

ANC25MA018

OPERATIONAL FACTORS

Attachment 8

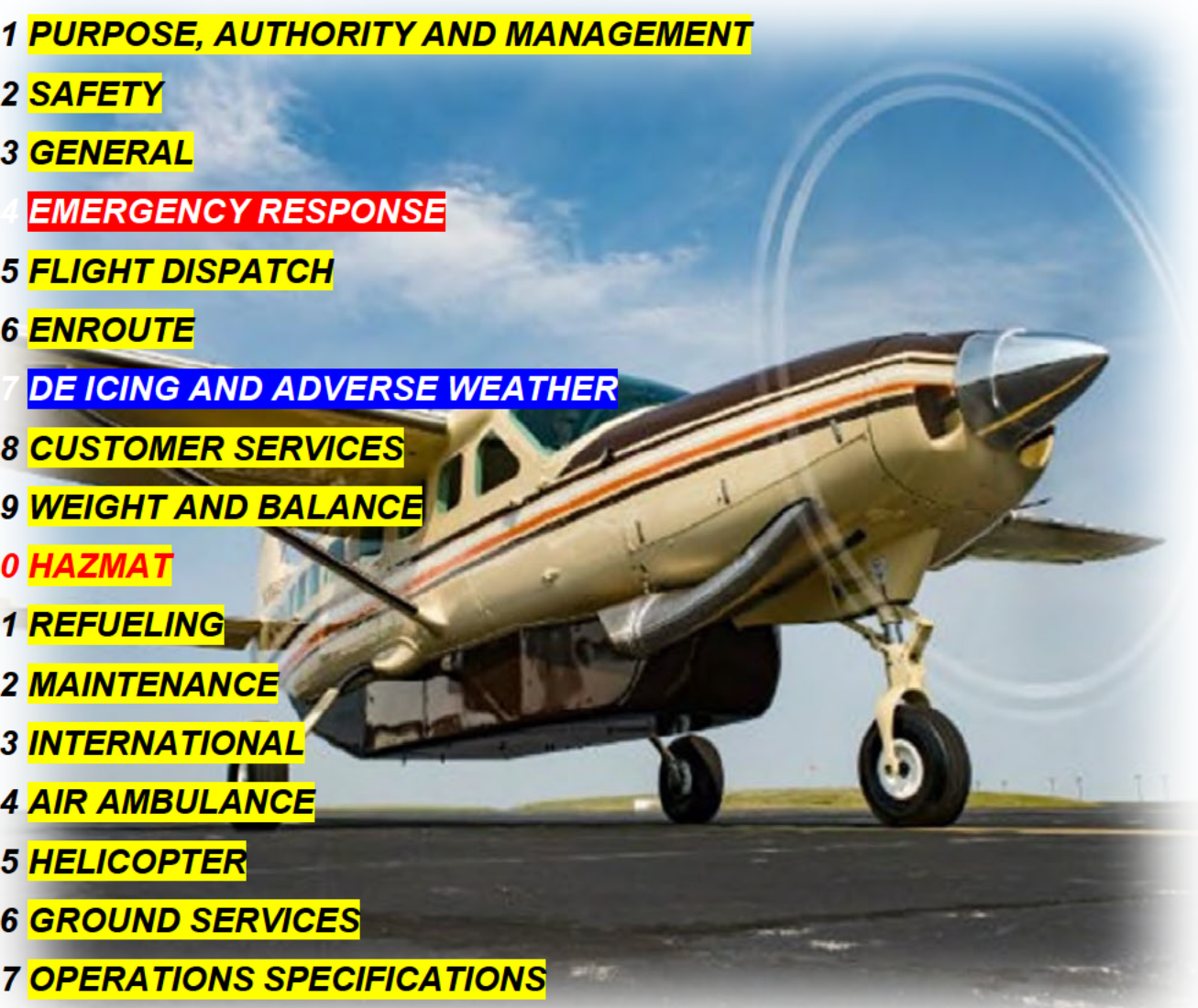
Bering Air General Operations Manual [Excerpts]

August 18, 2025

BERING AIR

Volume III **GENERAL OPERATIONS MANUAL**

REVISION 90 EFFECTIVE UPON RECEIPT

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- A twin-engine turboprop aircraft with a white base paint and orange and brown stripes is shown from a low angle on a runway. The aircraft is facing right, and its landing gear is visible. The background is a clear blue sky with some light clouds.
- 1 PURPOSE, AUTHORITY AND MANAGEMENT**
 - 2 SAFETY**
 - 3 GENERAL**
 - 4 EMERGENCY RESPONSE**
 - 5 FLIGHT DISPATCH**
 - 6 ENROUTE**
 - 7 DE ICING AND ADVERSE WEATHER**
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 - 15 HELICOPTER**
 - 16 GROUND SERVICES**
 - 17 OPERATIONS SPECIFICATIONS**

