



AIRCRAFT DATA SHEET

Please return via fax to : +27 86 535 0860 / 1 or Email to : ops@mkvaviation.com

COMPANY _____

IDENTIFICATION

Tail Number (Registration)	_____
Call Sign	_____
ACFT Type	_____
Engine Type	_____
Weight Units	_____

WEIGHTS

Max Ramp (Engine Start)	_____
Max Takeoff (brakes off)	_____
Max landing	_____
Max Zero Fuel	_____
Max Fuel	_____
Basic Operating Weight (Aircraft with crew only)	_____

TCAS CARRIAGE

TCAS I	Y	N
TCAS II Version 6.04	Y	N
TCAS II Version 7	Y	N

FLIGHT LEVEL & CRUISE PROFILE

Max Flight Level (Operational)	_____
Max Flight Level (Preferred)	_____
Preferred Cruise (LRC, HSC, M80.etc)	_____
Special Requirements	_____ _____ _____

SELCAL

SELCAL	_____
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RADIOS

HF Radio Number	_____
VHF Radio Number	_____

AIRCRAFT DATA SHEET (continued)

DATALINK PROVIDER / CAPABILITY

(check one)

ARINC Direct _____

Global Data Centre _____

UV DataLink _____

Air Routing Datalink _____

Other _____

None

ADS Capable	Y	N
FANS Approved	Y	N
CPDLC Certified	Y	N

(*COM/NAV code "J" and SSR code SD")

FLIGHT PLAN UPLINK

Do you wish to have your flight plans uplinked?

Y N

If "Yes", please indicate desired frequency :

Always _____

On Request only _____

Oceanic only _____

International only _____

Other _____

DATA LINK MODES

(check all that apply)

VHF (Code V) _____

HF (Code H) _____

Satelite3 (Code S) _____

Mode S (Code M) _____

AUTOMATED OCEANIC CLEARANCE DELIVERY

North Atlantic Eastbound (facilitated by Gander Oceanic)	Y	N
Note : The remark "AGCS EQUIPPED" is required in section 18 of ICAO flight plan		
North Atlantic Westbound (facilitated by Shanwick Oceanic)	Y	N
Note : Also known as ORCA. No special remarks or flight plan annotations are required		
Santa Maria Oceanic Control Area	Y	N
No special remarks or flight plan annotations are required		

Departure Segment (RNAV1)	Y	N
Enroute Segment (RNAV2)	Y	N
Arrival Segment (RNAV1)	Y	N
RNAV PTP but not RNAV1/and or 2	Y	N

In order to utilize RNAV routes, Incl. Q and T routes, within the Continental U.S. RNAV SIDs, RNAV STARs, and/or RNAV point of point (PTP) routes after June 29th 2008, additional information must be provided. This information will be passed to the FAA when your plan is filed

AIRCRAFT DATA SHEET (continued)

EQUIPMENT & CERTIFICATIONS

RNP-1 Certified (PRNAV)	Y	N	
ICAO Codes "P" & "R" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
RNP-4 Certified	Y	N	
ICAO Code "R" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
RNPO-5 Equipped	Y	N	
ICAO Code "R" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
RNP-10 Certified	Y	N	
ICAO Code "R" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
MNPS Certified (& equipped)	Y	N	
ICAO Code "X" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
RVSM Certified (& equipped)	Y	N	
ICAO Code "W" / Estimated Date _____			
<hr style="border-top: 1px dotted black;"/>			
8.33 kHz VHF Radios	Y	N	
ICAO Code "Y" / Estimated Date _____			

FAA EQUIPMENT SUFFIXES (OPTIONAL)

Suffix	Estimated Capability
/X	No Transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
/D	No Transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
/M	No Transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
/Y	Loran, Vor/Dme, or INS with no transponder
/C	Loran, Vor/Dme, or INS with no transponder with no Mode C
/I	Loran, Vor/Dme, or INS with transponder with Mode C
/E	FMS with DME/DME and IRU position updating
/F	FMS with DME/DME position updating
/G	GNSS/ including GPS or WAAS, with enroute and terminal capability
/R	Required Navigational Performance
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	/RVSM

MKV does not routinely file the FAA filing stripe

****NOTICE** NOTICE** NOTICE****

A Letter of Authorization (LOA), issued by the state of registry, is required for RNP-1 (PRNAV), RNP-4, RNP-10, MNPS, and RVSM operations. Though we do not require any written documentation for these items, we do ask that you please not mark these items as "Y" (for yes) unless the appropriate LOA has actually been received and the crew will have a copy on board the aircraft. If the aircraft is equipped, but the LOA has not yet been received, please indicate the estimated receipt date, if known, so that we can follow up with you

AIRCRAFT DATA SHEET (continued)

