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Model G58

INTRODUCTION

The format and contents of this Pilot's Operating Handbook and FAA Approved Airplane Flight Manual conform to GAMA (General Aviation Manufacturers Association) Handbook Specification No. 1 through Revision No. 2, dated October 18, 1996. Use of this specification by all manufacturers will provide the pilot with the same type of data in the same place in all handbooks.

Attention is called to Section 10, SAFETY INFORMATION. Hawker Beechcraft Corporation feels that it is highly important to have Safety Information in condensed form in the hands of the pilots. The Safety Information should be read and studied. Periodic review will serve as a reminder of good piloting techniques.

WARNING

Use only genuine Hawker Beechcraft Corporation or Hawker Beechcraft Corporation approved parts obtained from Hawker Beechcraft Corporation approved sources, in connection with the maintenance and repair of Beech airplanes.

Genuine Hawker Beechcraft Corporation parts are produced and inspected under rigorous procedures to ensure airworthiness and suitability for use in Beechcraft airplane applications. Parts purchased from sources other than Hawker Beechcraft Corporation, even if outwardly identical in appearance, may not have had the required tests and inspections performed, may be different in fabrication techniques and materials, and may be dangerous when installed in an airplane.

April, 2008
Salvaged airplane parts, reworked parts obtained from non-Hawker Beechcraft Corporation approved sources, or parts, components, or structural assemblies, the service history of which is unknown or cannot be authenticated, may have been subjected to unacceptable stresses or temperatures or have other hidden damage, not discernible through routine visual or usual nondestructive testing techniques. This may render the part, component, or structural assembly, even though originally manufactured by Hawker Beechcraft Corporation, unsuitable or unsafe for airplane use.

Hawker Beechcraft Corporation expressly disclaims any responsibility for malfunctions, failures, damage or injury caused by use of non-Hawker Beechcraft Corporation approved parts.

IMPORTANT NOTICE

This handbook should be read carefully by the owner and the operator in order to become familiar with the operation of the airplane. Suggestions and recommendations have been made within it to aid in obtaining maximum performance without sacrificing economy. Be familiar with, and operate the airplane in accordance with, the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and/or placards which are located in the airplane. This handbook includes the material required to be furnished to the pilot by the Title 14 Code of Federal Regulations and additional information provided by the manufacturer and constitutes the FAA Approved Airplane Flight Manual.
As a further reminder, the owner and the operator should also be familiar with the Title 14 Code of Federal Regulations applicable to the operation and maintenance of the airplane, and, as appropriate 14 CFR Part 91 General Operating and Flight Rules. Further, the airplane must be operated and maintained in accordance with FAA Airworthiness Directives which may be issued against it.

The Title 14 Code of Federal Regulations places the responsibility for the maintenance of this airplane on the owner and the operator, who should ensure that all maintenance is done by qualified mechanics in conformity with all airworthiness requirements established for this airplane.

All limits, procedures, safety practices, time limits, servicing, and maintenance requirements contained in this handbook are considered mandatory for continued airworthiness and to maintain the airplane in a condition equal to that of its original manufacture.

Hawker Beechcraft Corporation Authorized Outlets can provide recommended modification, service, and operating procedures issued by both the FAA and Hawker Beechcraft Corporation, which are designed to get maximum utility and safety from the airplane.

**USE OF THE HANDBOOK**

**WARNINGS, CAUTIONS, AND NOTES**

The following definitions apply to (WARNINGS), (CAUTIONS), and (NOTES) found throughout the handbook:

**WARNING**

Operating procedures, techniques, etc., which could result in personal injury or loss of life if not carefully followed.

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Section 1  
General 

Hawker Beechcraft Corporation Model G58

CAUTION

Operating procedures, techniques, etc., which could result in damage to equipment if not carefully followed.

NOTE

An operating procedure, technique, etc., which is considered essential to emphasize.

REVISING THE HANDBOOK

The Pilot’s Operating Handbook is designed to facilitate maintaining the documents necessary for the safe and efficient operation of the airplane. The handbook has been prepared in loose-leaf form for ease in maintenance. It incorporates quick-reference tabs imprinted with the title of each section.

