

DOCUMENTATION



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Less Paper FS Cockpit

Version 1.0

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INTRODUCTION TO LESS PAPER FS COCKPIT

LESS PAPER FS COCKPIT is a first step towards realistic Airbus operations in MS Flight Simulator. The real LESS PAPER COCKPIT application is a tool made by Airbus Industrie which is in use on laptop computers in many Airbus cockpits all over the world.

LESS PAPER FS COCKPIT (LPFSC) is planned to become a modular application with several calculation functions and features. Updates are planned for near future (suggestions welcome!).

1.1

WEIGHT AND BALANCE (WEIGHT) MODULE

LPFSC-WEIGHT is the first module of LPFSC. It is an accurate weight and balance calculation tool for the Airbus A320-214 in the 164 seat configuration. It is made for the use in combination with *A320 Pilot In Command* (made by AntiCyclone, visit <http://www.anticyclone.be> for further details) and prepared - but not yet functional - for *A340XP* (coming from AntiCyclone).

LPFSC-WEIGHT is able to:

- calculate various weights (DOW, ZFW, TOW, LAW etc.)
- calculate load indices (LI) and centers of gravity (CG/MAC)
- ensure the correct loading of an Airbus A320-214 (*A320 Pilot In Command*)
- present a graphical analysis of the actual loading in regard to weight limits and load index limits
- generate realistic loadsheets which can be printed and/or transferred to FS2002
- modify your FS2002 and let it perform according to the actual loading
- increase realism of your FS2002 and *A320 Pilot In Command* experience.

1.2

TAKEOFF PERFORMANCE (TAKEOFF) MODULE

The LPFSC-TAKEOFF module is not yet functional.

2

INSTALLATION & REQUIREMENTS

The installation is easy. Unzip the EXE file from the ZIP file to a folder of your choice. Double click on the exe file to launch LPFSC. You can create a Windows shortcut on your desktop for quick application start.

LPFSC requires the VB6 runtime files (available for free in the internet) and a minimum screen resolution of 800x600.

In addition, you need three OCX files installed and registered on your system:

COMCT332.OCX
COMDLG32.OCX
MSCOMCTL.OCX

These files are as well available in the web for free. Make a GOOGLE search, download and copy them into your WINDOWS\SYSTEM32 directory. In order to register them correctly, start your "good old" MS-DOS command prompt and type:

```
regsvr32 c:\windows\system32\COMCT332.OCX  
regsvr32 c:\windows\system32\COMDLG32.OCX  
regsvr32 c:\windows\system32\MSCOMCTL.OCX
```

If you wish to uninstall LPFSC, simply delete all files and the respective folder(s).

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CREDITS

Many thanks to Serge Baye and Guillaume Darier (the AntiCyclone team) for creating *A320 Pilot In Command* - a wonderful piece of software - and for their ongoing support and enthusiasm. Keep up the good work!

Many thanks to Steffen Siegl, Stephan Appel, Hans van Wyhe, Seb Bell, Etienne Benhada and Lukas Bruzek for their invaluable help, support and testing of this software.

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I (the author) am not a professional programmer, in fact I am an absolute beginner! I made all efforts to make LPFSC bug free. However: the use LPFSC is at your own risk! I can not take any responsibility for any damage this software might cause on your computer system. Make a backup of your aircraft.cfg file before using LPFSC! This software is ONLY FOR FLIGHT SIMULATOR USE. DO NOT USE FOR REAL WORLD AVIATION!

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TECHNICAL SUPPORT & CONTACT

For technical support, bug reports, questions, comments and suggestions contact:

PhilipZ@gmx.at

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USE OF LESS PAPER FS COCKPIT

Launch LPFSC by double clicking on the LPFSC icon.



