

BOP.ADD.600 System for determining the mass

Regulation (EU) 2018/395

1. The operator shall establish a system specifying how all of the following items are accurately determined for each flight, so as to enable the pilot-in-command to verify that the limitations of the AFM are complied with:
 1. balloon empty mass;
 2. mass of the traffic load;
 3. mass of the fuel or ballast load;
 4. take-off mass;
 5. loading of the balloon performed under the supervision of the pilot-in-command or qualified personnel;
 6. preparation and disposition of all documentation.
2. The mass computation based on electronic calculations shall be replicable by the pilot-in-command.
3. The mass documentation, specifying the items listed in point (a), shall be prepared prior to each flight and documented in an operational flight plan.

AMC1 BOP.ADD.600(a)(2) System for determining the mass

ED Decision 2018/004/R

1. Traffic load should be determined by actual weighing, or by calculating masses for passengers, persons other than flight crew members and baggage as follows:
 1. Passenger mass may be calculated on the basis of a statement by, or on behalf of, each passenger, adding to it a predetermined mass to account for hand baggage and clothing.
 2. The predetermined mass for hand baggage and clothing should be established by the operator on the basis of experience relevant to its particular operation. In any case, it should not be less than:
 1. 4 kg for clothing; and
 2. 3 kg for hand baggage.
 3. The passengers' stated mass, the mass of passengers' clothing and hand baggage should be checked prior to boarding and adjusted, if necessary.
 4. When determining the actual mass by weighing, passengers' personal belongings and hand baggage should be included.

AMC1 BOP.ADD.600(a)(6) System for determining the mass

ED Decision 2018/004/R

DOCUMENTATION

1. Mass documentation should include the following:
 1. balloon registration and type;
 2. date and flight identification;
 3. name of the pilot-in-command;
 4. name of the person who prepared the document;
 5. empty mass;
 6. mass of the fuel or ballast at take-off;
 7. load components including passengers, baggage and, if applicable, freight;
 8. maximum take-off mass allowed by the AFM according to temperature and altitude; and
 9. limiting mass values.
2. The mass documentation should enable the pilot-in-command to determine that the load is within the mass limits of the balloon.
3. The information above may be available in flight planning documents, or other documents readily available for use, or mass systems.
4. Any last-minute change should be brought to the attention of the pilot-in-command and entered in the documents containing the mass information. The operator should specify the maximum last-minute change allowed in passenger numbers. New mass documentation should be prepared if this maximum number is exceeded.
5. Where mass documentation is generated by a computerised mass system, the operator should verify the integrity of the output data at intervals not exceeding 6 months.
6. A copy of the final mass documentation should be made available to the pilot-in-command for his or her acceptance.

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LIMITING MASS VALUES

The limiting mass values contained in the mass documentation are those stipulated in the AFM.

→ [Appendix](#)

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