NOTE

In an effort to provide as complete coverage as possible, applicable to any configuration of the airplane, some optional equipment has been included in the scope of the handbook. However, due to the variety of airplane appointments and arrangements available, optional equipment described or depicted herein may not be designated as such in every case.

Immediately following the Title Page is a List of Effective Pages. A complete listing of all pages is presented along with the current status of the material contained; i.e. Original Issue, Reissued or Revised. A reissue of the manual or the revision of any portion will be received with a new List of Effective Pages to replace the previous one. Reference to the List of Effective Page(s) enables the user to determine the current

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Section 1
General

issue, revision, or reissue in effect for each page in the hand-
book, except for the Supplements Section.

When the handbook is originally issued, and each time it is
revised or reissued, a new Log of Revisions page is provided
immediately following the List of Effective Pages. All Log of
Revisions pages must be retained until the handbook is reis-
sued. A capital letter in the lower right corner of the Log of
Revisions page designates the Original Issue ("A") or reissue
("B", "C", etc.) covered by the Log of Revisions page. If a num-
ber follows the letter, it designates the sequential revision (1st,
2nd, 3rd, etc.) to the Original Issue or reissue covered by the
Log of Revisions page. Reference to the Log of Revisions
page(s) provides a record of changes made since the Original
Issue or the latest reissue.

That portion of a text or an illustration which has been revised
by the addition of, or a change in, information is denoted by a
solid revision bar located adjacent to the area of change and
placed along the outside margin of the page.

REVISION SERVICE

The following publications will be provided, at no charge, to the
registered owner/operator of this airplane:

1. Reissues and revisions of the Pilot’s Operating Hand-

2. Original issues and revisions of FAA Approved Airplane
Flight Manual Supplements.

3. Original issues and revisions of Hawker Beechcraft Cor-
poration Service Bulletins.

The above publications will be provided only to the registered
owner/operator at the address listed on the FAA Aircraft Regis-
tration Branch List or the Hawker Beechcraft Corporation
Domestic/International Owner’s Notification Service List. Fur-
ther, the owner/operator will receive only those publications
pertaining to the registered airplane serial number. For
detailed information on how to obtain “Revision Service” appli-

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cable to this handbook or other Hawker Beechcraft Corporation Service Publications, consult any Hawker Beechcraft Corporation Authorized Outlet or refer to the latest revision of Hawker Beechcraft Corporation Service Bulletin No. 2001.

Hawker Beechcraft Corporation expressly reserves the right to supersede, cancel, and/or declare obsolete, without prior notice, any part, part number, kit, or publication referenced in this handbook.

The owner/operator should always refer to all supplements for possible placards, limitations, emergency, abnormal, normal and other operational procedures for proper operation of the airplane with optional equipment installed.

WARNING

It shall be the responsibility of the owner/operator to ensure that the latest revisions of publications referenced in this handbook are utilized during operation, servicing, and maintenance of the airplane.

SUPPLEMENTS

When a new airplane is delivered from the factory, the handbook delivered with it contains either an STC (Supplemental Type Certificate) Supplement or a Hawker Beechcraft Corporation Flight Manual Supplement for every installed item requiring a supplement. If a new handbook for operation of the airplane is obtained at a later date, it is the responsibility of the owner/operator to ensure that all required STC Supplements (as well as weight and balance and other pertinent data) are transferred into the new handbook.

April, 2008
AIRPLANE FLIGHT MANUAL SUPPLEMENTS

REVISION RECORD

Section 9, SUPPLEMENTS, contains the FAA-approved Airplane Flight Manual Supplements, headed by a Log of Supplements page. When new supplements are received or existing supplements are revised, a new Log page will replace the previous one, since it contains a listing of all previous approvals, plus the new approval. The supplemental material will be added to the Section in accordance with the sequence specified on the Log page.