AN ELECTRONIC OR PAPER COPY OF THIS DOCUMENT MUST BE CARRIED AND ACCESSIBLE BY EACH PILOT DURING FLIGHT. A MASTER COPY WILL BE KEPT ON FILE ELECTRONICALLY AND ACCESSIBLE IN THE OFFICE OF THE DIRECTOR OF OPERATIONS, DISPATCH OFFICES, AND ON FILE WITH FAIRBANKS FSDO.

5 FLIGHT DISPATCH

05.01 PURPOSE

(91.153, 91.169, OpSpec A008)

This chapter establishes procedures for dispatching, locating, and tracking of company aircraft on all flights. Pilots shall file, activate, and cancel, a flight plan with a flight service station, air traffic control, and/or with company, in accordance with the procedures in this chapter for all flights.

05.03 OPERATIONAL CONTROL

(135.77, OpSpec A008)

Operational Control refers to the authority in initiating, conducting, or terminating flights. The “Origin Base” for all flights will be Nome, Kotzebue, or Unalakleet. **Operational Control** involves two parties: the Pilot, and the DO or his designate. Every aircraft operated under FAR part 135, 133, or 91 will be **released for flight as required in 05.29 FLIGHT RELEASE**.

Pilots

Pilots may exercise operational control with the concurrence of the **DO or a designate listed below prior to flight**. Once enroute, pilots make flight decisions within company, pilot, and regulatory limitations and may consult with any other resources available and as required. A current pilot list is found in the excel file “Pilotboard”, which is kept on company servers.

Operational Control Manager

An Operational Control Manager (OC) who is a qualified Bering Air pilot will be designated to oversee all flight operations. The OC is assigned on the Pilot Duty Schedule. All dispatch stations and pilots will be notified of the OC on duty and their contact information. The following positions are typically assigned OC by the DO; others may be added.

Title	May Conduct:
Director of Operations	Dispatch & OC Release
Chief Pilot	Dispatch & OC Release
Director of Safety	Dispatch & OC Release
Director of Training	Dispatch & OC Release
133 Chief Pilot	Dispatch & OC Release – Helicopter Only

Dispatcher

Dispatchers may be Station Managers, Customer Service Agents, or Pilots who have completed Bering Air’s Dispatcher Training. A list of Dispatchers is readily available at Nome, Kotzebue, and Unalakleet stations. The following positions may be assigned Dispatch authority:

Title	May Conduct:
OTZ / UNK Station Managers	Dispatch Release Only
Dispatchers	Dispatch Release Only

Station Managers and Dispatchers may conduct a Dispatch release but must contact the OCM when an OC Release would be required prior to departure, or when worsening conditions occur while flights are enroute. Station Managers and Dispatchers are not required or expected to know the intricacies and variables associated with Instrument Approach Procedures. A personnel list is available at Nome, Kotzebue, and Unalakleet stations.

05.05 DISPATCH DUTIES AND RESPONSIBILITIES

The dispatcher's duties include arranging and dispatching flights, obtaining village agent weather observations and other weather information, flight following, and ensuring a return to base or overnight location, and activation of the Emergency Response Plan.

Dispatchers will be familiar with the pertinent chapters of this manual, and in the use of Takeflite and the Automatic Flight Following system.

Dispatchers will arrive at their duty station 1 hour prior to the first planned departure of the day.

A Dispatcher will remain on duty as long as flights are still enroute, or transfer dispatch control.

05.07 TRANSFER OF DISPATCH DUTY

If it becomes necessary for the dispatcher to go off duty, they shall coordinate with another person holding operational control for the continued flight following of airborne flights.

A dispatcher going off duty will brief the incoming dispatcher on the following items, at a minimum:

- Flights that are enroute, and their expected return time / resume radio contact time (RRCT)
- Any upcoming flights that are planned for dispatch
- The morning/evening on-call medevac pilot and aircraft (OME)
- Any other back up crews and aircraft available
- The Operational Control Manager on duty
- Any hazards, closures, suspensions of operation, restricted aircraft use, or high min pilots
- Any other items necessary

05.09 DISPATCH PROCEDURES

Any person with operational control may participate in the dispatching of company aircraft. The flight must remain in compliance with federal aviation regulations and company policy. An Operational Control Manager will be on duty in Nome for oversight of the entire operation, including remote bases. Dispatch procedures are as follows:

PILOT Dispatch Procedures

-Preflight

The PIC is responsible for ensuring their **Aircraft** is airworthy for the planned flight operation, the **Crew** is Fit to Fly, the **Environmental** conditions are acceptable, and **Security** and/or **Special Ops** are accounted for (ACES Initial Crew Briefing). Each PIC and SIC is responsible to the Chief Pilot for maintaining current and accurate Flight and Duty Records. It is not the responsibility of the Dispatcher to verify aircraft or pilot status.

