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of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

SUBJECT: Weight and Balance Control Methods: Auxiliary Performance Computer

Purpose: This InFO has several purposes:

A. To call attention to the importance of operating procedures and flightcrew training relating to auxiliary performance computers (APC), sometimes called auxiliary performance laptop computers (LAPC).

B. To cause operators to review those procedures and related training to ensure their adequacy, if APC is to be used in the operator's approved weight and balance control system.

C. In response to National Transportation Safety Board (NTSB) safety recommendation A-00-95 and supersedes Flight Standards Information Bulletin for Air Transportation (FSAT) 02-03.

Background:

A. *The accident.* A heavy jet operating in cargo-only service was involved in a hard-landing accident. That accident caused minor injuries to the occupants and total loss of the airplane. The NTSB determined, among other things, that the flightcrew miscalculated the runway length required for the landing, creating a sense of urgency to touch down early and initiate maximum braking immediately.

B. *NTSB recommendation.* Concerned that some flightcrew members may lack proficiency in the operation of APC (or LAPC), the NTSB recommended that a principal operations inspector (POI) of a part 121 carrier conduct a review of APC and ensure the adequacy of training and procedures, including interpretation of the data generated by APC, such as required landing distance.

C. *FAA requirements.* 14 CFR part 119, section 119.49 specifies that a part 121 certificate holder must obtain operations specifications (OpSpecs) containing FAA authorization for its method of controlling weight and balance of aircraft. That authorization is granted, in part, upon a demonstration by the certificate holder that flightcrew training in that method is adequate, as

required by part 121, section 121.419 and other sections. Approval of aircraft specific weight and balance procedures is accomplished through the issuance of OpSpec paragraph E096.

Recommended action: Directors of safety and directors of operations should be familiar with the content of this InFO. In addition, the certificate holder's Director of Operations should conduct a review of the procedures and flightcrew training related to APC (or LAPC). Upon completion of the review, if any areas in which procedures and flightcrew training in APC need to be improved, the operator needs to develop and implement a remediation strategy to correct those inadequacies.