It is Saturday, May 22, 2010 and you're enjoying life as a FedEx MD11 captain based in Anchorage, AK. You've decided to make your home in the town of Seward, AK and brought your Cessna 152 with you from the lower 48 when you moved, keeping it at the nearby Seward airport (SWD/PAWD.) After a lengthy winter, the salmon are now running and you're ready to get in some fishing. Rumor has it that there's some great fishing to be had near the village of Igiugig, located on the southwestern shore of Iliamna Lake. Conveniently for you, Igiugig, like many villages in Alaska, has an airstrip (IGG/PAIG,) which gives you a perfect reason to do some general aviation flying.

Aircraft Records:

Annual Inspection:	09/17/2009
ELT Inspection:	09/17/2009
Transponder Inspection:	07/03/2009
Pitot-Static Inspection:	07/03/2009
Basic Empty Weight:	1126 pounds with a moment/1000 of 33.7 Fuel Arm located 40 inches aft of datum.

Personal Records:

Airline Transport Pilot:	03/18/1989
Commercial Pilot Certificate:	06/27/1982
Instrument Rating:	02/24/1980
Multi-Engine Rating:	07/29/1983
MD-11 Type Rating:	01/04/2010
Class I Medical:	12/17/2009 (you weigh 193 pounds.)

Logbook as below:

Date	Hours	A/C Type	Landings	From-To	Comments
02/13/2010	9.3	MD11	1 Day	VHHH-PANC	Final MD11 Captain IOE Flight
03/23/2010	7.2	MD11	1 Night	PANC-RJAA	
03/25/2010	6.9	MD11	1 Day	RJAA-PANC	
04/15/2010	7.1	MD11	1 Night	PANC-KEWR	
04/17/2010	7.3	MD11	1 Night	KEWR-LFPG	
04/19/2010	6.5	MD11	1 Day	LFPG-OMDB	
04/22/2010	3.5	MD11	1 Day	OMDB-VIDP	
04/24/2010	5.7	MD11	1 Night	VIDP-ZSPD	
04/27/2010	8.2	MD11	1 Day	ZSPD-PANC	
05/03/2010	4.4	MD10	1 Night	PANC-KOAK	
05/05/2010	2.0	MD10	1 Night	KOAK-KSEA	
05/05/2010	3.5	MD10	1 Day	KSEA-PANC	
05/09/2010	6.2	MD11	1 Night	PANC-KORD	
05/11/2010	2.5	MD10	1 Day	KORD-PANC	

Performance Information:

Climb (All legs)

TAS:	70 knots, use winds aloft at 6000 feet.
Fuel Flow:	7.1 GPH (Note: Each leg will use .8 gallons for taxi and run-up.
Rate of Climb:	425 feet per minute

Cruise

TAS and Fuel Flow:	Use cruise performance at 2300 rpm for pressure altitude closest to your cruising altitude. Interpolate as necessary for temperature.

Descent

TAS:	Same as your cruise TAS, use winds aloft at 6000 feet.
Fuel Flow:	75% of your cruise fuel flow.
Rate of Descent:	800 feet per minute

Takeoff and Landing Distances:

In the interest of being safe, round your pressure altitude up to the next higher altitude on the chart. Interpolate as needed for temperature.

Note: Use HOM winds aloft forecast for all legs.