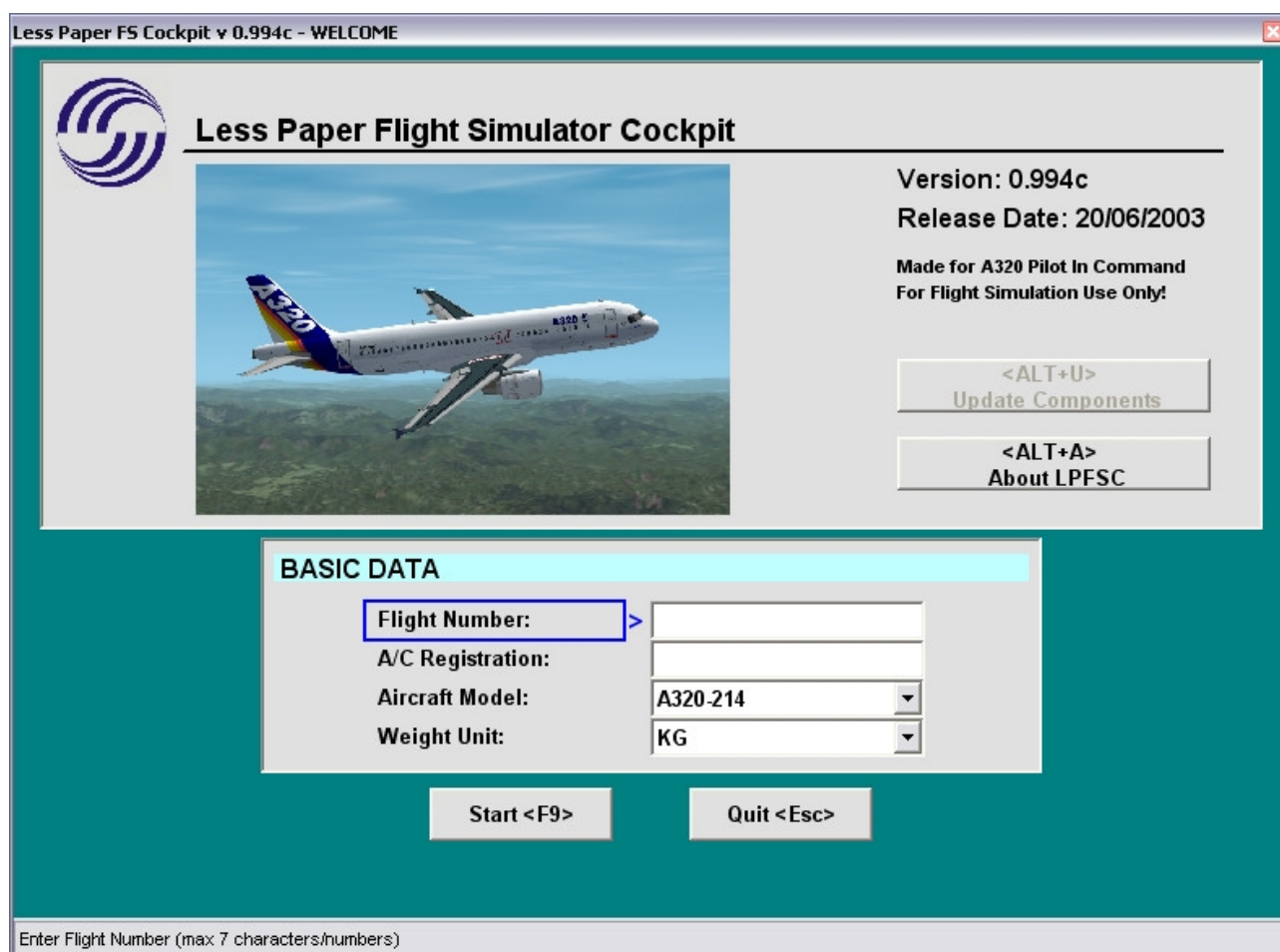
LPFSC starts and the WELCOME/BASIC DATA screen appears.

The navigation within LPFSC is easy. You can use either your mouse or keyboard shortcuts for every operation. Every button has a tooltip text which appears when the mouse cursor is moved over the button. The status bar at the bottom of the screens shows additional information/help.

Using the TAB key is the easiest way to navigate through all the data fields which require user input.

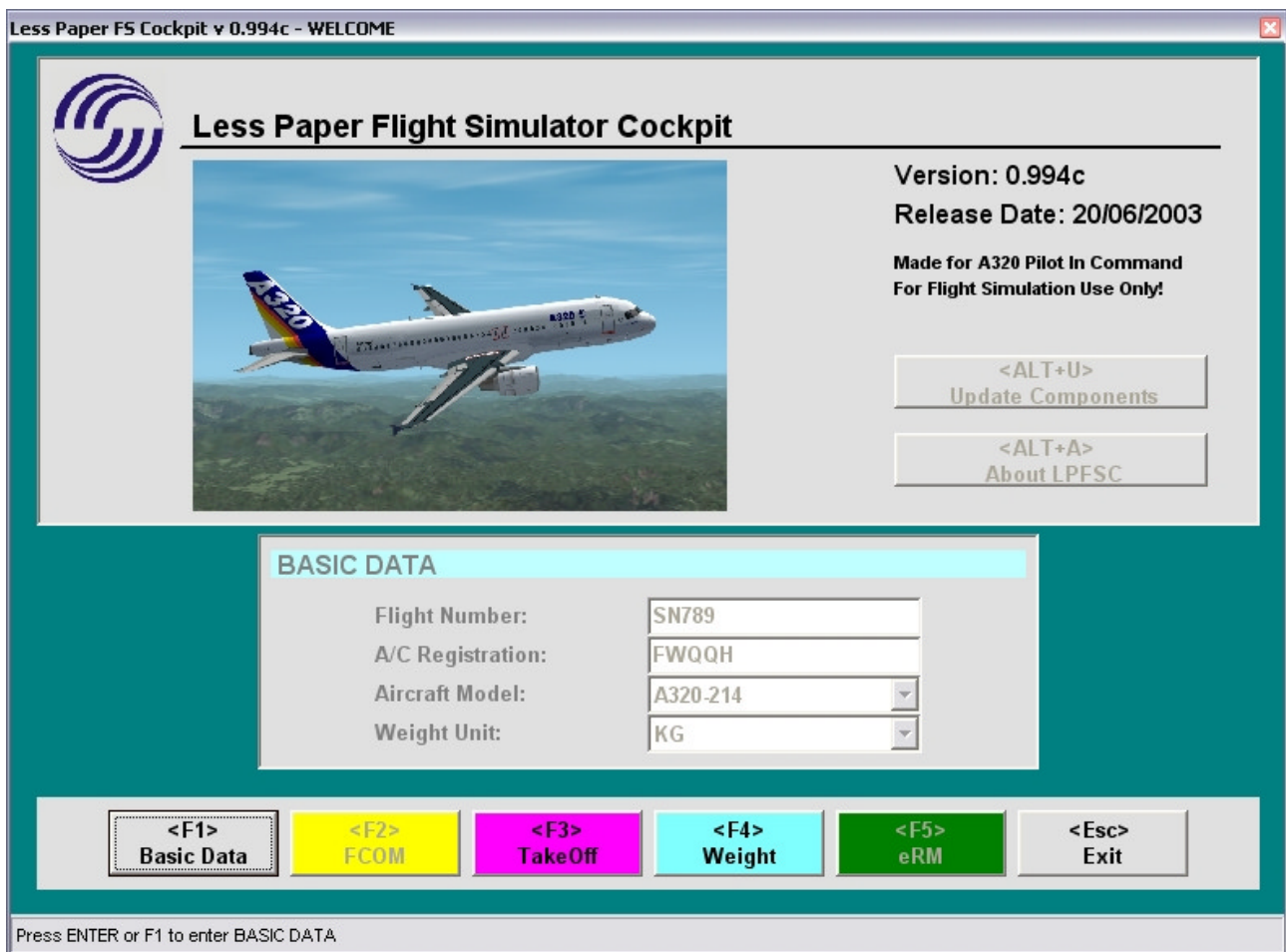
6.1

WELCOME/BASIC DATA SCREEN



Enter the FLIGHT NUMBER and AIRCRAFT REGISTRATION, select the AIRCRAFT MODEL (A340-200 is inoperative in this version) and WEIGHT UNIT (kg or lbs) you wish to use.

