

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.551

National Policy

Effective Date:
6/11/20

Cancellation Date:
6/11/21

SUBJ: Revisions to Aircraft Weight and Balance Control Program Guidance and OpSpecs/MSpecs/LOAs A011, A096, A097, A098, and A099

1. Purpose of This Notice. This notice provides information regarding extensive changes to aircraft Weight and Balance Program (WBP) guidance and Operations Specifications (OpSpec), Management Specifications (MSpec), and Letters of Authorization (LOA) A011, Approved Carry-On Baggage Program; A096, Actual Weight Program for All Aircraft; A097, Small Cabin Aircraft Passenger and Baggage Weight Program; A098, Medium Cabin Aircraft Passenger and Baggage Weight Program; and A099, Large Cabin Aircraft Passenger and Baggage Weight Program, for operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, 125 (including part 125 Letter of Deviation Authority (A125 LODA) holders), and 135. These changes will involve reissuance of the OpSpec/MSpec/LOA paragraphs previously mentioned.

2. Audience. The primary audience for this notice is Flight Standards (FS) Safety Assurance offices' aviation safety inspectors (ASI) with responsibility for parts 91K, 121, 125, and 135 operations. The secondary audience includes all FS offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <https://fsims.avs.faa.gov>. Operators can find this notice on the Federal Aviation Administration's (FAA) website at <https://fsims.faa.gov>. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Background. Advisory Circular (AC) 120-27F, Aircraft Weight and Balance Control, published in May 2019, provides operators with information on how to develop and receive approval for a Weight and Balance (W&B) control program that relies on the National Health and Nutrition Examination Survey (NHANES) to determine average passenger weights. AC 120-27F also provides methodology to determine surveyed average passenger and bag weights. AC 120-27 was updated because, over time, the weight information provided for the W&B control program approvals and acceptances no longer reflected the average passenger or baggage weights of the U.S. population. AC 120-27F canceled the prior AC 120-27E. This revision served to eliminate the FAA-published standard average passenger and baggage weights contained in OpSpecs/MSpecs/LOAs A097 through A099.

5. Discussion.

a. This notice provides guidance to inspectors on the use of updated templates for OpSpecs/MSpecs/LOAs A011, A096, A097, A098, and A099 and related guidance to reflect the W&B changes in AC 120-27F. In previous versions of AC 120-27, the FAA published standard average weights for persons that were based, in part, on Centers for Disease Control and Prevention (CDC)/NHANES surveys and average weights for baggage. The FAA found that its standard average passenger and bag weights assumptions do not accurately reflect individuals' weights and baggage weights.

b. The FAA will no longer publish average passenger or baggage weights. Instead, AC 120-27F references the CDC/NHANES data that operators may use for a person's weight when determining a standard average passenger weight. The CDC/NHANES data, available at <https://www.cdc.gov/nchs/data/nhsr/nhsr122-508.pdf>, is based on information from several large-scale national health studies. AC 120-27F provides updated methods operators may use to incorporate standard average passenger, crewmember, and baggage weights into an authorized W&B control program. Operators will have the option to use actual weights or an average weight method. Methodology to determine average baggage weights through survey is also provided in AC 120-27F and FAA Order 8900.1 guidance.

6. Guidance.

a. **OpSpecs/MSpecs/LOAs.** In accordance with part 91, § 91.1017 and 14 CFR part 119, § 119.51, the FAA has amended the templates for OpSpecs/MSpecs/LOAs A011, A096, A097, A098, and A099 to ensure that operators use updated information in maintaining FAA approval of their WBPs. This notice contains the following:

- The sample LOA A011 template in Appendix A applies to part 91.
- The sample MSpecs A011, A096, A097, A098, and A099 templates in Appendices B through F apply to part 91K.
- The sample OpSpecs A011, A096, A097, A098, and A099 templates in Appendices G through K apply to part 121.
- The sample OpSpecs A011, A096, A097, A098, and A099 templates in Appendices L through P apply to part 121/135.
- The sample OpSpecs A011, A096, A097, A098, and A099 templates in Appendices Q through U apply to part 125.
- The sample LOAs A011, A096, A097, A098, and A099 templates in Appendices V through Z apply to part 125 A125 LODA holders.
- The sample OpSpecs A011, A096, A097, A098, and A099 templates in Appendices AA through EE apply to part 135.

b. **FAA Order 8900.1.** Order 8900.1, Volume 3, Chapter 18, Section 3, Part A Operations Specifications—General, and Volume 3, Chapter 47, Section 2, Safety Assurance System: Evaluating a Certificate Holder/Applicant's Weight and Balance Program (Operations), have been updated to provide guidance on the applicability and issuance of the aforementioned OpSpecs/MSpecs/LOAs.

7. Action.

a. General. Principal Operations Inspectors (POI) will review this notice, AC 120-27F, and the revised guidance in Order 8900.1, Volume 3, Chapter 18, Section 3 and Volume 3, Chapter 47, Section 2.

(1) In accordance with §§ 91.1017 and 119.51, POIs will notify operators issued OpSpec/MSpec/LOA A097, A098, or A099 and part 121 operators issued OpSpec A096, for whom they have oversight responsibility, that the operator will need to review and update, if needed, their WBP. Within 30 calendar-days from being informed by the FAA of the amendment to their OpSpecs/MSpecs/LOAs, operators should provide a plan that demonstrates the operator's willingness and ability to gain approval of their updated WBP by June 12, 2021.

(2) The FAA will issue an amended OpSpec/MSpec/LOA when the operator's WBP has been reviewed and approved. In accordance with §§ 91.1017 and 119.51, POIs will notify operators that are issued the OpSpec/MSpec/LOA, for whom they have oversight responsibility, that they will receive an amended version of the OpSpec/MSpec/LOA, upon FAA review and approval of the operator's WBP.

(3) After June 12, 2021, operators that have not received the amended OpSpecs/MSpecs/LOAs should use actual weights when determining W&B.

b. Regulatory Compliance and Approvals. Pending approval of their updated WBP and issuance of amended OpSpecs/MSpecs/LOAs, inspectors should remind operators of the continued applicability of § 91.9, as provided in § 91.1025; part 121, § 121.665; part 125, § 125.73; and part 135 subpart I. POIs should reference AC 120-27F for guidance when reviewing the operator's compliance methods. POIs are encouraged to consult the Air Transportation Division (AFS-200) with any questions or concerns that arise regarding compliance with the applicable regulations. Operations Research Analysts (ORA) at Safety Assurance offices may also consult with ORA resources at the Safety Analysis and Promotion Division (AFS-900).

c. Compliance Program. Safety Assurance offices and POIs must consider the FAA Compliance Program when determining appropriate action if an operator is not in compliance with existing regulations (refer to Order 8900.1, Volume 14, Compliance and Enforcement, and FAA Order 2150.3, FAA Compliance and Enforcement Program).

d. Part 91K and Averaging Weights Program. Operators have the option to utilize an averaging weights program that they develop for their particular type of operations.

e. OpSpecs/MSpecs/LOAs. This is a mandatory revision for OpSpecs/MSpecs/LOAs A011, A096, A097, A098, and A099. The POI, with the assistance of AFS-200, will be able to approve or accept programs and issue the appropriate amended OpSpecs/MSpecs/LOAs based on the operator's W&B control program and its use of standard average weights, average weights based on survey results, or actual weight programs. The POI will reissue the applicable OpSpec(s)/MSpec(s)/LOA(s) when the operator's WBP has been reviewed and approved. Entries in the tables titled "Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage" and "Loading Schedule and Instructions for Routine

Operations” in A096–A099 are required. Leaving the tables blank or entering “N/A” for the table is not acceptable.

f. Safety Assurance Systems (SAS) Recording. POIs for air carrier operators will utilize SAS Data Collection Tool (DCT) 3.3.3 (OP) Flight/Load Manifest/Weight and Balance Procedures to document program design, report survey accomplishment, and reissue the appropriate OpSpecs.

g. Program Tracking and Reporting Subsystem (PTRS) Recording. POIs for parts 91K and 125 operators, including A125 LODA holders, will use PTRS activity code 1339 to document and report survey accomplishment, code 1326 for the initial program, and code 1327 for a revision/reissue to document the issuance of the appropriate OpSpecs/MSpecs/LOAs.

8. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to AFS-200 at 202-267-8166.



Robert C. Carty
Deputy Executive Director, Flight Standards Service

**Appendix A. Sample LOA A011, Approved Carry-On Baggage Program:
14 CFR Part 91**

1. The operator listed at the bottom of this Letter of Authorization is authorized to use the CDC/NHANES or survey-derived standard average passenger weights in lieu of actual weights to satisfy, in part, the requirements set forth in 14 CFR Section 91.103(b)(2). With this Letter of Authorization (LOA), Table 1 authorizes the operator to:

- a. Use a Carry-On Baggage Program, and/or
- b. Have a No-Carry-On Baggage Program.

2. Authorized Aircraft. The operator is authorized to use the applicable Carry-On Baggage Program for the aircraft listed in Table 1 below:

Table 1 – Aircraft and Carry-On Baggage Program

Serial Number	Registration Number	Airplane M/M/S	Carry-On Baggage

3. Responsible Person. This LOA is considered invalid until signed by the Responsible Person listed in Table 2, Responsible Person. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator. By signing this document, the Responsible Person assumes responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions of this LOA.

- a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.
- b. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 – Responsible Person

Name	Email Address	Telephone Number

**Appendix B. Sample MSpec A011, Approved Carry-On Baggage Program:
14 CFR Part 91K**

a. The program manager is authorized to use an approved carry-on baggage program that meets the requirements of 14 CFR Section 121.589 described or referenced in this management specification.

[ENTER description of the carry-on-baggage program or the Program Manager's Manual reference(s), OR 'Not Authorized'.]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph b. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the program manager's Manual reference(s) in the text box below.]

b. The program manager is authorized to conduct operations using a No-Carry-On Baggage Program described or referenced in this management specification.

[Enter the description of the no carry-on-baggage program or the Program Manager's Manual reference(s), if applicable.]

[Text Box]

**Appendix C. Sample MSpec A096, Actual Weight Program for All Aircraft:
14 CFR Part 91K**

a. The program manager is authorized to use only actual weights when determining the weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited (“asked”) passenger weight plus 10 pounds and actual weight of bags and all cargo.

b. In accordance with the program manager’s issued management specification A011, the program manager is authorized to use an approved Carry-On Baggage Program.

c. The following aircraft must use actual weights:

(1) All single-engine aircraft,

(2) All reciprocating engine-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats.

d. The program manager is authorized to use the following weights of flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations:

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix D. Sample MSpec A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 91K**

a. The program manager is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating small cabin aircraft, the program manager may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the program manager curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the program manager must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The program manager does not have an approved Carry-On or No-Carry-On Baggage Program for its small cabin aircraft.
- The program manager is authorized to have a Carry-On Baggage Program for its small cabin aircraft.
- The program manager is authorized to have a No-Carry-On Baggage Program for its small cabin aircraft.

(7) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the program manager uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds, but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The program manager may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The program manager is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The program manager is authorized to use the following weights for flightcrew members, crewmembers, authorized persons, and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedule and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix E. Sample MSpec A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 91K**

a. The program manager is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating medium cabin aircraft, the program manager may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the program manager curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the program manager must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

The program manager does not have an approved Carry-On or No-Carry-On Baggage Program for its medium cabin aircraft.

The program manager is authorized to have a Carry-On Baggage Program for its medium cabin aircraft.

The program manager is authorized to have a No-Carry-On Baggage Program for its medium cabin aircraft.

