

And it represents the first real solution to a problem for which the aviation industry has yet to find a satisfactory answer. After over 90 years of flying the skies.

**" If the Aldis System had been around in 1983, I would have known I had insufficient fuel before I took off!**

**" I have always found it incredible that it is standard procedure to weigh and check the balance of trucks, rail-cars and ships, but it is still not standard procedure to weigh and check the balance of aircraft."**

*Air Canada's Captain Bob Pearson, author of the best-seller Freefall (41,000 Feet and Out of Fuel).*

### **Traditional/Rejected Systems**

To better understand and appreciate the differences between the unique ALDIS System and those which preceded it, one must go back many years to some of the first developed and adopted aircraft weight and balance systems.

The most popular of these were known as "ON BOARD" weighing systems and were built into the undercarriage structures of aircraft. Because of limitations and drawbacks inherent in their designs - dictated by weight, space, principles employed, environment and costs - these systems have by and large been abandoned by carriers worldwide.

Major contributing factors in this regard have been their extremely high acquisition costs, up to millions of dollars per plane, clearly adding to

the capital cost of the aircraft. Another acknowledged problem with such systems is that they are vulnerable, particularly to heavy landings.

As a result, a large section of the aviation community today carries out its take-off procedures based purely on the calculated and estimated load condition of its aircraft.

### **A Safer Alternative**

With the ALDIS System, guesswork and the possibility of human error are eliminated. Here's how it works.

As each aircraft approaches the master weighing platform, its respective wheels are engaged by the appropriate weight pads or platforms. These pads or platforms are sensor activated and computer linked for measuring the wheel loads.

As the aircraft wheels are collectively and individually weighed, their loads are compared with the specification for that particular aircraft entered into the computer. They are also compared with the calculated and estimated figures on the conventional load sheet, which may also be entered into the computer.

This information is instantly available to the pilot, and others via a mainframe, and thus he receives confirmation of the individual wheel loadings together with a take-off weight and balance condition for his aircraft.

Moreover, the ALDIS System takes advantage of codes used on the individual aircraft and, using sensors, accesses the weighing system computer for many characteristics of the aircraft to be weighed. Computer

Passengers fly more safely thanks to ALDIS™ System.

