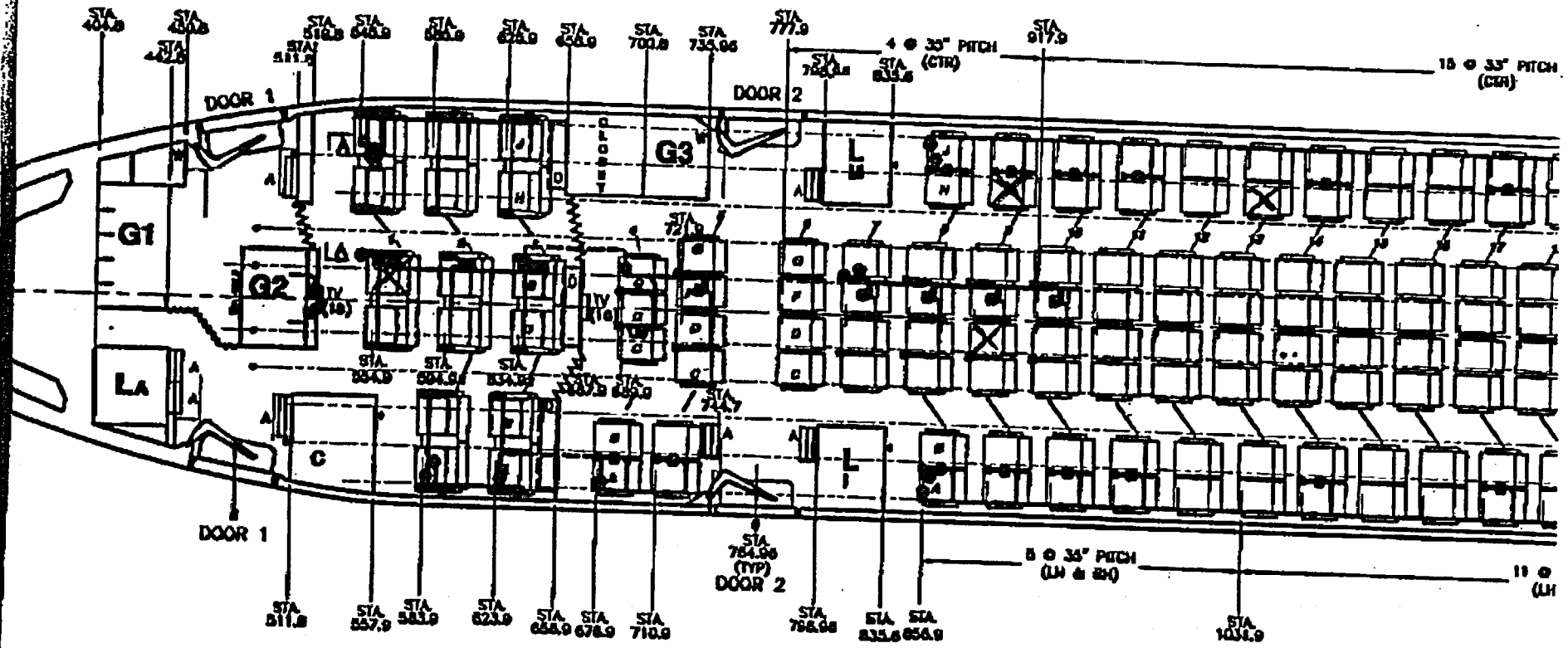
EMPTY SEATS

FIRST CLASS - 1G
COACH - 9D, 9H, 13H, 30J

CONFIGURATION

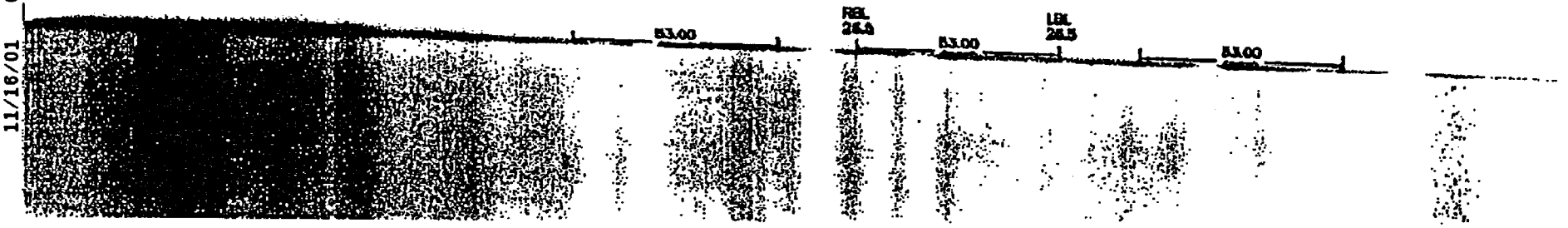
FIRST CLASS - 16
COACH - 235