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********  Surface Observations  ********
METAR PAWD 221453Z AUTO 18005KT 10SM CLR 04/M02 A2975 RMK AO2 SLP075
    T00391022 10061 21006 56005 TSNO
METAR PASX 221456Z AUTO 30003KT 10SM CLR 03/M07 A2978 RMK AO1 10030
     21060 400801070 57010 PNO
METAR PASX 221416Z AUTO 00000KT 10SM CLR 03/M07 A2978 RMK AO1 PNO
METAR PAEN 221453Z 01005KT 10SM SCT095 04/M05 A2978 RMK AO2 SLP088
    T00441050 10044 21028 57010
METAR PAIL 221453Z 20007KT 10SM OVC090 02/M04 A2981 RMK AO2 SLP098
    T00171044 10028 21033 56007
METAR PAIG 221656Z AUTO 00000KT 10SM OVC070 03/M07 A2982 RMK AO2
    PWINO TSNO 56005 T00271066 10033 21033 SLP102 $
METAR PAHO 221853Z 24004KT 10SM CLR 03/M01 A2977 RMK AO2 SLP084
    T00331011 10033 20000 58007
METAR PAWD 221953Z AUTO 18005KT 10SM CLR 04/M02 A2975 RMK AO2 SLP075
    T00391022 10061 21006 56005 TSNO

********  Terminal Forecasts  ********
TAF PAEN 221137Z 2212/2312 02007KT P6SM BKN200
     FM221800 36010KT P6SM BKN080 OVC120
TAF PAIL 221137Z 2212/2312 35006KT P6SM BKN080 TEMPO 2200/2204
     VRB06KT
TAF PAHO 221137Z 2212/2312 24005KT P6SM BKN080
     FM220900 05005KT P6SM VCSH BKN035 OVC070

********  FD Winds Aloft Forecast  ********
DATA BASED ON 211800Z
REQUESTED
VALID 221800Z   FOR USE 1200-0000Z. TEMPS NEG ABV 24000
ALTITUDE
FT  3000    6000    9000   12000   18000   24000  30000  34000  39000
HOM 1306 1408-10 1307-17 1106-23 1006-32 0907-43 990049 990047 990045
ANC 1407 1710-10 1807-16 1905-23 2305-32 9900-42 990050 280548 290746
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********  Runway NOTAMs  ********
!SWD 10/008 9Z9 RWY 15/33 PAEW ADJ
!ENA 11/012 ENA RWY 1W/19W CLSD
!ENA 03/178 ENA RWY 1R/19L 4 IN SIR 7 IN DRFT WEF 1003211326

********  Aerodrome NOTAMs  ********
!ENA 02/249 JLA AD SOFT WEF 1002250242
!HOM 03/286 HOM AD PAEW
!ENA 01/415 ENA AD ABN OTS

********  Taxiway NOTAMs  ********
!ENA 03/176 ENA TWY ALL PTCHY THN ICE SA WEF 1003211326

********  Ramp/Apron NOTAMs  ********
!ENA 10/285 ENA APRON NO MARKING N OF TWY KILO WEF 0910302300
!ENA 03/177 ENA RAMP ALL PTCHY THN ICE SA WEF 1003211326