ICAO COMM/NAV EQUIPMENT

Please circle all letters that apply

Please note that code "S" assumes : VHF RTF, ADF, VOR AND ILS

A	LORAN A	J	CPDLC DATALINK	S	STANDARD
B	(NOT IN USE)	K	MLS	T	TACAN
C	LORAN C	L	ILS	U	UHF RTF
D	DME	M	OMEGA	V	VHF RTF
E	(NOT IN USE)	N	(NOT IN USE)	W	RVSM
F	ADF	O	VOR	X	MNPS
G	GPS/GNSS	P	P-RNAV (RNP-1)	Y	8.33 KHZ COMPLIANT
H	HF RTF	Q	(NOT IN USE)	Z	OTHER EQUIPMENT
I	INERTIAL NAV	R	RNP		

ICAO TRANSPONDER CODES

A	=	Transponder, Mode A
C	=	Transponder, Mode A & Mode C
X	=	Transponder, Mode S (with neither ACFT I.D. nor P.A. transmission)
P	=	Transponder, Mode S (with PA transmission but no ACFT I.D. transmission)
I	=	Transponder, Mode S (with ACFT I.D. transmission but no P.A. transmission)
S	=	Transponder, Mode S (with both ACFT I.D. and P.A. transmission)
SD	=	Transponder, Mode S (same as Code "S", but with ADS/FANS equipment)

AIRCRAFT DATA SHEET (continued)

ETOPS

Required	Y	N
Minute Rule	_____	
Single Engine TAS	_____	
ETOP fuel calculation	Y	N
(someone from the flight planning group will be contacting you for further information)		

CDR CAPABLE

CDR Capable	Y	N
This requires that the flight crew be familiar with FAA CDR route procedures and that a copy of the applicable CDR routes be present in the cockpit. (US. DOMESTIC FLIGHTS ONLY) CDR routes are available at following URL: http://www.fly.faa.gov/Products/Coded Departure Routes/CDM Operational Coded Departur/cdm operational coded departur.html		

FUEL MANAGEMENT

Typical "Short-Flight" Arrival fuel (at destination)	_____
Reserve Fuel (if required/lbs, min or %) (always included in fuel block)	_____
Minimum Arrival Fuel at Alternate	_____
Hold Fuel (if required/lbs or min) (always included in fuel block)	_____
Taxi-Out Fuel (burned before takeoff)	_____
Taxi-In Fuel (carried to destination)	_____

SUPPLEMENTARY INFORMATION

Aircraft Colour	_____					
Survival Equipment : (circle all that apply)	Polar / Desert / Maritime / Jungle					
Emergency Radios	VHD / UHF / ELBA (includes ELT)					
Dinghies	Number	_____	Total Capacity	_____	Colour	_____
Life Jackets	Y	N				
Equipped with :						
Lights	Y	N	Flourescein	Y	N	
VHF	Y	N	UHF	Y	N	

AIRCRAFT DATA SHEET (continued)

FLIGHT MANAGEMENT SYSTEMS AVIONICS

(please check applicable)

Honeywell

AFIS

Primus Epic CMF

CMU Mark III

CMU Mark II

Teledyne Telelink RMU

Universal Unilink

CMU UL-70

CMU UL-60

Rockwell Collins

CMU/RIU 4000

RIU/4010

CMU/DLM 900

SATELLITE SYSTEM

(please check applicable)

IRIDIUM

INMARSAT

INFLIGHT VOICE NUMBER (FLIGHT DECK ONLY PLEASE)

Satellite Number

GON Number

ACFT Cell Number(s)

AIRCRAFT DATA SHEET (continued)

Notes :

1. Ref : FAA 14 CFR parts 1, 21, 25, 33, 121, 135. (Extended Operations (ETOPS) of Multi-engine Airplanes; Final Rule) Effective 13 Aug 08, all flights of multi-engine, Part 135 aircraft that cannot remain at all times within 180 cruising minutes (based on the option one-engine-out airspeed, in still air, on a 'standard' day) must operate as ETOPS using a minute rule of at least 181 minutes, but not exceeding 240 minutes

2. Unless a specific exemption has been obtained, effective 31 March 2007, any aircraft operating in Eurocontrol airspace with a maximum takeoff weight in excess of 5700kg (125000 lbs) or a maximum cruise speed in excess of 250 kts must comply with the Eurocontrol requirement for Mode S Enhanced Surveillance Implementation (EHS) Furthermore, it is very important all applicable operators ensure that they are compliant with the following statement from Eurocontrol.

Quote

Note: What is entered in the Mode S Aircraft Identification input device in the cockpit MUST match EXACTLY what is entered in Item 7 of the Flight Plan. If it does not, then the aircraft will not be correlated with its stored flight plan and delays will ensue.

End Quote

The Item 7 entry is the radio call sign under which the aircraft is filed. It may be the registration (i.e. N123A) or a company (or air carrier) call sign (i.e. ARC001), but in either case IT MUST MATCH WHAT IS IN THE INPUT DEVICE