

**Factual Report – Attachment 4**  
**Weight and Balance Information**

**OPERATIONAL FACTORS**

DCA19MA086

GTI3591/23                      **KMIA - KIAH**                      **23 FEB 19**                      **N1217A**  
**COST INDEX 058**                      **Revision: 8**  
 B767-300W / CF680C2B6F / LBS / IFR / **FF +5.0**  
 PROGS 230612 230615                      Release Valid Until 2008Z 23FEB19

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|      |                                   |               |       |
|------|-----------------------------------|---------------|-------|
| ORIG | KMIA/MIA MIAMI                    | N25477W080174 | 1608Z |
| DEST | KIAH/IAH HOUSTON GEORGE BUSH INTL | N29591W095205 | 1901Z |
| PALT | KSKF/SKF SAN ANTONIO KELLY        | N29231W098349 | 1941Z |

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CO ROUTE/UPLINK: 088550

KMIA WINCO2 WINCO DCT DOLIE Y280 LEV DCT GIRLY NNCEE1 KIAH

KMIA/0400

Coldest Fuel Temp: -10/BEDLM+9                      WIND/ISA: H048/P01  
**FMC Reserve: 12.8**    NAM: 0989

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**KMIA-KIAH**

|              |               |              |             |
|--------------|---------------|--------------|-------------|
| ALT1/2       | KSKF/         |              |             |
|              | FUEL          | TIME         | DIST        |
| <b>TRIP</b>  | <b>020658</b> | <b>02.23</b> | <b>0899</b> |
| ALT1         | 006869        | 00.42        | 0212        |
| FAR RSV      | 005960        | 00.45        |             |
| 10% RSV      |               |              |             |
| ADD.AL       | 000040        | 00.00        |             |
| CF           |               |              |             |
| BALLAST      |               |              |             |
| <b>MINF</b>  | <b>033600</b> | 03.50        | ....        |
| EXTRA        | 002200        | 00.17        |             |
| TAXI         | 001400        | 00.30        |             |
| <b>BLOCK</b> | <b>037200</b> |              |             |
| <b>REMF</b>  | <b>015142</b> | 02.12        | ....        |

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|             | Weight | Actual | Limit   |                             |
|-------------|--------|--------|---------|-----------------------------|
| <b>BOW</b>  | 185886 |        |         |                             |
| SWA         | 000000 |        |         |                             |
| PYLD        | 026284 |        |         |                             |
| ZFW         | 212170 | .....  | S309000 | ZFW INCR/1000 X 74 MINF ADJ |
| <b>RAMP</b> | 249370 |        | S408483 |                             |
| <b>TOGW</b> | 247970 | .....  | L346658 |                             |
| <b>LDGW</b> | 227312 |        | S326000 |                             |

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WEIGHT LIMIT CODES:  
 S-STRUCT P-PERF L-MTOW BASED ON LDW+TRIP FUEL I-BY DISPATCHER

**Remarks**

\*\*\*EXTRA FUEL PER AMAZONS REQUEST\*\*\*  
PERISHABLES O/B - NONE  
[REDACTED] = ATLAS AIR DISPATCH  
[REDACTED] = ATLAS SYSTEM CONTROL

RAIM VALIDATION PASSED

**MEL/CDL - No Applicable Items**

**Flight Release Authorization**

I certify that this flight has been dispatched in accordance with applicable FARs. All pages of the Operational Flight Plan are an integral part of the Flight Release. By signing this release, I am affirming my belief that the planned flight can be operated safely.

Signed by PIC [REDACTED] .. (Circle name below)

Signed by Dispatcher: RICHARD BOOTHE

**Fit for Duty Affirmation**

By signing below, I affirm that I am fit for duty to operate this flight.

|               |                  | FIT FOR DUTY/<br>JS VERIFY | RELIEF PIC<br>START-END (Z) |
|---------------|------------------|----------------------------|-----------------------------|
| CA [REDACTED] | BLAKELY R        | [REDACTED]                 | .....                       |
| FO [REDACTED] | ASKA C           | [REDACTED]                 | .....                       |
| JSV ✓         | ARCHULETA SEAN A | [REDACTED]                 | .....                       |

|      | TIME | FUEL |                       |         |    |
|------|------|------|-----------------------|---------|----|
| OUT: | /    |      | ETA KIAH:             | UPLIFT: |    |
| OFF: | /    |      | SOB:                  | PYLD:   |    |
| ON:  | /    |      | RVSM ALTIMETER RECORD |         |    |
| IN:  | /    |      | L:                    | S:      | R: |

(FPL-GTI3591-IS  
 -B763/H-SDE3FGHIM1RWXYZ/S  
 -KMIA1608  
 -N0460F400 WINCO2 WINCO DCT DOLIE Y280 LEV DCT GIRLY NNCEE1  
 -KIAH0223 KSKF  
 -PBN/A1B3C4D4L104 NAV/RNVD1E2A1 DOF/190223 REG/N1217A SEL/BCHM  
 CODE/A05AB7 OPR/GTI RMK/EMERG CTC ██████████ TCAS II EQUIPPED)