********  Service NOTAMs  ********
!ENA 11/001 ZAN SVC FAIRBANKS APPROACH CONTROL CLSD TRSA
AIRSPACE/TRSA SVC TO VFR ACFT WILL BE UNAVBL FOR APPROACH CONTROL
SVCS CTC ANCHORAGE CENTER 120.9/319.2 0800-1500 DLY WEF 0911011500
!IGG 02/001 IGG SVC CTAF NOW 122.9
!IGG 12/001 IGG SVC ASOS WIND UNREL
```

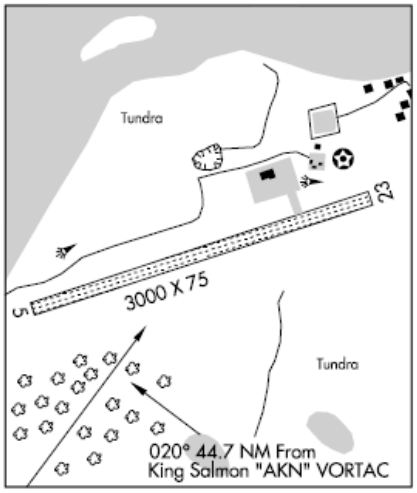
§ **IGIUGIG** (IGG) (PAIG) 0 S N59°19.44′ W155°54.11′ UTC−9(−8 DT) **KODIAK**
P 90 BL 4 30(GVL) 05–23 **L–2J, 3C**
IAP

AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to using. Not maintained. Rwy 23 slope 0.6% up SW. Rwy 05–23 soft during spring breakup and after heavy rain. Rwy 05–23 up to 6″ deep circular ruts near thld Rwy 23. Soft sfc near Rwy 23 thld. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones. Rwy edge lgts white full length rwy. ACTIVATE MIRL Rwy 05–23, rotating bcn and windcone lgts—CTAF. ①Rwy 05, Rwy 23.

WEATHER DATA SOURCES—(ASOS 119.925 907–533–3350) (WX CAM).

COMMUNICATIONS—(CTAF 122.8) (TIE–IN FSS ILIAMNA ILI MAY 15–OCT 15 1445–0645Z‡–NOTAM IGG OT CTC KENAI ENA)
ANCHORAGE APP/DEP CON —118.8

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.



ILIAMNA FSS –123.6 122.2(V) (May 15–Oct 15 1445–0645Z‡ OT CTC KENAI FSS) ASOS 134.95 when ILI FSS clsd. ATIS provided on freq 134.95 when Iliamna FSS open.

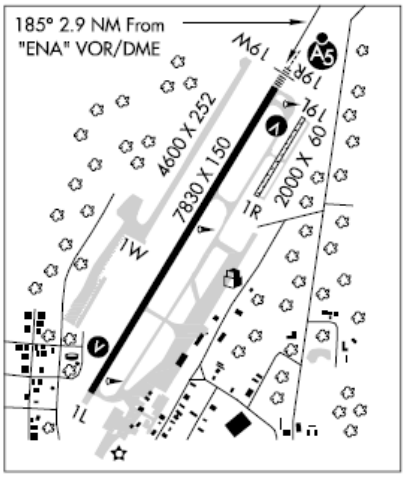
§ **KENAI MUNI** (ENA) (PAEN) 0 N N60°34.40′ W151°14.69′ UTC−9(−8DT) **ANCHORAGE**
P 99 BL5, 6, 8, 9 ①10 ② H78(ASP–GRVD) 01L–19R S75, T150, TT250 **H–1B, 2K, L–1A, 3D, 4F**
01R–19L **IAP, DIAP, AD**

SERVICE—S2 **FUEL** —(NC–100LL, A)

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 01L: TORA–7830 TODA–7830 ASDA–7830 LDA–7575

