

SAFE AIRCRAFT HANDLING PRACTICES

WEIGHT AND BALANCE

In 2023, airBaltic has observed an increase in aircraft Weight and Balance errors.

Deviation of calculated W&B data from the actual condition prior to take-off poses risks can lead to incorrect take-off and landing performance calculations and inadequate stabilizer trim selection. These factors can influence aircraft handling characteristics, potentially leading to controllability issues.

The main discrepancies were observed in the loading of the aircraft within the same hold (FWD or AFT) and cargo/mail weight deviations from actually loaded and reported.

The following reasons have contributed to the W&B errors:

- Aircraft not loaded according to load planning (LIR)
- Loadsheet issued before actual loading completed
- Compartments not actually checked
- Verbal reporting for Ramp clearance

To avoid deviations between actual load and reported data the following steps shall be taken:

- Loading according Loading Instruction
- If the cargo was actually loaded in another compartment as planned, inform BT CLC to update the system
- Complete loading before Ramp Clearance
- Visual check compartments after loading completed
- Crosscheck data in Loadsheet if Mobile Ramp used
- Double-check actual cargo/mail with manifest

A220-300



AFT hold
CPT4 and CPT 3

FWD hold
CPT2 and CPT1

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