-Review the Routing

Adjust scheduled and charter flight routings as necessary to accomplish the work required and meet weather, notam, and other hazard restrictions. Obtain flight number.

-Communicate with Dispatcher

All pertinent information will be made available to the Dispatcher, such as aircraft, crew, environment, security, or special ops restrictions. Any unusual hazards will be discussed.

-Load Available

The Pilot will provide the Dispatcher with a Maximum Load Available considering all factors.

-Flight Plans

Pilots will file FAA and/or Company Flight Plans as described in this manual.

-Flight Release

Pilots will verify with Dispatch that they are released for departure. If conditions require an OC Release, the dispatcher or pilot will contact the Operational Control Manager. If the pilot or OC Manager sees any reason to hold or cancel the flight, that action must be taken.

DISPATCHER Dispatch Procedures**-Company Flight Plans**

Clear and file previously closed flight plans or continue tracking open plans.

-Prepare the Clipboard

Within 1hr prior to departure, prepare the Clipboard with **05.21 PREFLIGHT INFORMATION**.

-Flight Routing

Adjust scheduled and charter flight routings as necessary to accomplish the work required and meet weather, notam, and other hazard restrictions. **Assign flight numbers if not already done.**

-Communicate with Pilot

All pertinent information will be made available to the pilot via the Clipboard, Takeflite, or other means. Any unusual hazards will be discussed. The Captain will inform Dispatch of any crew limitations or maintenance discrepancies affecting the flight.

-Load Available

The Dispatcher will obtain the Load Available from the Captain and **may** enter it into "Flight Details" in Takeflite. **In this way, cargo can view the load available. Otherwise, communicate the load available and number of passengers to the cargo department. If the Load Available seems abnormal, the Dispatcher will request the OCM to discuss the load with the Pilot.**

-Flight Release

Apply a Dispatch Release if criteria are met. If a Dispatch Release cannot be applied, make proactive contact with the Operational Control Manager for an OC Release, Hold, or Cancel as described in **05.29 FLIGHT RELEASE**.

-Track the Flight

Record ON/OFF times. Verify the AFF is working. Communicate with village agents. If the flight is on a Company Flight Plan, manage the flight plan. Provide any updates to the pilot regarding weather, pilot reports, routing, number of passengers, etc.

-Close out the Flight Plan

Ensure the flight arrives at its destination and close the flight out in Takeflite. If the flight becomes overdue, see **05.67 OVERDUE AIRCRAFT**.

05.29 FLIGHT RELEASE

Flights are released (approved) for departure in one of the two following ways:

DISPATCH RELEASE	
Release by a Dispatcher or Station Manager	
The Captain and Dispatcher agree that the environmental conditions meet or exceed:	
Weather Source	Official or Agent Report
Ceiling/Vis	500'/2sm or greater
Wind	25kts or less
Icing	Light or none reported or forecast
Airports	Regular Bering Air system airports (C070)
Agreement to operate a flight is pilot concurrence; no signature is required by the pilot. If any Dispatch Release requirement is out of range, the Dispatcher and/or Captain will contact the Operational Control Manager on duty to consider an OC Release.	

OC RELEASE	
Release by the Operational Control Manager only.	
The Captain and OC Manager agree that the environmental conditions meet or exceed:	
Weather Source	Date/Time correct, no missing elements for IFR. Unofficial weather may be used for VFR.
Ceiling/Vis – Helicopter	1/2sm, Clear of Clouds
Ceiling/Vis – Airplane VFR	500'/2sm or greater
Ceiling/Vis – Airplane IFR	IFR Visibility Charted Minimums
Wind	Considered, 05.41 LIMITATIONS
Icing	Considered
Airports (Dep/Dest/Alt/TO Alt)	Considered
High Mins, MEL, Other	Considered
Conditions Prohibited for Takeoff	Considered, 07.25 CONDITIONS PROHIBITED FOR TAKEOFF
Agreement to operate a flight is pilot concurrence; no signature is required by the pilot. If any OC Release requirement is out of range, the flight may not be released for departure and should be indicated in Takeflite as “On Hold”, “Cancelled”, or other appropriate status.	