RWY 19R: TORA–7830 TODA–7830 ASDA–7575 LDA–7575



AIRPORT REMARKS —Attended May–Sep 1500–0700Z‡, Oct–Apr 1600–0600Z‡. Class I, ARFF Index A. Unscheduled aircraft over 30 passenger seats PPR. Ctc arpt manager 907–283–7951 or 907–283–7879. Flocks of migrating birds 10 NM rad of arpt spring thru fall. Moose and caribou on arpt. 24 hour credit card fuel avbl—call 907–283–4542. Be alert–twy designations revised. Landing fee for aircraft over 4,000 lbs. Transit parking under 10,000 lbs south terminal ramp; overflow over 10,000 lbs and helicopters north terminal ramp. Portions of terminal ramp, Twys G and J and all Twy H not visible fr twr. Wx avbl from Kenai twr ATIS or from FSS when Kenai twr clsd. Rwy 19R, MALSR. Rwy 01L rgt tfc. Rwy 19R touchdown RVR avbl during twr operating hrs only. ACTIVATE REIL Rwy 01L and VASI Rwys 01L and 19R—CTAF. When twr clsd HIRL Rwy 01L—19R set at Step 3 to chg intst ctc Kenai FSS. ACTIVATE MALSR Rwy 19R when twr clsd—CTAF. ①Rwy 01L TCH 53′. GS 3.0°. Rwy 19R TCH 51′. GS 3.0°. ②Rwy 01L.

WEATHER DATA SOURCES —(ASOS 120.3 907–283–6513) (LAWRS) (TWEB ENA 117.6) (TWEB IWW 379).

COMMUNICATIONS—(CTAF 121.3) (ATIS 120.3) (TIE–IN FSS KENAI ENA–NOTAM ENA)

RADIO —122.65 121.3 (LAA 121.3 when twr clsd.) (E)

ANCHORAGE CENTER APP/DEP CON—379.1 125.7

TOWER —239.3 121.3 (May 1–Sep 30 1500–0700Z‡, Oct 1–Apr 30 1600–0600Z‡.) **GND CON** —121.9

AIRSPACE: CLASS D svc effective May 1–Sep 30 1500–0700Z‡ Oct 1–Apr 30 1600–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION

(H)ABVORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.72′ 185° 2.9 NM to Fld.109/25E. **TWEB.**

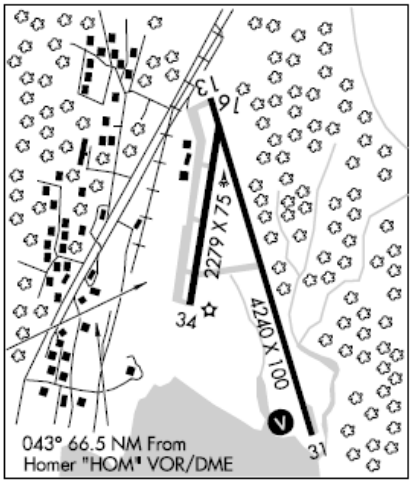
