

FIJI AERONAUTICAL INFORMATION CIRCULAR



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THIS AERONAUTICAL INFORMATION CIRCULAR CANCELS AIC 7/79 AND 4/80

AIR NAVIGATION REGULATIONS 41, 31(2) AND 35 REFER

LOADING OF AIRCRAFT

The attention of all operators, aircrew and airline traffic personnel is drawn to the requirements of Regulation 41 of the Air Navigation Regulations, 1981 concerning the loading of aircraft.

The ultimate responsibility for ensuring that an aircraft is loaded correctly and that the load is so distributed and secured that it may safely be carried on the intended flight, rests with the pilot in command of the aircraft (Regulation 31(2)(d)). In addition, in the case of an aircraft being loaded for a flight for the purpose of public transport, Regulation 41 requires that this be conducted under the supervision of a person (who may also be the pilot in command) who has been furnished with written instructions as to the distribution and securing of the load to ensure safe carriage and compliance with any conditions that may be in force in that regard. Operators have already been reminded of the requirement for the written instructions and provided with guidance as to its contents.

The regulation also details the requirements relating to the preparation and contents of aircraft load sheets and provides for the use of standard weights of passengers and baggage under certain circumstances. All concerned are reminded that standard weights SHALL NOT be used in the case of aircraft of which the maximum total weight authorised is 18,000kg or below or which has a total seating capacity of under 30 persons. Under these circumstances the weight of passengers/crew and baggage recorded on the load sheet shall be the actual weight of each person or piece of baggage and for this purpose every person or piece of baggage shall be separately weighed.

The importance of accuracy in load sheet preparation is stressed. In the case of some smaller aircraft presently in use in Fiji, an increase of 100kg in the weight could result in as much as a 5% increase in the landing or take-off distance required – a critical factor at smaller airports.

Where items of cargo and baggage are carried in the passenger compartment of aircraft, loading and aircraft crew must be aware of the inherent danger of unsecured loads. Such loads should not obstruct the normal and emergency exits

for the crew and passengers or access to emergency equipment. Appropriate restraints should be installed and these should be capable of withstanding the inertia forces in the event of an emergency situation developing. Operators should ensure that floor areas on which baggage or cargo is carried are structurally capable of accommodating the weight, and that these are suitably placarded and promulgated in the appropriate manual or instructions.

Any hand baggage carried on board by passengers should be restricted in weight, shape or dimensions as may be safely carried in the passenger compartment. Unless covered overhead lockers are provided, heavy hand baggage should be placed under the seat. Operators should make available to passengers or company personnel supervising the embarkation of passengers, the dimensions of the underseat space applicable to each type of aircraft. Cargo and baggage may be secured to a vacant seat provided that the resulting forces applied will not be greater than would be applicable by an adult passenger and the size and dimensions are such that no obstruction or danger would result in an emergency situation.

The attention of the pilot in command of an aircraft engaged on a flight for the public transport of passengers is also drawn to Regulation 35(e), in particular to the requirement to ensure that during any take-off or landing each person on board occupies an approved seat with a separate safety belt or harness properly secured about that person except that in the case of a person under two years of age he/she may be held by an adult occupying a seat.