Click START (or press F9) to disable the BASIC DATA window and display the MODULE SELECTION window.



Select the LPFSC module you wish to use (only the WEIGHT module is operative in this version). Click on the BASIC DATA button (or press F1) to return to the BASIC DATA window.

6.2 WEIGHT AND BALANCE (WEIGHT) MODULE

Less Paper FS Cockpit v 0.994c - WEIGHT AND BALANCE MODULE

AIRCRAFT	AIRPORTS <F2>	PAYLOAD DISTRIBUTION <F6>	FUEL DISTRIBUTION <F7>
A/C Type: A320-214 A/C Reg.: FWQQH	From: EBBR To: EGLL	<p>PAX</p> <p>OA 1-7 35 OA 8-18 54 OC 19-28 46</p> <p>CARGO</p> <p>CP1 1583 CP3 1055 CP4 1055 CP5 697</p>	
CONFIGURATION <F3> Crew Cockpit: 3 Crew Cabin: 5 Catering: Standard			
LOADING <F4> PAX: 135 82% Cargo (kg): 4390 47% FOB (kg): 7520 Taxi Fuel (kg): 200 Trip Fuel (kg): 3930 Fuel Density (kg/l): 0.785 Underload: 2140 kg Limited by ZFW Total PAX: 35/54/46 Total Cargo: 4390 kg			
INOP ITEM <F5> NORMAL			
RESULTS Dry Oper. 43170 kg Payload 15190 kg Zero Fuel 58360 kg OK TOF 7320 kg Take Off 65680 kg OK Trip Fuel 3930 kg Landing 61750 kg OK THS: 0.5 DN Graph. Details MCDU Disp. Close			
<p>The graph plots weight (kg x 1000) on the y-axis (35 to 75) against %MAC on the x-axis (30 to 100). It shows three main weight limits: MTOW = 75500 kg (blue line), MLAW = 64500 kg (red line), and MZFW = 60500 kg (magenta line). A yellow dot representing the current aircraft weight and center of gravity is plotted at approximately 58.4 (58360 kg) and 61% MAC, which is within the operational envelope.</p>			

The LPFSC-WEIGHT module requires the entry of the following information:

6.2.1 AIRPORTS SECTION (F2)

FROM Enter your departure airport in ICAO format,
e.g. EBBR (ICAO code for Brussels)

TO Enter your destination airport in ICAO format,
e.g. EGLL (ICAO code for London Heathrow)

6.2.2 CONFIGURATION SECTION (F3)

CREW COCKPIT Select the number of cockpit crew members. Default (and minimum) number of cockpit crew members is 2. If you plan to have an observer/training pilot/etc. on the flight deck during flight, you need to modify this value. Maximum number of cockpit crew members is 4 (2 pilots and maximum 2 occupied jumpseats). The default assumed weight of one cockpit crew member is 85 kg / 187 lbs. This entry has a direct effect on the load and trim of the aircraft.

CREW CABIN	Select the number of cabin crew members (flight attendants). Default number of cabin crew members is 4. Minimum number of cabin crew members is 0 (e.g. if you intend to make a ferry flight without passengers and flight attendants), maximum number of cabin crew members is 5. The default assumed weight of one cabin crew member is 80 kg / 176 lbs. This entry has a direct effect on the load and trim of the aircraft.
CATERING	Type of catering used. Default selection is STANDARD. Cannot be modified in this version.
6.2.3 LOADING SECTION (F4)	
PAX	Enter the number of passengers (maximum 164 passengers). An entry automatically distributes the passengers into the three passenger zones (0A, 0B and 0C). Next to the entry field is the total passenger load in percent. Pressing F12 while the PAX field is active generates a RANDOM PASSENGER LOAD. <i>Note: the RANDOM PASSENGER LOAD function does not take into account the correct loading of the aircraft in regard to weight and balance!</i>
CARGO	Enter the total cargo weight (maximum is 9435 kg / 20800 lbs). An entry automatically distributes the cargo load into the four cargo compartments (1, 3, 4 and 5). Next to the entry field is the total cargo load in percent. Pressing F12 while the CARGO field is active generates a RANDOM CARGO LOAD. <i>Note: the RANDOM CARGO LOAD function does not take into account the correct loading of the aircraft in regard to weight and balance!</i>
FOB	FUEL ON BOARD. Enter your planned amount of fuel on board when leaving the gate (block fuel). Maximum fuel loading is 18728 kg / 41285 lbs.
TAXI FUEL	Enter your planned taxi fuel (fuel used during taxi from gate to departure runway). Default taxi fuel is 200 kg / 400 lbs. Maximum taxi fuel is 500 kg / 1000 lbs.
TRIP FUEL	Enter your planned trip fuel. The trip fuel equals the fuel which is planned to be used during the flight from departure to destination airport. Maximum trip fuel is depending on FOB and taxi fuel entries.
FUEL DENSITY	Default fuel density is 0.781 kg/l (6.551 lbs/gal). Cannot be modified in this version.