APPENDIX 2 PAGE 002



Vacant F/C Seat 1G
Vacant Seats 9D, 9H, 13H, 30J

Seating Config F-16 Y-235



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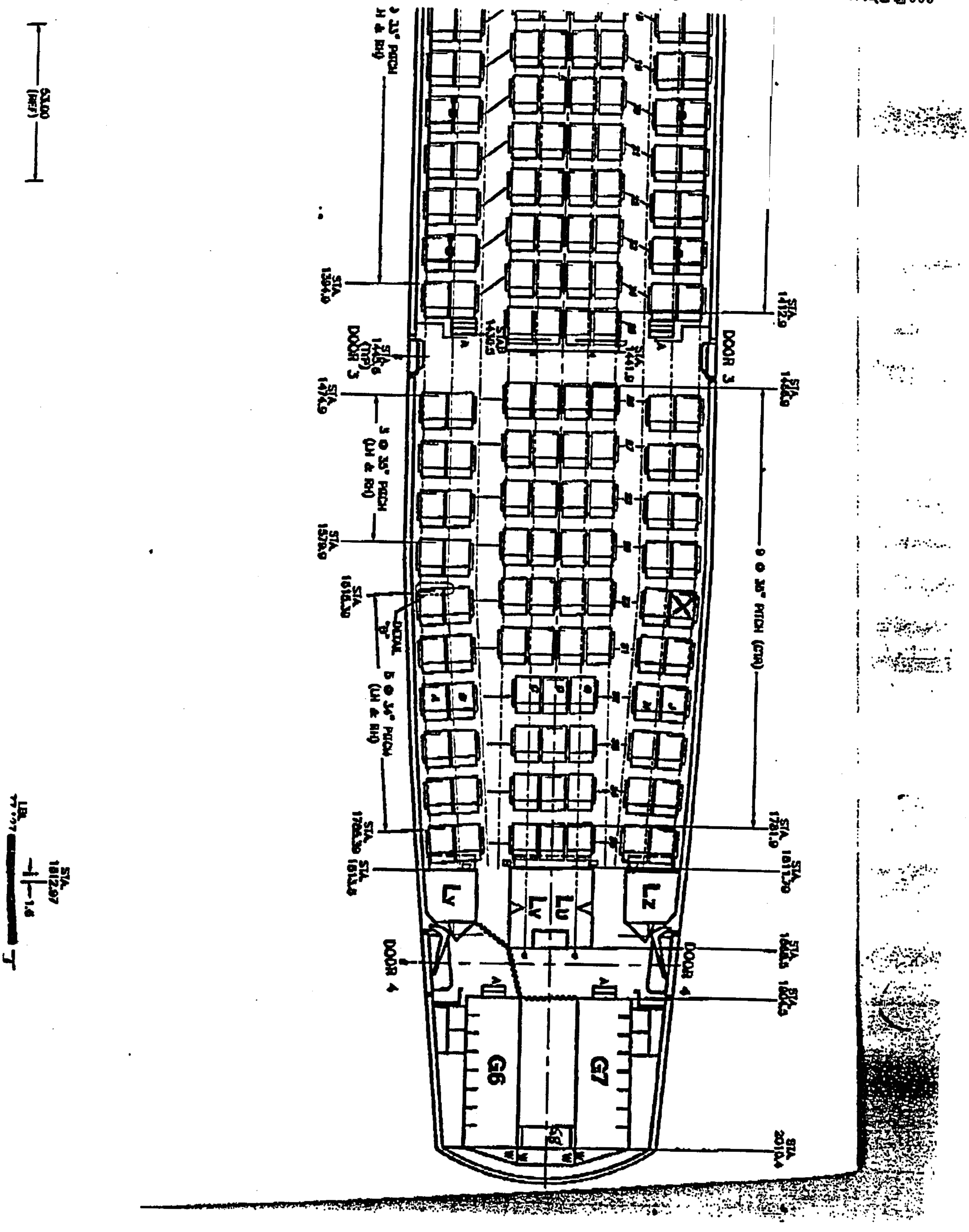