NOTE

Upon receipt of a new or revised supplement, compare the existing Log of Supplements in the handbook with the corresponding applicable Log page accompanying the new or revised supplement. It may occur that the Log page already in the handbook is dated later than the Log page accompanying the new or revised supplement. In any case, retain the Log page having the later date and discard the older Log page.
General Model G58

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WING AREA:
199.2 SQ FT

15 FT 11 IN

37 FT 10 IN

29 FT 10 IN

8 FT 11 IN

10.4 IN

9 FT 7 IN

76 IN DIAMETER

9 FT

7 IN

37 FT 10 IN

AIRPLANE THREE-VIEW

1-10

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GROUND TURNING CLEARANCE

A RADIUS FOR WING TIP................31 FT. 6 IN.
B RADIUS FOR NOSE WHEEL........15 FT. 6 IN.
C RADIUS FOR INSIDE GEAR.......7 FT. 11 IN.
D RADIUS FOR OUTSIDE GEAR.......17 FT. 6 IN.

TURNING RADIUS ARE PREDICATED ON THE USE OF PARTIAL BRAKING ACTION AND DIFFERENTIAL POWER.
Section 1
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DESCRIPTIVE DATA

ENGINES

NUMBER OF ENGINES
Two

ENGINE MANUFACTURER
Teledyne Continental Motors, Inc., (Mobile, Alabama)

ENGINE MODEL NUMBER
IO-550-C

ENGINE TYPE
Normally aspirated, Fuel-injected, direct-drive, air-cooled, six-cylinder, horizontally opposed, 550-cubic-inch displacement

HORSEPOWER RATING
300 H.P.

NUMBER OF PROPELLERS
Two

PROPELLER MANUFACTURER
Hartzell Propeller, Inc (Piqua, Ohio) holds the Supplemental Type Certificate (STC) for the installed propeller. Refer to supplement HPBE58-2 or AFMS 20002-1 in Section 9, SUPPLEMENTS.

NUMBER OF BLADES
Three

PROPELLER TYPE
Constant speed, full feathering, three-blade propeller using an aluminum hub and aluminum blades.
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FUEL  

APPROVED ENGINE FUELS  
Aviation Gasoline Grade 100LL (blue)  
Aviation Gasoline Grade 100 (green)  
Aviation Gasoline Grade 115/145 (purple)  
Chinese Aviation Gasoline RH-95/130  
Chinese Aviation Gasoline RH-100/130  

FUEL CAPACITY  

STANDARD SYSTEM  
Total Capacity ........................................ 200 Gallons  
Total Usable ........................................... 194 Gallons  

OPTIONAL SYSTEM  
Total Capacity ........................................ 172 Gallons  
Total Usable ........................................... 166 Gallons  

June, 2011
ENGINE OIL

OIL CAPACITY

Total .......................... 12 Quarts (each engine)

SPECIFICATION

Use MIL-L-22851 Ashless Dispersant Oils meeting the requirements of the latest revision of Teledyne Continental Motors Corporation Specification MHS-24B or current applicable Teledyne Continental Service Bulletin. Refer to Section 8, HANDLING, SERVICING AND MAINTENANCE for a list of approved oils.

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<th>Single Viscosity Grade Oil</th>
<th>Multiviscosity Grade Oil</th>
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<tr>
<td>Below 5°C</td>
<td>SAE 30 (max.)</td>
<td>15W-50, 20W-50</td>
</tr>
<tr>
<td>Above 5°C</td>
<td>SAE 50 (min.)</td>
<td>15W-50, 20W-50, 25W-60</td>
</tr>
</tbody>
</table>

When operating temperatures overlap indicated ranges, use the lighter grade of oil.