At the bottom of the LOADING SECTION the

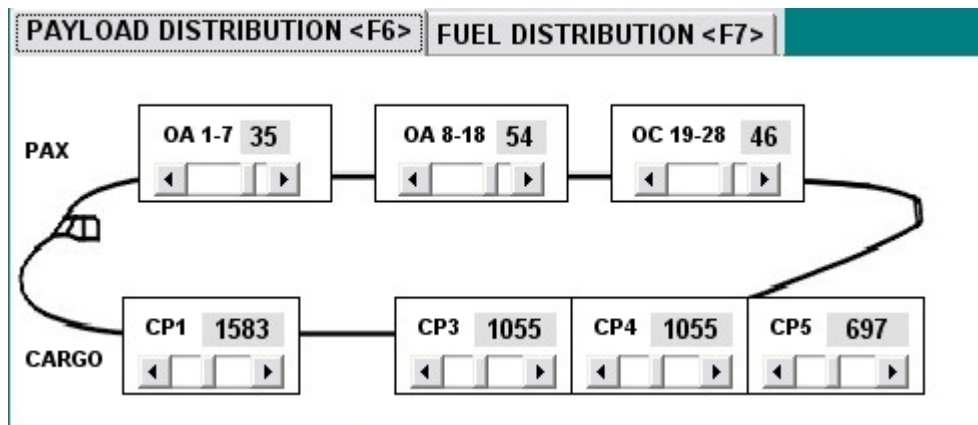
- actual UNDERLOAD
- LIMITING WEIGHT
- total PAX numbers and
- total CARGO numbers

are displayed.

6.2.4 INOP SECTION (F5)

Not available in this version.

6.2.5 PAYLOAD DISTRIBUTION WINDOW (F6)



This window can be used to view and modify the actual PAYLOAD (PASSENGERS and CARGO) distribution. Use the scroll bars to modify the values.

Passengers can be loaded into three passengers zones (designated as PAX OA, PAX OB and PAX OC) using the horizontal scroll bars.

PAX OA rows 1-7, maximum 42 passengers
PAX OB rows 8-18, maximum 66 passengers
PAX OC rows 19-28, maximum 56 passengers

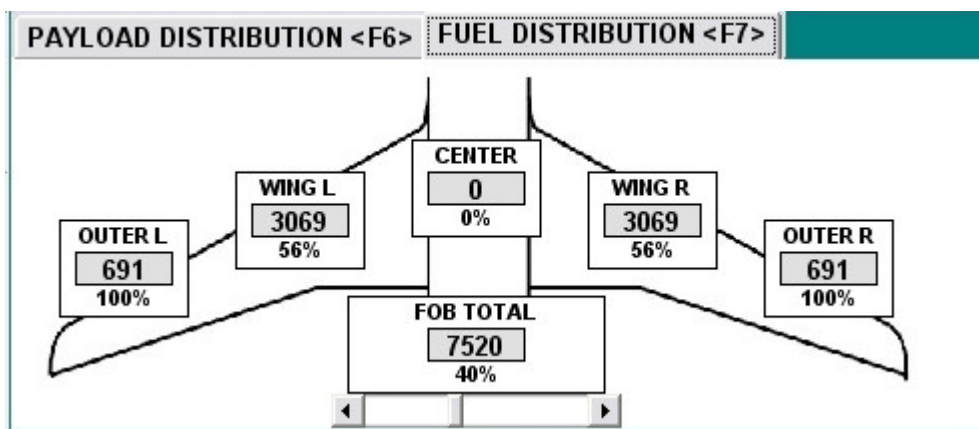
The default assumed weight of one passenger is 80 kg / 176 lbs. The distribution of passengers into the various passenger zones has a direct effect on the load and trim of the aircraft.

Cargo can be loaded into four cargo compartments (designated as CARGO1, CARGO3, CARGO 4 and CARGO 5) using the horizontal scroll bars.

CARGO CP1 maximum capacity is 3402 kg / 7500 lbs
CARGO CP3 maximum capacity is 2268 kg / 5000 lbs
CARGO CP4 maximum capacity is 2268 kg / 5000 lbs
CARGO CP5 maximum capacity is 1497 kg / 3300 lbs

The distribution of cargo into the various cargo compartments has a direct effect on the load and trim of the aircraft.

6.2.6 FUEL DISTRIBUTION WINDOW (F7)



This window can be used to view and modify the actual FUEL LOADING. Use the scroll bar to modify the TOTAL FOB (fuel on board). LPFSC automatically distributes the fuel to the five fuel tanks ensuring correct fuel loading (outer tanks -> wing tanks -> center tank) and calculates the fuel load index corrections.

6.2.7 RESULTS SECTION



This section shows a summary of all passenger and cargo weights, calculates all operational weights, the required takeoff trim setting and displays warning messages.

DRY OPERATING WEIGHT (DOW)

Weight of the empty operational aircraft plus crew members (cockpit and cabin).

PAYLOAD

Total weight of all passengers and cargo.

ZERO FUEL WEIGHT (ZFW)

Weight of the loaded aircraft without fuel. MAXIMUM ZERO FUEL WEIGHT (MZFW) is 60500 kg / 133378 lbs.

TAKE OFF FUEL (TOF)

Planned take off fuel which equals FOB minus TAXI FUEL.

TAKE OFF WEIGHT (TOW)

Calculated take off weight. MAXIMUM TAKE OFF WEIGHT (MTOW) is 75500 kg / 166447 lbs.

TRIP FUEL (TF)

Planned trip fuel as entered in the LOADING section.