## Overflight/Landing Permits

| AWY<br>MORA | WPT          | MTK NM<br>TTK CH | GS<br>IAS | TAS<br>.M | LEG-T<br>TOT-T | ETA<br>ATA | MTRS<br>FL   | DV<br>TEMP | WS<br>WIND  | H/T    | REMF<br>AREM |
|-------------|--------------|------------------|-----------|-----------|----------------|------------|--------------|------------|-------------|--------|--------------|
|             | <b>KMIA</b>  | 00009 FT         |           |           |                |            | MIAMI        |            |             |        |              |
|             |              | N25              | 47.7      |           |                |            |              |            |             |        |              |
|             |              | W080             | 17.4      |           |                |            |              |            |             |        |              |
| WINCO2      | <b>WINCO</b> |                  |           |           |                |            |              |            |             |        |              |
|             |              | N26              | 25.0      | 070       | 069            | 421        | 422          | 00.11      |             | CLB    | 02 H001 0308 |
|             |              | W080             | 58.3      | 065       | 344            | CLB        | CLB          | 00.11      | <b>CLB</b>  | CLB    | 181/014      |
| DCT         | <b>TOC</b>   |                  |           |           |                |            |              |            |             |        |              |
|             |              | N26              | 46.2      | 322       | 030            | 451        | 465          | 00.04      |             | CLB    | 04 H014 0299 |
|             |              | W081             | 21.1      | 316       | 319            | CLB        | CLB          | 00.15      | CLB         | CLB    | 249/026      |
| DCT         | <b>DOLIE</b> |                  |           |           |                |            |              |            |             |        |              |
|             |              | N27              | 17.1      | 322       | 043            | 438        | 460          | 00.06      |             | P00    | 02 H022 0291 |
|             |              | W081             | 54.6      | 316       | 319            | 244        | 801          | 00.21      | <b>F400</b> | -56    | 260/037      |
| Y280        | <b>SRQ</b>   | SARASOTA         |           |           |                |            |              |            |             | 117.00 |              |
|             |              | N27              | 24.4      | 288       | 035            | 422        | 460          | 00.05      |             | P00    | 02 H038 0284 |
|             |              | W082             | 33.8      | 282       | 286            | 244        | 802          | 00.26      | F400        | -56    | 256/041      |
| Y280        | <b>CHRG</b>  |                  |           |           |                |            |              |            |             |        |              |
|             |              | N27              | 48.7      | 287       | 123            | 422        | 460          | 00.18      |             | P00    | 02 H039 0261 |
|             |              | W084             | 49.9      | 282       | 284            | 244        | 802          | 00.44      | F400        | -56    | 250/045      |
| (KZJX)      | AT CHRG      |                  |           |           |                | 00.45      | JACKSONVILLE |            |             |        |              |
| Y280        | <b>REMIS</b> |                  |           |           |                |            |              |            |             |        |              |
|             |              | N27              | 53.0      | 285       | 023            | 421        | 461          | 00.03      |             | P01    | 02 H040 0257 |
|             |              | W085             | 15.5      | 281       | 281            | 244        | 801          | 00.47      | F400        | -55    | 242/049      |
| Y280        | <b>ROZZI</b> |                  |           |           |                |            |              |            |             |        |              |
|             |              | N28              | 18.9      | 293       | 081            | 420        | 461          | 00.12      |             | P01    | 01 H040 0242 |
|             |              | W086             | 42.3      | 289       | 288            | 244        | 801          | 00.59      | F400        | -56    | 242/057      |
| (KZHU)      | AT NAITE     |                  |           |           |                | 01.09      | HOUSTON      |            |             |        |              |

| AWY<br>MORA | WPT          | MTK<br>TTK | NM<br>CH | GS<br>IAS | TAS<br>.M | LEG-T<br>TOT-T | ETA<br>ATA | MTRS<br>FL | DV<br>TEMP | WS<br>WIND | H/T  | REMF<br>AREM |
|-------------|--------------|------------|----------|-----------|-----------|----------------|------------|------------|------------|------------|------|--------------|
| Y280        | <b>NAITE</b> |            |          |           |           |                |            |            |            |            |      |              |
|             | N28          | 42.6       | 289      | 076       | 413       | 461            | 00.11      |            | P01        | 02         | H048 | 0227         |
|             | W088         | 05.0       | 288      | 284       | 244       | 802            | 01.10      | F400       | -56        | 241/067    |      |              |
| Y280        | <b>REDFN</b> |            |          |           |           |                |            |            |            |            |      |              |
|             | N28          | 53.0       | 290      | 035       | 414       | 461            | 00.05      |            | P01        | 02         | H047 | 0221         |
|             | W088         | 42.1       | 288      | 284       | 244       | 802            | 01.15      | F400       | -56        | 238/069    |      |              |
| Y280        | <b>LEV</b>   |            |          |           |           |                |            |            |            |            |      |              |
|             | N29          | 10.5       | 286      | 075       | 410       | 461            | 00.11      |            | P00        | 02         | H051 | 0206         |
|             | W090         | 06.2       | 284      | 280       | 244       | 802            | 01.26      | F400       | -56        | 235/072    |      |              |
| DCT         | <b>GIRLY</b> |            |          |           |           |                |            |            |            |            |      |              |
|             | N29          | 29.1       | 276      | 157       | 400       | 464            | 00.23      |            | P00        | 03         | H063 | 0175         |
|             | W093         | 04.6       | 278      | 270       | 246       | 807            | 01.49      | F400       | -56        | 237/084    |      |              |
| NNCEE1      | <b>TOD</b>   |            |          |           |           |                |            |            |            |            |      |              |
|             | N29          | 29.2       | 270      | 009       | 385       | 468            | 00.02      |            | P00        | 04         | H082 | 0174         |
|             | W093         | 14.7       | 273      | 264       | 249       | 814            | 01.51      | F400       | -56        | 238/096    |      |              |
| NNCEE1      | <b>KIAH</b>  | 00096      | FT       |           |           |                |            |            |            |            |      |              |
|             | N29          | 59.1       | 271      | 143       | 334       | 367            | 00.32      |            | DSC        | 04         | H033 | 0151         |
|             | W095         | 20.5       | 273      | 273       | DSC       | DSC            | 02.23      | <b>DSC</b> | DSC        | 234/036    |      |              |

**Destination Primary Alternate Route**

KIAH PITZZ4 WAILN BRAUN2 KSKF  
MORA 2400

END OF OFP

ATLAS AIR

B767-3 BCF

WEIGHT AND BALANCE

(Rel. 4.0.7)