WILDWOOD NDB(ABHW) 379 IWW N60°35.92′ W151°12.67′ 194° 1.8 NM to Fld.92/19E. **TWEB.**

ILS 108.9 I–ENA Rwy 19R. Class IE.

RADIO/NAV/WEATHER REMARKS —LC to Kenai FSS dial 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737.

§ **SEWARD** (SWD) (PAWD) 2 NE N60°07.62′ W149°25.13′ UTC−9(−8DT) **ANCHORAGE**
P 22 BL4, 9 ① H42(ASP) 13–31, 16–34 **H–1B, 2K, L–1A, 3D, 4G**

FUEL —(NC–100LL, JET A)



AIRPORT REMARKS —Unattended. Flocks of migrating birds within 10 NM radius of arpt spring thru fall. State maintained on irregular basis. Recommend visual inspection prior to landing due to river flooding Sep–Oct. Four inch dip 15′ wide 400′ from North thld Rwy 16–34 during winter months. Rwy 13, 4″ in mound 20′ rgt of centerline 400′ byd dsplcd thld. Heavy acft restricted to North taxiway and North 400′ of apron. Recommended procedures in effect yearly May 1 thru Sep 15 to avoid seasonal use heliport located 1 NM SSW of arpt: TPA fixed wing 1000′ AGL. Rwys 31 and 34 arrivals maintain at least 800′ AGL until turning final. Rwys 13 and 16 departures climb straight ahead to at least 800′ AGL before turning westbound. The thld lighting Rwy 31 is partially obscured by grass, as is some of the twy lighting. ACTIVATE VASI Rwy 31 and MIRL Rwy 13–31—CTAF. VASI alignment offset 5° clockwise from rwy centerline, unusable beyond 4 miles. ①Rwy 31, TCH 26′. GS 3.0°.

WEATHER DATA SOURCES —(ASOS 135.2 907–224–2440) (WX CAM).

COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA–NOTAM SWD)

RCO —122.6 (KENAI FSS)

RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–866–864–1737.

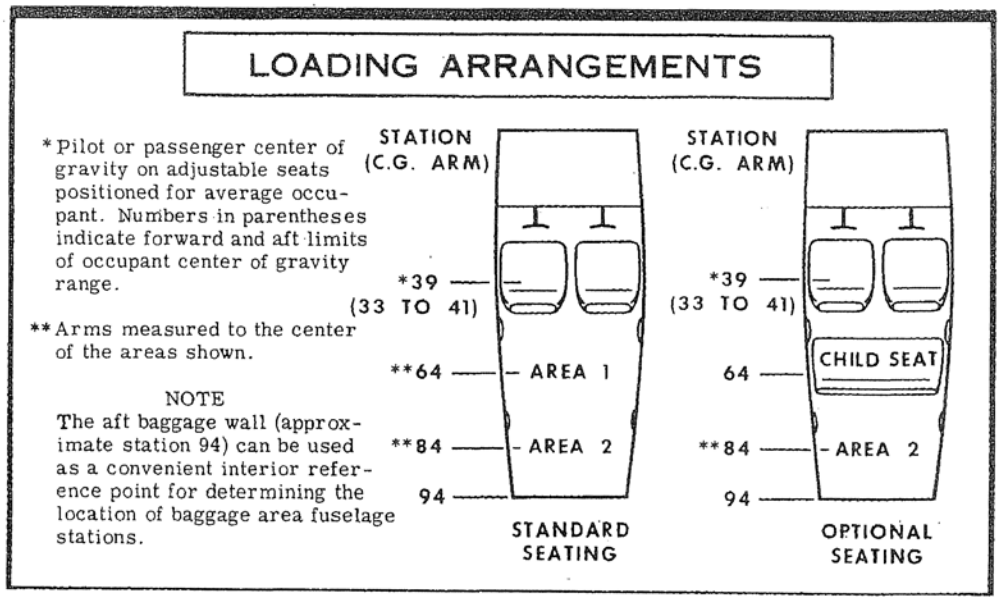


Figure 6-3. Loading Arrangements