MAXIMUM CERTIFICATED WEIGHTS

Maximum Take-off Weight ...................... 5500 lbs
Maximum Landing Weight ...................... 5400 lbs
Maximum Ramp Weight ......................... 5524 lbs

CABIN AND ENTRY DIMENSIONS

Cabin Length .............................. 12 ft 7 in.
Cabin Width (max.) ......................... 3 ft 6 in.
Cabin Height (max.) ......................... 4 ft 2 in.
Fwd Cabin Door ............................. 37 in. wide x 36 in. high
Aft Utility Door ........................... 45 in. wide x 35 in. high

April, 2008
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Section 1
General

CABIN BAGGAGE VOLUMES
Aft Cabin Compartment . . . . . . . . . . . . . . . . . . . . . . . . . 37 cu ft
Between Spars . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 12 cu ft
Extended Rear Compartment. . . . . . . . . . . . . . . . . . . . . . 10 cu ft
Nose Compartment . . . . . . . . . . . . . . . . . . . . . . . . . . . . 18 cu ft

SPECIFIC LOADINGS
(AT MAXIMUM TAKE-OFF WEIGHT)
Wing Loading . . . . . . . . . . . . . . . . . . . . . . . . . . . 27.6 lbs/sq ft
Power Loading . . . . . . . . . . . . . . . . . . . . . . . . . . . 9.16 lbs/hp

SERVICE CEILING
Service Ceiling - Two Engines . . . . . . . . . . . . . . . . . . 20,688 ft

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY
The following glossary is applicable within this handbook.

GENERAL AIRSPEED TERMINOLOGY

CAS
*Calibrated Airspeed* is the indicated airspeed of an airplane corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.

GS
*Ground Speed* is the speed of an airplane relative to the ground.

IAS
*Indicated Airspeed* is the speed of an airplane as shown on the airspeed indicator when corrected for instrument error. IAS values published in this handbook assume zero instrument error.

KCAS
*Calibrated Airspeed* expressed in knots.

KIAS
*Indicated Airspeed* expressed in knots.

December, 2009
Section 1

Hawker Beechcraft Corporation
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TAS

*True Airspeed* is the airspeed of an airplane relative to undisturbed air, which is the CAS corrected for altitude, temperature, and compressibility.

VMCA

*Air Minimum Control Speed* is the minimum flight speed at which the airplane is directionally controllable as determined in accordance with Title 14 Code of Federal Regulations. The airplane certification conditions include one engine becoming inoperative and windmilling; a 5° bank towards the operative engine; take-off power on operative engine; landing gear up; flaps in take-off position; and most rearward C.G. For some conditions of weight and altitude, stall can be encountered at speeds above VMCA as established by the certification procedure described above, in which event stall speed must be regarded as the limit of effective directional control.

VSSE

*Intentional One-Engine-Inoperative Speed* is a speed above both VMCA and stall speed, selected to provide a margin of lateral and directional control when one engine is suddenly rendered inoperative. Intentional failing of one engine below this speed is not recommended.

VA

*Maneuvering Speed* is the maximum speed at which application of full available aerodynamic control will not overstress the airplane.

VF

*Design Flap Speed* is the highest speed permissible at which wing flaps may be actuated.
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V_{FE} \textit{Maximum Flap Extended Speed} is the highest speed permissible with wing flaps in a prescribed extended position.

V_{LE} \textit{Maximum Landing Gear Extended Speed} is the maximum speed at which an airplane can be safely flown with the landing gear extended.

V_{LO} \textit{Maximum Landing Gear Operating Speed} is the maximum speed at which the landing gear can be safely extended or retracted.

V_{NE} \textit{Never Exceed Speed} is the speed limit that may not be exceeded at any time.

V_{NO} or V_{C} \textit{Maximum Structural Cruising Speed} is the speed that should not be exceeded except in smooth air and then only with caution.

V_{S} \textit{Stalling Speed} or the minimum steady flight speed at which the airplane is controllable.

V_{SO} \textit{Stalling Speed} or the minimum steady flight speed at which the airplane is controllable in the landing configuration.

V_{X} \textit{Best Angle-of-Climb Speed} is the airspeed which delivers the greatest gain of altitude in the shortest possible horizontal distance.

V_{Y} \textit{Best Rate-of-Climb Speed} is the airspeed which delivers the greatest gain in altitude in the shortest possible time.
METEOROLOGICAL TERMINOLOGY

Flight in Icing Conditions
Flight when the OAT is 5°C (41°F) or colder, and in the presence of visible moisture.

Indicated Pressure Altitude
The number actually read from an altimeter when the barometric subscale has been set to 29.92 inches of mercury (1013.2 millibars).

