



**ULDCARE**

*Compliance Airworthiness Regulations Education*

# ULD CARE Achievements 2014-2015

28th ULD CARE ANNUAL CONFERENCE  
August 31- September 3  
2015

# Review of the past 12 months

- ULD CARE Accomplishments
- ULD CARE Facts and Statistics
- Industry Developments
- Relationship with Other Organisations



# ULD CARE Accomplishments

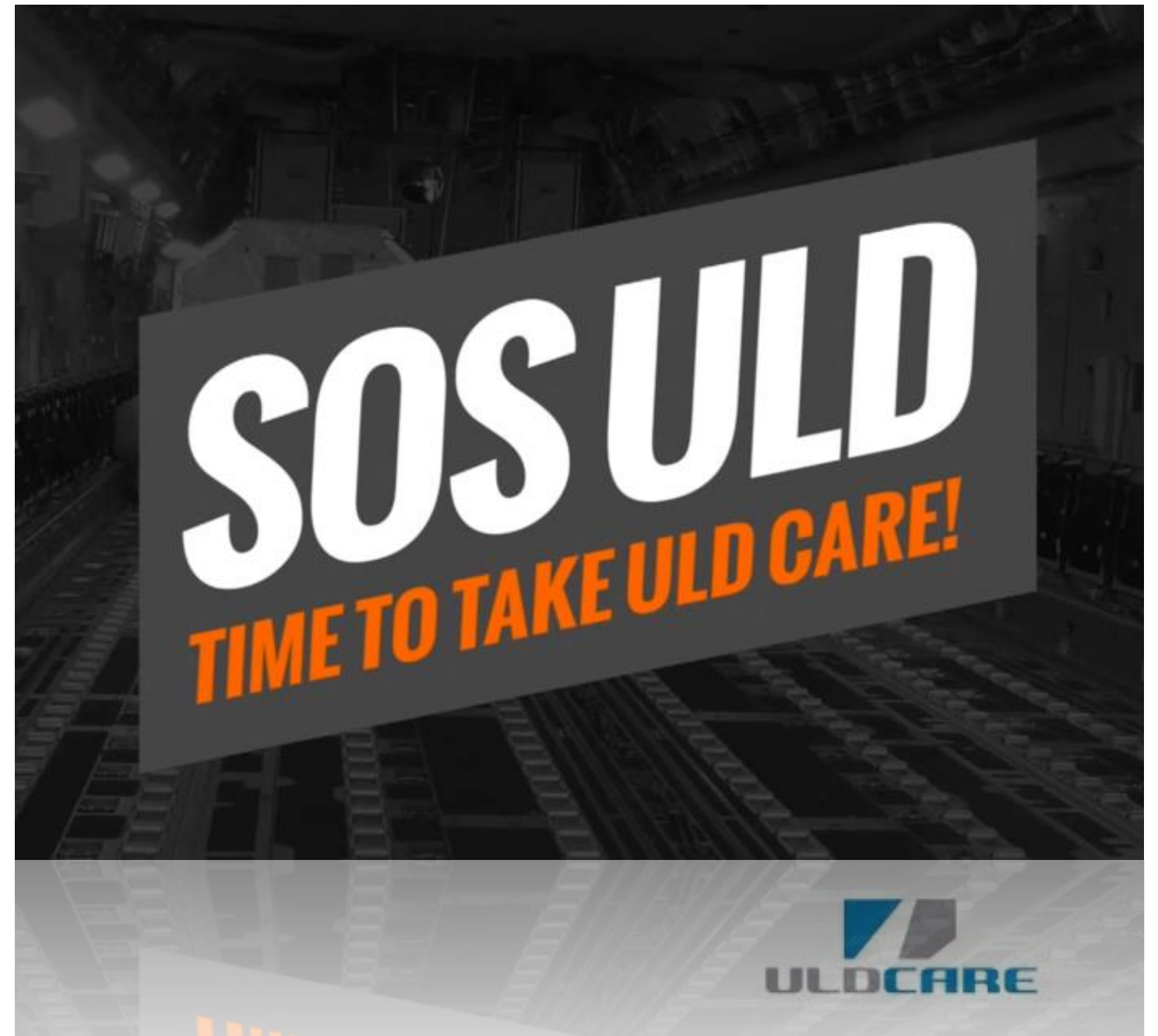
- ULD CARE Image
- ULD CARE Membership
- Accountability Tool Kit
- Information Assets



