

Losch EasyLoad

The challenge - BULK aircraft handling

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The challenge - BULK aircraft handling

- Loading and unloading aircraft is an extremely physically and mentally demanding task.
- The employees who carry out this activity on a daily basis are particularly affected by this.
- Depending on the type of aircraft, they have to handle hundreds of items of baggage and freight within a very short space of time and in the tightest of spaces.
- And cargo in the shortest possible time and in the tightest of spaces, always ensuring the safety of their own health, the aircraft, the baggage and the cargo.

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Compartment	Net Section	Maximum Load per Net Section (kg) ¹	Maximum Load per Compartment (kg) ¹	Maximum Cumulative Capacity (kg)	Maximum Running Load (kg/m)	Maximum Floor Load (kg/m²)	Usable Volume (m³)
4	33	1121	2083		700		4.5
	41	919			570		3.8
	42	1164			725		4.7
5			1497		460		5.8

¹ including weight of crew baggage

11.3.1.2 A321 - ACT Installed

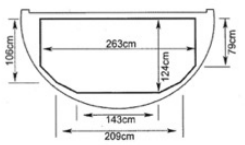
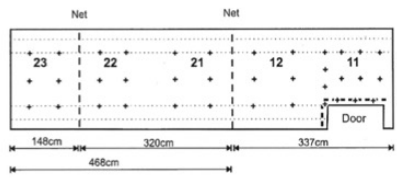
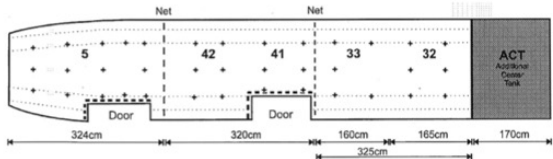
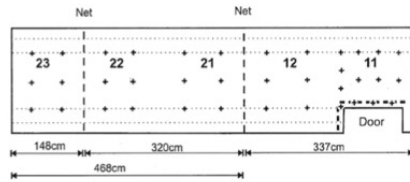
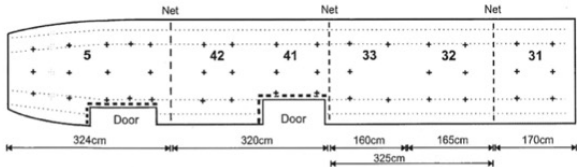


Fig. 11-31: A321 Net Sections, ACT Installed

11.3.1.1 A321 - No ACT Installed



* Fittings for attachment of tie-down rings

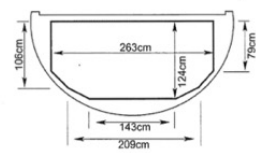


Fig. 11-30: A321 Net Sections, No ACT Installed

A321 Weight Limitations, No ACT Installed

Compartment	Net Section	Maximum Load per Net Section (kg) ¹	Maximum Load per Compartment (kg) ¹	Maximum Cumulative Capacity (kg)	Maximum Running Load (kg/m)	Maximum Floor Load (kg/m²)	Usable Volume (m³)
1	11	1013	2202	5670	570	732	4.0
	12	1189			740		4.7
	21	1189			740		4.7
2	22	1189	3468	5670	740	732	4.7
	23	1090			735		4.4
	31	1289			735		5.1
3	32	1177	3587	7298	735	732	4.9

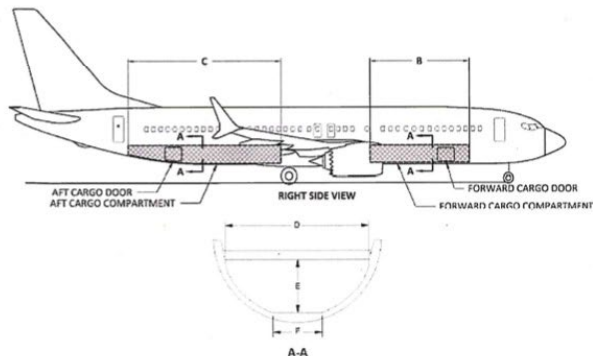
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Key facts in an example A321

- 1.34 m straight floor surface width
- 1.24 m working height
- Up to 6.5 m max hold length bridging (Hold 2/1)
- Up to 4.95 m max hold length bridging (Hold 3)