DOOR 3
DOOR 3
DOOR 4
DOOR 4
G6
G7

END DATA

APPENDIX 3

DEICING CONDITIONS

JFK 110416
/DI

* JFK DEICING REPORT *

****
* REPORT LAST UPDATED AT 0015 LOCAL TIME *
****

DATE 12NOV01 TIME 0650 LOCAL

DEICING IN EFFECT NO AIRCRAFT TYPE NONE
DEICING LOCATIONS TYPE FLUID IN USE
PRIMARY NONE 1 AND 4
SECONDARY NONE ARCO SAFEWING MP 2001
PRE-TAKEOFF CHECK SITES OFF GATE ONLY
ANTICIPATED DEICE/OFF TIME MIN
REMARKS
AMR WILL SETUP TO INSPECT/DEICE SECONDARY LOCATION.CHK GRND CTRL FOR DIRECTIONS TO THESE SITES.DPTRS-NN ACCURATE OUT TIME NOTE-FLT ID COMMUNICATION WITH COCKPIT AT SECONDARY WILL BE FL NBR OR A/C REGISTRATION NBR. PA SNOW CAPT.CELL 1-917-796-9723
END DATA

12 1150 E19A22 NO-AAA
WB
STA PRES ALT FLT/DTE AIRPL DTE/TIME
JFK -400 0587/12 053 12/1150Z

*** A300-605R CF6-80C2A5 ENG ***

TEMP	PTOW	ATOW	ZFW	ZFW CG	FUEL	TXI FUEL
3C	344.6	347.6	277.1	27.8	68.7P	1.2

********** THRUST / V-SPEED **********

		TOW CG	STAB
MAX	N1	27.9	N/U 0.7
BLD ON	105.0		
BLD OFF	105.5	F S	GRN DOT
		167 213	242

RWY	SLT/FLP	BLD	N1	V1	VR	V2	AT	MTOW
31L	15/15	ON	100.6	149	153	155	43C	353.5L
31LK	15/15	ON	100.6	149	153	155	43C	353.5L
13R	15/15	ON	100.6	149	153	155	43C	353.5L
04L	15/15	ON	100.9	149	153	155	42C	353.5L

********** AIRPORT NOTES **********

SPECIAL ENGINE-FAILURE PROCEDURES
EXIST RWY 31L/R.
RWY 31L INTXN TAKEOFFS...
31LX FROM TXWY K/KA.
31LS FROM RWY 4L/22R.
31LZ FROM TXWY Y.

APPENDIX 4

A300 Performance Manual

TAKEOFF PROCEDURES

MAXIMUM ALLOWABLE TAKEOFF WEIGHT COMPUTATION FORM

STATION JFK PRES ALT -400 RUNWAY NO 31L TAKEOFF LENGTH 14572 RUNWAY SLOPE 0

TEMP °C 3 WIND 310/08 FLAPS 15 OTHER CONDITIONS _____

SOURCE	CLIMB LIMITED TAKEOFF WEIGHT CALCULATION		WEIGHT
TPS	CLIMB (CLIMB LIMIT) LIMITED WEIGHT - BLD ON OR BLD OFF		391.0
TPS/ARPT SECT	ENGINE ANTI-ICE ON CORRECTION	(SUBT)	-
	MEL REQUIRED CORRECTION	(SUBT)	-
	CLIMB LIMITED TAKEOFF WEIGHT	(1)	391.0
	STRUCTURAL WEIGHT (STRUCT WT) LIMIT FROM TPS	(2)	369.9

SOURCE	RUNWAY LIMITED TAKEOFF WEIGHT CALCULATION		WEIGHT
TPS	RUNWAY (RWY) LIMITED WEIGHT; ZERO WIND - BLD ON OR BLD OFF		394.7
TPS	HEADWIND (ADD), TAILWIND (SUBT) CORRECTIONS		.6
TPS/ARPT SECT	WET RUNWAY CORRECTION (LESS THAN 1/8" WATER OR EQUIVALENT)	(SUBT)	-
ARPT SECT	SNOW, SLUSH, ICE OR STANDING WATER CORRECTION (RWY)	(SUBT)	-
ARPT SECT	SNOW, SLUSH, ICE OR STANDING WATER CORR (MIN V1/VR IF REQUIRED)	(SUBT)	-
TPS/ARPT SECT	ENGINE ANTI-ICE ON CORRECTION	(SUBT)	-
	MEL REQUIRED CORRECTION	(SUBT)	-
	MEL REQUIRED CORRECTION	(SUBT)	-
	CDL REQUIRED CORRECTION	(SUBT)	-
	RUNWAY LIMITED TAKEOFF WEIGHT	(3)	395.3