# ULD CARE Image

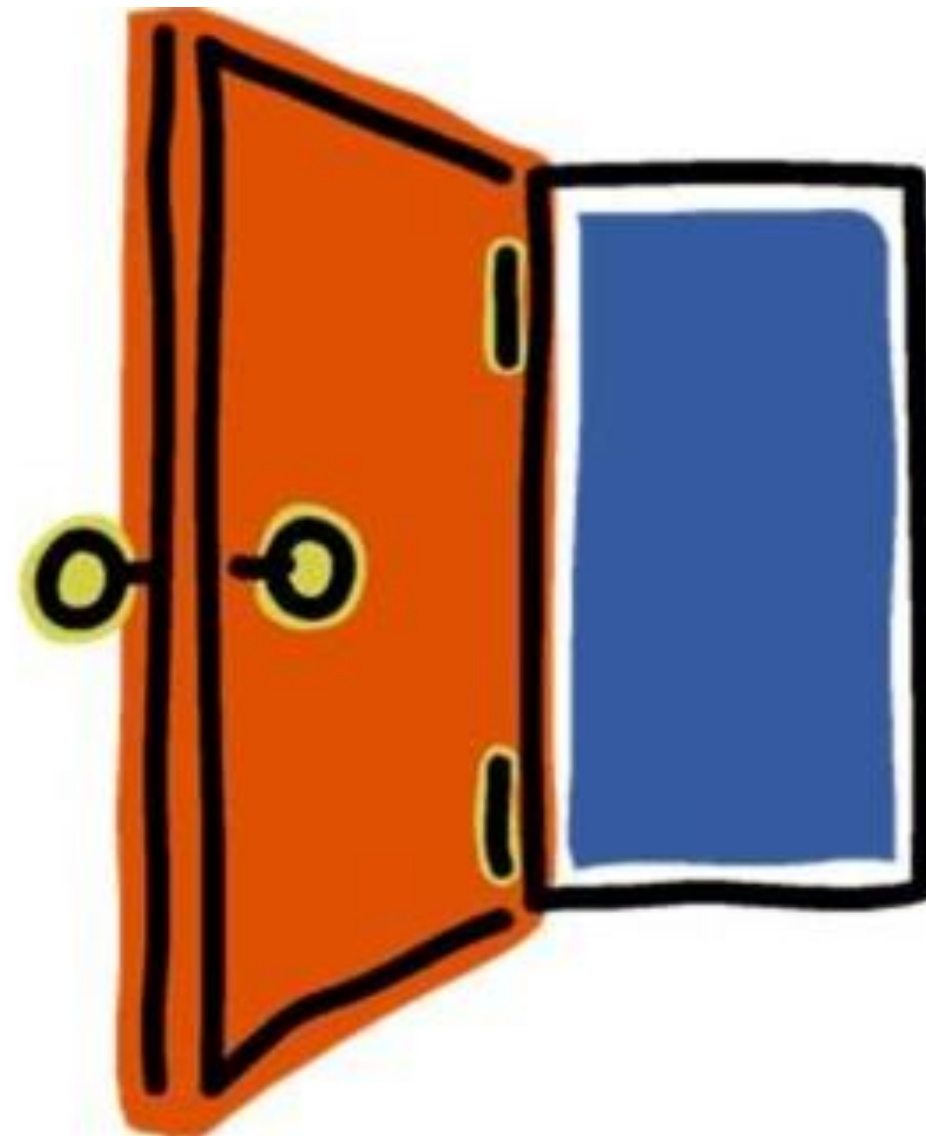
- SOSULD
  - Presents the ULD message upwards and outwards in a consistent manner
  - Provides a professional communications tool for our membership
  - Launched a new “catch phrase” “Time to Take ULD CARE”

**TIME TO TAKE ULD CARE**



# Door Opener

- Gets ULD up front and centre at industry events
- Drives the importance of ULD
  - Safety
  - Financial





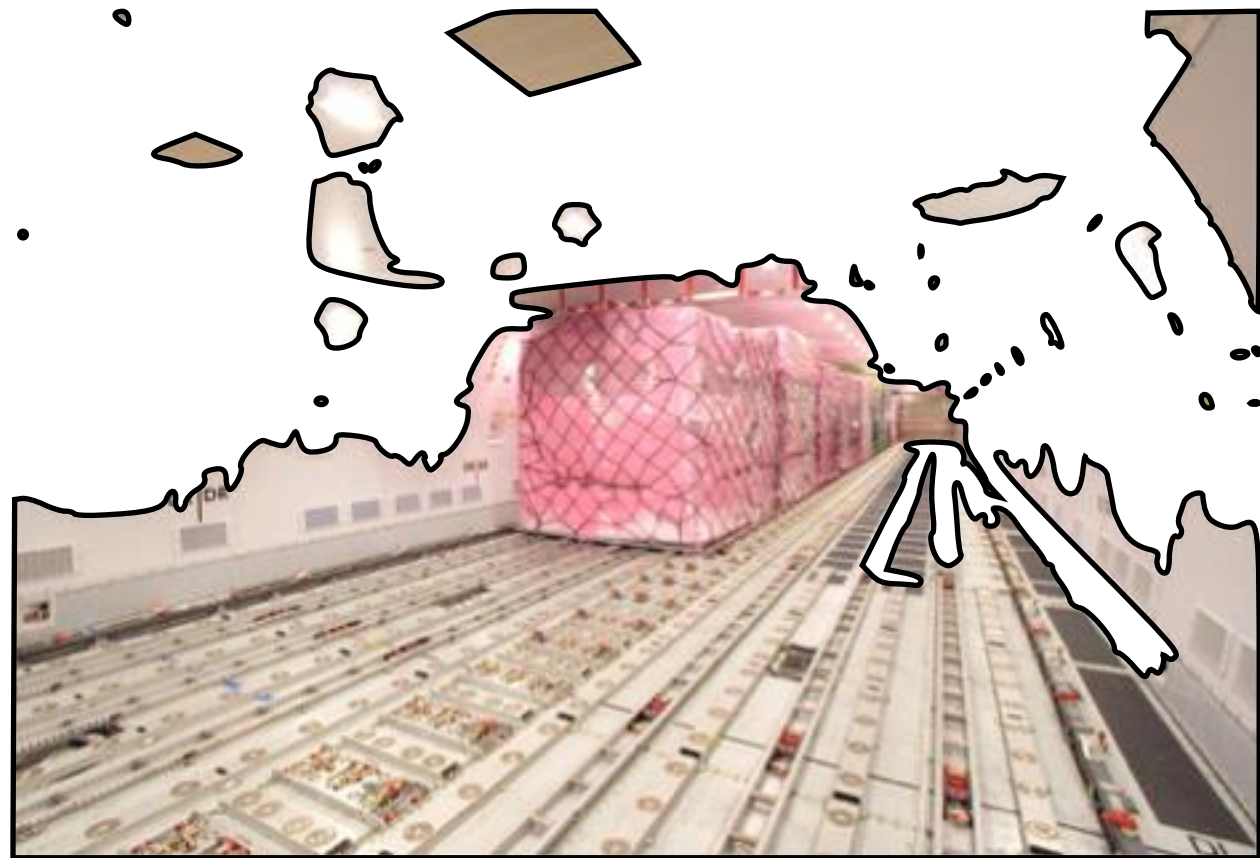
# LinkedIn

- ULD CARE LinkedIn page now launched and active.
- LinkedIn “button” at top right corner of ULD CARE web page
- Page will be used to share and spread ULD industry information as close to real time as possible.



