

A220-300 handling

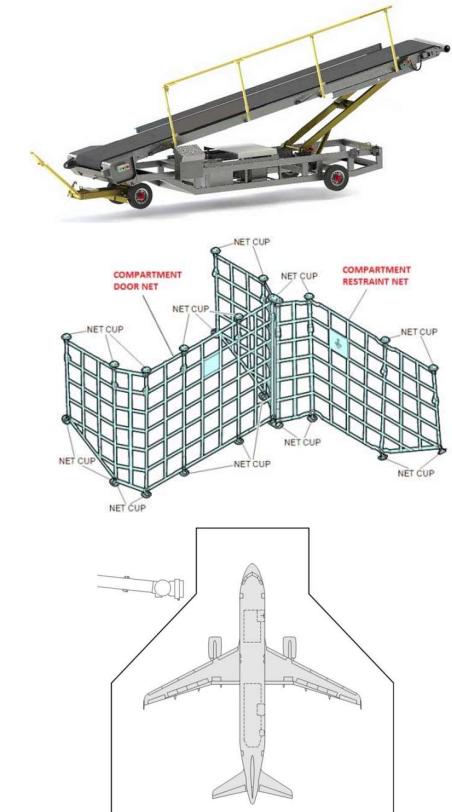
*During the flight handling on the ground it is mandatory to follow procedures to avoid impact on flight safety and a/c damage.
We would like to remind you of three important rules:*

A "No Touch" policy

When positioning GSE, ensure that a clearance is maintained between all GSE and the aircraft to allow for vertical movement of the fuselage during the entire ground handling process.

All safety rails must be fully retracted/lowered during positioning and removal where possible.

After positioning equipment on the aircraft, raise or extend all safety rail/s on conveyor belts, loaders and other elevated devices—except where restricted by aircraft type.



Cargo compartment nets - protection nets are properly fitted

The cargo compartment nets keep the load in its position and do not let the load to hit the cargo compartment door. There are two types of cargo compartment nets: the compartment door net and the compartment restraint net.

Before closing the cargo doors, ensure: that load restraint and door protection nets are properly fitted, even if the compartments are empty.

GSE positioning - Keep at least 3 m

Baggage trolleys - It is strictly prohibited to drive with baggage vehicle closer than 3 m from the aircraft fuselage and movement of baggage trolleys must be done by human power, but not closer than 1.5 m from the aircraft.

A tractor or an electric baggage tug - Keep at least 3 m. away from the fuselage.

Read and Signed confirmation shall be sent to Ground_DOC@airbaltic.com