Loadsheet Printout NR: 1

NORMAL

PROD. TIME: 15:57

FROM/TO  
MIA/IAH

FLIGHT  
5Y3591

A/C REG  
N1217A

ACM  
1

DATE  
23-Feb-2019

TIME  
16:23

Data Rev. Date: 15-Feb-2019

ALL WEIGHTS IN LB

| ----- MAIN DECK ----- |      |       |      |      |      |      |      |      |      |      |      |      |      |
|-----------------------|------|-------|------|------|------|------|------|------|------|------|------|------|------|
|                       | A1   | 2     | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | A13  |
| R                     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2350 | 1440 | 1740 |      |
| C                     |      |       |      |      |      |      |      |      |      |      |      |      | 2780 |
| L                     |      | 220   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2300 | 2070 |      |
| IDX                   | 0.00 | -0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.74 | 5.93 | 7.64 | 6.57 |

| ----- LOWER DECK ----- |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
|                        | 11    | 12    | 13    | 14    | 21    | 22    | 23    | 24    | 31   | 32   | 33   | 34   | 41   | 42   | 43   | 5    |
| IDX                    | 276   | 234   | 1608  | 1788  | 360   | 1606  | 1588  | 1836  | 234  | 234  | 231  | 234  | 1284 | 670  | 850  | 0    |
|                        | -0.65 | -0.50 | -3.09 | -3.03 | -0.54 | -2.06 | -1.71 | -1.60 | 0.13 | 0.17 | 0.22 | 0.27 | 1.73 | 1.04 | 1.50 | 0.00 |

|                            |   |               |              |
|----------------------------|---|---------------|--------------|
|                            |   | <b>WGT LB</b> | <b>INDEX</b> |
| <b>BASIC OPERATING WGT</b> |   | 185646        | 36.13        |
| <b>BALLAST</b>             |   | 0             | 0.00         |
| <b>ACM</b>                 | (01)                                      | 240           | -0.70        |
| <b>SWA</b>                 |   | 0             | -0.00        |
| <b>TOTAL TRAFFIC LOAD</b>  |   | 25933         | 14.30        |
| <b>ZERO FUEL WEIGHT</b>    | (Max: 309000)                             | 211819        | 49.73        |
| <b>TAXI FUEL</b>           |   | 1400          | 0.03         |
| <b>TAKE OFF FUEL</b>       |   | 37700         | -3.18        |
| <b>TAKE OFF WEIGHT</b>     | (Op. Max: 346658)                         | 249519        | 46.55        |
| <b>TRIP FUEL</b>           |   | 20658         | -0.90        |
| <b>LANDING WEIGHT</b>      | (Max: 326000)                             | 228861        | 47.46        |
| <b>ALLOWED PAYLOAD</b>     |   | 123072        |              |
| <b>IMBALANCE</b>           | -41830 INCH - LB (Max: 2000000 INCH - LB) |               |              |

CAPTAIN: BLAKELY R

NOTOC DG NO  
NOTOC SC NO

LMC:

BALANCE CONDITIONS

|                              |        |            |          |            |
|------------------------------|--------|------------|----------|------------|
|                              |        | <b>FWD</b> |          | <b>AFT</b> |
| <b>ZFW MAC</b>               | 21.9 % | 7          | -----    | 35         |
| <b>TOW MAC</b>               | 20.7 % | 7          | -----    | 35         |
| <b>LDG MAC</b>               | 20.8 % | 7          | -----    | 35         |
| <b>UNDERLOAD BEFORE LMC:</b> |        |            | 97139 LB |            |

MINIMUM REQUIRED FUEL: 376      ACTUAL STAB TRIM: 2.3

| ACM's | 0     | 1     | 2     | 3     | 4     |
|-------|-------|-------|-------|-------|-------|
| ZFW   | 211.6 | 211.8 | 212.1 | 212.3 | 212.5 |
| %MAC  | 22.3  | 21.9  | 21.5  | 21.1  | 20.7  |

| TO FUEL (LB) | TOGW / %MAC  | TOGW / %MAC  | TOGW / %MAC  | TOGW / %MAC  | TOGW / %MAC  |
|--------------|--------------|--------------|--------------|--------------|--------------|
| 36.2         | 247.8 / 21.1 | 248.0 / 20.7 | 248.3 / 20.4 | 248.5 / 20.0 | 248.7 / 19.7 |
| 36.7         | 248.3 / 21.1 | 248.5 / 20.7 | 248.8 / 20.4 | 249.0 / 20.0 | 249.2 / 19.7 |
| 37.2         | 248.8 / 21.1 | 249.0 / 20.7 | 249.3 / 20.4 | 249.5 / 20.1 | 249.7 / 19.7 |
| 37.7         | 249.3 / 21.1 | 249.5 / 20.7 | 249.8 / 20.4 | 250.0 / 20.1 | 250.2 / 19.7 |
| 38.2         | 249.8 / 21.1 | 250.0 / 20.7 | 250.3 / 20.4 | 250.5 / 20.1 | 250.7 / 19.8 |
| 38.7         | 250.3 / 21.1 | 250.5 / 20.8 | 250.8 / 20.4 | 251.0 / 20.1 | 251.2 / 19.8 |
| 39.2         | 250.8 / 21.1 | 251.0 / 20.8 | 251.3 / 20.4 | 251.5 / 20.1 | 251.7 / 19.8 |

Ronald Knight (Strat Air) (MIA)

PREPARED BY

VERIFIED BY

MAX. ALLOWED T.O.G.W. LIMITED BY:

STRUCT:

PERF:

LANDING 346658

LOADING AGENT'S SIGNATURE(S)

15:57

I CERTIFY THIS AIRCRAFT IS LOADED IN ACCORDANCE WITH THE APPROPRIATE ATLAS AIR PROCEDURES.