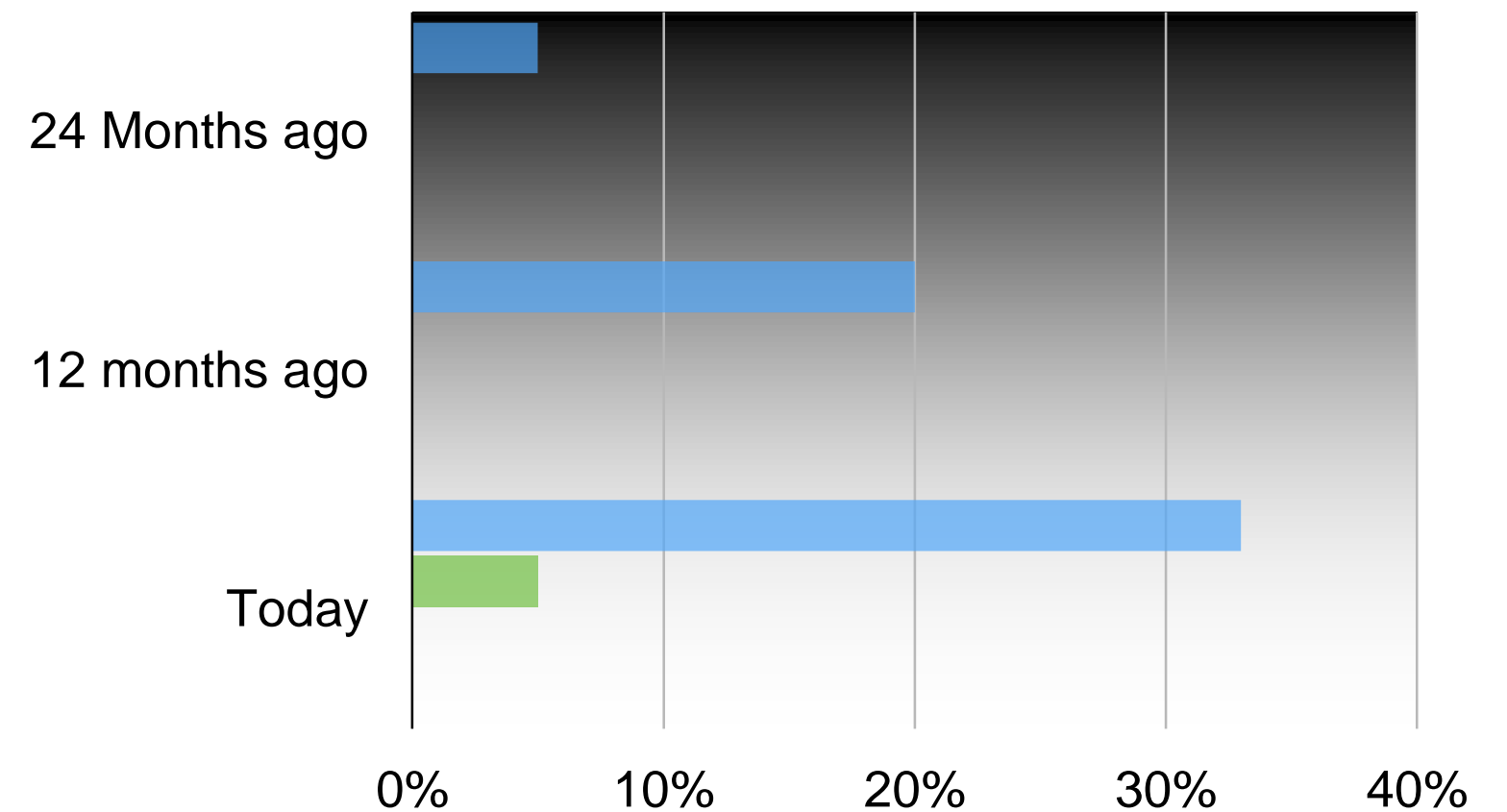
# ULD Care Membership

- Good news and less good news!
- Good news is we are joined by 3 new non- airline members
- Less good news is we continue to struggle getting members new airline not to mention the rest of the air cargo industry