LANDING WEIGHT (LAW)

Calculated landing weight. MAXIMUM LANDING WEIGHT (MLAW) is 64500 kg / 142198 lbs.

TRIMABLE HORIZONTAL STABILIZER (THS)

The required takeoff trim setting. "DN" stands for DOWN.

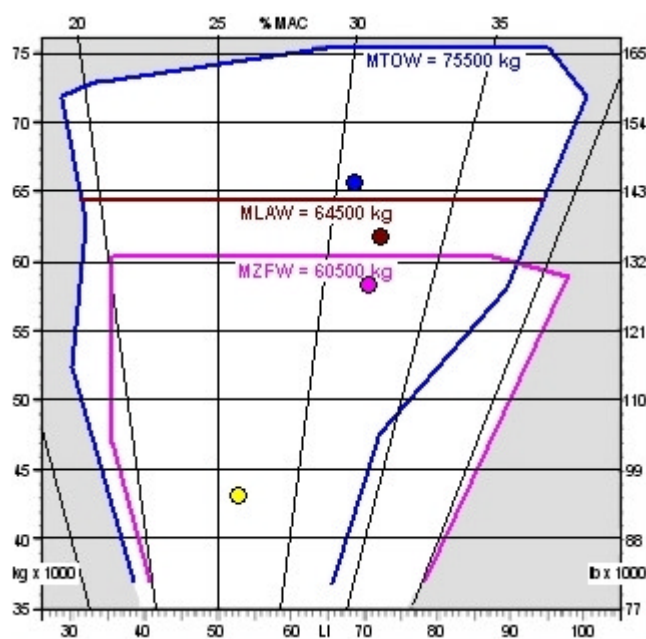
OVERWEIGHT warning message

Aircraft loading exceeds an operational limit. View the DETAILS page for detailed information.

OUT OF BALANCE warning message

Aircraft loading exceeds a balance limit. View the DETAILS page for detailed information.

6.2.8 GRAPHICAL ANALYSIS



View the GRAPHICAL ANALYSIS for a graphical presentation of the actual aircraft loading. The coloured dots represent the calculated load index and CG position (MAC) for the various weights. The x axis represents the load index/CG, the y axis the actual weight (in tons/lbs x 1000).

The **YELLOW** dot represents the **DRY OPERATING WEIGHT CENTER OF GRAVITY (DOWCG)**.

The **MAGENTA** dot represents the **ZERO FUEL WEIGHT CENTER OF GRAVITY (ZFWCG)**. Ensure that the ZFWCG dot is within the operational envelope (magenta envelope).

The **BLUE** dot represents the **TAKE OFF WEIGHT CENTER OF GRAVITY (TOWCG)**. Ensure that the TOWCG dot is within the operational envelope (blue envelope).

The **BROWN** dot represents the **LANDING WEIGHT CENTER OF GRAVITY (LAWCG)**. Ensure that the LAWCG dot is below the MLAW line.

6.2.9 COMPUTATION DETAILS



This section shows the detailed mathematical results of the actual aircraft loading for the various aircraft weights in terms of %MAC and LOAD INDICES (LI). The use of load indices is a mathematical method to calculate the passengers, cargo and fuel load of an aircraft.

The displayed results show:

DRY OPERATING WEIGHT: %MACDOW and DOI (Dry Operating Index)

ZERO FUEL WEIGHT: %MACZFW, LIZFW (Zero Fuel Weight Index), LIZFW FORWARD (FWD) and AFT LIMITS for the given ZFW.

TAKE OFF WEIGHT: %MACTOW, LITOW (Take Off Weight Index), LITOW FORWARD (FWD) and AFT LIMITS for the given TOW.

LANDING WEIGHT: %MACLAW and LILAW (Landing Weight Index)

Red warning messages are displayed in case of any WEIGHT and/or LOAD INDEX being out of operational limits.

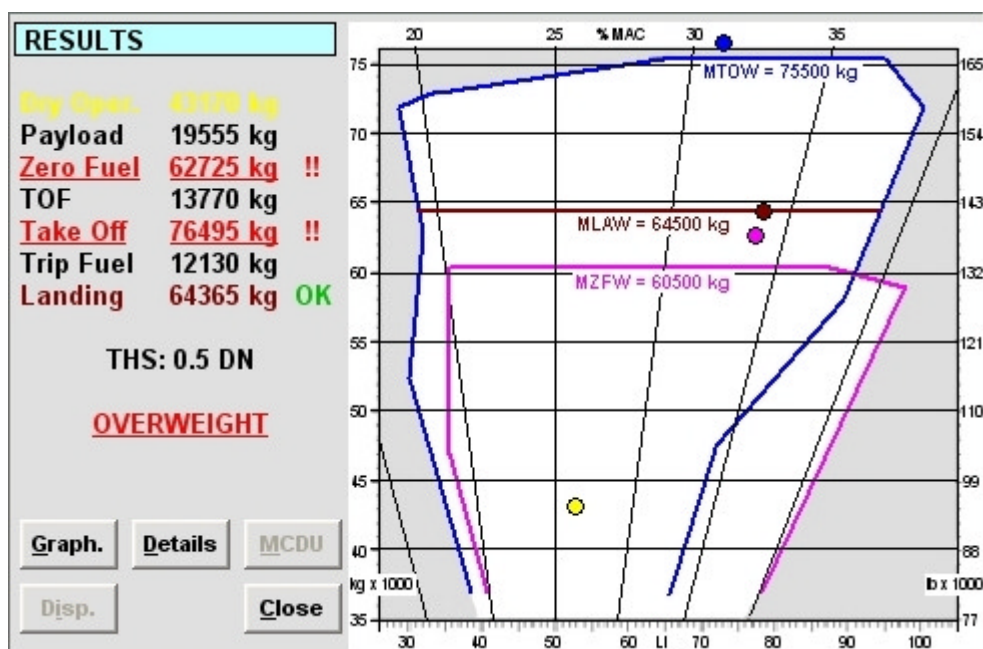
6.2.10 MCDU PRESENTATION



The MCDU PRESENTATION can be viewed as a reference for correct MCDU setup. The INIT A (TAXI, ZFWCG/ZFW and BLOCK entry) and PERF (FLAPS/THS entry) pages can be displayed.

