



LoadControl

The automated solution for ideal load distribution

LoadControl creates value

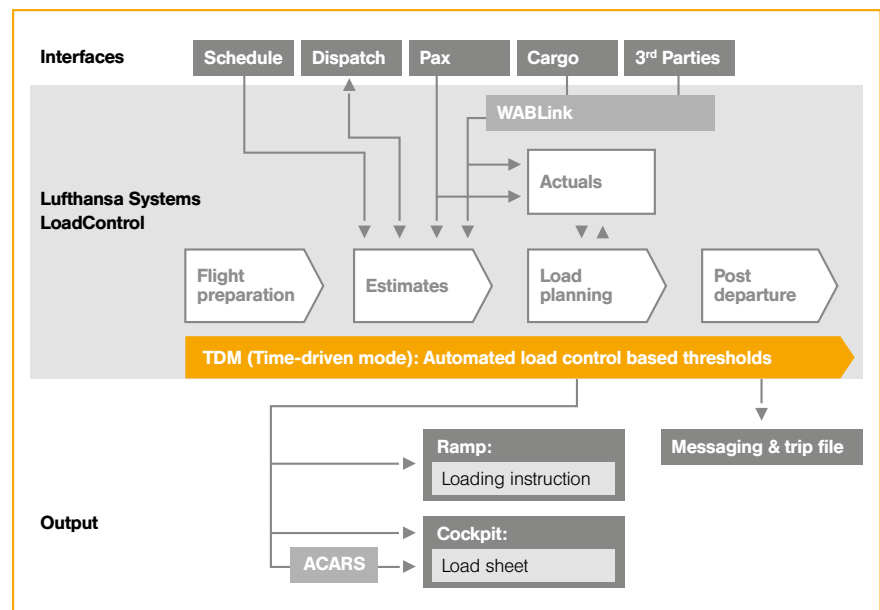
- Productivity increases through advanced automation capabilities
- Flexible set-up for different load planning approaches (centralized vs. distributed)
- Fuel savings through optimized load and trim
- Higher payload possible
- Reduced staff and training expenses

Guaranteeing a comfortable, safe flight is of paramount importance for any airline – as well as optimizing the capabilities of its fleet. Therefore finding the ideal load distribution is a task which has to be tackled prior to every departure.

Load control is an interface process between passenger and cargo handling on the one hand and flight dispatch on the other hand. Data for passengers, baggage, mail, cargo, fuel, and equipment has to

be handled in an efficient manner to avoid any process disruptions and thus possible delays. Moreover, a well-positioned center of gravity reduces the fuel bill – a welcome side effect.

Lufthansa Systems has the know-how to support you, and we have the track record to prove it: Approximately 3,000 daily flights and more than 75 handled airlines rely on our accumulated industry expertise.



LoadControl process



Features and functions

With the help of Lufthansa Systems LoadControl the aircraft handling process can be largely automated and thus accelerated. Our solution offers a streamlined workflow with dispatch and easily integrates different data sources such as booking estimates, check-in figures, cargo and mail data as well as any other 3rd party provider input. All entered figures are extensively background-checked for validity.

For load distribution, the load controller simply drags and drops the items onto the positions of the respective aircraft loading map. The direct effect each loaded item has on the center of gravity is displayed by a trim bar with the current forward and aft limits. Additionally, Lufthansa Systems LoadControl has a rules-based auto-load planning capability considering weight and

trim limits as well as customizable loading priorities. Also, flights can be handled completely automatically based on time thresholds (time-driven mode).

The provisioning of the load sheet can be done either on printers or via ACARS directly into the cockpit. Post-departure messages (LDM, CPM, UCM) are sent automatically, and an electronic trip file containing all load control transactions for the corresponding flight is created.

We use a well-balanced mix of proven technologies for the high-performance back-end and modern front-ends: Java-based fat clients or slim browser-based clients with web services functionality. Both have the advantage of being business process-oriented, graphical user interfaces that are easy to learn.

Lufthansa Systems LoadControl also blends into our Passenger Management System as it can be run on a stand-alone basis, and we constantly enhance it with additional modules for extra business value.

System requirements

- Windows NT/2000/XP
- 500 MHz PIII CPU recommended
- 256 MB RAM recommended
- connected 80-column Unisys host printer
- recommended monitor resolution 1024 x 768
- Java 1.4.2
- Unisys Emulation InfoConnect

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