# Getting the message across

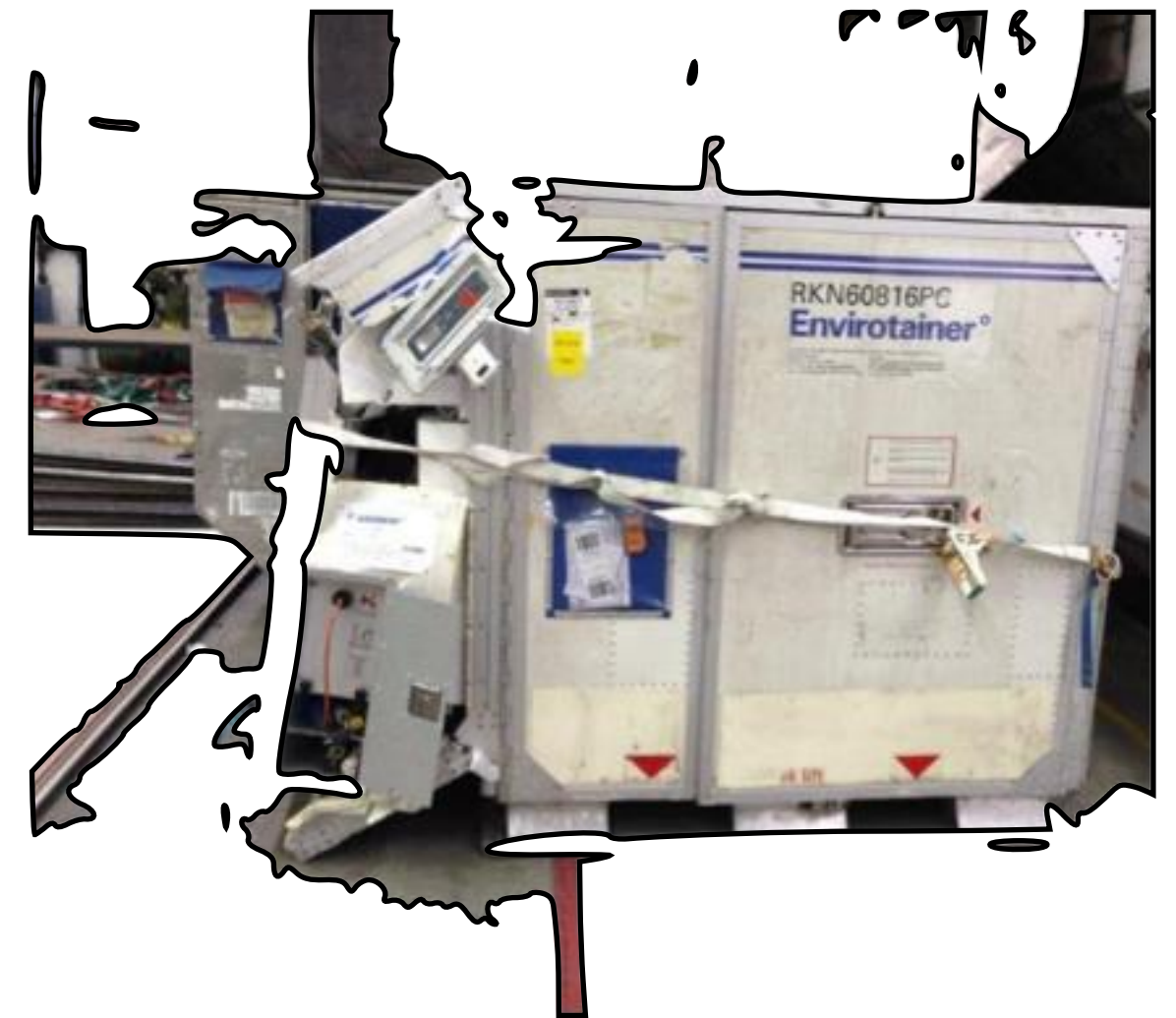
- Recognition of the importance of ULD by sectors





# Accountability Assets

- ULD content in Standard Ground Handling Agreement and Service Level Agreement
- Self use Audit Lists
- ISAGO/IGOM



# SGHA and SLA

- SGHA- IATA project
- SLA- ULD CARE working to create a Template ULD Operations Service Level Agreement

## Template ULD Operations Service Level Agreement

The purpose of this Service Level Agreement (SLA) is to provide both owners of ULD and those parties whose functions include ULD operations with an easy to use method of establishing and then measuring service level requirements for ULD operations. The use of a standard SLA will encourage consistent standards for ULD operations throughout the air cargo industry.

The basis for this SLA can be found in the IATA ULD Regulations, the applicable sections are referenced in the SLA text.

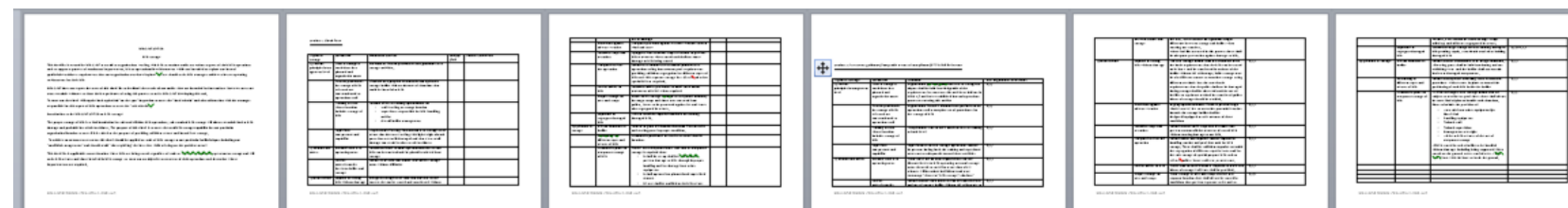
The overriding principle of all ULD operations is that only those ULD in an airworthy condition shall be loaded to an aircraft, failure to meet this requirement constitutes a serious failure. Underpinning this airworthiness requirement are a number of activities such as storage, transport, Buildup etc. that unless performed to a satisfactory standard will put airworthiness at risk.

Many deficiencies in the ULD process occur unobserved at the time, it is only later when problems arise with the aircraft loading/unloading, damage occurs to the aircraft /aircraft systems and most seriously flight safety is found to have been put at risk that these deficiencies come to light. In this respect the specifics of this template SLA are designed to protect the ULD from damage and deliver only airworthy ULD to the aircraft.



# Self Use Audit forms

- Free for download/ use by any ULD CARE member
- Contains both evaluation criteria and also guidance on acceptable means of compliance
- On airport transport
- Off airport transport
- Container build up
- Pallet build up
- Transfer of ULD



Section 1: Check Form

Aspect of Storage	Check Item	Evaluation Criteria	Comply /Fail	Auditor Comments
1. General principles/management level	All ULD storage is carried out in a planned and organized manner	Provision of written procedures and guidelines ULD storage activities.		
	Written procedures for storage of ULD exist and are communicated to operations staff	Evidence of a properly established and operated storage facility with an absence of situations that could be harmful to ULD		
	Training of staff whose function includes storage of ULD	Suitable levels of training/qualification for <ul style="list-style-type: none"> <li>• Staff working at storage location</li> <li>• Supervisors responsible for ULD handling activity</li> <li>• Overall facility management</li> </ul>		
	Supervisor competence and capability	All personnel working with/around ULD storage to be aware that they are working with lightweight aircraft parts that are easily damaged and that even small damage can result in a loss or airworthiness		
2. Location and access	Distance from ULD operating areas	Sufficiently close to daily operational areas so that ULD can be conveniently be placed/retrieved from storage		
	Base of access/transfer between dollies and storage	Layout to be such that dollies may access storage areas without difficulty		
3. Infrastructure	Capable of storing ULD without damage	Design of storage to be such that any ULD of the correct size can be stored and transferred without		

ULD CARE CHECK/ULD STORAGE/V1/ APRIL 2013



# ISAGO and IGOM

- IATA activity





# Information Assets

The Mission of ULD CARE is to use the collective resources, skills and grass roots experience of the ULD CARE membership to provide direction and deliver appropriate change in ULD operations throughout the global air cargo operating environment.