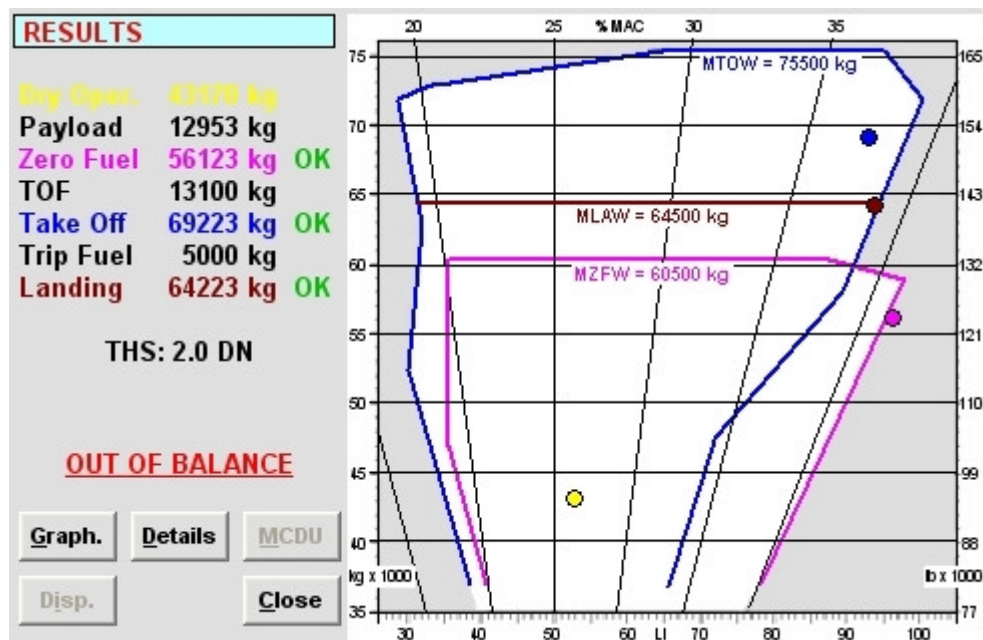
6.2.11 EXAMPLES

EXAMPLE 1: INCORRECTLY LOADED AIRCRAFT



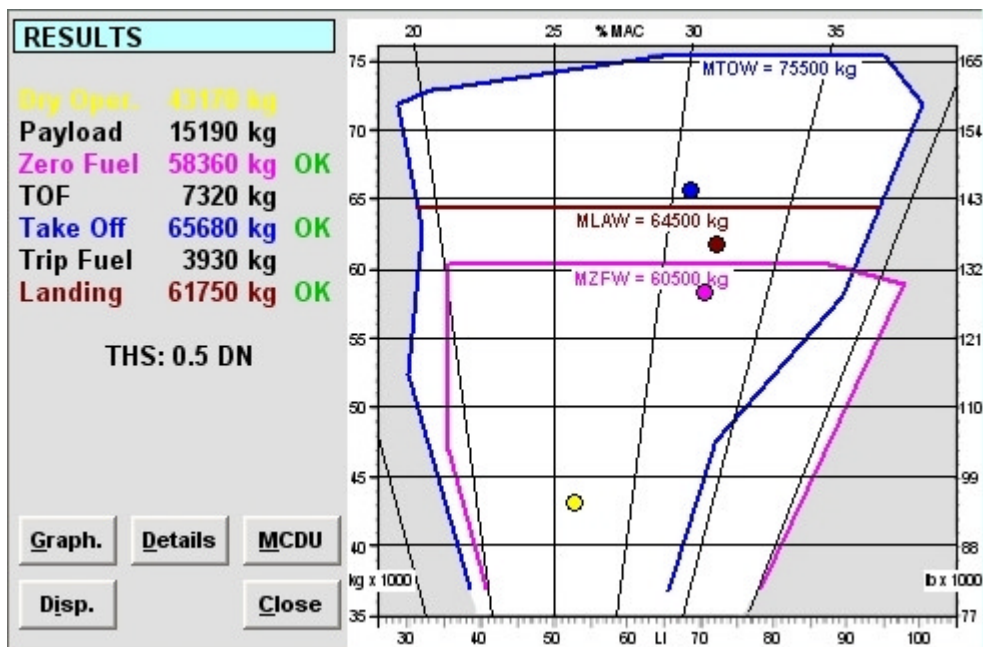
- The aircraft is overloaded and exceeds MZFW (magenta dot) and MTOW (blue dot).
- Note the red warning messages in the RESULTS section.
- The MCDU and DISPATCH functions are not available.
- Required actions: reduce the aircraft load (passengers, cargo, fuel) to reduce ZFW and TOW.

EXAMPLE 2: INCORRECTLY LOADED AIRCRAFT



- LIZFW (magenta dot) is out of ZFW LIMITS (too "tail heavy").
- LITOW (blue dot) is within LITOW LIMITS. The aircraft is very "tail heavy", but within take off operational range.
- Required action: redistribute the pax/cargo loading and move the ZFWCG forward.