(7) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the program manager uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The program manager may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The program manager is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The program manager is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix F. Sample MSpec A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 91K**

a. The program manager is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All reciprocating-engine-powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the program manager may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the program manager curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the program manager must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The program manager does not have an approved Carry-On or No-Carry-On Baggage Program for its large cabin aircraft.
- The program manager is authorized to have a Carry-On Baggage Program for its large cabin aircraft.
- The program manager is authorized to have a No-Carry-On Baggage Program for its large cabin aircraft.

(7) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the program manager uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the program manager must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the program manager uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The program manager may account for the weight of heavy bags by either:

- (i) An average weight based on the results of a survey of heavy bags; or
- (ii) The actual weight of the heavy bag.

c. The program manager is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The program manager is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix G. Sample OpSpec A011, Approved Carry-On Baggage Program:
14 CFR Part 121**

a. The certificate holder is authorized to use the approved carry-on baggage program required by 14 CFR Section 121.589 described or referenced in this paragraph.

[ENTER description of the carry-on-baggage program or the certificate holder's manual reference(s).]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph b. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the Certificate Holders Manual reference(s) in the text box below.]

b. The certificate holder is authorized to conduct operations using a No-Carry-On Baggage Program described or referenced in this paragraph.

[ENTER description of the No-Carry-On Baggage Program or the certificate holder's manual reference(s), if applicable.]

[Text Box]

**Appendix H. Sample OpSpec A096, Actual Weight Program for All Aircraft:
14 CFR Part 121**

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder’s issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program.

c. All reciprocating engine-powered aircraft must use actual weights.

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix I. Sample OpSpec A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All reciprocating-engine-powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating small cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

- (4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.
- (5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:
- (a) Actual weights of all passengers and bags; or
 - (b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.
- (6) In accordance with the certificate holder’s issued operations specification A011: *[Select one:]*
- The certificate holder is authorized a Carry-On Baggage Program for its small cabin aircraft.
 - The certificate holder is authorized a No-Carry-On Baggage Program for its small cabin aircraft.
- (7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for carry-on/personal items,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight			
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix J. Sample OpSpec A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All reciprocating engine powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating medium cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

- (4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.
- (5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:
- (a) Actual weights of all passengers and bags; or
 - (b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.
- (6) In accordance with the certificate holder’s issued operations specification A011: *[Select one:]*
- The certificate holder is authorized a Carry-On Baggage Program for its medium cabin aircraft.
 - The certificate holder is authorized a No-Carry-On Baggage Program for its medium cabin aircraft.
- (7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for carry-on/personal items,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix K. Sample OpSpec A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All reciprocating-engine-powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

- (4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.
- (5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:
- (a) Actual weights of all passengers and bags; or
 - (b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.
- (6) In accordance with the certificate holder’s issued operations specification A011: *[Select one:]*
- The certificate holder is authorized a Carry-On Baggage Program for its large cabin aircraft.
 - The certificate holder is authorized a No-Carry-On Baggage Program for its large cabin aircraft.
- (7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for carry-on/personal items,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- (9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix L. Sample OpSpec A011, Approved Carry-On Baggage Program:
14 CFR Part 121/135**

a. The certificate holder is authorized to use the approved carry-on baggage program required by 14 CFR Section 121.589 described or referenced in this paragraph.

[ENTER description of the carry-on-baggage program or the certificate holder's manual reference(s).]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph b. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the Certificate Holders Manual reference(s) in the text box below.]

b. The certificate holder is authorized to conduct operations using a No-Carry-On Baggage Program described or referenced in this paragraph.

[ENTER description of the carry-on-baggage program or the certificate holder's manual reference(s), if applicable.]

[Text Box]

**Appendix M. Sample OpSpec A096, Actual Weight Program for All Aircraft:
14 CFR Part 121/135**

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder’s issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program.

c. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered HAA operations.

(2) All reciprocating-engine powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations.