# *Introducing the ULD JOB AID*

by ULD CARE

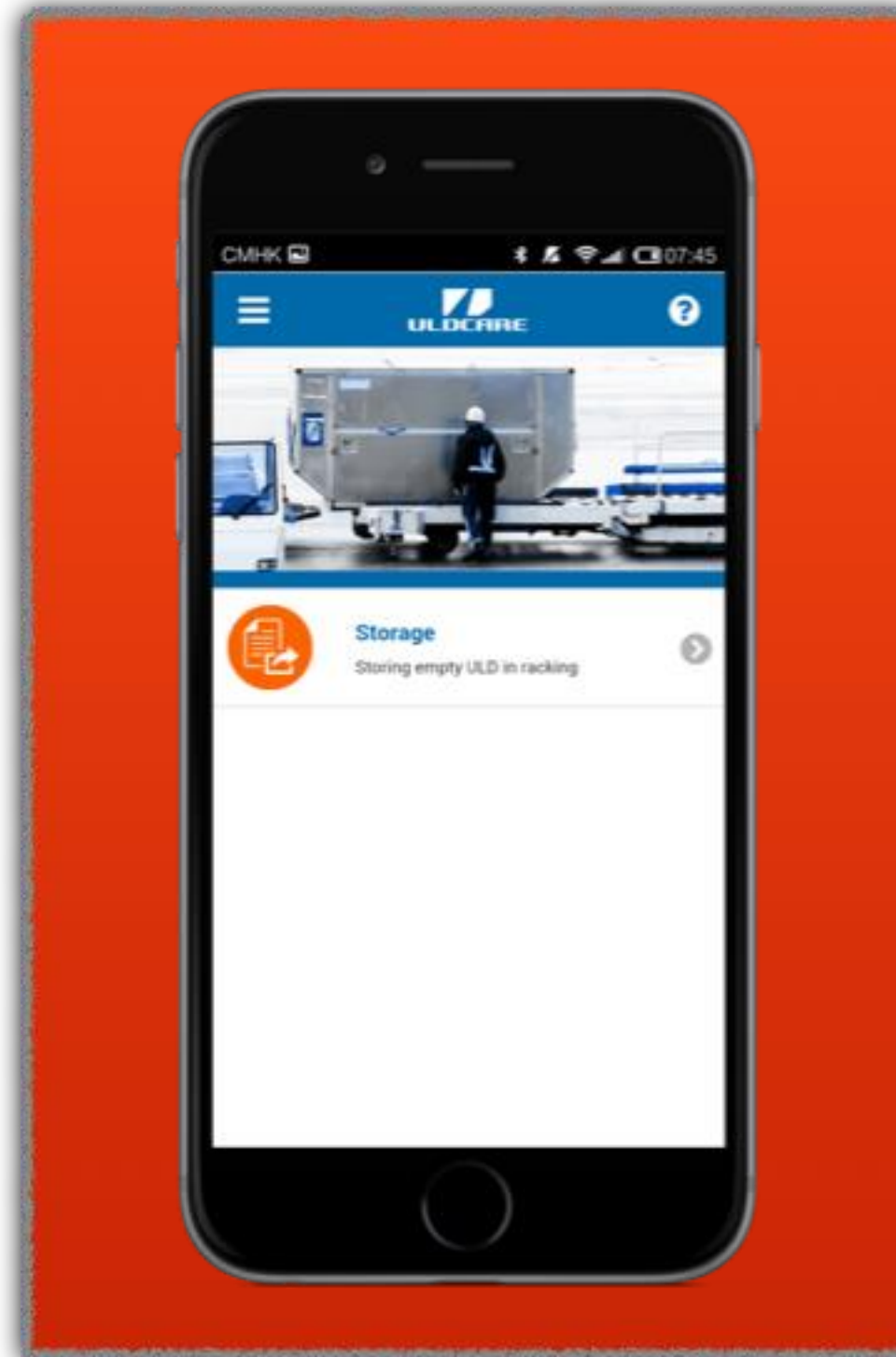
Subject  
matter



Handheld  
Devices



MPSS



TIME TO TAKE ULD CARE



# Want to know more?



TIME TO TAKE ULD CARE

# The making of ULD JOB AID by ULD CARE

- Widespread lack of job knowledge at operator level
- Lack of uptake of formal IATA training
- With ULD Regs. as a foundation now is the time to develop additional levels of support for the safe and efficient operation of ULD



ULD JOB AID by ULD CARE

- SOSULD is top down, ULD JOB AID is bottom up

This is not an APP looking for a role, its a need that can be filled by an APP

First priority...  
Basics of ULD  
operations

- Storage
  - Permanent
  - Temporary
- Transport
  - On airport
  - Off airport
- Airworthiness
- Build Up
  - Container
  - Pallet
- ULD Transfer

TIME TO TAKE ULD CARE

# Potential?

Subsequent priority...