CAPTAIN

ATLAS AIR

B767-3 BCF

LOADPLAN

LOADPLAN PRINTOUT NR: 1

FROM: MIA TO: IAH FLIGHT: 5Y3591

A/C REG: N1217A

SCHED. DATE: 23/02/2019 16:23

TTL: 25933 lb

INDEX: 14.30

MAIN DECK

CAPT: BLAKELY R

F/O: ASKA C

OBSERVER: ARCHULETA S

|  |   |
|--|---|
| A1   |   |
| 2L: PAJ2114AMZ 220 lb to IAH<br>SHEET        | 2R  |
| 3L   | 3R  |
| 4L   | 4R  |
| 5L   | 5R  |
| 6L   | 6R  |
| 7L   | 7R  |
| 8L   | 8R  |
| 9L   | 9R  |
| 10L  | 10R: PAJ40846FF 2350 lb to IAH<br>SAT5/HOU1 |
| 11L: PAG0466AMZ 2300 lb to IAH<br>HOU1/SAT5  | 11R: PAG10398AMZ 1440 lb to IAH<br>LAX5     |
| 12L: PAG10381AMZ 2070 lb to IAH<br>ONT5/LAX5 | 12R: PAG10371AMZ 1740 lb to IAH<br>STACK 7  |
| A13: PAJ10245AMZ 2780 lb to IAH<br>STACK12   | A13   |

Ronald Knight (Strat Air) (MIA)

PREPARED BY

LOADPLAN PROD. AT: 15:55

SIGNATURE SIGNIFIES:

ALL LOCKS UP / BELLY NETS FITTED

SIGNATURE

*Hernandez, A*

PRINT NAME

ATLAS AIR

B767-3 BCF

LOADPLAN

LOADPLAN PRINTOUT NR: 1

FROM: MIA

TO: IAH

FLIGHT: 5Y3591

A/C REG: N1217A

SCHED. DATE: 23/02/2019 16:23

TTL: 25933 lb

INDEX: 14.30

LOWER DECK

|                                       |    |
|---------------------------------------|----|
| 11: DQF7549AMZ 276 lb to IAH<br>MT    | 11 |
| 12: DQF1640AMZ 234 lb to IAH<br>MT    | 12 |
| 13: DQF11457JG 1608 lb to IAH<br>USPS | 13 |
| 14: DQF0702AMZ 1788 lb to IAH<br>USPS | 14 |
| 21: DQF0262AMZ 360 lb to IAH<br>USPS  | 21 |
| 22: DQF1472AMZ 1606 lb to IAH<br>USPS | 22 |
| 23: DQF1112AMZ 1588 lb to IAH<br>USPS | 23 |
| 24: DQF8369AMZ 1836 lb to IAH<br>USPS | 24 |

|                                       |    |
|---------------------------------------|----|
| 31: DQF03701AMZ 234 lb to IAH<br>MT   | 31 |
| 32: DQF1574AMZ 234 lb to IAH<br>MT    | 32 |
| 33: DQF11432JG 231 lb to IAH<br>MT    | 33 |
| 34: DQF1590AMZ 234 lb to IAH<br>MT    | 34 |
| 41: DQF0818AMZ 1284 lb to IAH<br>USPS | 41 |
| 42: DQF1380AMZ 670 lb to IAH<br>SAT5  | 42 |
| 43: DQF2646AMZ 850 lb to IAH<br>ONT5  | 43 |
|                                       | 5  |

Ronald Knight (Strat Air) (MIA)

PREPARED BY

LOADPLAN PROD. AT: 15:55

SIGNATURE SIGNIFIES:

ALL LOCKS UP / BELLY NETS FITTED

SIGNATURE

*Hernandez, A*

PRINT NAME



DEPARTMENT OF HOMELAND SECURITY  
U.S. Customs and Border Protection  
**GENERAL DECLARATION**  
(Outward/Inward)

OMB No. 1651-0002  
Expires 02/28/2015  
See back of form for Paperwork Reduction Act Notice.

**AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH**

19 CFR 122.43, 122.52, 122.54, 122.73, 122.144

Owner or Operator ATLAS AIR

Marks of Nationality and Registration N1217A Flight No. 5Y3591 Date 2/23/2019 4:08:0

Departure from MIA (Place) Arrival at IAH (Place)

**FLIGHT ROUTING**  
("Place" Column always to list origin, every en-route stop and destination)

| PLACE | TOTAL NUMBER OF CREW     | NUMBER OF PASSENGERS ON THIS STAGE 1) |
|-------|--------------------------|---------------------------------------|
| MIA   | Blakely Ricky Nelson     | <b>Departure Place:</b>               |
| IAH   | Aska Conrad Jules Adrian | Embarking .....                       |
|       | Archuleta Sean Andrew    | Through on same flight .....          |
|       |                          | <b>Arrival Place:</b>                 |
|       |                          | Disembarking .....                    |
|       |                          | Through on same flight .....          |
|       |                          | NUMBER OF SED's AND AWB's             |
|       |                          | SED's _____ AWB's _____               |

**Declaration of Health**  
Persons on board known to be suffering from illness other than airsickness or the effects of accidents, as well as those cases of illness disembarked during the flight:

\_\_\_\_\_

\_\_\_\_\_

Any other condition on board which may lead to the spread of disease:

\_\_\_\_\_

\_\_\_\_\_

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting:

\_\_\_\_\_

\_\_\_\_\_

Signed, if required \_\_\_\_\_  
Crew Member Concerned

**For official use only**

\_\_\_\_\_

\_\_\_\_\_

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

**SIGNATURE** Authorized Agent or Pilot-in-Command

1) Not to be completed when passenger manifests are presented.



## SENSITIVE SECURITY INFORMATION

### Aircraft Search Requirements / Pre-Departure Checklist

Date: 2/23/2019 Time: 1521 N# 1217A Flight# 543591 Origin: MIA Destination: IAH

Search aircraft for unauthorized persons, unauthorized weapons, explosives, incendiaries and other destructive devices, items or substances on the Prohibited Items List located ASM or FOM. Indication of actual tampering with an aircraft; and unauthorized access. Search aircraft prior to boarding any individuals or cargo for transport. Search as follows:

1. For all flights (cargo and passenger) **prior** to passenger and cargo loading.
2. For all flights coming out of maintenance before going back in service.
3. For thru-station departure if the aircraft has been left unattended.

| Person to check   | Area to check  | Company Aircraft                     |
|---|--|--------------------------------------|
| ISC Search  | <b>Flight Deck Search:</b> <ul style="list-style-type: none"> <li>• Cockpit</li> <li>• Closets</li> <li>• Storage Bins</li> <li>• Trash receptacles</li> <li>• Under seats, life vest, seat cushions and seat backs</li> <li>• Crew rest area</li> </ul>   | *<br>*<br>*<br>*<br>*<br>*           |
| Maintenance Search  | <b>Aircraft Exterior Search:</b><br>All accessible exterior compartments that are reachable from the ground without equipment and that can be easily opened  | *                                    |
| Ground Crew (GSC) Search  | <b>Aircraft Interior/Cargo Hold Search:</b> <ul style="list-style-type: none"> <li>• Catering supplies</li> <li>• Empty cargo hold areas prior to loading, (cargo loaded at a previous location may stay onboard) this includes both main deck and bellies.</li> <li>• Other accessible compartments that can easily be opened.</li> </ul>   | *<br>*<br>*                          |
| GSC / PSR<br>Passenger Service Rep<br>*This may include supervision of vendors performing these searches/inspections. | <b>Passenger Cabin Area/Cargo Hold:</b> <ul style="list-style-type: none"> <li>• Catering supplies</li> <li>• Closets</li> <li>• Storage Bins</li> <li>• Lavatories</li> <li>• Trash receptacles</li> <li>• Under seats, life vests, seat cushions and seat backs</li> <li>• Overhead bins</li> <li>• Crew rest area</li> <li>• Empty cargo hold areas prior to loading</li> </ul> | *<br>*<br>*<br>*<br>*<br>*<br>*<br>* |

The WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

# SENSITIVE SECURITY INFORMATION

If any unauthorized persons, unauthorized weapons, explosives, incendiaries and other destructive devices, items or substances are discovered; indication of actual tampering with the aircraft is detected or any unauthorized access is discovered notify the remaining search members (GSC, ISC and Mechanic) who will make the following notifications. The GSC will contact GCC for notification to the Security Dept. who will notify TSOC of the incident. The GSC will coordinate with local authorities and emergency response. ISC will notify their Chief Pilot. If there is no GSC on the flight the ISC will make the call to GCC.

Cargo Searched: YES NO N/A

## Crew / Jumpseaters and or Passengers:

All Crew and Jumpseaters/passengers were searched: YES NO N/A

Location of search (circle one): Planeside Terminal checkpoint Office

All passengers and their carry-on luggage were searched: YES NO N/A

Location of search (circle one): Planeside Terminal checkpoint FBO Off Site

This form is to be completed by the GSC. Please print full names.

ISC [Redacted] GSC [Redacted] Mechanic [Redacted]

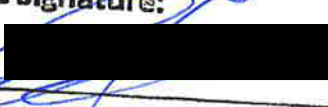
The WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

TAIL NUMBER: **N1217A**    BLOCK TIME: **9:40**    PARKING: **W2715**    DATE: **2/23/19**



FLT # INBOUND: **543504**    FROM: **ONT**    FLT # OUTBOUND: **543591**    DEST: **BWI IAH**    DEPARTMENT

| NAME             | ID #    | TIME IN | TIME OUT | DEPARTMENT |
|------------------|---------|---------|----------|------------|
| Walter Muñoz     | 1323650 | 9:41    | 11:00    | NAS        |
| Yerani Gonzalez  | 1325933 | 9:41    | 10:50    | NAS        |
| Genix Paynet     | 1319424 | 9:41    | 10:50    | NAS        |
| Raul Leyva       | 1330199 | 9:42    | 10:50    | NAS        |
| Randy Gonzalez   | 1330199 | 9:42    | 10:55    | NAS        |
| Baldel Batista   | 1316513 | 9:42    | 10:55    | NAS        |
| Frank Labori     | 1325724 | 9:43    | 10:55    | NAS        |
| Ivon Bello       | 1316526 | 9:44    | 10:56    | NAS        |
| Julian de Bracia | 1324734 | 9:44    | 11:06    | ATLAS      |
| Joe Rodriguez    | 1289155 | 9:45    | 11:06    | FBAM       |
| Ronald Knight    | 1323550 | 9:45    | 11:06    | STATON     |
| Aaron Garcia     | 1329712 | 9:45    | 11:06    | ATLAS      |
| Olga Ruiz        | 1275637 | 9:51    | 9:56     | AMS        |
| Bernardo Mayas   | 1322499 | 9:52    | 11:06    | FBAM       |
| Rafael Amorin    | 1317798 | 10:00   | 10:10    | FES        |
| Andrew Hernandez | 1315204 | 10:15   | 11:00    | STATON     |
| <del>ATLAS</del> |         |         |          |            |
|                  |         |         |          |            |
|                  |         |         |          |            |
|                  |         |         |          |            |
|                  |         |         |          |            |
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|                  |         |         |          |            |

GSC NAME: **Ronald Knight**  
 GSC Signature: 



StratAir, LLC

RAMP LOAD VERIFICATION SHEET B767-300

Andrew Hernandez

| Ramp Spot |        | Date     | Origin     | Destination | Flight #   | Yield #                    |        |          |            |           |          |
|-----------|--------|----------|------------|-------------|------------|----------------------------|--------|----------|------------|-----------|----------|
|           |        | 2/23/19  | MTA        | JAH         | 5430591    | N1217A                     |        |          |            |           |          |
| Deck      | Prefix | Serial # | Owner Code | Wgt - KGS   | Notes      | Deck                       | Prefix | Serial # | Owner Code | Wgt - KGS | Notes    |
| 2L        | PAT    | 2114     | Am         | 220         |            | 2R                         |        |          |            |           |          |
| 3L        |        |          |            |             |            | 3R                         |        |          |            |           |          |
| 4L        |        |          |            |             |            | 4R                         |        |          |            |           |          |
| 5L        |        |          |            |             |            | 5R                         |        |          |            |           |          |
| 6L        |        |          |            |             |            | 6R                         |        |          |            |           |          |
| 7L        |        |          |            |             |            | 7R                         |        |          |            |           |          |
| 8L        |        |          |            |             |            | 8R                         |        |          |            |           |          |
| 9L        |        |          |            |             |            | 9R                         |        |          |            |           |          |
| 10L       |        |          |            |             |            | 10R                        | PAT    | 40846    | FF         | 2350      | SAT/1600 |
| 11L       | PAT    | 0466     | Am         | 2300        |            | 11R                        | PAT    | 10398    | Am         | 1440      | LAX      |
| 12L       | PAT    | 10381    | Am         | 2070        | UNJ<br>LAX | 12R                        | PAT    | 10371    | Am         | 1710      | STGAL    |
|           |        |          |            |             |            | 13 PAT 10245 Am 2780 STGAL |        |          |            |           |          |

Load Crew Members: Upper Deck

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Upper Deck

ULD Inspection \_\_\_\_\_

K Loader # \_\_\_\_\_

K Ldr Operator \_\_\_\_\_

Lock Verification \_\_\_\_\_

Forward belly - circle position identifier for equipment load configuration

| PS  | Prefix | Serial # | Owner Code | Wgt - KGS | Notes | PS    | Prefix | Serial # | Owner Code | Wgt - KGS | Notes | PS  | Prefix | Serial # | Owner Code | Wgt - KGS | Notes |  |
|-----|--------|----------|------------|-----------|-------|-------|--------|----------|------------|-----------|-------|-----|--------|----------|------------|-----------|-------|--|
| 11L |        |          |            |           |       | 11 1P | D      | 7549     | Am         | 276       | mt    | 11R |        |          |            |           |       |  |
| 12L |        |          |            |           |       | 12    | D      | 1640     | Am         | 234       | mt    | 12R |        |          |            |           |       |  |
| 21L |        |          |            |           |       | 21 2P | D      | 11457    | JG         | 1608      | USPS  | 21R |        |          |            |           |       |  |
| 22L |        |          |            |           |       | 22 2P | D      | 0702     | Am         | 1788      | USPS  | 22R |        |          |            |           |       |  |
| 31L |        |          |            |           |       | 31 3P | D      | 0262     | Am         | 360       | USPS  | 31R |        |          |            |           |       |  |
| 32L |        |          |            |           |       | 32 3P | D      | 1472     | Am         | 1606      | USPS  | 32R |        |          |            |           |       |  |
| 33L |        |          |            |           |       | 33 3P | D      | 1112     | Am         | 1588      | USPS  | 33R |        |          |            |           |       |  |
| 34L |        |          |            |           |       | 34 3P | D      | 8369     | Am         | 1836      | USPS  | 34R |        |          |            |           |       |  |
| 41L |        |          |            |           |       | 41    | D      | 0370     | Am         | 234       | MT    | 41R |        |          |            |           |       |  |
| 42L |        |          |            |           |       | 42    | D      | 1574     | Am         | 234       | MT    | 42R |        |          |            |           |       |  |
| 43L |        |          |            |           |       | 43    | D      | 11432    | JG         | 231       | MT    | 43R |        |          |            |           |       |  |
| 44L |        |          |            |           |       | 44    | D      | 1590     | Am         | 234       | MT    | 44R |        |          |            |           |       |  |
| 45L |        |          |            |           |       | 45    | D      | 0818     | Am         | 1284      | USPS  | 45R |        |          |            |           |       |  |
| 51L |        |          |            |           |       | 51    | D      | 1380     | Am         | 670       | SAT   | 51R |        |          |            |           |       |  |
| 51L |        |          |            |           |       | 51    | D      | 2646     | Am         | 850       | ONT   | 51R |        |          |            |           |       |  |

Load Crew Members: Lower Deck

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Lower Deck

ULD Inspection \_\_\_\_\_

K Loader # \_\_\_\_\_

K Ldr Operator \_\_\_\_\_

Lock Verification \_\_\_\_\_

| Prefix | Serial # | Owner Code | Wgt | Notes |
|--------|----------|------------|-----|-------|
|        |          |            |     |       |
|        |          |            |     |       |
|        |          |            |     |       |

Total Bulk Belly Wt \_\_\_\_\_

*[Handwritten signature]*

**Ronald D. Knight Jr.**

---

**From:** Ronald D. Knight Jr.  
**Sent:** Saturday, February 23, 2019 6:45 AM  
**To:** Andrew G . Hernandez; [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Cc:** Miami Ops 716; [REDACTED]  
[REDACTED] Jorge E. Corral  
**Subject:** MVT DEP 5Y3591/23.N1217A.MIA

MVT  
5Y3591/23.N1217A.MIA  
AD 1614/1633      ETA 1856 IAH  
TOF 39.0/34.6  
UPL 3231 USG  
PLD 25933 LBS  
SOB 3

**Ronald Knight I Operations Manager/Loadmaster, MIA**



**StratAir, LLC**  
**Phone:** [REDACTED] **Fax:** [REDACTED]  
**Address:** 1701 N.W. 63<sup>rd</sup> Avenue, Bldg 712, Miami, FL 33126  
**Email:** [REDACTED] | [Web:www.stratair.net](http://www.stratair.net)  
GroundOps Inc MIA  
Atlas Air  
[REDACTED]

# Aircraft Fueling Record

|                              |                             |   |
|------------------------------|-----------------------------|---|
| Conversion formulas          | Aircraft Registration       | Flight Number: <u>543591</u>  |
| Pounds X 0.4536 = Kilograms  | N <u>1217A</u>              | UTC Date (DD/MM/YY) <u>23/ Feb/ 2019</u>                            |
| Kilograms X 2.2046 = Pounds  | From / To: <u>MEA / IAH</u> | UTC Time <u>1530z</u>   |
| Liters X 0.2642 = US Gallons | APU Running:                | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |

|  |   |                                  |   |
|--|---|----------------------------------|---|
| Fuel Data                                      | Jet-A <input checked="" type="checkbox"/>               | Jet- A1 <input type="checkbox"/> | Other <input type="checkbox"/>  |
| US Gallons Requested                           | <u>3231</u>   | Fuel Density Used                | Total Kilograms or Pounds of Fuel Uplifted<br>(Gallons Added x Density) |
| Total US Gallons Added<br>(Liters _____)       | <u>3231</u>   | <u>6.32</u>                      | <u>20.4</u><br>Kgs <u>Lbs</u><br>(Must Circle Applicable)               |
| Difference US Gallons                          | <u>Ø</u>  | Total Fuel Before Refuel         | <u>18.8</u>   |
| NOTE: Differences Must be Explained in Remarks | Total Ramp Fuel<br>(Sum of Uplift + Fuel Before Refuel) |                                  | <u>39.2</u>   |

Remarks: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

| Tank No.     | Total Fuel Before Refuel | Requested Fuel Distribution | Total Fuel After Refuel |
|--------------|--------------------------|-----------------------------|-------------------------|
| Reserve      |                          |                             |                         |
| 1M           |                          |                             |                         |
| 2M           |                          |                             |                         |
| C            |                          |                             |                         |
| 3M           |                          |                             |                         |
| 4M           |                          |                             |                         |
| Reserve      |                          |                             |                         |
| Tail Tank    |                          |                             |                         |
| <b>Total</b> | <u>18.8</u>              | <u>Ø</u>                    | <u>39.2</u>             |

| Aircraft Attitude | Pitch     | Roll                |                         |
|-------------------|-----------|---------------------|-------------------------|
| Before Refuel     |           |                     |                         |
| After Refuel      |           |                     |                         |
| Stick No.         |           | Stick Reading (In.) | Kgs or Lbs (from table) |
|                   | Reserve   |                     |                         |
|                   | 1M        |                     |                         |
|                   | 2M        |                     |                         |
|                   | C         |                     |                         |
|                   | 3M        |                     |                         |
|                   | 4M        |                     |                         |
|                   | Reserve   |                     |                         |
|                   | Tail Tank |                     |                         |
| <b>Total</b>      |           |                     |                         |

| FUEL DENSITY  |           |           |           |
|---|-----------|-----------|-----------|
| Upper shaded area indicates Maximum TOGW Reduced, refer to the FCOM |           |           |           |
| Lbs / Gal   | Kgs / Gal | Kgs / Ltr | Lbs / Img |
| 6.00  | 2.722     | 0.719     | 7.21      |
| 6.05  | 2.744     | 0.725     | 7.27      |
| 6.10  | 2.767     | 0.731     | 7.33      |
| 6.15  | 2.790     | 0.737     | 7.39      |
| 6.20  | 2.812     | 0.743     | 7.45      |
| 6.25  | 2.835     | 0.749     | 7.51      |
| 6.30  | 2.858     | 0.755     | 7.57      |
| 6.35  | 2.880     | 0.761     | 7.63      |
| 6.40  | 2.903     | 0.767     | 7.69      |
| 6.43  | 2.917     | 0.771     | 7.73      |
| 6.45  | 2.926     | 0.773     | 7.75      |
| 6.50  | 2.948     | 0.779     | 7.81      |
| 6.55  | 2.971     | 0.785     | 7.87      |
| 6.60  | 2.994     | 0.791     | 7.93      |
| 6.65  | 3.016     | 0.797     | 7.99      |
| Std   | Fuel      | Density   |           |
| 6.70  | 3.039     | 0.803     | 8.05      |
| 6.75  | 3.062     | 0.809     | 8.11      |
| 6.80  | 3.084     | 0.815     | 8.17      |
| 6.85  | 3.107     | 0.821     | 8.23      |
| 6.90  | 3.130     | 0.827     | 8.29      |
| 6.95  | 3.153     | 0.833     | 8.35      |
| 7.00  | 3.175     | 0.839     | 8.41      |
| 7.05  | 3.198     | 0.845     | 8.47      |
| 7.10  | 3.221     | 0.851     | 8.53      |

Julian De Jooia A. \_\_\_\_\_  
Name (Print) Signature

[Redacted] \_\_\_\_\_  
Signature

By signing this Aircraft Fueling Record form, you are confirming that the aircraft refueling operation was conducted IAW the FSM procedures.

**MIAMI FUEL FACILITY 2065667**  
**MIAMI INTERNATIONAL AIRPORT**

Agent TFS Date 2/23/11 Time \_\_\_\_\_  
Gate 16 Airline AAIAS Flight No. 3511  
Aircraft No. N1217A Aircraft Type 767  
Tru/Hyd No 6027 Event: I/P  Ld Rck \_\_\_\_\_ Dfl \_\_\_\_\_

31F

TICKET NUMBER \_\_\_\_\_  
METER NUMBER \_\_\_\_\_  
DATE RANGE \_\_\_\_\_  
TIME START \_\_\_\_\_  
TIME END \_\_\_\_\_  
START TIME \_\_\_\_\_  
NO. GALLONS \_\_\_\_\_  
METER NO. \_\_\_\_\_  
METER TYPE \_\_\_\_\_

Turbine Fuel/Jet A, UN 1863, HC3, PG1

Domestic  Bonded \_\_\_\_\_ FTZ \_\_\_\_\_

Origin N.A. Destination IAH

Supplier \_\_\_\_\_

Did you secure the fuel caps & panels?

Meter No. \_\_\_\_\_ Finish \_\_\_\_\_

3,231

Start

Gross Gallons \_\_\_\_\_

Fueler Sig./MIA No. 0734 [Signature]

Received By [Signature]



**From:** [Lynch, Sean F](#)  
**To:** [Grosf Erik](#)  
**Subject:** RE: NTSB-Atlas Air  
**Date:** Wednesday, February 27, 2019 5:39:47 PM  
**Attachments:** [image001.png](#)

Erik,  
 Here is a copy of what USPS has on that plane. A total of 7 DQF's.

**Sent:** Saturday, February 23, 2019 9:18:53 AM  
**Subject:** MIA THS AMASON STATUS REPORT 2-23-19

|                                       |            |                         |            |                 |                |
|---------------------------------------|------------|-------------------------|------------|-----------------|----------------|
| <b>THS Facility</b>                   |            | MIA                     |            |                 |                |
| <b>Planned 105% Origin Cube</b>       |            | A1: 1,008<br>Charter: 0 |            |                 |                |
| <b>Actual Cube Tendered</b>           |            | A1: 1,764<br>Charter: 0 |            |                 |                |
| <b>Total Weight Tendered (lbs)</b>    |            | 8,348                   |            |                 |                |
| <b>Cube Density</b>                   |            | 4.73                    |            |                 |                |
| <b>Total Voided ULDs</b>              |            | 0                       |            |                 |                |
| <b>ULD#</b>                           | <b>WGT</b> | <b>TARE</b>             | <b>NET</b> | <b>DEST</b>     | <b>REMARKS</b> |
| DQF0818                               | 1,284      | 234                     | 1,050      | IAH             |                |
| DQF0702                               | 1,788      | 234                     | 1,554      | IAH             |                |
| DQF1112                               | 1,588      | 234                     | 1,354      | IAH             |                |
| DQF8369                               | 1,836      | 276                     | 1,560      | IAH             |                |
| DQF11457                              | 1,608      | 276                     | 1,332      | IAH             |                |
| DQF1472                               | 1,606      | 234                     | 1,372      | IAH             |                |
| DQF0262                               | 360        | 234                     | 126        | IAH             | LAST CAN       |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
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|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
|                                       |            |                         | 0          |                 |                |
| <b>DELAYED OR ROLLOVER MAIL</b>       |            | <b>FCM</b>              |            | <b>Priority</b> | <b>Express</b> |
|                                       |            | <b>0</b>                |            | <b>0</b>        | <b>0</b>       |
| <b>REASON FOR DELAYED OR ROLLOVER</b> |            |                         |            |                 |                |
| <b>Express Mail loaded in ULD #</b>   |            |                         |            |                 |                |

Sean F. Lynch, CPP  
Team Leader - Security  
Houston Division  
U.S. Postal Inspection Service

[REDACTED] - office  
[REDACTED] cell  
[REDACTED]

---

**From:** Grosf Erik [REDACTED]  
**Sent:** Wednesday, February 27, 2019 4:15 PM  
**To:** Lynch, Sean F [REDACTED]  
**Subject:** [EXTERNAL] Re: NTSB-Atlas Air

Thanks Sean!

Regards  
Erik

Erik R Grosf  
Senior Advisor Special Ops  
Office of the Managing Director  
[REDACTED]  
Sent via iPhone

---

**From:** Lynch, Sean F [REDACTED]  
**Sent:** Wednesday, February 27, 2019 3:01 PM  
**To:** Grosf Erik  
**Subject:** RE: NTSB-Atlas Air

Hello Erik,

We are on board and are working to provide the correct documentation per your request. The majority of the research has to be performed at our HQ. I have an initial manifest and will send it to you in an email to follow.

Thanks,

Sean F. Lynch, CPP  
Team Leader - Security  
Houston Division  
U.S. Postal Inspection Service

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Grosf Erik [REDACTED]  
**Sent:** Wednesday, February 27, 2019 11:35 AM  
**To:** Kelley, Charles M [REDACTED] Lynch, Sean F [REDACTED]  
**Cc:** Grosf Erik <[REDACTED]>  
**Subject:** [EXTERNAL] NTSB-Atlas Air  
**Importance:** High

Good morning Chuck and Sean,

Thanks for taking my calls this morning. Per our conversation, here is quick sitrep and a request for assistance.

- Atlas advises there was 10,000 pounds of USPS mail on the accident aircraft
- The underwriter has selected "LONE STAR RETRIEVAL -Richard Ball (214-460-3446) to bring u the wreckage
- He is forecasting approx. 4 weeks of work
- He will have a lifting bag on each vessel exclusively for US MAIL
- The NTSB plan is to keep all the AMAZON packages and aircraft wreckage which will be taken to a dedicated warehouse starting approx. this Friday. The facility will be at 5623 Ameriport Pkwy , Unit 86 in Baytown TX

We would like to request a Postal Inspector(s) to join our operation dock side starting this Thursday.

- We would like the PI to look at mail as it is brought in for any signs of anything unusual or suspect
- If nothing is suspect we would ask you to take it so it can be processed back into your system
- We can via our partners at the FBI, provide work space in climate controlled tent, power and Wi-Fi.
- We would ask for copies of the official paperwork from MIA USPS of the loading weights and any other USPS info pertaining to the shipment.

Thank you in advance for your assistance! My cell is the best way to contact me,

*Regards,*

*Erik R. Grosf*  
Senior Advisor  
Special Ops & Interagency Coordination  
Office of the Managing Director (MD-1)  
=====

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]