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations:

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix N. Sample OpSpec A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121/135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating small cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) In accordance with the certificate holder’s issued operations specification A011: *[Select the applicable:]*

The certificate holder is not authorized to use an approved Carry-On or No-Carry-On Baggage Program for its small cabin aircraft utilized in part 135 operations.

The certificate holder is authorized a Carry-On Baggage Program for its small cabin aircraft.

The certificate holder is authorized a No-Carry-On Baggage Program for its small cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix O. Sample OpSpec A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121/135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats, with the exception of single-engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating medium cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) In accordance with the certificate holder’s issued operations specification A011: *[Select the applicable:]*

The certificate holder is not authorized to use an approved Carry-On or No-Carry-On Baggage Program for its medium cabin aircraft utilized in part 135 operations.

The certificate holder is authorized a Carry-On Baggage Program for its medium cabin aircraft.

The certificate holder is authorized a No-Carry-On Baggage Program for its medium cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix P. Sample OpSpec A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 121/135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats, with the exception of single-engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) In accordance with the certificate holder’s issued operations specification A011: *[Select the applicable:]*

The certificate holder is not authorized to use an approved Carry-On or No-Carry-On Baggage Program for its large cabin aircraft utilized in part 135 operations.

The certificate holder is authorized a Carry-On Baggage Program for its large cabin aircraft.

The certificate holder is authorized a No-Carry-On Baggage Program for its large cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operation:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix Q. Sample OpSpec A011, Approved Carry-On Baggage Program:
14 CFR Part 125**

a. The certificate holder is authorized to use an approved carry-on baggage program that meets the requirements of 14 CFR Section 121.589 described or referenced in this paragraph.

[ENTER description of the carry-on-baggage program or the Certificate Holders Manual reference(s), OR 'Not Authorized'.]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph b. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the Certificate Holders Manual reference(s) in the text box below.]

b. The certificate holder is authorized to conduct operations using a No-Carry-On Baggage Program described or referenced in this paragraph.

[ENTER description of the No-Carry-On Baggage Program or the certificate holder's manual reference(s), if applicable.]

[Text Box]

**Appendix R. Sample OpSpec A096, Actual Weight Program for All Aircraft:
14 CFR Part 125**

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder’s issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program.

c. The following aircraft must use actual weights:

(1) All single engine aircraft,

(2) All reciprocating-powered engine aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats.

d. The certificate holder is authorized to use the following weights of flightcrew members, crewmembers, authorized persons, and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix S. Sample OpSpec A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight programs:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating small cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its small cabin aircraft.
- The certificate holder is authorized a Carry-On Baggage Program for its small cabin aircraft.
- The certificate holder is authorized a No-Carry-On Baggage Program for its small cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons, and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix T. Sample OpSpec A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating medium cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its medium cabin aircraft.

The certificate holder is authorized a Carry-On Baggage Program for its medium cabin aircraft.

The certificate holder is authorized a No-Carry-On Baggage Program for its medium cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix U. Sample OpSpec A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All reciprocating-engine-powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its large cabin aircraft.
- The certificate holder is authorized a Carry-On Baggage Program for its large cabin aircraft.
- The certificate holder is authorized a No-Carry-On Baggage Program for its large cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix V. Sample LOA A011, Approved Carry-On Baggage Program:
14 CFR Part 125 (A125 LODA Holder)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to use an approved carry-on baggage program that meets the requirements of 14 CFR Section 121.589 described or referenced in this Letter of Authorization (LOA).

[ENTER description of the carry-on-baggage program or the Program Managers Manual reference(s), OR 'Not Authorized'.]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph 2. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the Operator/Company's Manual reference(s) in the text box below.]

2. The Operator/Company is authorized to conduct operations using a No-Carry-On Baggage described or referenced in this LOA.

[If you selected subparagraph 2. 'No-Carry-On Baggage Program' text in the above check box, enter the description or reference in the text box.]