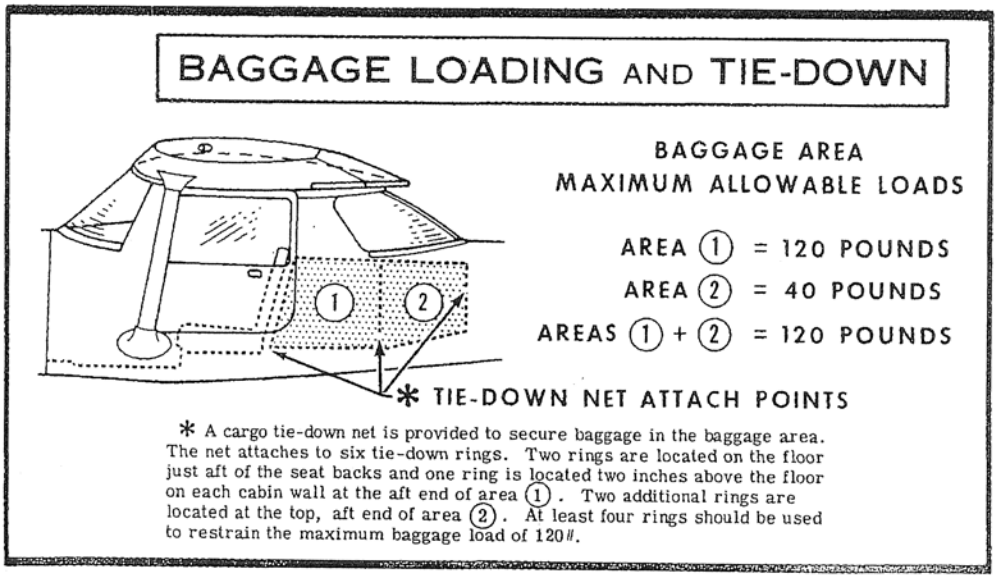


Figure 6-4. Baggage Loading and Tie-Down

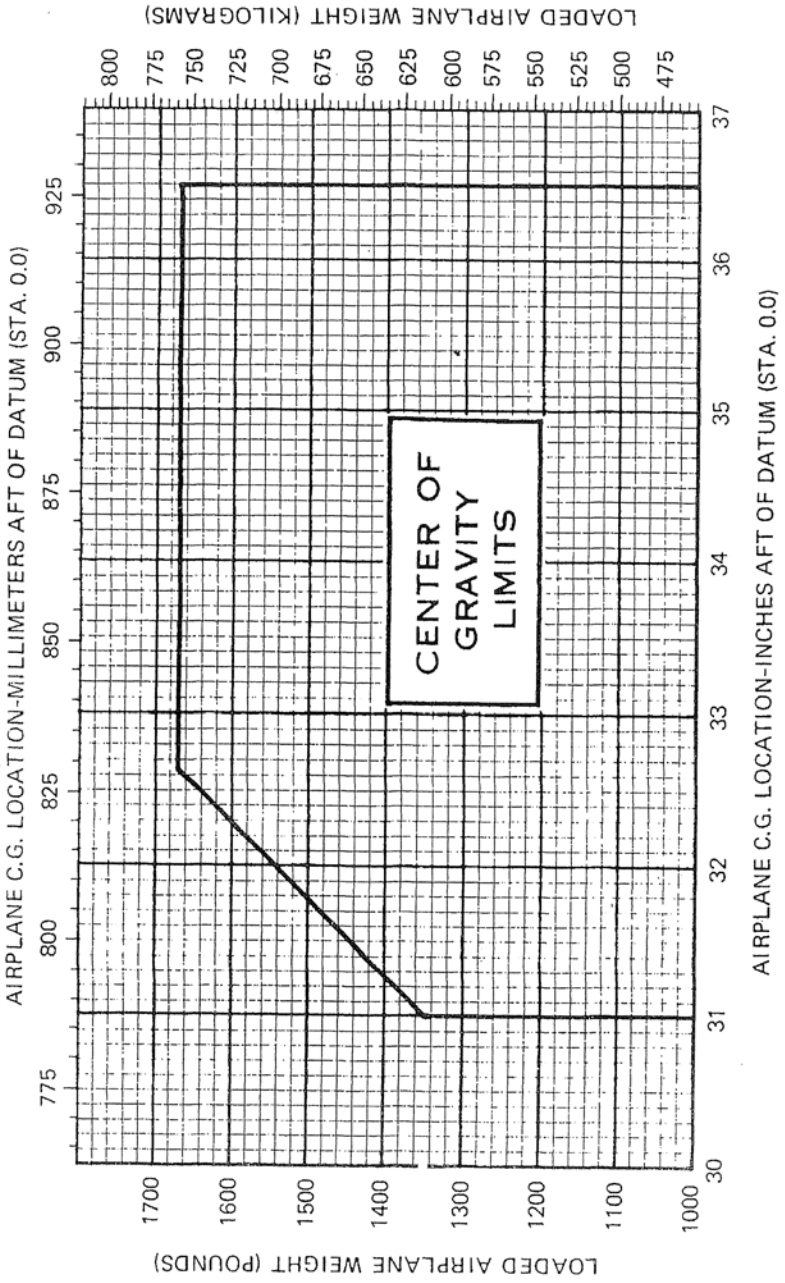


Figure 6-9. Center of Gravity Limits

TAKEOFF DISTANCE

SHORT FIELD

CONDITION:
Flaps 10°
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
3. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
4. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
1670	50	54	S.L.	640	1190	695	1290	755	1390	810	1495	875	1605
			1000	705	1310	765	1420	825	1530	890	1645	960	1770
			2000	775	1445	840	1565	910	1690	980	1820	1055	1960
			3000	855	1600	925	1730	1000	1870	1080	2020	1165	2185
			4000	940	1775	1020	1920	1100	2080	1190	2250	1285	2440
			5000	1040	1970	1125	2140	1215	2320	1315	2525	1420	2750
			6000	1145	2200	1245	2395	1345	2610	1455	2855	1570	3125
			7000	1270	2470	1375	2705	1490	2960	1615	3255	1745	3590
			8000	1405	2800	1525	3080	1655	3395	1795	3765	1940	4195

Figure 5-4. Takeoff Distance

CRUISE PERFORMANCE

CONDITIONS:
1670 Pounds
Recommended Lean Mixture (See Section 4, Cruise)

NOTE:
Cruise speeds are shown for an airplane equipped with speed fairings which increase the speed by approximately two knots.

PRESSURE ALTITUDE FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2400	- - -	- - -	- - -	75	101	6.1	70	101	5.7
	2300	71	97	5.7	66	96	5.4	63	95	5.1
	2200	62	92	5.1	59	91	4.8	56	90	4.6
	2100	55	87	4.5	53	86	4.3	51	85	4.2
	2000	49	81	4.1	47	80	3.9	46	79	3.8
4000	2450	- - -	- - -	- - -	75	103	6.1	70	102	5.7
	2400	76	102	6.1	71	101	5.7	67	100	5.4
	2300	67	96	5.4	63	95	5.1	60	95	4.9
	2200	60	91	4.8	56	90	4.6	54	89	4.4
	2100	53	86	4.4	51	85	4.2	49	84	4.0
	2000	48	81	3.9	46	80	3.8	45	78	3.7