	MAXIMUM ALLOWABLE TAKEOFF WEIGHT CALCULATION		WEIGHT
	SELECT LESSER WEIGHT OF (1) OR (2) OR (3) ABOVE		369.9
	CDL REQUIRED CORRECTION	(SUBT)	—
	CORRECTED WEIGHT	(4)	369.9
	MAXIMUM ALLOWABLE TAKEOFF WEIGHT FROM (4) ABOVE		369.9

APPENDIX 5

A300 Performance Manual

V1-VR-V2 SPEEDS

BASED ON:
- Anti-skid Operative

Minimum V1 = 122 KIAS
Minimum VR = 127 KIAS

PRESS ALT FT		OUTSIDE AIR TEMPERATURE - °C					
7001 - 9000						-40 TO 4	5 TO 52
5001 - 7000					-40 TO -10	-9 TO 31	32 TO 56
4001 - 5000				-40 TO 0	1 TO 26	27 TO 35	36 TO 57
3001 - 4000				-40 TO 23	24 TO 32	33 TO 40	41 TO 59
2001 - 3000			-40 TO 0	1 TO 30	31 TO 38	39 TO 45	46 TO 61
1001 - 2000		-40 TO -15	-14 TO 26	27 TO 37	38 TO 43	44 TO 52	53 TO 63
1 - 1000		-40 TO 22	23 TO 33	34 TO 41	42 TO 50	51 TO 65	
-1000 - 0		-40 TO 31	32 TO 38	39 TO 46	47 TO 53	54 TO 65	
GW (1000 LBS)		V1 VR V2	V1 VR V2	V1 VR V2	V1 VR V2	V1 VR V2	V1 VR V2
FLAPS 0	220	117 120 132	117 120 132	120 123 132	123 126 132	124 127 132	124 127 132
	240	126 129 137	127 130 137	127 131 137	128 132 137	128 132 137	129 133 137
	260	131 135 142	132 136 142	133 137 142	134 138 142	134 138 142	135 139 142
	280	137 141 147	137 141 147	138 142 147	139 143 147	140 144 147	141 145 147
	300	143 147 152	143 147 152	144 148 152	145 149 152	146 150 152	147 151 152
	320	148 152 157	149 153 157	149 153 157	150 154 157	151 155 157	151 155 157
	340	153 157 162	154 158 162	154 158 162	155 159 162	156 160 162	156 161 162
	360	158 162 166	158 162 166	159 163 166	160 164 166	160 164 166	161 165 166
	380	162 167 170	162 167 170	153 168 170	164 169 170	164 169 170	165 170 170
	400	167 172 174	167 172 174	168 173 174	169 174 174	169 174 174	169 174 174
FLAPS 15	220	109 112 125	110 113 125	111 114 125	112 115 125	113 116 125	116 119 125
	240	119 122 130	120 123 130	121 124 130	122 125 130	123 126 130	123 126 130
	260	126 129 136	127 130 136	127 131 136	127 131 136	128 132 136	129 133 136
	280	130 134 140	131 135 140	132 136 140	133 137 140	134 138 140	135 139 140
	300	136 140 145	136 140 145	137 141 145	138 142 145	139 143 145	140 144 145
	320	141 145 150	142 146 150	143 147 150	144 148 150	144 148 150	145 150 150
	340	146 150 154	147 151 154	148 152 154	148 152 154	149 153 154	150 154 154
	360	151 155 158	152 156 158	153 157 158	153 157 158	153 157 158	154 158 158
	380	156 160 162	156 160 162	156 160 162	157 161 162	157 161 162	158 162 162
	400	160 165 167	160 165 167	160 165 167	161 166 167	161 166 167	162 167 167
FLAPS 20	220	106 107 119	107 108 119	109 110 119	110 111 119	111 112 119	112 113 119
	240	113 114 124	114 115 124	115 116 124	116 117 124	117 118 124	118 119 124
	260	122 122 129	122 122 129	122 122 129	122 122 129	123 124 129	125 126 129
	280	126 127 133	126 128 133	128 129 133	129 130 133	129 130 133	130 131 133
	300	131 132 138	132 133 138	132 133 138	133 134 138	133 134 138	134 135 138
	320	136 137 142	136 137 142	137 138 142	137 138 142	138 139 142	138 139 142
	340	140 141 146	140 141 146	141 142 146	141 142 146	142 143 146	142 143 146
	360	144 145 150	145 146 150	145 146 150	146 147 150	146 147 150	146 147 150
	380	148 149 154	149 150 154	149 150 154	149 151 154	149 151 154	149 151 154
	400	151 153 158	152 154 158	152 154 158	153 155 158	153 155 158	153 155 158