[Text Box]

**Appendix W. Sample LOA A096, Actual Weight Program for All Aircraft:
14 CFR Part 125 (A125 LODA Holder)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:
 - a. Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or
 - b. Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.
2. In accordance with the Operator/Company’s issued operations specification A011, the Operator/Company is authorized to use an approved Carry-On Baggage Program.
3. The following aircraft must use actual weights:
 - a. All single-engine aircraft,
 - b. All reciprocating engine-powered aircraft, and
 - c. All aircraft certificated with less than five (5) passenger seats.
4. The Operator/Company is authorized to use the following weights of flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

5. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.
6. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix X. Sample LOA A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125 (A125 LODA Holder)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

2. Limitations and Provisions.

a. All single engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.

b. Actual weights must be used for cargo.

c. When operating small cabin aircraft, the Operator/Company may use any one of the following methods when calculating the aircraft weight and balance:

(1) Actual passenger and bag weights, or

(2) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(a) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(b) When using the Window-Aisle-Remaining (Zone) Method, the Operator/Company curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

- d. Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.
- e. For actual weights listed in Table 1 and/or Table 2, as applicable, the Operator/Company must use:
 - (1) Actual weights of all passengers and bags; or
 - (2) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.
- f. *[Select one:]*
 - The Operator/Company does not have an approved Carry-On or No-Carry-On Baggage Program for its small cabin aircraft.
 - The Operator/Company is authorized a Carry-On Baggage Program for its small cabin aircraft.
 - The Operator/Company is authorized a No-Carry-On Baggage Program for its small cabin aircraft.
- g. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:
 - A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for carry-on/personal items,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- h. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:
 - A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.

i. If the Operator/Company uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(1) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(2) The Operator/Company may account for the weight of heavy bags by either:

(a) An average weight based on the results of a survey of heavy bags; or

(b) The actual weight of the heavy bag.

3. The Operator/Company is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

4. The Operator/Company is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

5. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix Y. Sample LOA A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125 (A125 LODA Holder)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

2. Limitations and Provisions.

- a. All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats must use actual weights.
- b. Actual weights must be used for cargo.
- c. When operating medium cabin aircraft, the Operator/Company may use any one of the following methods when calculating the aircraft weight and balance:
 - (1) Actual passenger and bag weights, or
 - (2) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:
 - (a) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(b) When using the Window-Aisle-Remaining (Zone) Method, the Operator/Company curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

d. Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

e. For actual weights listed in Table 1 and/or Table 2, as applicable, the Operator/Company must use:

(1) Actual weights of all passengers and bags; or

(2) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

f. *[Select one:]*

The Operator/Company does not have an approved Carry-On or No-Carry-On Baggage Program for its medium cabin aircraft.

The Operator/Company is authorized a Carry-On Baggage Program for its medium cabin aircraft.

The Operator/Company is authorized a No-Carry-On Baggage Program for its medium cabin aircraft.

g. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy checked bags.

h. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

i. If the Operator/Company uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(1) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(2) The Operator/Company may account for the weight of heavy bags by either:

(a) An average weight based on the results of a survey of heavy bags; or

(b) The actual weight of the heavy bag.

3. The Operator/Company is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

4. The Operator/Company is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

5. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix Z. Sample LOA A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 125 (A125 LODA Holder)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

2. Limitations and Provisions.

a. All reciprocating-engine-powered aircraft must use actual weights.

b. Actual weights must be used for cargo.

c. When operating large cabin aircraft, the Operator/Company may use any one of the following methods when calculating the aircraft weight and balance:

(1) Actual passenger and bag weights, or

(2) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(a) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(b) When using the Window-Aisle-Remaining (Zone) Method, the Operator/Company curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