ISA
*International Standard Atmosphere* in which:
1. The air is a dry perfect gas;
2. The temperature at sea level is 15°C (59°F);
3. The pressure at sea level is 29.92 inches of mercury (1013.2 millibars);
4. The temperature gradient from sea level to the altitude at which the temperature is -56.5°C (-69.7°F) is -0.00198°C (-0.003566°F) per foot and zero above that altitude.

OAT
*Outside Air Temperature* is static free air temperature, displayed in the OAT Box located in the lower left corner of the PFD, or from ground meteorological sources.

Pressure Altitude
Altitude measured from standard sea-level pressure (29.92 in. Hg/1013.2 millibars) by a pressure (barometric) altimeter. It is the indicated pressure altitude corrected for position and instrument error. In this handbook, altimeter instrument errors are assumed to be zero. Position errors may be obtained from the Altimeter Correction graphs.
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Station Pressure
Actual atmospheric pressure at field elevation.

Wind
The wind velocities recorded as variables on the charts of this handbook are to be understood as the headwind or tailwind components of the reported winds.

POWER TERMINOLOGY

Cruise Climb
Power recommended for cruise climb.

Economy Cruise
The lowest power setting for which cruise power settings are presented.

Maximum Cruise
The highest power settings recommended for cruise.

Recommended Cruise
Intermediate power settings for which cruise power settings are presented.

Take-off and Maximum Continuous
Highest power rating not limited by time. To be used only for conditions which warrant the use of this rating.

ENGINE CONTROLS AND INSTRUMENTS TERMINOLOGY

EGT
The Exhaust Gas Temperature Display is used to identify the lean and best-power fuel flow mixtures for various power settings during cruise.

Manifold Pressure
The regulated absolute air pressure in the intake manifold of the engine located between the throttle valve and the cylinders.

Manifold Pressure Display
Displays the absolute pressure in the intake manifold of an engine, expressed in inches of mercury (in. Hg).
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<tr>
<td>Mixture Control</td>
<td>This lever, in the idle cut-off position, stops the flow of fuel at the injectors and in the intermediate through the full rich positions, regulates the fuel air mixture.</td>
</tr>
<tr>
<td>Propeller Control</td>
<td>Used to control the RPM setting of the propeller governor. Movement of the control results in an increase or decrease in prop RPM.</td>
</tr>
<tr>
<td>Propeller Governor</td>
<td>Regulates the RPM of the engine/propeller by increasing or decreasing the propeller pitch through a pitch change mechanism in the propeller hub.</td>
</tr>
<tr>
<td>Tachometer</td>
<td>Displays the rotational speed of the propeller in revolutions per minute (RPM).</td>
</tr>
<tr>
<td>Throttle Control</td>
<td>Used to control power by introducing fuel-air mixture into the intake passages of an engine. Settings are reflected by readings on the manifold pressure display.</td>
</tr>
</tbody>
</table>

**AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY**

<table>
<thead>
<tr>
<th>Accelerate-Stop Distance</th>
<th>The distance required to accelerate an airplane to a specified speed and, assuming failure of an engine at the instant that speed is attained, to bring the airplane to a stop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accelerate-Go Distance</td>
<td>The distance required to accelerate an airplane to a specified speed and, assuming failure of an engine at the instant that speed is attained, feather inoperative propeller and continue takeoff on the remaining engine to a height of 50 feet.</td>
</tr>
<tr>
<td>Climb Gradient</td>
<td>The ratio of the change in height during a portion of a climb to the horizontal distance traversed in the same time interval.</td>
</tr>
</tbody>
</table>
WEIGHT AND BALANCE TERMINOLOGY

**Airplane Center of Gravity (C.G.)**
The point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.

**Arm**
The horizontal distance from the reference datum to the center of gravity (C.G.) of an item.

**Basic Empty Weight**
The weight of an empty airplane including full engine oil and unusable fuel. This equals empty weight plus the weight of unusable fuel, and the weight of all the engine oil required to fill the lines and tanks.