APPENDIX 6

V2 VERSUS WEIGHT AND V2/Vs RATIO - SLATS 15/FLAPS 15
V2 (KT IAS)

WEIGHT (1000 lbs)	V2/VS															
	1.20	1.21	1.22	1.23	1.24	1.25	1.26	1.27	1.28	1.29	1.30	1.31	1.32	1.33	1.34	1.35
385	159	160	161	162	164	165	166	167	169	170	171	172	174	175	176	177
380	158	159	160	161	163	164	165	166	168	169	170	171	173	174	175	176
375	157	158	159	160	162	163	164	165	167	168	169	170	171	173	174	175
370	156	157	158	159	161	162	163	164	165	167	168	169	170	172	173	174
365	155	156	157	158	160	161	162	163	164	166	167	168	169	171	172	173
360	154	155	156	157	159	160	161	162	163	165	166	167	168	169	171	172
355	153	154	155	156	157	159	160	161	162	163	165	166	167	168	169	171
350	152	153	154	155	156	158	159	160	161	162	164	165	166	167	168	170
345	151	152	153	154	155	157	158	159	160	161	162	164	165	166	167	168
340	150	151	152	153	154	155	157	158	159	160	161	163	164	165	166	167
335	149	150	151	152	153	154	156	157	158	159	160	161	163	164	165	166
330	147	149	150	151	152	153	154	156	157	158	159	160	161	163	164	165
325	146	148	149	150	151	152	153	154	156	157	158	159	160	161	163	164
320	145	147	148	149	150	151	152	153	154	156	157	158	159	160	161	162
315	144	145	147	148	149	150	151	152	153	154	156	157	158	159	160	161
310	143	144	145	147	148	149	150	151	152	153	154	156	157	158	159	160
305	142	143	144	145	147	148	149	150	151	152	153	154	155	157	158	159
300	141	142	143	144	145	147	148	149	150	151	152	153	154	155	156	158
295	140	141	142	143	144	145	146	148	149	150	151	152	153	154	155	156
290	139	140	141	142	143	144	145	146	147	149	150	151	152	153	154	155
285	138	139	140	141	142	143	144	145	146	147	148	150	151	152	153	154
280	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	153
275	135	136	137	139	140	141	142	143	144	145	146	147	148	149	150	151
270	134	135	136	137	138	139	141	142	143	144	145	146	147	148	149	150
265	133	134	135	136	137	138	139	140	141	142	143	144	146	147	148	149
260	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147
255	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146
250	129	130	131	132	133	135	136	137	138	139	140	141	142	143	144	145
245	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143
240	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142
235	126	127	128	129	130	131	132	133	134	135	136	137	138	138	139	140
230	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139
225	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138
220	122	123	124	125	126	127	128	129	129	130	131	132	133	134	135	136
215	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135
210	119	120	121	122	123	124	125	126	127	128	129	129	130	131	132	133
205	118	119	120	121	122	122	123	124	125	126	127	128	129	130	131	132
200	116	117	118	119	120	121	122	123	124	125	126	127	127	128	129	130

R CAUTION : THE ABOVE V2 VALUES DO NOT TAKE INTO ACCOUNT VMU AND VMCA LIMITATIONS

Mod. : 5527

AIRBUS INDUSTRIE

LOAD and TRIM SHEET

A300-600R
VERSION 289Y

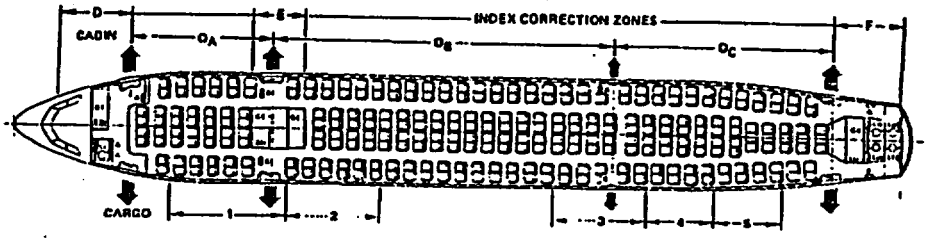
DRY OPER. WEIGHT CONDITIONS	
WEIGHT lb	% MAC
208710	28
I = (H-ARM − 1181.1) W / 200000 + 40	
DRY OPER. WT INDEX	48.2

