

Flottendatenblatt

Version GELB / 28.03.2019



	MASSES							FUEL					OIL	FLIGHT PLAN DATA						NOISE			
	BASIC EMPTY MASS			MTOM	MLM	MAX. LOAD		TYPE	USABLE FUEL			FLOW			ITEM 9		ITEM 10 RADIO EQUIPMENT		ITEM 18 OTHER	ITEM 19 COLOR	CATEGORY	dB(A) Chapter 6/10	
	MASS	ARM	MOMENT	MAXIMUM TAKE-OFF MASS	MAXIMUM LANDING MASS	CABIN BAGGAGE FUEL	AVGAS / JET A-1				FUEL PER HOUR AT 2'000 FT PA 75% POWER/ISA	MAX - MIN (MFGZ)	TYPE OF A/C	WAKE TURB. CAT.	VFR	IFR	IFR						
HB-	lbs	in	in-lbs	lbs		lbs	kg		lbs	USG	L	L	USG										
CLH	1523.4	38.34	58400	2400	MTOM	877	398	A	240	40	151	32	8.5	7-5q	C172	L	GOY / S			White Grey Blue	D	71.6	
CYH	1521.2	42.33	64397	2400	MTOM	879	399	A	240	40	151	32	8.5	7-5q	C172	L	GLOY / S			White Grey Blue	D	71.6	
PIV	1633.61	87.21	142468.28	2550	MTOM	916	416	A	288	48	181	40	10.6	8-6q	P28A	L	DGOY / S			White Grey Blue	D	72.8	
PMT	1630.32	86.77	141455.70	2550	MTOM	920	417	A	288	48	181	40	10.6	8-6q	P28A	L	DOY / S			White Grey Blue	D	71.1	
KHK	2598.55	106.82	277575	3600	3420	1001	454	A	588	98	371	75	20.0	8-6q	COL4	L	DGLOY / H	DGRSY / H	PBN/A1B2C2D2L1O2S1	White Blue	C	81.5	
LKM	3277	88.02	288440	4407	4342	1130*	513*	A	738	123	465	89.3	23.6	8-6q	PA34	L	DFGLOY / H	DFGRSY / H	PBN/A1B2C2D2L1O2S1	White Grey Red	D	69.3	
HB-	kg	m	m-kg	kg		lbs	kg		kg	USG	L	L	USG										
CFT	748	0.943	705.25	1089	MTOM	752	341	J	165	52	196	24	6.3	6-4½L	C172	L	GOY / S			White Grey Blue	D	70.7	
CHX	706.75	0.984	695.23	1089	MTOM	843	382	A	136	50	189	32	8.5	7-5q	C172	L	GLOY / S			White Grey Blue	D	71.5	
CKG	697	1.07	745.28	1089	MTOM	864	392	A	136	50	189	32	8.5	7-5q	C172	L	GOY / S			White Grey Blue	D	74.0	
SDL	846	2.459	2080.3	1150	MTOM	670	304	J	89	28	106	24	6.3	6-4½L	DA40	L	DFGLOY / H	DFGRSY / H	PBN/A1B2C2D2L1O2S1	White Grey Blue	D	69.6	
SGD	918.5	2.439	2240.5	1310	1280	863	392	J	123	39	147	25	6.6	7-5L	DA40	L	DGLOY / H	DGRSY / H	PBN/A1B2C2D2L1O2S1	White Grey Blue	D	71.4	

Alle Angaben ohne Gewähr. Massgebend und verbindlich für die Operation von MFGZ-Flugzeugen sind ausschliesslich die entsprechenden in den Flugzeugen befindlichen AFM.

Änderungen seit dem 23.04.2018: ohne SGB, M&B CHX/CKG/CYH/PMT/PIV, Color SGD

* Because of the MZFM of 4000 lbs, max CABIN + BAGGAGE is 723 lbs or 328 kg

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Alle Flugzeuge haben ein 406-MHz-ELT, Rear Seat Intercom und Ausrüstung für NVFR



	AVIONICS											ENGINE		LGT	TRIM	FUSELAGE			REMARKS			
	NAV											A/P			HP	Start	Taxi	Rudder		Door	Built	Paint
	GPS Model (G. = Garmin)	GPS Non-Precision RNAV Approach	NAV 1	NAV 2	DME	ADF	HDG Bug	HSI	Flight Director	PowerFLARM / IAS	Special	Type	Alt. Alert / Alt. Sel.	Axis	Ground Power	Taxi Lgt (2nd Ldg Lgt)	Right Window Open	Special Scheme				
HB-																						
CLH	G. GPSMAP 695	-	yes	yes	-	-	-	-	-	PF	-	-	-	160	28V	*	-	yes	1981	-	* no, but LED Ldg Lgt	
CYH	G. GPSMAP 695	-	yes	-	-	-	yes	-	-	PF	-	S-Tec 50	-	2	160	28V	yes	yes	yes	1980	Crossair	
PIV	G. GPSmap 296	-	yes	-	yes	-	yes	-	-	PF	-	Piper IIIB + S-Tec 60	-	2	180	14V	*	yes	-	1980	-	* no, but LED Ldg Lgt
PMT	-	-	yes	-	yes	-	yes	-	-	PF	-	B/K KAP 100	-	1	180	14V	*	yes	-	1989	Swissair	* no, but LED Ldg Lgt
KHK	2 im G. G1000	LNAV+V °	yes	yes	yes	-	yes	yes	yes	-	-	Garmin GFC 700	AS	2	310	28V	-	yes	-	2007	-	
LKM	G. GTN 650 + GNS 430	LPV °°	yes	yes	hold	yes	yes	EFIS*	yes	-	WR#	King KFC 200	AA	2	2-200	14V	yes	yes	-	1979	Swissair	* Sandel, # Wx-Radar
HB-																						
CFT	G. GPSMAP 695	-	yes	-	-	-	-	-	-	-	-	-	-	155	no	*	-	no	1981	-	* no, but LED Ldg Lgt	
CHX	G. GPSMAP 695	-	yes	-	-	-	-	-	-	PF	-	-	-	160	28V	yes	-	yes	1984	-		
CKG	G. GPSMAP 695	-	yes	-	-	-	-	-	-	PF	-	-	-	160	no	yes	-	no	1986	-		
SDL	2 im G. G1000	LNAV+V °	yes	yes	yes	yes	yes	yes	-	-	SS#	B/K KAP 140	AS	2	155	14V	yes	-	Storm	2007	-	# Stormscope
SGD	2 im G. G1000	LPV °°	yes	yes	yes	-	yes	yes	yes	TAS	-	Garmin GFC 700	AS	2	155*	28V	yes	-	Storm	2015	-	* Takeoff Power 168 HP

Alle Angaben ohne Gewähr. Massgebend und verbindlich für die Operation von MFGZ-Flugzeugen sind ausschliesslich die entsprechenden in den Flugzeugen befindlichen AFM.

Änderungen seit dem 23.04.2018: ohne SGB

° GPS approach using LNAV minima (lateral guidance with advisory vertical guidance)

°° GPS approach using LPV minima (lateral guidance and vertical guidance)