EXAMPLE 3: CORRECTLY LOADED AIRCRAFT



- The aircraft is correctly loaded.
- LIZFW (magenta dot) and LITOW (blue dot) are within operational ranges.
- LILAW (brown dot) is below the MLAW line.
- The RESULTS section does not display any warnings.
- The MCDU and DISPATCH functions are available.

6.3 DISPATCH AIRCRAFT

Select the DISPATCH button to enter the DISPATCH page.

Less Paper FS Cockpit v 0.994c - WEIGHT AND BALANCE MODULE - DISPATCH SN789

DETAILED LOADSHEET SN789						ACARS LOADSHEET SN789			
LOADSHEET		CHECKED: PZ	DATE	EDNO		L/S01 SN789/23 FWQQH EBBR			
ALL WEIGHTS IN KILOS		APPROVED: SD	230603	1					
FROM/TO	FLIGHT	AC/REG	VERSION	CREW	TIME				
EBBR EGLL	SN789	FWQQH	CO Y164	3/5	2058				
WEIGHT DISTRIBUTION									
LOAD IN COMPARTMENTS	4390	1/1583	3/1055	4/1055	5/697				
PASSENGER/CABIN BAG	10800			TTL 135					
CY00 /135									
TOTAL TRAFFIC LOAD	15190								
DRY OPERATING WEIGHT	43170								
ZERO FUEL WEIGHT	58360	MAX	60500	L	ADJ				
TAKE OFF FUEL	7320								
TAKE OFF WEIGHT	65680	(SIX FIVE SIX EIGHT ZERO)							
		MAX	75500		ADJ				
TRIP FUEL	3930								
LANDING WEIGHT	61750	MAX	64500		ADJ				


BALANCE AND SEATING CONDITIONS			LAST MINUTE CHANGES						
DOI	52.32	DEST SPEC		CL/CPT	PLUS MINUS				
DLI	63.01								
						LIZFW 70.5 (+35.1/+97.5)			
						ZFCG 32.0 TOCG 30.6 TRIMO.5DN			
						CREW 3/5			
						PAX VERS C00Y164			
						PAX ACT C00 Y135 T135			
						LOAD ACT			
						1/1583 3/1055 4/1055 5/697			
						1 COC +85			
						1 CAB +85			

Print

Print

DISPATCH SN789 ZFW: 58360 KG

PICA320 Aircraft.cfg: D:\FS2002\aircraft\A320PIC\aircraft.cfg ...

 Dispatch (F7)

Close

This page generates and displays two types of LOADSHEETS:

- **DETAILED LOADSHEET** (left)
- **ACARS LOADSHEET** (right)

A loadsheet gives an overview of the complete aircraft load, weights, indices etc.
Both types of loadsheets can be printed by clicking/selecting the corresponding button.

6.3.1 DETAILED LOADSHEET

L O A D S H E E T		CHECKED:PZ	DATE	EDNO
ALL WEIGHTS IN KILOS		APPROVED:SD	230503	1
FROM/TO FLIGHT		AC/REG	VERSION	CREW
BRU LHR SN789		FWQQH	CO Y164	3/5
				TIME
				1044
WEIGHT DISTRIBUTION				
LOAD IN COMPARTMENTS	6369	1/2588	3/1848	4/1608 5/325
PASSENGER/CABIN BAG	10400			TTL 130
				CY00 /130
TOTAL TRAFFIC LOAD	16769			
DRY OPERATING WEIGHT	43160			
ZERO FUEL WEIGHT	59929	MAX	60500	ADJ
TAKE OFF FUEL	13740			
TAKE OFF WEIGHT	73669	(SEVEN THREE SIX SIX NINE)		
		MAX	75500	ADJ
TRIP FUEL	9170			
LANDING WEIGHT	64499	MAX	64500	L ADJ

BALANCE AND SEATING CONDITIONS		LAST MINUTE CHANGES		
DOI	52.31	DEST SPEC	CL/CPT	PLUS MINUS
DLI	59.16			
LIZFW	70.64			
MACZFW	31.89			
LITOW	66.11			
MACTOW	29.37			
	(TWO NINE THREE SEVEN)			
STAB TO	0.20AND NOSE DOWN			
	(ZERO TWO ZERO)			
LILAW	71.19			
MACLAW	31.57			
OA 28 OB 57 OC 45				
UNDERLOAD BEFORE LMC		1	LMC TOTAL + -	
SERVICE WEIGHT ADJ WGT/IND		NOTE FOR SO-AGENT ONLY:		
ADDITIONS		TOF ADJ W/O CORR OF L/T		
+160/0.16		UP TO 1 KG		
DEDUCTIONS				
N I L				
CAPTAINS INFORMATION BEFORE LMC		FUEL DISTRIBUTION AT TAKEOFF		
ZFWLIM: FWD +35.18 / +91.92		100%/100%/23%/100%/100%		

1 FLIGHT DATA

From/to city pair, flight number, aircraft registration, passenger version (always Y164), cockpit and cabin crew, local time of loadsheet generation

2 CARGO AND PASSENGER LOAD

Total cargo load, cargo load in each compartment (1, 3, 4, 5), total passenger load, total number of passengers

3 ACTUAL WEIGHTS FOR FLIGHT

Total Traffic Load (TTL), Dry Operating Weight (DOW), Zero Fuel Weight (ZFW), Take Off Fuel (TOF), Take Off Weight (TOW), Trip Fuel (TF) and Landing Weight (LAW).

4 MAXIMUM ALLOWABLE WEIGHTS

Maximum Zero Fuel Weight (MZFW), Maximum Take Off Weight (MTOW) and Maximum Landing Weight (MLAW). "L" stands for the most limiting weight.