AIRCRAFT REGISTR :	N14053
DATE : NOV 12	PREPARED BY :
FLT Nbr : 587	
FROM : JFK	TO : SDQ

DRY OPERATING WEIGHT	209600
WEIGHT DEVIATION (PANTRY)	-890
CORRECTED DRY OPER. WEIGHT	208710
CARGO	28580
PASSENGERS 246 x 180 lb	44280
ZERO FUEL WEIGHT	281570
TOTAL FUEL	67800
TOTAL WEIGHT	349370

ZONES	D	E	F
WEIGHT lb DEVIATION	890		

BASIC INDEX CORRECTION			
DRY OPER. WEIGHT DEVIATION	ZONES D	E	F
+200 lb	−0.7	−0.4	+0.7
−200 lb	+0.7	+0.4	−0.7
INDEX CORRECTION	+3.1		



CORRECTED INDEX 51.3

ZONES	Nbr	WEIGHT (lb)
CARGO 1		6140
CARGO 2		9100
CARGO 3		8580
CARGO 4		4520
CARGO 5		240
CABIN O_A	15	
CABIN O_B	156	
CABIN O_C	75	
TRANSFER TRIM TANK		lb
FUEL CORRECTION	+3.1	

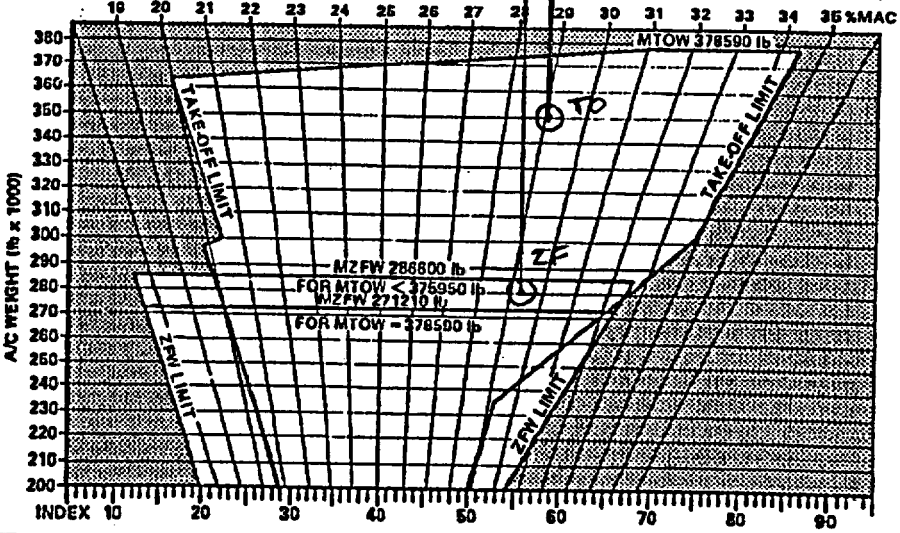
INDEX 10 20 30 40 50 60 70 80 90

2000 lb
2000 lb
2000 lb
2000 lb
2000 lb
10 PAX
50 PAX
10 PAX
400 lb
INDEX

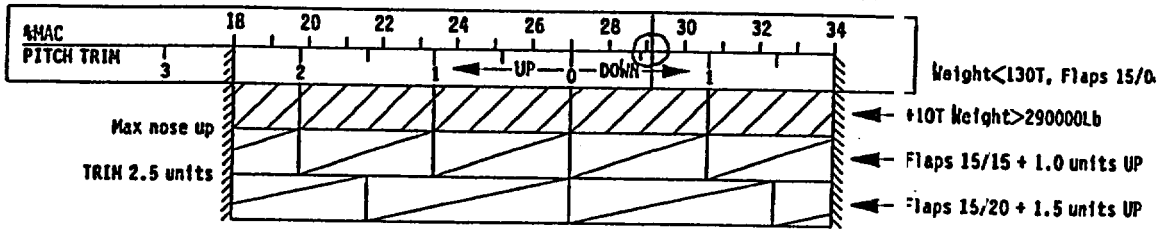
FUEL INDEX CORRECTION

WEIGHT (1b)	INDEX	WEIGHT (1b)	INDEX
2 000	1.2	54 000	3.2
4 000	2.4	56 000	3.1
6 000	3.7	58 000	2.9
8 000	5.0	60 000	2.8
10 000	6.5	62 000	2.8
12 000	8.1	64 000	2.8
14 000	9.8	66 000	2.9
16 000	11.6	68 000	3.1
18 000	11.2	70 000	3.4
20 000	10.6	72 000	3.7
22 000	10.1	74 000	4.2
24 000	9.6	76 000	4.5
26 000	9.1	78 000	4.4
28 000	8.6	80 000	3.8
30 000	8.0	82 000	3.1
32 000	7.6	84 000	2.3
34 000	7.1	86 000	1.5
36 000	6.6	88 000	0.7
38 000	6.2	90 000	-0.2
40 000	5.7	92 000	-1.0
42 000	5.3	94 000	-1.8
44 000	4.9	96 000	-2.6
46 000	4.5	98 000	-3.4
48 000	4.1	100 000	-4.1
50 000	3.8	102 000	-4.9
52 000	3.5	103 000	-5.3

NOTE : FOR FUEL WEIGHT GREATER THAN 103 000 lb (See table overleaf)



ZFW CDU INPUT	
WEIGHT lb/1000	CG % MAC



OPERATIONG SPEEDS :

F – S – « GREEN DOT » – VREF

SPEED / WEIGHT (1000 lb)	F (1.25 Vs 15/0)	S (1.25 Vs 0/0) (below 10 000 ft)	« GREEN DOT » SPEED (below 20 000 ft)	VREF 1.3 Vs 30/40
385	176	226	259	151
380	175	224	257	150
375	174	223	255	149
370	173	221	252	148
365	172	220	250	14[illegible]
360	171	218	248	14[illegible]
355	169	217	245	14[illegible]
350	168	215	243	14[illegible]
345	167	214	241	14[illegible]
340	166	212	239	14[illegible]
335	165	211	236	14[illegible]
330	164	209	234	14[illegible]
325	163	207	232	139
320	161	206	230	138
315	160	204	227	13[illegible]
310	159	203	225	135
305	158	201	223	13[illegible]
300	156	199	221	133
295	155	198	218	132