Once enroute, the pilot's applicable VFR/IFR minimums apply to the flight operation.

See 06.27 ENROUTE WEATHER.

Flight Details

The Flight Details field in Takeflite is used for any flight-related notes. Some codes include:

WX = Weather Hold	MX = Maintenance Hold	LI = Late Inbound Aircraft
PL = Pilot Late	CX = Cargo Delay	FX = Fueling Delay
DI = De Icing Delay	RX = Ramp Conditions	CP = Connecting Pax

05.31 RESERVED

Formerly “Standard Profile for Release”, information clarified and consolidated into 05.29.

05.33 RESERVED

Formerly “15 Rule”, moved to 06.07 High Minimums to consolidate information.

05.35 FLIGHT ID

(91.227)

The Flight ID as assigned by dispatch must be entered in the transponder for all flight operations. ADS-B out Flight ID, Aircraft Radio Call Sign, and FAA flight plan ID must all agree.

Examples of normal entries would be BRG805, BRG2890, BRG661, BRG920. (BRG0621 would not be correct, as it includes a leading “0”).

All flights are assigned a Flight ID as part of the dispatching process, except helicopter and medevac flights which are dispatched under the aircraft registration number.

Pilots will enter the Flight ID as per aircraft SOP or as soon as practical after avionics are on, to avoid Call Sign Mismatch penalties from the FAA.

05.37 HAZARDS

Any operational hazards will be reported to dispatch by pilots, especially in-flight icing and poor runway conditions. Dispatch will actively pursue this information and shall request pilot reports:

- ICING: when the temperature is between -10/+5°C (14°F/+41°F) and clouds are present
- RUNWAYS: when the temperature is between -10/+5°C (14°F/+41°F) and it is or has been snowing, raining, or icy conditions are suspected.

NOTE:

Pilot Reports will be noted on the Dispatch Clipboard.

05.39 SUSPENSION OF OPERATIONS

(135.67, 135.69)

If Bering Air or any pilot knows of airport, runway, **environmental**, or other conditions that are a hazard to safe operations, the **Operational Control Manager** or Pilot in Command must restrict or suspend operations as necessary until those conditions are corrected.

No pilot will continue toward any airport of intended landing under these conditions unless the conditions are expected to be corrected by the time of arrival.

Suspension of Operations will remain in place and clearly noted in the Dispatch office until cleared by the **Operational Control Manager**.

06.21 OVERWATER OPERATIONS

(135.183, 135.168)

Single Engine Overwater

Single engine aircraft shall always be operated at an altitude and distance allowing a glide or autorotation to shore should an engine failure occur, except when necessary for takeoff and landing due to airport location.

Life vests and life rafts are not required to be carried.

The Glide Advisor in ForeFlight is a useful tool to visually display predicted glide distance. The C208 average glide is 12:1 but varies with weight and environmental conditions. Approximately 2 miles horizontally can be achieved for each 1000' vertically. A water crossing at 10,000' therefore must remain within 20nm of shore, or 40nm total span. Verify performance data, weight, and wind direction as part of preflight duties.

Sea ice is classified as water, but in an actual emergency, if strength of the ice can reasonably be assumed, an emergency landing on ice is often a better choice.

Helicopters equipped with emergency pop-out floats may be operated over water, with the pop-out float activation lever armed. Consideration of wind and water conditions must be factored into the decision. Waves should be judged to be small enough not to capsize a floating helicopter.

Extended Overwater

Extended Overwater operations are defined as any operation that takes place more than 50nm direct line to any piece of land. Single engine aircraft are not authorized for extended overwater operations.

Life vests and life raft are required to be carried.

Flights can avoid Extended Overwater operations by flying a flight plan that remains within 50nm of shore. Examples are:

Route	Use Waypoint
Mainland to/from PAGM or PASA	CUMNS ZADOK for PAOM-PAGM rwy 16
Between PAOM and PAPO	SUGRE

Inflight Icing

Inflight ice accumulation can occur anytime the temperature is at or below +5°C and visible moisture is present. It typically becomes less of a factor the colder and drier the air becomes.

Avoidance

Check weather and PIREPs before flight. Leave a PIREP for the next pilot.

Policy

Pilots must evaluate all sources of weather reports and PIREP's prior to flight and throughout the duty period as weather conditions change. Pilots shall make every reasonable effort to reduce exposure time in icing and exit those conditions if required due to aircraft performance. C208 pilots will ensure an adequate supply of TKS fluid is onboard prior to departure.