6000	2500	- - -	- - -	- - -	75	105	6.1	71	104	5.7
	2400	72	101	5.8	67	100	5.4	64	99	5.2
	2300	64	96	5.2	60	95	4.9	57	94	4.7
	2200	57	90	4.6	54	89	4.4	52	88	4.3
	2100	51	85	4.2	49	84	4.0	48	83	3.9
	2000	46	80	3.8	45	79	3.7	44	77	3.6
8000	2550	- - -	- - -	- - -	75	107	6.1	71	106	5.7
	2500	76	105	6.2	71	104	5.8	67	103	5.4
	2400	68	100	5.5	64	99	5.2	61	98	4.9
	2300	61	95	5.0	58	94	4.7	55	93	4.5
	2200	55	90	4.5	52	89	4.3	51	87	4.2
	2100	49	84	4.1	48	83	3.9	46	82	3.8
10,000	2500	72	105	5.8	68	103	5.5	64	103	5.2
	2400	65	99	5.3	61	98	5.0	58	97	4.8
	2300	58	94	4.7	56	93	4.5	53	92	4.4
	2200	53	89	4.3	51	88	4.2	49	86	4.0
	2100	48	83	4.0	46	82	3.9	45	81	3.8
12,000	2450	65	101	5.3	62	100	5.0	59	99	4.8
	2400	62	99	5.0	59	97	4.8	56	96	4.6
	2300	56	93	4.6	54	92	4.4	52	91	4.3
	2200	51	88	4.2	49	87	4.1	48	85	4.0
	2100	47	82	3.9	45	81	3.8	44	79	3.7

Figure 5-7. Cruise Performance

LANDING DISTANCE

SHORT FIELD

CONDITIONS:
Flaps 30°
Power Off
Maximum Braking
Paved, Level, Dry Runway
Zero Wind

NOTES:
1. Short field technique as specified in Section 4.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 45% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
1670	54	S.L.	450	1160	465	1185	485	1215	500	1240	515	1265
		1000	465	1185	485	1215	500	1240	520	1270	535	1295
		2000	485	1215	500	1240	520	1270	535	1300	555	1330
		3000	500	1240	520	1275	540	1305	560	1335	575	1360
		4000	520	1275	540	1305	560	1335	580	1370	600	1400
		5000	540	1305	560	1335	580	1370	600	1400	620	1435
		6000	560	1340	580	1370	605	1410	625	1440	645	1475
		7000	585	1375	605	1410	625	1440	650	1480	670	1515
		8000	605	1410	630	1450	650	1480	675	1520	695	1555

Figure 5-10. Landing Distance