290	154	196	216	131
285	153	194	214	130
280	151	193	211	129
275	150	191	209	128
270	149	189	207	127
265	148	188	205	126
260	146	186	202	124
255	145	184	200	123
250	144	182	198	122
245	142	181	196	121
240	141	179	193	120
235	139	177	191	119
230	138	175	189	117
225	137	173	187	116
220	135	172	184	115
215	134	170	182	113
210	132	168	180	112
205	131	166	177	111
200	129	164	175	109

FC2.1010.004-AA.040

Mod. : 5527

1. SYMBOLOGY AND DEFINITIONS

- Vs : Minimum stalling speed for a specified configuration. It is a function of the aircraft weight and altitude.
- VMCG : Minimum control speed on ground at which the aircraft can be controlled by use of the primary flight controls only, in case of a sudden failure of the critical engine (the other engine remaining at takeoff power).
- V1 : Speed at which the pilot can make the decision, following failure of critical engine :
  - either to continue take-off
  - or to stop the aircraft.

  Represented by « 1 » on airspeed scale (or V1 value when out of range).
- VR : Speed at which rotation is initiated to reach V2 at an altitude of 35 feet.
- V2 : Take-off safety speed reached before the altitude 35 feet with one engine failed. Represented by the SPEED SELECT symbol on airspeed scale as any speed selected on FCU.
- VMCA : Minimum control speed in flight at which aircraft can be controlled with 5° max bank, in case of failure of the critical engine, the other engine remaining at take-off power (take-off flaps setting and gear retracted).
- F : Equal to 1.25 Vs Slats 15 /Flaps 0 . It is the minimum speed at which the flaps may be retracted to 0°.
  Represented by « F » on airspeed scale when the SLAT/FLAP handle is in the 15/15 or 15/20 configuration.
- S : Equal to 1.25 Vs Slats 0 /Flaps 0 . It is the minimum speed at which the slats may be retracted to 0°.
  Represented by « S » on airspeed scale when the SLAT/FLAP handle is in the 15/0 configuration.
- O (« GREEN DOT ») : ENGINE OUT OPERATING speed (BEST LIFT TO DRAG RATIO speed or DRIFT DOWN speed) in clean configuration. It corresponds also to the FINAL TAKE OFF speed.

  It is equal to 205 kt at 120 t ± 1 kt per ton + 3 kt per 1 000 ft above 20 000 ft.

  Represented by « O » (green dot) on airspeed scale when the SLAT/FLAP handle is in the 0/0 configuration.