Procedure

Icing PIREP's shall include Flight# / Intensity / Type / Altitude(s) / Location / Temperature. The person recording the PIREP will include the time of the report and the type of aircraft.

Intensity**TRACE:**

Ice becomes perceptible. Deicing/anti-icing equipment use not required unless remaining in the trace icing for an extended period of time, over an hour.

LIGHT:

The rate of accumulation may create a problem if the aircraft remains in light icing for over an hour. Occasional use of deicing/anti-icing equipment may be required to remove or prevent the accumulation, and the aircraft systems are capable of handling it.

MODERATE:

The rate of accumulation is such that even short encounters become potentially hazardous. Deicing/anti-icing equipment must be used frequently or exit the icing immediately.

SEVERE:

The rate of accumulation is such that ice protection systems fail to remove the accumulation of ice, or the ice is on surfaces where it normally does not accumulate, such as aft of the protected surfaces (ie. de-ice boots or spinner). Immediately exit the conditions.

NOTE:

Icing intensity is aircraft dependent. Severe icing may occur at any accumulation rate.

Icing Types**CLEAR:**

Larger water drops contact the aircraft surface, freeze slowly, and are clear in appearance.

RIME:

Small water drops contact the aircraft and freeze rapidly in a thick, milky white appearance.

MIXED:

Combination of Clear and Rime Ice.

FROST:

Ice crystals formed by sublimation when the temperature and dew point are below freezing.

Sample Icing PIREP:

Kotzebue base, 661, Moderate Rime Ice, 8000ft over Kivalina, temperature -5°C.

9 WEIGHT AND BALANCE

09.01 MANDATORY REQUIREMENTS

(A096)

All company aircraft will be loaded in accordance with 14 CFR Part 91 and the manufacturer's instructions. For the C208, actual weights of passengers and bags will always be used. Twin-turbine aircraft may use actual or solicited (asked +10lbs) weight for all passengers but must use actual weight for baggage.

09.03 WHEN TO COMPLETE LOAD MANIFESTS

(§135.63)

In all cases, the weight and balance must be completed prior to takeoff. The pilot will note the weight and position of passengers, baggage, mail, and freight to complete the calculation on the Flight Report. The Chief Pilot shall retain a copy of the portion of the Flight Report containing the actual CG Index and Limits for 30 days (the time prescribed in FAR 135.63). A helicopter pilot may operate via the Standard Loading Profiles as described in the SOP for the aircraft and forego the completion of a weight and balance calculation. Additionally, a helicopter pilot may print and carry pre-planned loading profiles in the aircraft from the Microsoft Excel Load Sheet.

09.05 CARGO LOADING

Airplanes – Though the PIC may designate or receive help from the SIC, cargo department, village agents, or customers, the PIC is responsible for ensuring that the load:

- is within floor-loading limits
- is within zone loading limits
- is within weight and balance limits
- is secured adequately to the floor or approved bin with straps or nets as required
- does not block a regular or emergency exit (one on each side must remain clear)
- will not fall and cause injury to a passenger

CAUTION:

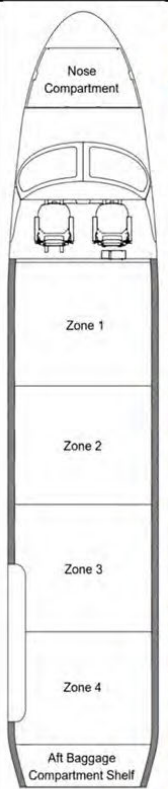
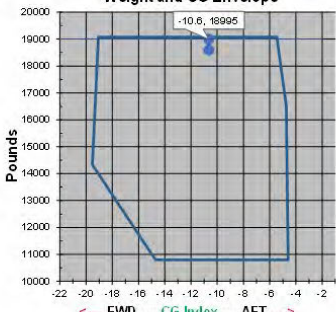
In no cases will mail, freight, or baggage be stacked on aircraft seats or folded down seatbacks. When mail, freight or baggage is carried in the cabin across the aisle from passengers, it will not be stacked higher than the bottom of the windows, for passenger safety and comfort.

Helicopters – Cargo must be secured in approved storage areas as allowed in each aircraft type. When floor-loading, approved straps or net shall be used to secure the load from movement. When conducting external loads, the PIC shall abide by the Rotorcraft-Load Combination Flight Manual. Loads are not secured to the landing gear on the R44. Helipods, pods, and baskets with defined CG areas are not external loads. If loading with engine and rotors turning, the following procedures will be adhered to, to ensure the safety of everyone involved:

- All people involved with the loading process will be briefed by the PIC before any attempt is made to perform loading or unloading with the engine(s) or rotors turning. The briefing is conducted when the helicopter is not running so that demonstrations of wrong procedures can be briefed, such as accidentally sticking an object into either rotor.
- The pilot is at the controls with the controls frictioned down.
- Only the minimum necessary number of people are beneath and around the rotor systems.

