

## SCHEDULED

**LOADSHEET / B797-800W**  
**189 PASSENGER SEATS / All Weights in Kilograms**

AIRCRAFT REG.	FLIGHT NUMBER	STATION	DESTINATION	CREW	DATE

APS Weight						MAXIMUM WEIGHTS FOR		ZERO FUEL	TAKE OFF	LANDING			
1st Observer (+ 90.1)				.		Take-off Fuel +			Trip Fuel +				
2nd Observer (+ 90.1)				.			a	b	c				
5th Attendant (+ 79.9)				.		ALLOWED WEIGHT FOR TOW (lowest of a, b or c) =							
6th Attendant (+ 79.9)				.		Operating Weight -							
Fwd Galley +				.		ALLOWED TRAFFIC LOAD =							
Aft Galley +				.		Tick if not supplied on time - (EZFW/WX by std/etd -20 mins)							
Dry Operating Weight =				.		GPU/FEP	STEPS	H/SET	EZFW	WX			
Take-Off Fuel +				.									
Ramp_____ - Taxi_____				.									
Operating Weight =				.									

STAB TRIM ADJUST				SI:
	ENGINE THRUST (LB)			
FLAPS	22000	24000	26000	
1 AND 5	+0.5	-0.1	-0.1	
10, 15 AND 25	-0.5	-0.6	-0.8	

OFP REQUEST NO.

PASSENGERS, BAGGAGE AND CARGO	AIRCRAFT WEIGHT AND BALANCE LIMITS
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[illegible]

\*Total Heads on Board incl. crew, supernumeraries, passengers and infants.

THOB*	TOB	INFANTS	
			<div style="border: 1px solid black; padding: 5px; display: inline-block;">TAKE OFF</div>
CORRECTED STAB _____			FLAP _____  $V_1$ _____  $V_R$ _____  $V_2$ _____
GO AROUND $N_1$			Call Sign  <div style="border: 1px solid black; height: 80px; margin-top: 10px;"></div>
$N_1$ (F)	$N_1$ (R)		

FLAP

QNH

hPa (METAR report)

LANDING

ADULT <input style="width: 40px;" type="text"/> + CHILD <input style="width: 40px;" type="text"/> = <input style="width: 40px;" type="text"/>		PAX <input style="width: 40px;" type="text"/>		FWD + <input style="width: 40px;" type="text"/>		ZERO FUEL WT & BAL LIMITS	
				MID + <input style="width: 40px;" type="text"/>		38000 - 39999 5.3 to 6.0	
				AFT + <input style="width: 40px;" type="text"/>		40000 - 41999 5.2 to 6.1	
CHILD WEIGHT CORRECTION <input style="width: 40px;" type="text"/>				FWD 1 + <input style="width: 40px;" type="text"/>		42000 - 43999 5.1 to 6.1	
FWD HOLD 1 BAGS <input style="width: 40px;" type="text"/>	+ <input style="width: 40px;" type="text"/>	CARGO <input style="width: 40px;" type="text"/>	= <input style="width: 40px;" type="text"/>	FWD 2 + <input style="width: 40px;" type="text"/>		44000 - 45999 5.0 to 6.2	
FWD HOLD 2 BAGS <input style="width: 40px;" type="text"/>	+ <input style="width: 40px;" type="text"/>	EQV <input style="width: 40px;" type="text"/>	= <input style="width: 40px;" type="text"/>	AFT 3 + <input style="width: 40px;" type="text"/>		46000 - 47999 5.0 to 6.3	
AFT HOLD 3 BAGS <input style="width: 40px;" type="text"/>	+ <input style="width: 40px;" type="text"/>	BAGS <input style="width: 40px;" type="text"/>	= <input style="width: 40px;" type="text"/>	AFT 4 + <input style="width: 40px;" type="text"/>		48000 - 49999 4.9 to 6.4	
AFT HOLD 4 BAGS <input style="width: 40px;" type="text"/>	+ <input style="width: 40px;" type="text"/>	<input style="width: 40px;" type="text"/>	= <input style="width: 40px;" type="text"/>	UNCORR LOAD <input style="width: 40px;" type="text"/>		50000 - 51999 4.8 to 6.4	
				CHILD ADJ- <input style="width: 40px;" type="text"/>		52000 - 53999 4.8 to 6.5	
*Total Heads on Board incl. crew, supernumeraries, passengers and infants.				LOAD = <input style="width: 40px;" type="text"/>		54000 - 55999 4.7 to 6.6	
				DOW + <input style="width: 40px;" type="text"/>		56000 - 57999 4.6 to 6.6	
THOB* <input style="width: 40px;" type="text"/>	TOB <input style="width: 40px;" type="text"/>	INFANTS <input style="width: 40px;" type="text"/>	ZFW = <input style="width: 40px;" type="text"/>		58000 - 59999 4.5 to 6.7		
TAKE OFF <input style="width: 40px;" type="text"/>			Load LMC +/- <input style="width: 40px;" type="text"/>		60000 - 61688 4.5 to 6.8		
			Revised ZFW = <input style="width: 40px;" type="text"/>				
CORRECTED STAB <input style="width: 40px;" type="text"/>			Takeoff FUEL + <input style="width: 40px;" type="text"/>				
			TOW = <input style="width: 40px;" type="text"/>				
GO AROUND <input style="width: 40px;" type="text"/>			T/O Fuel LMC +/- <input style="width: 40px;" type="text"/>				
			Revised TOW = <input style="width: 40px;" type="text"/>				
N <sub>1</sub> (F) <input style="width: 40px;" type="text"/>			Uncorr. T/O Stab Trim Units <input style="width: 40px;" type="text"/>				
			Trip Fuel - <input style="width: 40px;" type="text"/>				
N <sub>1</sub> (R) <input style="width: 40px;" type="text"/>			LW = <input style="width: 40px;" type="text"/>				
			Trip Fuel LMC +/- <input style="width: 40px;" type="text"/>				
Call Sign <input style="width: 40px;" type="text"/>			Revised LW = <input style="width: 40px;" type="text"/>				

Call Sign	FLAP
QNH _____ hPa (METAR report)	LANDING

### LOAD LAST MINUTE CHANGES (LMC)

LMC Specification	Hold	+/-	Adjust Weight
			.
			.
			.
			.
Load LMC			.

Revised ZFW, TOW and LW must not exceed MAXIMUM WEIGHTS FOR in the top section.

NOTE: For ferry flights (no pax, all crews accounted for), both aft and forward ZFW and TOW balance limits may be extended by 0.8 units  
E.g. ZFW limits for 56000-57999 becomes 3.8 to 7.4

#### LOADING CERTIFICATE

I hereby certify that this aircraft is loaded in accordance with the instructions of XYZ.

Name \_\_\_\_\_ (BLOCK CAPITALS)  
Signature \_\_\_\_\_

I am satisfied the relevant reqs of EU-OPS have been complied with and a/c security Check / \*SEARCH has been completed in accordance with RYR procedures. (circle as required).  
\*SEARCH - enter origin of previous flight & "Z time" completed

CAPTAIN'S SIGNATURE

| | | | |  
**CREW CODE**