**C.G. Arm**
The arm obtained by adding the airplane’s individual moments and dividing by the sum of the total weight.

**C.G. Limits**
The extreme center of gravity locations within which the airplane must be operated at a given weight.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jack Points</td>
<td>Points on the airplane identified by the manufacturer as suitable for supporting the airplane for weighing or other purposes.</td>
</tr>
<tr>
<td>Leveling Points</td>
<td>Those points which are used during the weighing process to level the airplane.</td>
</tr>
<tr>
<td>Maximum Ramp Weight</td>
<td>Maximum weight approved for ground maneuvering (includes weight of start, taxi, and run up fuel).</td>
</tr>
<tr>
<td>Maximum Take-off Weight</td>
<td>Maximum weight approved for the start of the take-off run.</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>Maximum weight approved for the landing touchdown.</td>
</tr>
<tr>
<td>Moment</td>
<td>The product of the weight of an item multiplied by its arm. (Moment divided by a constant is used to simplify balance calculations by reducing the number of digits)</td>
</tr>
<tr>
<td>Payload</td>
<td>Weight of occupants, cargo and baggage.</td>
</tr>
<tr>
<td>Reference Datum</td>
<td>An imaginary vertical plane from which all horizontal distances are measured for balance purposes.</td>
</tr>
<tr>
<td>Empty Weight</td>
<td>The weight of an empty airplane before any oil or fuel has been added. This includes all permanently installed equipment, fixed ballast, full hydraulic fluid, full chemical toilet fluid, and all other operating fluids full, except that the engines, tanks, and lines do not contain any engine oil or fuel.</td>
</tr>
<tr>
<td>Engine Oil Station</td>
<td>Total system oil including undrainable.</td>
</tr>
<tr>
<td></td>
<td>A location along the airplane fuselage usually given in terms of distance from the reference datum.</td>
</tr>
</tbody>
</table>
Hawker Beechcraft Corporation
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Tare
The weight of chocks, blocks, stands, etc., used on the scales when weighing an airplane.

Usable Fuel
Fuel that is not available for flight planning.

Useful Load
Difference between Ramp Weight, and Basic Empty Weight.

Usable Fuel
Fuel available for flight planning.

Maximum Zero Fuel Weight
Maximum weight exclusive of usable fuel.

ACRONYMS

Generic:
ADC . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Air Data Computer
AHRS . . . . . . . . . . . . . . . . . . . . . . . . . . Attitude and Heading Reference System
GPS . . . . . . . . . . . . . . . . . . . . . . . . . . Global Positioning System
GPWS . . . . . . . . . . . . . . . . . . . . . . . . . . Ground Proximity Warning System
LNAV . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Lateral Navigation
LPV . . . . . . . . . . Localizer Performance with Vertical Guidance
LRU . . . . . . . . . . . . . . . . . . . . . . . . . . . Line Replaceable Unit
MFD . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Multifunction Display
PFD . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Primary Flight Display
RNAV . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Area Navigation
SBAS . . . . . . . . . . . . . . . . . . . . . . . . . Satellite Based Augmentation System
(equivalent to WAAS in the United States)
TAWS . . . . . . . . . . . Terrain Awareness and Warning System
VNAV or (VNV). . . . . . . . . . . . . . . . . . . . . Vertical Navigation
WAAS . . . . . . . . . . . . . . . . . . . . . . . . . . Wide Area Augmentation System
Section 1  
Hawker Beechcraft Corporation  
Model G58

Garmin:  
GDC ............... Garmin Air Data Computer  
GDU .................... Garmin Display Unit  
GEA  ...................... Garmin Engine Airframe Unit  
GIA ...................... Garmin Integrated Avionics Unit  
GDL ...................... Garmin Data Link  
GMA  ...................... Garmin Audio Panel  
GMU  ...................... Garmin Magnetometer Unit  
GRS .............. Garmin Attitude and Heading Reference System  
GSA  ...................... Garmin Autopilot Servo  
GSM ...................... Garmin Autopilot Servo Mount  
GTX ...................... Garmin Transponder  
GWX  ...................... Garmin Airborne Weather Radar