09.07 LOAD SHEET

A Microsoft Excel-based Load Sheet has been developed for some aircraft. The Load Sheet may be used for load planning and actual W&B calculations. The Load Sheet contains AFM data and is updated when aircraft are reweighed. To use a Load Sheet, simply tab through the highlighted fields and enter information. Notes and instructions are contained within the sheet, and a Job Aid is posted in Electronic Docs. Limits will flag when exceeded. The output CG is “Index units”, to match the value achieved when using the SeeGee wheel for manual calculations. OWE, Fuel, MGTOW, and CG are entered in the Flight Report (see FLT REPORT line provided in lower right section). A Load Sheet for each departure from a Bering base will be retained for 30 days.

BERING AIR					C308 LOAD SHEET		Instructions									
Date	Flight #	Departure	Destination	Tail	Fuel Plan											
01/14/24	1065	OTZ	WLK	409 ▼	Round Trip NO ALT ▼											
AIRCRAFT		Pounds	Inches	Index	WB Date	FUEL		WEIGHT Actual Limit								
N409BA	E.E.W.	11189	284.7	-9.2	11/16/23	FOB	800	RAMP	19065	19070						
Captain		200	142.2	-2.1		Total/Taxi	1670	MGTOW	18995	19000						
First Officer		170	142.2	-1.8		Required	1600	LMGTOW	18995	19000						
O.W.E.	11559			Request 130 Gallons		Enroute	400	LAND	18595	18600						
O.W.	13159					Landing	1200	ZFW	17395	17900						
Load Available		5841	Load Limited by MGTOW			Performance Limited		MGTOW	OTZ	19000						
Load Remaining		5				Performance Limited		LAND	WLK	18600						
Total Load		5836	3024 minimum for WLK			Performance Limited		MGTOW	WLK	15571						
 Load Lbs Inches Index Rec Load NOSE 68.2 0.0 0 TOTAL 0 Nose Limit 300lbs / 40 lb/ft² MAIN CARGO NOTES Max Linear Running Load 60lb/in Max floor loading 200lb/ft² Max ttl ld 6300lbs (Nose/1-4/Aft) Max aft of Cargo Barrier 6000lbs Limits are with Cargo Barrier Installed ZONE 1 210.5 -8.9 1694 1100 pallet } TOTAL 1545 350 } 2700lbs - Secured Load Limit 95 } 1750lbs - 36 to 100% full } 1200lbs - 0 to 100% full ZONE 2 280.9 -1.9 1694 1743 pallet } TOTAL 1743 } 4100lbs - Secured Load Limit } 1750lbs - 36 to 100% full } 1200lbs - 0 to 100% full ZONE 3 351.7 6.4 1694 1743 pallet } TOTAL 1743 } 2700lbs - Secured Load Limit } 1750lbs - 36 to 100% full } 1200lbs - 0 to 100% full ZONE 4 422.0 6.7 759 720 pallet } TOTAL 805 55 } 2000lbs - Secured Load Limit 30 } 1600lbs - 36 to 100% full } 1000lbs - 0 to 100% full AFT 456.7 0.0 0 } TOTAL 0 Aft Bag Limit 400lbs / 50lb/ft²						Weight and CG Envelope  ←--- FWD --- CG Index --- AFT →---										
						FLT REPORT						O.W.E. 11559	FUEL 1600	MGTOW 19000	C.G. -10.6	
						TAKEOFF DATA						CG Limits -19.1 -3.4				
						FLAP 1						TOW	V1 / VR / V2 / VENR	TO DIST		
						Abnormals?						19.0	90 / 93 / 99 / 113	4800		
						FLIGHT ID						BRG 1065		FPL - IFR/VFR/RTE/ALT		
						TAKEOFF WX:										
						ATIS										
						CLEARED TO:						VIA:				
						CLIMB:										
SQUAWK:																
FREQ:						119.2	DVFR:	12								
LANDING DATA																
FLAP FULL						LW	VAPP / VREF	LAND DIST								
Abnormals?						18.6	130 / 99	3300								
LANDING WX:																
ATIS																
NOTES																

09.09 WEIGHT AND BALANCE CONTROL

Current actual aircraft weight and center of gravity information must be used and calculated prior to departure. The preferred method for each aircraft is listed below. The CG limits are auto populated in Flight Report (if writing a manual PFR, the limits are available in the aircraft Flight Tin). The pilot must enter OWE, Fuel, TOW, and CG into Flight Report. Flight Report will not generate and print with missing or invalid data.