- Special ULD
  - TCC
  - FCC/FRC
  - Horsestalls
  - etc.
- Detail applications
  - How to correctly fit a net
  - How to correctly use a cargo strap
  - etc



# Commercial Considerations

- ULD CARE investment germinates the project
  - Establishes the platform
  - Launches first few modules
- Partnership with Peakpacific
  - Revenue share
  - Marketing and administration



# Financial Considerations

- Monetisation through “per hit” charging
- Sales of subscriptions to bulk users
- Branding opportunities
- Product specific opportunities





# What ULD CARE delivered

- We created SOS ULD to deliver key ULD messages
- We upped the image of ULD and ULD CARE
- We improved our communications capability
- We made some progress towards the ground handling community
- We developed some useful accountability tools
- We have initiated new projects
- We embarked on a project to deliver “on the job” instructions to operators





# What we have yet to deliver

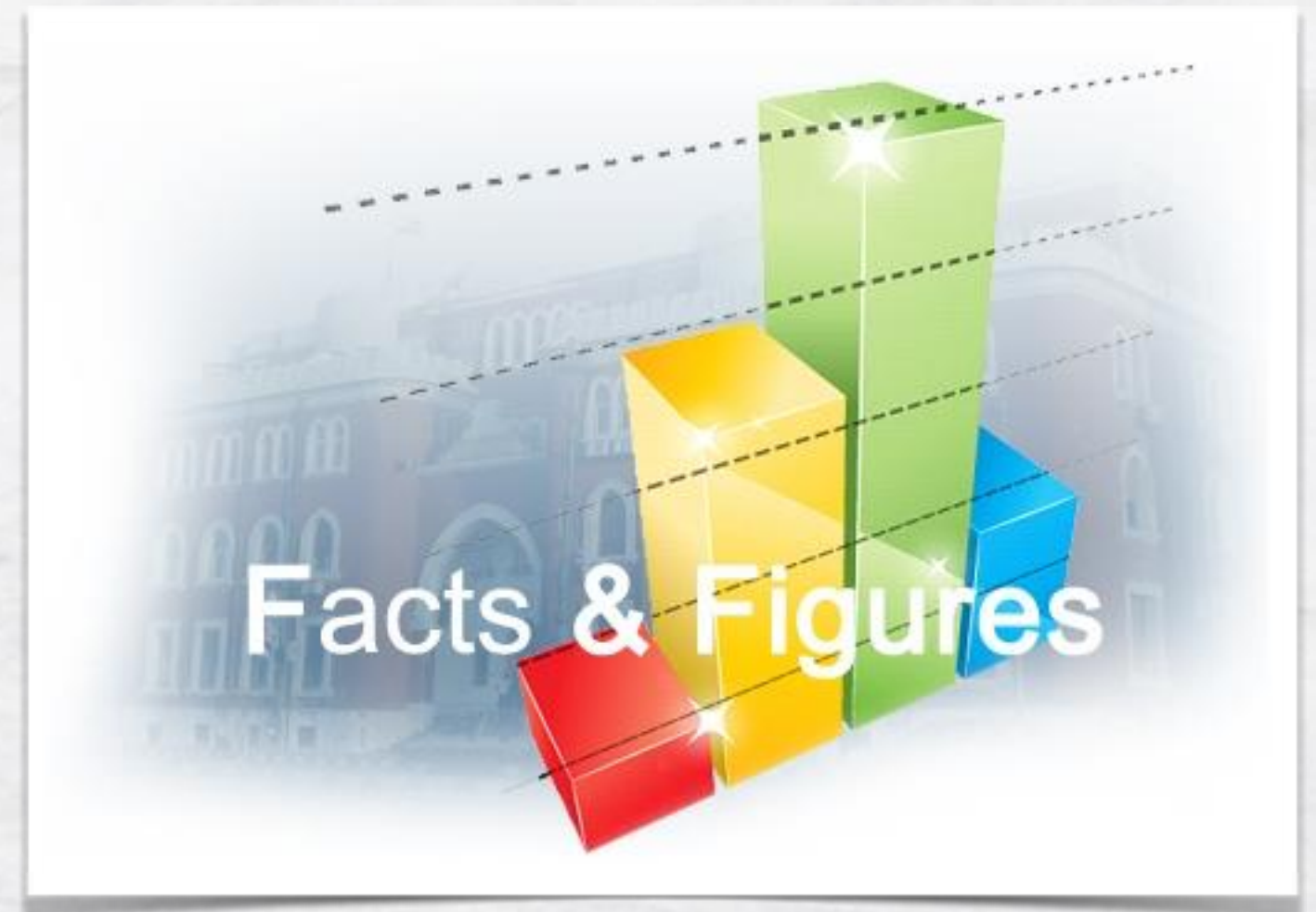
- We remain very challenged in regard to freight forwarders and are not off the ground with airports
- Accountability for damage and misuse of ULD remains unacceptably low
- Knowledge standards across the industry still

*too low  
IN SPITE OF SOME OUTSTANDING GOALS ULD CARE PUNCHED ABOVE ITS WEIGHT IN 2014/15 AND FULLY INTENDS TO DO THE SAME IN THE NEXT 12 MONTHS*



# FACTS AND FIGURES

- MEMBERSHIP FEES
- TRANSACTION FEES
- DEMURRAGE COST REVISION
- ULD CARE UPDATE
- BOARD MEMBERS
- NEW MEMBERS
- WEBSITE & NEWSLETTER