1.2.7 Compartment Volumes B737-8



LOWER LOBE CARGO/BAGGAGE COMPARTMENT SIZES		
AIRPLANE MODEL	FORWARD COMPARTMENT (B)	AFT COMPARTMENT (C)
737-8/-8-200/BBJ8	24 FT - 8 IN (7.52 M)	35 FT - 8 IN (10.87 M)

SECT A-A	FORWARD CARGO COMPARTMENT	AFT CARGO COMPARTMENT FORWARD BULKHEAD	AFT CARGO COMPARTMENT AFT BULKHEAD
D	10 FT - 0 IN (3.05 M)	9 FT - 7 IN (2.92 M)	6 FT - 10 IN (2.08 M)
E	3 FT - 8 IN (1.12 M)	3 FT - 11 IN (1.19 M)	1 FT - 11 IN (0.59 M)
F	4 FT - 0 IN (1.22 M)	4 FT - 0 IN (1.22 M)	4 FT - 0 IN (1.22 M)

MAXIMUM LOWER LOBE CARGO/BAGGAGE COMPARTMENT VOLUMES			
AIRPLANE MODEL	FORWARD COMPARTMENT BULK CARGO	AFT COMPARTMENT BULK CARGO	TOTAL BULK CARGO
737-8/-8-200/BBJ8	660 CU FT (18.7 CU M)	883 CU FT (25.0 CU M)	1,543 CU FT (43.7 CU M)

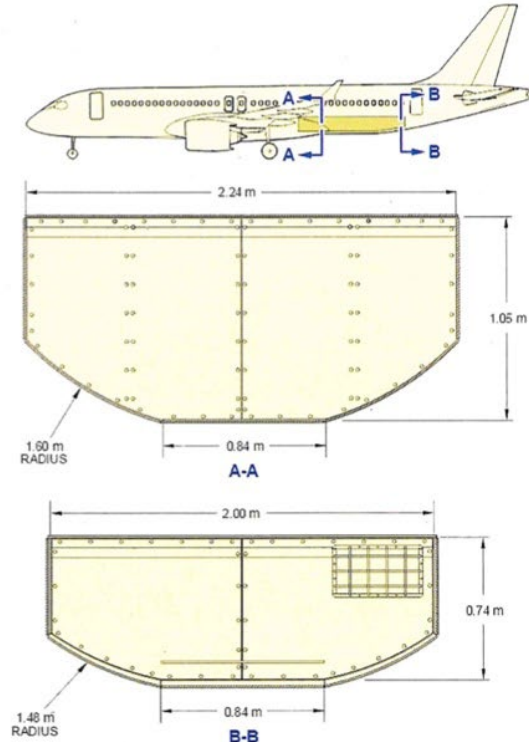
Key facts in an example B 738

- 1.22 m straight floor surface width
- 1.12 – 1.19 m working height
- Up to 5 m max hold length bridging (Hold 2)
- Up to 7 m max hold length bridging (Hold 3)

Compartment floors and heights, continued

The diagram below is referenced with diagram "Cargo hold" on the previous page and shows cargo hold floor and height dimensions from the perspective of Section A - A and B - B

AFT Cargo hold



Ground Operations Manual

Key facts in an example A 220

- 0.84 m straight floor surface width
- 0.74 m working height
- Up to 5 m max hold length bridging (Hold 3/4)



Solutions?

- Ramp Snake
- Power Stow
- has been around for about 17 years
- - The new generation is very good and also saves an operator in the Hold
- - Challenge? The ground handler has high **costs** (investment, continuous maintenance and maintenance, redundancy), delivery times, a considerable A/C damage risk and an existing fleet of normal conveyor belts



the fast, simple and safe system for loading and unloading an aircraft.

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- ✓ Easy handling
- ✓ Useable in every (!) hold
- ✓ Simplest distance bridging
- ✓ efficient loading and unloading
- ✓ No loss of productivity during shifts
- ✓ Less baggage damage
- ✓ Lower risk of injury
- ✓ Lower risk of aircraft damage
- ✓ physical relief for the employee by up to 38.3%
(confirmed by the BG Verkehr)
- ✓ no complicated and costly maintenance necessary

Thank you....

Q & A

