

Docket No. SA-533

Exhibit No. 2-P

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

Weight and Balance Information

(3 Pages)

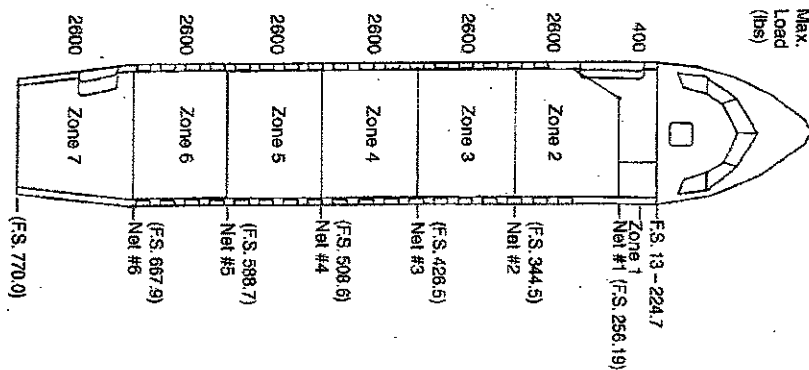
ATTACHMENT  
15



# ATR42 LC/SC Cargo Load Manifest

## Short Cabin

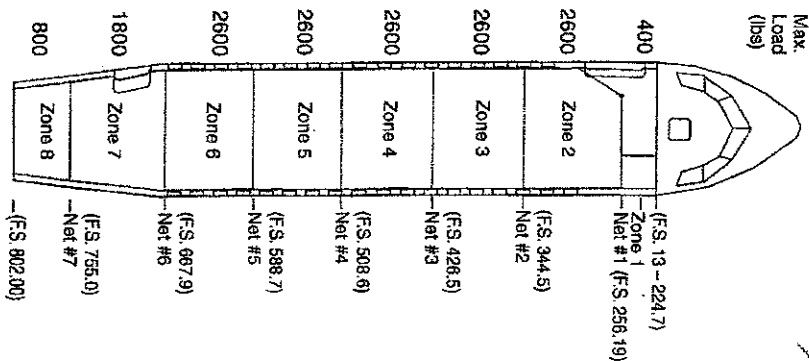
Zone Locations and Allowable Weights



	WEIGHT	ADJUSTMENT
BOW		
OBSERVER		
CARGO 1		
CARGO 2		
CARGO 3		
CARGO 4		
CARGO 5		
CARGO 6		
CARGO 7		
ZFW		
TO FUEL		
TAXI WT		
TAXI BURN		
TOW		
FUEL BURN		
LANDING WT		

## Long Cabin

Zone Locations and Allowable Weights



	WEIGHT	ADJUSTMENT
BOW	22239	
OBSERVER	0	
CARGO 1	0	
CARGO 2		
CARGO 3	1362	
CARGO 4	1708	
CARGO 5	2142	
CARGO 6	2127	
CARGO 7	0	
CARGO 8	609	
ZFW	36187	
TO FUEL	4500	
TAXI WT	34687	
TAXI BURN	200	
TOW	34887	
FUEL BURN	1770	
LANDING WT	32717	

7359 / 50

AC No. N 925 Date 1-27-09

Fit. No. 8280 From AHU To LBB

Captain Chibbarma R

FO Connell R

Max. Allowable TO Weight 37258

Pilot's Signature

Max Structural Weights	
Taxi	37633
Take-off	37258
Landing	36155
Zero Fuel	34259

Operating Index	Loaded Index	FWD Limit TO	FWD Limit LDG
2402	47	256	244

# Feeder Aircraft Load Control Sheet

Tailstand Checked By: (emp number) [REDACTED]  
 A/C Type ATR  C208  F27  Other   
 Date(Z) 1/21/09  
 Flight No. 1874 A/C No. N102AF  
 Origin: AFW Dest: LBB  
 Preliminary weight 7339  
 (Must be given to pilot 20-minutes prior to departure)

Prepared By: (emp number) [REDACTED]  
 Cash Bag  Load Start (Z): 0740  
 Mailbag  Load Finish (Z): 0747

OutBound Feeder Load		
Cart/Van ULD No.	Destination (+)	Loaded Wt.
VOID	LBBzone 1	0
VOID	LBBzone 2	0
AY111633	521 LBBzone 3	
39325	235 LBBzone 3	1362
AMS47935	606 LBBzone 3	
AMS55415	LBBzone 4	1108
AMS56410	LBBzone 5	2100
AMS47935	1217 LBBzone 6	2127
VOID	LBBzone 7	0
VOID	LBBzone 8	0
<b>Sub Total</b>		<b>7339</b>

Final Weight Adjustments (+/-) wt.change		
Cart/Van ULD No.	Destination	

% of A/C Cube 73 Final-Weight 7339  
 Int'l (circle one) LBS / KILOS

**Ramp Certification:**  
 I have verified the pilots I.D. and certify that the A/C is loaded as described above in accordance with feeder operation policy and procedures found in the Aircraft Ramp Operations Manual and feeder training material.  
 Employee Signature: [REDACTED]  
 Employee No.: [REDACTED]

**Pilot's Certification of Loading:**  
 As pilot in command of the flight listed above, I certify that this A/C has been loaded and deiced when warranted under my supervision and in accordance with my instructions for safe operation of this flight.  
 Pilot Signature: [REDACTED]

Dangerous Goods Information (check one)			
<input type="checkbox"/>	No DG Aboard		
<input checked="" type="checkbox"/>	DG Aboard - See AutoDG Manifest		
<input type="checkbox"/>	DG Aboard - See NOTOC Below		
Dry Ice Limits (kilograms) UN1845, Dry Ice, 9, III			
	Cabin	Pod	Wing/Noselocker
C208A/B	76kg	Unlimited	-----
F27/ATR	200kg	-----	-----
Other	200kg	Unlimited	Unlimited
Dry Ice Loaded	25	0	0

DG Classes (Shipper's Declaration(s) Required)	
Load Location Zone/Pod	List All Classes Loaded (Excluding Dry Ice)
Total TI	(max 50 TI): _____

**Dangerous Goods Certification:**  
 I certify that all DGs shown on this form have met all the requirements, integrity, and loading requirements of 49 CFR, IATA/ICAO regulations, and FedEx Express Policy.  
 DG Specialist/Agent Signature: [REDACTED]  
 Employee No.: [REDACTED]

**Pilot's Certification of DG**  
 I have reviewed the information listed on the A/C DG manifest. I will have access to the entire DG manifest for this flight.  
 Pilot Signature: [REDACTED]  
 Emergency Contact in FedEx Express GOC: [REDACTED]