  Note : O, F and S speed displayed are only valid, as manoeuvring speeds, when the SLATS/FLAPS are in the commanded position.
- VFE : Maximum speed for each slats/flaps configuration
- VREF : Reference speed used for a normal final approach, it is equal to 1.3 Vs Slats 30 /Flaps 40 configuration.
- VLS : Lowest Selectable speed. It is represented by an amber strip along the airspeed scale which appears 5 seconds after lift-off.
  In the T/O schedule VLS = 1.2 Vs of the actual T/O configuration.
  In the LANDING Schedule VLS = 1.3 Vs of the actual landing configuration.
  - Change from T/O to landing schedule is triggered by SLATS/FLAPS handle displacement (either retraction or extention).
  - Change from landing to T/O schedule is triggered by LDG GEAR SHOCK absorber compression (A/C on ground).

  Above 25 000 ft VLS is calculated so that there is 0.3 g margin with respect to BUFFETING.

  In case of SLATS or/and FLAPS JAMMING, VLS represents 1.3 Vs of the actual (ABNORMAL) configuration.
- VSS : Stick shaker speed : The speed at which the stick shaker is activated. It is represented by a red and black strip along the airspeed scale. It is equal to 1.128 Vs in clean configuration, 1.11 Vs in other configurations.
- VAPP : Final approach speed,
  - VAPP can be computed based on VREF or VLS :
    - VAPP = VREF + VREF INCREMENT + WIND CORR,
    - VAPP = VLS + VLS INCREMENT + WIND CORR.
      - In SLATS 30/FLAPS 40 configuration, VLS = VREF,
      - VREF increments are considered in case of failures affecting the maneuverability or the stall margin,
      - VLS increments are considered whenever the failure is not accounted in the VLS computation (i.e. kruger retracted or roll spoilers inoperative).

2. WIND CORRECTION

WIND CORRECTION = (1/3 AVERAGE WIND) OR (GUST IF HIGHER)

Note : 1. The average wind is the wind speed value reported by the ATIS or tower, irrespective of its direction.

2. The gust is the difference between the maximum wind speed and the average wind speed, e.g. for a wind of 20 kt/gusting 25 kt, the average wind speed is 20 kt and the gust is (25-20) = 5 kt.

- Apply WIND CORR only if there is no tail-wind component.
- If A/THR is used or when significant ice accretion is suspected :
  - if WIND CORR < 5 kt, take WIND CORR = 5 kt,
- Maximum WIND CORR = 15 kt.
- If LDG SPD INCREMENT ON VREF ≤ 20 kt :
  - maximum LDG SPD INCREMENT ON VREF + WIND CORR = 20 kt,
- If LDG SPD INCREMENT ON VREF > 20 kt :
  - do not apply any WIND CORR.
- FMS VAPP (on APPROACH page) is defined as :
  - VAPP = VREF + (11 kt, if landing in 20/20) + 5 kt + WIND CORR.

OGDEN NEW YORK SERVICES, INC.
INTERNATIONAL AIRPORT, JAMAICA, N.Y. 11430

FUELING F 2543627

AIRLINE DM

FLT NO	A/C NO	A/C TYPE	DATE
587	0530	A6	11/2
PRODUCT	FUEL REQ'D	TRUCK NO	SVC MEN
			[illegible]

TRUCK METER NUMBER	TRUCK METER READING
P. 612	1589995
PAS 612	1580782

GALLONS DELIVERED 9213

X
CUSTOMER'S AUTHORIZED REPRESENTATIVE

DESTINATION

ANYS REV 9/87

OGDEN NEW YORK SERVICES, INC.

LOADED IN TRUCK	NEW BAL	SUMPING RECORD	METER READING	AMOUNT DISPENSED	AIRLINE	A/C No.	TIME OFF	TRUCK BAL	FUELER	DIFF READINGS	TEMP
			c 80782								
			o 72945	7837	AA	061			CNO	2.0	53°
4/CO			c 89295								
			o 80782	8513	AA	053			CNO	2.0	53°
			c 93540								
			o 89295	4245	AA	373			CNO	2.0	54°
			c 01836								
			o 93540	8296	AA	064			CNO	2.0	55°
			c								
			o								
			c								
			o								
			c								
			o								
			c								
			o								
			c								
			o								
			c								
			o								
			c								
			o						AVG :		

*** YOU MUST LIST REASON FOR ANY METER JUMPS ***

612
CART/TRUCK NO.

METER FINISH: _____

METER START: _____

PRODUCT

**** Reverse Side Must Be Completed By Each Fueler.***

DATE: FILED NOV 13 2000