# Fees

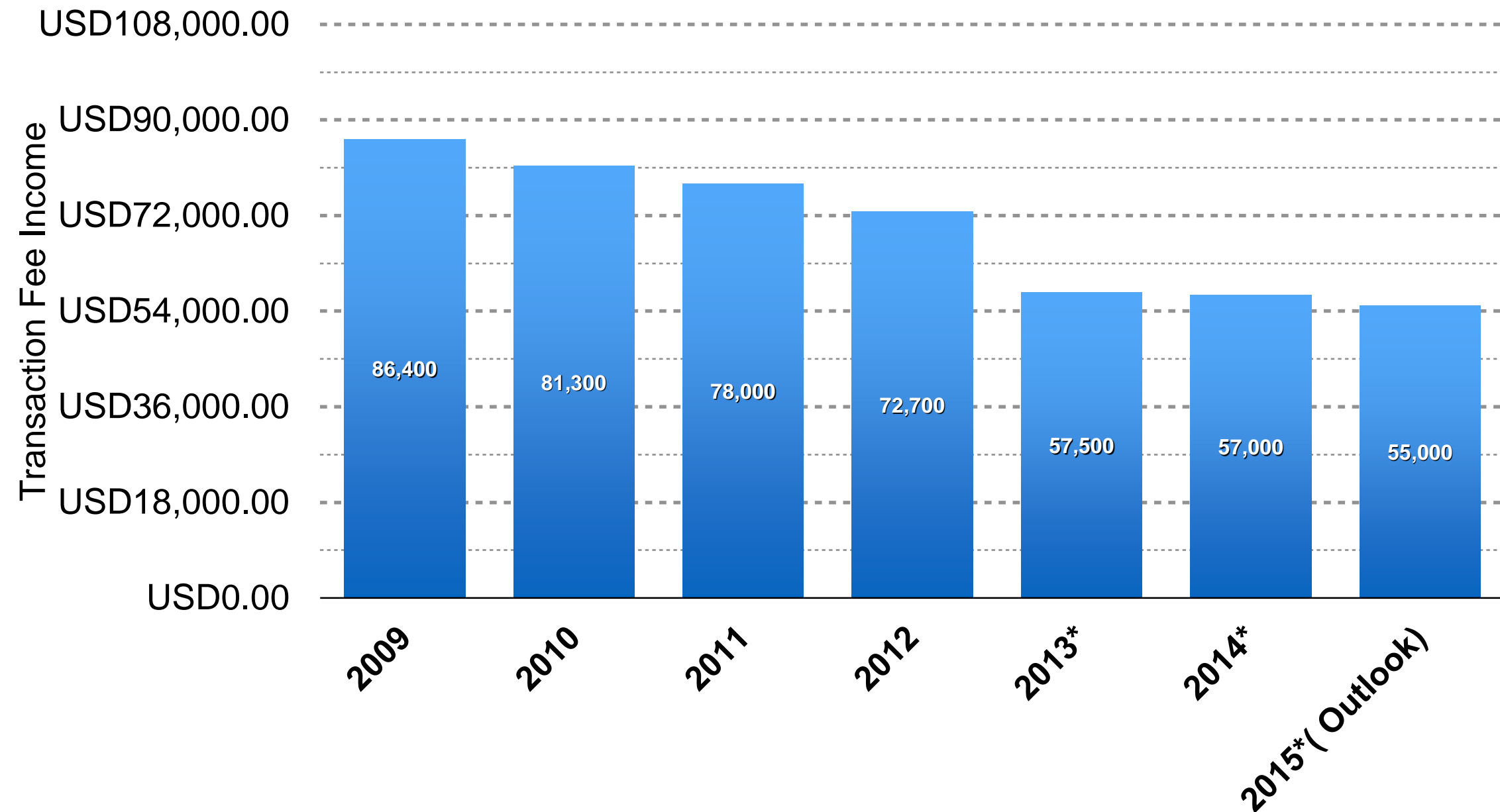
- Membership
- Transactions
- Demurrage

**NO CHANGE FOR 2016!!!**



# Transaction Fee Income

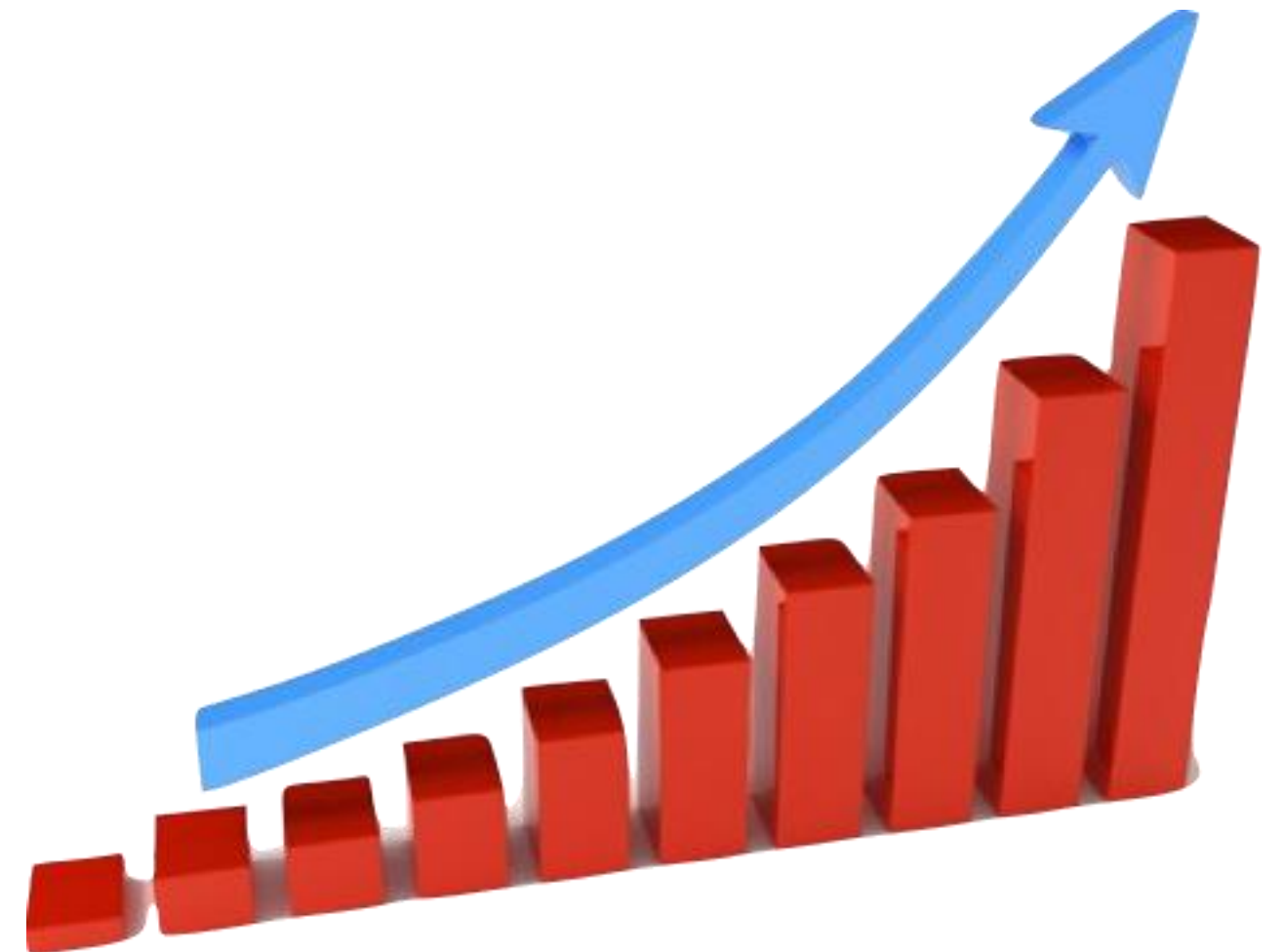
- Declining transaction fee income now stabilised