- d. Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.
- e. For actual weights listed in Table 1 and/or Table 2, as applicable, the Operator/Company must use:
- (1) Actual weights of all passengers and bags; or
 - (2) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.
- f. *[Select one:]*
- The Operator/Company does not have an approved Carry-On or No-Carry-On Baggage Program for its large cabin aircraft.
 - The Operator/Company is authorized a Carry-On Baggage Program for its large cabin aircraft.
 - The Operator/Company is authorized a No-Carry-On Baggage Program for its large cabin aircraft.
- g. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for carry-on/personal items,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- h. If the Operator/Company uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the Operator/Company must comply with the following criteria:
- A 50/50 male/female ratio for summer/winter passenger weights,
 - Survey-derived average weight or actual weight for plane-side loaded bags,
 - Survey-derived average weight or actual weight for checked bags, and
 - Survey-derived average weight or actual weight for heavy bags.
- i. If the Operator/Company uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(1) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(2) The Operator/Company may account for the weight of heavy bags by either:

- (a) An average weight based on the results of a survey of heavy bags; or
- (b) The actual weight of the heavy bag.

3. The Operator/Company is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

4. The Operator/Company is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

5. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix AA. Sample OpSpec A011, Approved Carry-On Baggage Program:
14 CFR Part 135**

a. The certificate holder is authorized to use an approved carry-on baggage program that meets the requirements of 14 CFR Section 121.589 described or referenced in this paragraph.

[ENTER description of the carry-on-baggage program or the Certificate Holders Manual reference(s), OR 'Not Authorized'.]

[Text Box]

[SELECT, IF APPLICABLE, subparagraph b. text if 'No-Carry-On Baggage Program' is authorized AND Enter the description of the no carry-on-baggage program or the Certificate Holders Manual reference(s) in the text box below.]

b. The certificate holder is authorized to conduct operations using a No-Carry-On Baggage Program described or referenced in this paragraph.

[ENTER description of the No-Carry-On-Baggage Program or the Certificate Holders Manual reference(s), if applicable.]

[Text Box]

**Appendix BB. Sample OpSpec A096, Actual Weight Program for All Aircraft:
14 CFR Part 135**

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder’s issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program.

c. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered HAA operations,

(2) All reciprocating engine-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations.

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Member, Crewmember, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix CC. Sample OpSpec A097, Small Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Small Cabin Aircraft (5-29 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats; with the exception of single engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating small cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its small cabin aircraft.
- The certificate holder is authorized a Carry-On Baggage Program for its small cabin aircraft.
- The certificate holder is authorized a No-Carry-On Baggage Program for its small cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats).

Table 2 – City Pairs – Small Cabin Aircraft (5-29 Passenger Seats)

City Pairs		M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix DD. Sample OpSpec A098, Medium Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its medium cabin aircraft (certificated for 30-70 passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Medium Cabin Aircraft (30-70 Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats; with the exception of single-engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating medium cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its medium cabin aircraft.

The certificate holder is authorized a Carry-On Baggage Program for its medium cabin aircraft.

The certificate holder is authorized a No-Carry-On Baggage Program for its medium cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for medium cabin aircraft (30-70 passenger seats).

Table 2 – City Pairs – Medium Cabin Aircraft (30-70 Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure

**Appendix EE. Sample OpSpec A099, Large Cabin Aircraft Passenger and Baggage Weight Program:
14 CFR Part 135**

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 – Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

b. Limitations and Provisions.

(1) All single-engine aircraft, all reciprocating-engine-powered aircraft, and all aircraft certificated with less than five (5) passenger seats; with the exception of single-engine turbine-powered HAA operations, must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

(b) Solicited (“asked”) passenger weight plus 10 pounds, and the actual weight of bags.

(6) *[Select one:]*

- The certificate holder does not have an approved Carry-On or No-Carry-On Baggage Program for its large cabin aircraft.
- The certificate holder is authorized a Carry-On Baggage Program for its large cabin aircraft.
- The certificate holder is authorized a No-Carry-On Baggage Program for its large cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- A 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 – City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage:

Table 3 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and Their Baggage

Authorized Weights	Expiration Date

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure