

# Aircraft Data Sheet



**AIR ROUTING INTERNATIONAL**  
A Rockwell Collins Company

Please return via fax to: 713-430-7016, or Email to: ops@airrouting.com)  
(Latest revision: 18 Mar, 2010, by Greg Murray)  
(Version 1.1)

**Company:** .....

**Home Base Airport:** ..... **Operating FAR(s):** 91 121 125 135 **other:** .....

### Identification

### Weights

### Flight Level & Cruise Profile

**Tail Number:** \_\_\_\_\_  
(Registration)

**Call Sign:** \_\_\_\_\_  
(If applicable)

**ACFT Type:** \_\_\_\_\_  
(Hawker 800XP, G550, etc)

**Engine Type:** \_\_\_\_\_  
(MK611-8, BR710, etc)

**Weight Units:**    **LB**    **KG**  
(circle one)

**Max Ramp:** \_\_\_\_\_

**Max Takeoff :** \_\_\_\_\_

**Max Landing:** \_\_\_\_\_

**Max Zero-Fuel:** \_\_\_\_\_

**Max Fuel:** \_\_\_\_\_

**Basic Operating Weight**  
(aircraft with crew only)

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**Max Flight Level:** \_\_\_\_\_  
(operational)

**Max Flight Level:** \_\_\_\_\_  
(preferred)

**Preferred Cruise:** \_\_\_\_\_  
(LRC, HSC, M80, etc )

**Special Requirements**

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### TCAS Carriage

### Selcal

### Radios

<b>TCAS I</b>	Y	N
<b>TCAS II Version 6.04</b>	Y	N
<b>TCAS II Version 7</b>	Y	N

**SELCAL:** \_\_\_\_\_

**HF Radios**    Yes    No    **Number:** \_\_\_\_\_

**VHF Radios**    Yes    No    **Number:** \_\_\_\_\_

Note: At least one HF radio is required for operation within the Shanwick Oceanic FIR.

## Aircraft Data Sheet (continued)

### *Datalink Provider/Capability*

### *DataLink Modes*

### *Flight Plan Uplink*

(check one)

**Air Routing DataLink:** \_\_\_\_\_

**ARINC Direct:** \_\_\_\_\_

**Global Data Center:** \_\_\_\_\_

**UV DataLink:** \_\_\_\_\_

**None**  
\*\*\*\*\*

**\*ADS-B Capable:**    Y    N

**\*ADS-C Capable:**    Y    N

**FANS Approved:**    Y    N

**\*CPDLC Certified:**    Y    N  
(\* COM/NAV code "J" and SSR code SD")

(check all that apply)

**VHF (code V)** \_\_\_\_\_

**HF (code H)** \_\_\_\_\_

**Satellite (code S)** \_\_\_\_\_

**Mode S (code M)** \_\_\_\_\_

**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:** \_\_\_\_\_

### *Automated Oceanic Clearance Delivery*

**North Atlantic Eastbound (facilitated by Gander Oceanic):** - - - - - Y    N  
Note: The remark **"AGCS EQUIPPED"** may be required in section 18 of the 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: (facilitated by Santa Maria Oceanic):** - - - Y    N  
No special remarks or flight plan annotations are required.

### *U.S. RNAV Capability*

**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, (including Q and T routes, within the Continental U.S., RNAV SIDs, RNAV STARs, and/or RNAV Point to point (PTP) routes after June 29<sup>th</sup>, 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

<b>RNP-1 Certified:</b> (PRNAV)	Y N
(ICAO codes "P" & "R")	Estimated Date: -----
<hr/>	
<b>RNP-4 Certified:</b>	Y N
(ICAO code "R")	Estimated Date: -----
<hr/>	
<b>RNP-5 Equipped :</b> (BRNAV)	Y N
(ICAO code "R")	Estimated Date: -----
<hr/>	
<b>RNP-10 Certified:</b>	Y N
(ICAO code "R")	Estimated Date: -----
<hr/>	
<b>MNPS Certified:</b> (& equipped)	Y N
(ICAO code "X")	Estimated Date: -----
<hr/>	
<b>RVSM Certified:</b> (& equipped)	Y N
(ICAO code "W")	Estimated Date: -----
<hr/>	
<b>8.33 khz VHF Radios:</b>	Y N
(ICAO code "Y")	Estimated Date: -----