C208 / BE20 / B190 / C212

1. Pilots will use the CAVU International, SeeGee Center of Gravity Calculator (Whiz Wheel). Instructions for the use of the calculators are found in the supplements section of the AFM.

C408

1. Pilots will use the Microsoft Excel Load Sheet for all base departures (OME/OTZ/UNK) and may pre-print a Load Sheet for a return flight. Instructions are embedded in the Excel sheet.
2. Pilots will use the CAVU International, SeeGee Center of Gravity Calculator (Whiz Wheel) for all other flights, or anytime a Load Sheet may not be available. Instructions for the use of the calculators are found in the supplements section of the AFM.

R44 / H369 / AS50 / UH1

1. Pilots may use Standard Loading Profiles, if published for their aircraft. When using a Standard Loading profile, the pilot need only add up the total all up weight (AUW) and ensure at or below any maximum limitation. CG is not calculated, as it is guaranteed to be within longitudinal and lateral limits when complying with the profile.
2. Pilots may use the Microsoft Excel Load Sheet if one has been developed for the aircraft. Instructions are embedded in the Excel sheet.
3. Pilots may use the iBal app, if configured for the aircraft in use. Instructions are in the app.
4. H369 Pilots may use the CG Computation Page on the Garmin 696.

Backup, All aircraft

1. As back up, a manual calculation may substitute for any above method. A Bering Air Weight and Balance Data sheet is located in the POH/AFM/RFM of each aircraft with the required information to do a manual calculation. Write up any missing equipment required for normal calculations so that it is replaced in a timely fashion.

NOTE:

If using the procedures in the AFM, pilots will arrive at a Percent Mean Aerodynamic Chord (%MAC) or an "Inches" result rather than an Operating Index. The CG Limits in Flight Report are set to Operating Index units. Therefore, the result MUST be converted to Index using the formulas contained in the SeeGee Center of Gravity Calculator instructions document for each specific aircraft. The formulas are unique to aircraft type. Thus, the SeeGee Calculator or Excel Load Sheet are the preferred methods, as the conversion has been done.

09.11 AIRPLANE PILOT FLIGHT REPORT - LOAD MANIFESTS

(§135.63(a)(c))

Bering Air requires the completion of a Load Manifest for each flight in all aircraft. Load Manifests are completed prior to flight using the Flight Report App on the iPad. A prepared Load Sheet suffices for pre-departure documentation; however, the information must be transferred to Flight Report prior to closing out the flight. Flight Report instructions are imbedded in the App. A printed Pilot Flight Report (PFR) may also be used.

* items are automatically generated when using the Flight Report app.

FLIGHT INFO	
PILOT(S)	PIC / SIC. Printed first and last name of each crewmember.
FLIGHT ORIGIN	Nome (OMEB), Kotzebue (OTZBA), Unalakleet (UNKBA).
A/C NUMBER	Aircraft N-number.
FLIGHT NUMBER	Bering Air (BRG) flight number as assigned by Dispatch.
DATE	Local date the flight originated on (month/day/year).
AIRCRAFT STATUS	Flight Report will ask to verify aircraft inspection status and Hobbs.
O.W.E.	Operating Weight Empty (Equipped empty weight + Flight Crew).
ROUTE (FROM/TO)	Enter 3-letter ID for departure/stops/destination airports. SAVE.
FUEL	Enter fuel planned at beginning of takeoff roll.
MGTOW	Maximum Gross Takeoff Weight for the flight (must account for landing or performance limitations for the current flight).
* O.W.	Operating Weight (O.W.E + Fuel)
* Ld Av	Load Available (MGTOW – O.W.)
REMARKS	Medevac, fuel audit, PPR#, No Agent, other Remarks.
FLIGHT LEGS	
LOAD COMPUTATION	Passengers (Number/Weight) / Bags / Cargo / Mail. All information is required for revenue accounting purposes. Load Computation/WB data appear only on the Billing/Payroll copy.
* TTL LOAD	Total Load (add up Load Computation)
* T.O.W.	Takeoff Weight. (O.W. + TTL Load)
* CG LIMITS	Fore and After CG limits at the T.O.W. Automatic in Flight Report. For manual entry, reference Flight Tin limit chart.
CG	Enter the CG Index of the loaded aircraft. When no revenue is onboard, enter "PT91".
OUT	Aircraft moves under own power for purpose of flight.
IN	Aircraft parked for shutdown.
* FLT	Leg flight time (IN minus OUT)
* B.O.	Fuel Burn Off. Accept Flight Report burn or enter fuel remaining.
* L.W.	Landing Weight (T.O.W. – B.O.)
FLIGHT CLOSEOUT	
STBY	Enter total Standby time. :30min free is calculated.
HOBBS/LANDINGS	Enter Hobbs and Landings
SEND ICON	Tap and review the completed Pilot Flight Report for accuracy. Total Flight Time is automatic in Flight Report.
PRINT/DISTRIBUTE	Print copies for Billing/Payroll, Dispatch, and each crewmember. Unnecessary fields are grayed out on copies as required.

