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SECTION 7: LOAD

7.1 Procedures





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Clipper National Air S.A.



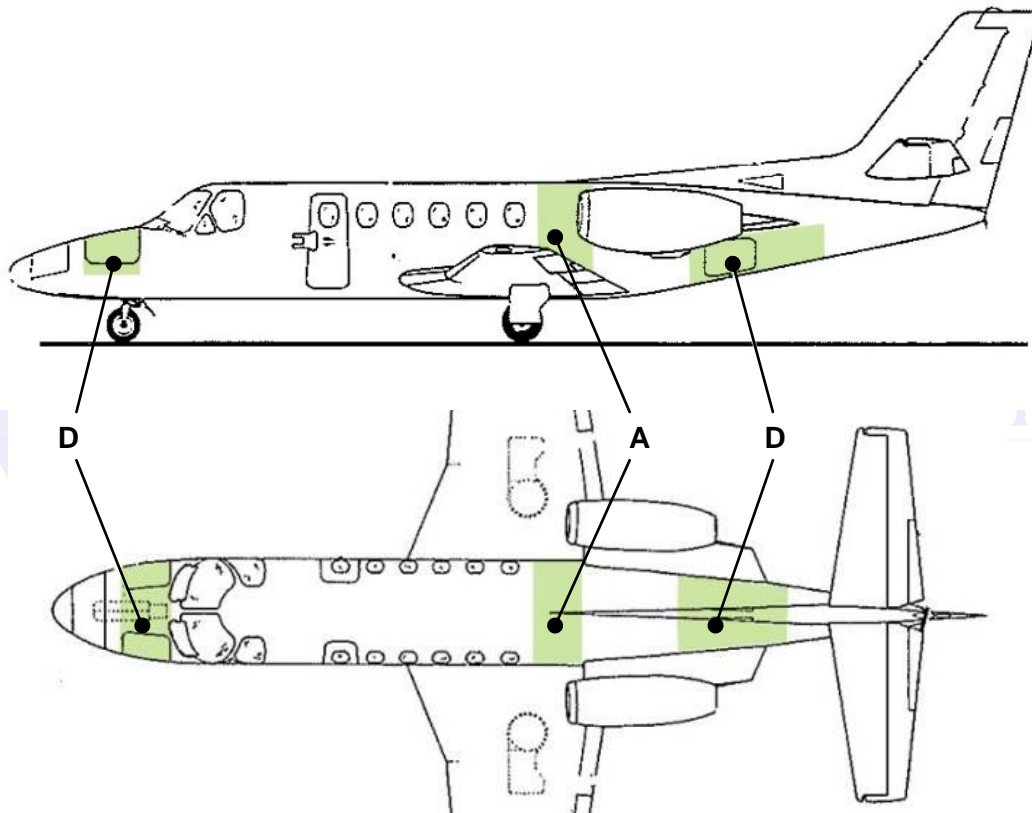
7.1 Procedures

Although Clipper National Air does cargo flights, it provides basic instructions for loading and stowage of baggage of passengers, and payload which generally carry with them in aircraft cargo compartments. MO-A 8.2.2.d.

A) SETUP DOORS AND HOLDS MAXIMUM WEIGHTS

Cargo compartments are classified according to their accessibility during flight, possibility of being isolated with respect to ventilation and type fire extinguishing system which can arise inside.


The C550 Company has the following compartments:



Holds:

Class A: A cargo or baggage compartment in which presence of fire could be discovered by any member of the crew from his post and has easy access to any part of it in flight.

Class D: Two compartments for cargo or luggage, unpressurized, which appear a fire, would be completely confined without endangering the safety of the aircraft and its passengers at risk. Watertight compartment used to prevent and suppress fire. A fire that occurs within it does not progress beyond its limits. It is mainly used to contain the luggage ticket, presenting a low risk of ignition, since the very oxygen reduction at cruise altitudes further decreases the chances of combustion in these compartments.

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Limitations of the holds:

	Doors measures	Volume	Weight
Nose baggage	width - 26.25 inches height - 20.00 inches	15.40 cubic feet	Limit 330 pounds Maximum allowed by the company 250 pounds
Cabin baggage	Cabin door: width - 23.50 inches height: 4.23 feet	36.00 cubic feet	Limit 600 pounds Maximum allowed by the company 300 pounds
Tailcone baggage	width: 26.25 inches 20.50 inches	25.00 cubic feet	Limit 500 pounds

B) PROCEDURE AND SEQUENCE FOR LOADING OF AIRCRAFT

Load procedure:

Arriving luggage or cargo to the aircraft Commander will distribute it according with the provisions of load sheet, checking weight and will, if necessary, a LMC or new load sheet.

Once luggage/cargo placed and stowed, will be fixed using straps and tie-down available to avoid their displacement inside the holds and thus ensure its immobility. Then close the holds door

Commander checks and sign the load sheet once copilot has informed if passengers' number is correct and the baggage/load is fixed and stowed in accordance with load sheet

Download procedure:

Once engines stopped and chocks placed, Copilot will take baggage of holds, delivery to Handling.

C) HEAVY AND BULKY LOADS AND SPECIAL GOODS, AND CLAMPING ELEMENTS.

Due the holds characteristics (doors capacity and dimensions) is not possible transport heavy or bulky loads.

The maximum weight per package is not defined but should be easy manageable manually for the pilot that the loading and unloading.

In special loads case, animals must be properly caged in passengers cabin accompanied by their owners. Transport in aircraft hold of living beings is not possible due to fact that holds are unpressurized.

Clamping elements:

Each hold has the tie-down points located on the floor and some straps of different lengths with mechanisms on the end of the device to immobilise the luggage/cargo transported.