### CDR Capable

<b>CDR Capable:</b>	Y N
<p>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. (U.S. DOMESTIC FLIGHTS ONLY) CDR routes are available at the following URL:</p> <p><a href="http://www.fly.faa.gov/Products/Coded_Departure_Routes/CDM_Operational_Coded_Departur/cdm_operation_al_coded_departur.html">http://www.fly.faa.gov/Products/Coded_Departure_Routes/CDM_Operational_Coded_Departur/cdm_operation_al_coded_departur.html</a></p>	

**\*\* NOTICE \*\* NOTICE \*\* NOTICE \*\***

A Letters 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	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 **\*P. A. 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)

**Note:** As part of the ACAS II initiative, a mode "S" transponder is required for operation within EAC airspace. The Mode S and ACAS Programme support cell and the Mode S Exemption Cell have closed. The National Aviation Authorities (NAAs) are now responsible for granting exemptions on an individual State by State basis. Aircraft operators who require an exemption against the requirements of Mode S Enhanced Surveillance are to follow procedures published by individual NAAs and apply for exemptions from each of the Mode S implementing States within which flights are planned to take.

\*Pressure Altitude

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***Aircraft Data Sheet (continued)***

***Fuel Management***

<b>Typical Arrival Fuel at Destination:</b> _____
<b>Minimum Arrival Fuel at Alternate:</b> _____
<b>Reserve Fuel</b> ( <i>if required</i> /lbs, min or %): _____ <small>(Always included in fuel block)</small>
<b>Hold Fuel</b> ( <i>if required</i> / lbs or min): _____ <small>(Always included in fuel block)</small>
<b>Taxi-Out Fuel</b> (burned before takeoff): _____

***ETOPS***

<b>Required</b> _____	Y	N
<b>Minute Rule</b> _____		
<b>Single Engine TAS</b> _____		
<b>ETOP fuel Calculations*</b>	Y	N
<small>(*someone from the flight planning group will be contacting you for further information)</small>		

***Supplementary Information***

<b>Aircraft Color:</b> _____
<b>Survival Equipment:</b> <b>Polar</b> <b>Desert</b> <b>Maritime</b> <b>Jungle</b> <small>(circle all that apply)</small>
<b>Emergency Radios:</b> <b>VHF</b> <b>UHF</b> <b>ELBA</b> (includes ELT)
<b>Dinghies:</b> Number: _____ Total Capacity: _____ Color _____

<b>Life Jackets:</b> _____	Y	N
<b>Equipped With:</b>		
<b>Lights:</b> Y N	<b>Flourescein:</b> Y N	
	<small>(dye markers)</small>	
<b>VHF :</b> Y N	<b>UHF :</b> Y N	
	<small>(emergency beacons)</small>	

***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 optimum 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 (12500 lbs) or a maximum cruise speed in excess of 250kts 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.

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***Aircraft Data Sheet (continued)***  
*Flight Management Systems Avionics*

Honeywell     Rockwell Collins     Smiths     Universal Avionics

*(ACARS) Datalink Avionics*

**Honeywell**

**Rockwell Collins**

**Universal Unilink**

- |                                                |                                              |                                     |
|------------------------------------------------|----------------------------------------------|-------------------------------------|
| <input type="checkbox"/> AFIS DMU              | <input type="checkbox"/> CMU/RIU 4000        | <input type="checkbox"/> CMU UL-70  |
| <input type="checkbox"/> Primus Epic CMF       | <input type="checkbox"/> RIU/4010            | <input type="checkbox"/> CMU UL- 60 |
| <input type="checkbox"/> CMU Mark III          | <input type="checkbox"/> CMU/DLM 900         |                                     |
| <input type="checkbox"/> CMU Mark II           |                                              |                                     |
| <input type="checkbox"/> EASy                  |                                              |                                     |
| <input type="checkbox"/> Teledyne Telelink RMU | <input type="checkbox"/> None or Other _____ |                                     |

*Satellite System*

- Iridium Aero  
 Inmarsat Aero  
 ViaSat Aero Broadband  
 SwiftBroadband  
 Swift 64

*In-flight Voice Number (Flight Deck Only please)*

Global One Number \_\_\_\_\_

Other Satellite Number(s) \_\_\_\_\_ ACFT Cell Number(s) \_\_\_\_\_