09.13 AIRPLANE PILOT FLIGHT REPORT FORM

BERING AIR

PILOT FLIGHT REPORT

WEIGHT AND BALANCE

FROM/TO	OUT	IN	FLT
OME	0742	0803	:21
WMO			
WMO	0820	0840	:20
OME			

LOAD COMPUTATION					
	PSGR		BAGS	CARGO	MAIL
	No	Weight			
On	0	0	0	0	5921
Off	0	0	0	0	5921
Bal	0	0	0	0	0
On	0	0	0	0	0
TTL Load	0	0	0	0	0
Off					
Bal					
On					
TTL Load					
Off					
Bal					
On					
TTL Load					
Off					
Bal					
On					
TTL Load					
Off					
Bal					
On					
TTL Load					

O.W.E.	11529		MGTOW	18950
Fuel	1500		O.W.	()
O.W.	13029	CG	-11.7	Ld Av
TTL Load	5921	T.O.W.	18950	CG LIMITS
O.W.E.	11529	B.O.	351	FWD
Fuel	1149	L.W.	18599	AFT
O.W.	12678	CG	PT 91	-19.1 / -5.4
TTL Load	0	T.O.W.	-	
O.W.E.		B.O.	334	MGTOW
Fuel		L.W.	12344	O.W.
O.W.		CG		Ld Av
TTL Load		T.O.W.		CG LIMITS
O.W.E.		B.O.		FWD
Fuel		L.W.		AFT
O.W.		CG		
TTL Load		T.O.W.		MGTOW
O.W.E.		B.O.		O.W.
Fuel		L.W.		Ld Av
O.W.		CG		CG LIMITS
TTL Load		T.O.W.		FWD
O.W.E.		B.O.		AFT
Fuel		L.W.		
O.W.		CG		MGTOW
TTL Load		T.O.W.		O.W.
O.W.E.		B.O.		Ld Av
Fuel		L.W.		CG LIMITS
O.W.		CG		FWD
TTL Load		T.O.W.		AFT
O.W.E.		B.O.		
Fuel		L.W.		MGTOW
O.W.		CG		O.W.
TTL Load		T.O.W.		Ld Av
O.W.E.		B.O.		CG LIMITS
Fuel		L.W.		FWD
O.W.		CG		AFT
TTL Load		T.O.W.		
O.W.E.		B.O.		MGTOW
Fuel		L.W.		O.W.
O.W.		CG		Ld Av
TTL Load		T.O.W.		CG LIMITS
O.W.E.		B.O.		FWD
Fuel		L.W.		AFT
O.W.		CG		
TTL Load		T.O.W.		MGTOW
O.W.E.		B.O.		O.W.
Fuel		L.W.		Ld Av
O.W.		CG		CG LIMITS
TTL Load		T.O.W.		FWD
O.W.E.		B.O.		AFT
Fuel		L.W.		
O.W.		CG		MGTOW
TTL Load		T.O.W.		O.W.
O.W.E.		B.O.		Ld Av
Fuel		L.W.		CG LIMITS
O.W.		CG		FWD
TTL Load		T.O.W.		AFT
O.W.E.		B.O.		
Fuel		L.W.		MGTOW
O.W.		CG		O.W.
TTL Load		T.O.W.		Ld Av
O.W.E.		B.O.		CG LIMITS
Fuel		L.W.		FWD
O.W.		CG		AFT
TTL Load		T.O.W.		
O.W.E.		B.O.		MGTOW
Fuel		L.W.		O.W.
O.W.		CG		Ld Av
TTL Load		T.O.W.		CG LIMITS
O.W.E.		B.O.		FWD
Fuel		L.W.		AFT
O.W.		CG		
TTL Load		T.O.W.		MGTOW
O.W.E.		B.O.		O.W.
Fuel		L.W.		Ld Av
O.W.		CG		CG LIMITS
TTL Load		T.O.W.		FWD
O.W.E.		B.O.		