5 LOAD INDICES AND %MAC

Dry Operating Index (DOI), Dead Load Index (DLI), Load Index Zero Fuel Weight (LIZFW), %MAC Zero Fuel Weight (MACZFW), Load Index Take Off Weight (LITOW), %MAC Take Off Weight (MACTOW), Load Index Landing Weight (LILAW) and %MAC Landing Weight (MACLAW).

6 STAB TRIM TAKE OFF

Required take off trim setting. "AND" stands for ATTITUDE NOSE DOWN, "ANU" for ATTITUDE NOSE UP.

7 PASSENGERS

Number of passengers in cabin areas 0A, 0B and 0C.

8 LAST MINUTE CHANGES (LMC)

Space for manual Last Minute Changes (not required for FS operations).

9 UNDERLOAD

Actual underload based on most limiting weight.

10 SERVICE WEIGHT ADJUSTMENTS

Already included adjustments for service weights (e.g. non standard crew).

11 CAPTAINS INFORMATION BEFORE LMC

Forward and aft limits of Load Index Zero Fuel Weight (LIZFW).

12 FUEL DISTRIBUTION

Indicating how the planned Fuel On Board (FOB) shall be filled into the tanks for correct fuel loading.

6.3.2 ACARS LOADSHEET

```
L/S01 SN789/23 1FWQQH BRU

DOW 43160 DOI 52.31
LOAD 16.8 UNDL 00.0
ZFW 2 59.9 MAX 60.5
TOF 13.7
TOW 73.7 MAX 75.5 3
LAW 64.5 MAX 64.5 L

LIZFW 70.6 4 (+35.2/+91.9) 5
ZFCG 31.9 TOCG 29.4 TRIM0.2DN

CREW 3/5
PAX VERS COOY164 6
PAX ACT COO Y130 T130

LOAD ACT 7
1/2588 3/1848 4/1608 5/325

1 COC 8 +80
1 CAB +80

FUEL DISTR AT TAKE OFF 9
100%/100%/23%/100%/100%

SI: ATTN CAPT/R-AGENT 10
WEIGHT CRITICAL FLIGHT - CHECK LMC

END OF LOADSHEET
```

1 FLIGHT DATA

Loadsheet number, flight number, date, aircraft registration, departure airport.

2 ACTUAL WEIGHTS FOR FLIGHT

Dry Operating Weight (DOW), Total Load, Zero Fuel Weight (ZFW), Take Off Fuel (TOF), Take Off Weight (TOW) and Landing Weight (LAW).

3 DOI, UNDERLOAD, MAXIMUM ALLOWABLE WEIGHTS

Dry Operating Index (DOI), Underload and Limiting Weights. "L" stands for the most limiting weight.

4 INDICES AND CG

Load Index Zero Fuel Weight (LIZFW), forward and aft LIZFW limits, Zero Fuel Weight CG (ZFCG) and Take Off Weight CG (TOCG).

5 STAB TRIM TAKE OFF

Required take off trim setting. "DN" stands for DOWN.

- 6 CREW AND PAX**
Number of cockpit/cabin crew members, passenger version (always Y164), actual passenger distribution and total number of passengers.
- 7 CARGO LOAD**
Cargo load in each compartment (1, 3, 4, 5).
- 8 CREW WEIGHT ADJUSTMENTS**
Cockpit and cabin crew members adjustments.
- 9 FUEL DISTRIBUTION**
Indicating how the planned Fuel On Board (FOB) shall be loaded into the tanks for correct fuel loading.
- 10 INFORMATION**
Information for Captain/Ramp agent.

6.3.3 DISPATCH FUNCTION

At the bottom of the LPFSC-WEIGHT page is the DISPATCH function which is able to modify the aircraft.cfg of your *A320 Pilot In Command* and let the A320 perform according to the actual loading.

LPFSC-WEIGHT/DISPATCH automatically checks your computer system for a local FS2002 installation. If a local FS2002 installation is found, the exact path to the *A320 Pilot In Command* "aircraft.cfg" file is displayed. If - for example - you run LPFSC on a network PC and no local FS installation is found (the message "SELECT A320PIC AIRCRAFT.CFG" is shown) or if the displayed path is incorrect, you have to select the *A320 Pilot In Command* aircraft.cfg file manually by pressing the button:



CAUTION: LPFSC automatically makes a backup of your original *A320 Pilot In Command* aircraft.cfg (named aircraft.lpc). Nevertheless I recommend making a manual backup before using the DISPATCH function!!!

When the correct aircraft.cfg is selected, click on the DISPATCH button (shortcut F7). This will modify your *A320 Pilot In Command* and performs the passenger and cargo loading according to the loadsheet. In addition, the ACARS loadsheet will be transferred to FS2002 and is available for quick reference in *A320 Pilot In Command* by pressing the F10 key (kneeboard - reference section). The original *A320 Pilot In Command* "aircraft.cfg" file is saved as "aircraft.lpc".

When all required actions are performed, select the CLOSE button (shortcut Esc) to close the LPFSC-WEIGHT/DISPATCH page and return to the LPFSC-WEIGHT main screen.

6.4

CLOSING LPFSC

After closing LPFSC, return to FS2002 and reselect *A320 Pilot In Command* from the aircraft menu for all settings to take effect. The ACARS loadsheet can be viewed in FS by pressing the F10 key (kneeboard - reference section). That's it! Have a good flight!

6.5

RESTORING YOUR ORIGINAL AIRCRAFT.CFG

If you wish to restore your original *A320 Pilot In Command* aircraft.cfg file simply rename the "aircraft.lpc" file to "aircraft.cfg".

For technical support, bug reports, questions, comments and suggestions contact:

PhilipZ@gmx.at

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