

DCA22FA132

**OPERATIONAL FACTORS/HUMAN PERFORMANCE**

Attachment 3  
Weight and Balance  
March 1, 2023

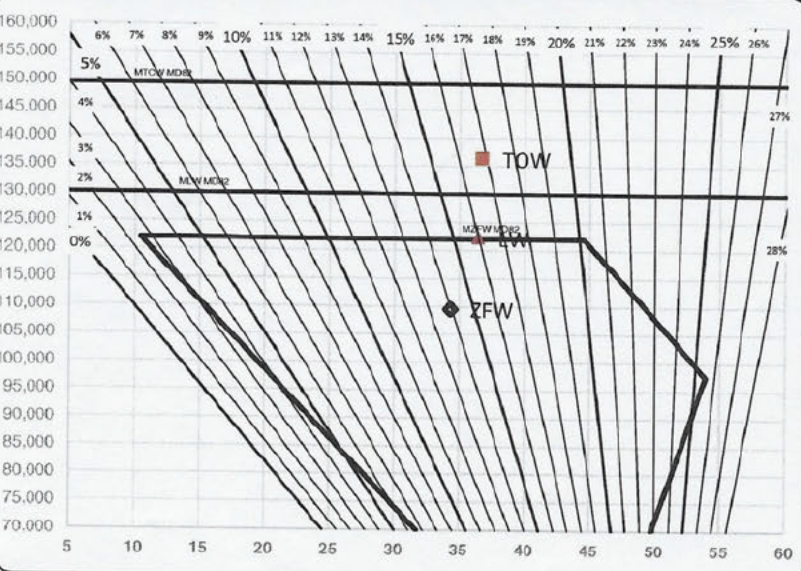
**RED Air** **LOAD & BALANCE SHEET** **149/150 PAX** **DATE** 21/06/2022 **FLIGHT No** REA-203

ORIG	DEST	A/C REG	VERSION	CREW	RWY	WIND	QHH	TEMP	CAPTAIN	FLIGHT DISPATCHER
SDQ	MIA	HI1064	INT	2/4	17	170/10KT	2997	34	JOSE DARRIBA	[REDACTED]
D.O.W.		84,471	Maximum Weight For:		ZERO FUEL	TAKEOFF	LANDING			
2		330	Takeoff Fuel +		122,000	Trip Fuel +	130,000			
					26,900		15,184			
DOW (Corrected)		84,801	Allowed Weight For Takeoff (Lesser of a,b,c)		148,900	149,500	145,184			
Total Fuel		27,500	Operating Weight -		111,701	111,701	111,701			
Taxi Fuel (-)		600	Allowed Traffic Load				33,483			
Takeoff Fuel		26,900								
OPERATING WEIGHT =		111,701								

PASSENGER				CARGO COMPARTMENT DISTRIBUTION				PAXS		Total Passenger Weight		
DEST.	No. of Passenger			TOTAL	FWRD COMP		AFT COMP		BC	Y	Total Cargo Load	
	ADLT	CHILD	INF		1	2	3	4			Total Traffic Load +	
MIA	M	F		Tr							D. O. W. (Corrected) +	
	84	36	6	4	B	5,170		1,447	3,723		84,801	
					C						ZERO FUEL WEIGHT =	
					M						126	109,421
					T	5,170		1,447	3,723	Paxs = 126	Max	122,000
	120	6	4								Takeoff Fuel +	
				Tr							26,900	
				B							TAKEOFF WEIGHT =	
				C							136,321	
				M							Max	145,184
				T							Trip Fuel -	15,184
TTL Pax	120	6	4	5,170		1,447	3,723	PAX 126+4			LANDING WEIGHT =	121,137

Allowed Traffic Load	33,483	LAST MINUTE CHANGES				SEATING CONDITION				Max	130,000	BALANCE CONDITION %MAC	
Total Traffic Load	24,620	DEST	ESPEC	COMP	+/-	WEIGHT	A	B	C	TOTAL	ZFW	14.06%	
Underload Before LMC	8,863						7	94	25	126	TOW	16.92%	
		REMARKS	TOTAL LMC								LDW	16.00%	

CABIN A (12 max)		CABIN B (100 max)				CABIN C (37 max)				COMP 1		COMP 2		COMP 3		COMP 4				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight			
PAX	IU	PAX	IU	PAX	IU	PAX	IU	PAX	IU	Lbs	Index	Lbs	Index	Lbs	Index	Lbs	Index			
1	1-3	-1	31-32	-12	59-61	-23	88-90	-34	1-3	1	27-29	12	500	-3.2	500	-2.3	1000	-2.7	1000	2.4
2-3	4-6	-2	33-35	-13	62-64	-24	91-92	-35	4-5	2	30-31	13	1000	-6.3	1000	-4.8	2000	-5.4	2000	4.8
4	7-9	-3	36-37	-14	65-66	-25	93-95	-36	6-8	3	32-33	14	1500	-9.5	1500	-6.9	3000	-8.1	3000	7.2
5	10-11	-4	38-40	-15	67-69	-26	96-98	-37	9-10	4	34-36	15	2000	-12.6	2000	-9.2	4000	-10.8	4000	9.6
6	12-14	-5	41-43	-16	70-72	-27	99-100	-38	11-12	5	37	16	2500	-15.8	2500	-11.5	5000	-13.5	5000	12
7	15-17	-6	44-45	-17	73-74	-28			13-15	6			3000	-18.9	2925	-13.5	6000	-16.2	6000	14.4
8	18-19	-7	46-48	-18	75-77	-29			16-17	7			3585	-22.6			7000	-18.9	6645	15.9
9	20-22	-8	49-51	-19	78-79	-30			18-19	8							7520	-20.3		
10	23-24	-9	52-53	-20	80-82	-31			20-22	9										
11	25-27	-10	54-56	-21	83-85	-32			23-24	10										
12	28-30	-11	57-58	-22	86-87	-33			25-26	11										



FUEL INDEX CORRECTION							
LBS	U.I	LBS	U.I	LBS	U.I	LBS	U.I
2000	-0.1	14000	3	24000	3.5	36000	-1.1
4000	0	16000	4	26000	2.8	38000	-1.8
6000	0.4	18000	5	28000	2	39128	-2.3
8000	0.9	18532	5.4	30000	1.3	39500	-2.7
10000	1.5	20000	4.9	32000	0.4	40000	-3.3
12000	2.2	22000	4.2	34000	-0.3	40500	-3.9

INDEX CORRECTION		LBS	U.I	
D.O.W	-	41000	-4.5	
COMP 1	0.0	42000	-5.7	
COMP 2	0.0	42500	-6.3	
COMP 3	-3.9	43000	-6.9	
COMP 4		8.8	43500	-7.5
CABIN A	-7.0		44000	-8.1
CABIN B	-32.9		44500	-8.7
CABIN C		9.8	45000	-9.3
SUBTOTAL	-43.8	78.1	45500	-9.8
ZFWI	34.3	46000	-10.4	
TOF	2.4	46500	-11	
T.O.I	36.7	46712	-11.3	
LDF	2.1			
L.D.I	36.4			

PREPARADO POR: JEYSON FERMIN

APROBADO POR: [REDACTED]

FIRMA: [REDACTED]