\*Fee at \$ 1.50 compared to \$ 1.20 in previous years

# Recent Milestones

- January 2013: New Name and Logo
- March 2013: Launch of Website
- April 2013: First Newsletter
- May 2013: Annual conference in Vancouver/IATA IGHC
- June 2014: IATA/ULD CARE working initiative launched
- September 2014: Annual conference in Mainz
- March 2015 Launch of SOS-ULD Video



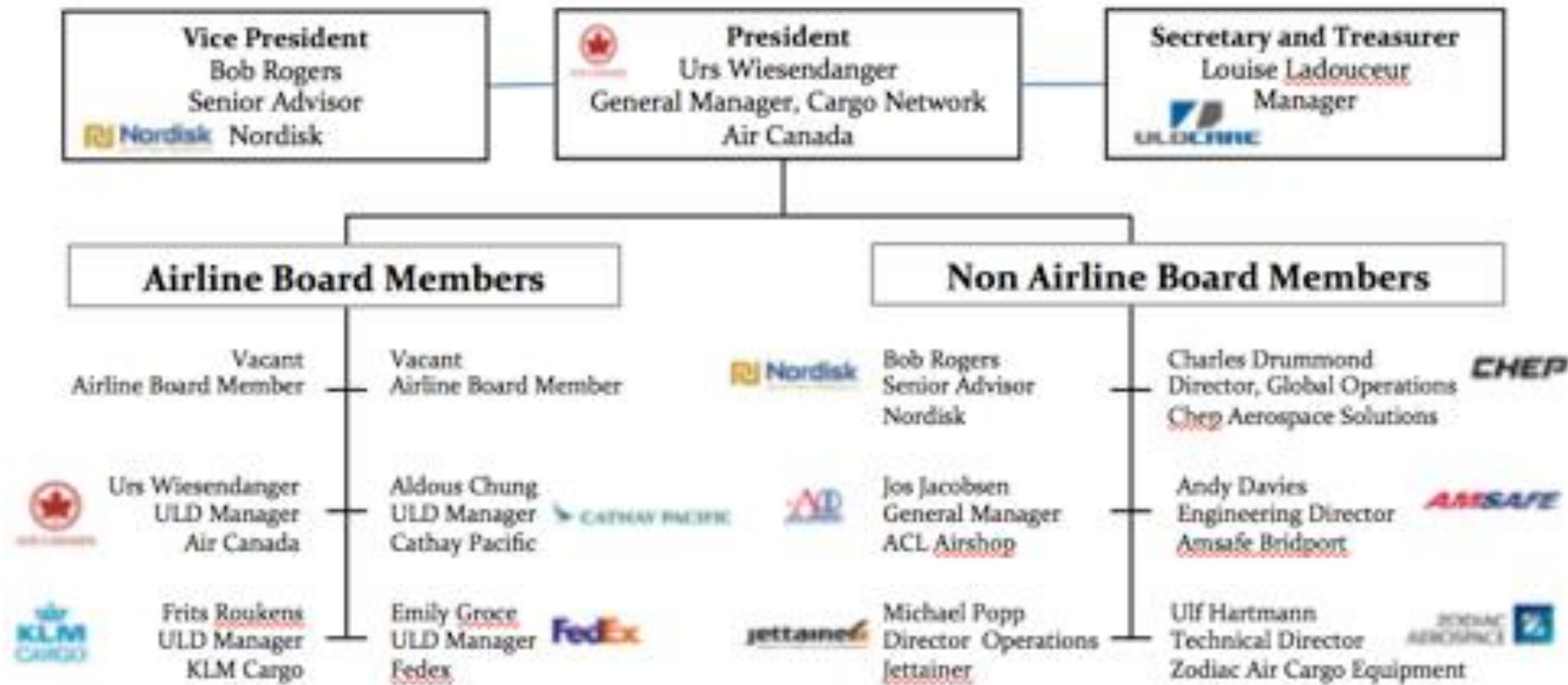
# Current Governance Structure

- Elected Board Members:
  - 6 Airlines -representation from Areas 1,2 and 3
  - 2 Non-Airlines - Poolers
  - 4 Non- Airlines - Industry
  - 1 President and 1 Vice President -elected from and by the 9 members above
- ULD CARE Advisory Group ( UCAG)
- Staff: 1 Full-time employee





# Current Board Members



# Membership 2015

- 48 Airlines
- 28 Non-airlines



# New Members 2015



**Sharp**  
AVIATION K



***Instoneair***



# Bangkok 2015

- 28th Annual Conference
- 43 Airline Delegates
- 61 Non airline Delegates
- 5 Industry guests

109 Delegates in Total

- 16 Spousal Program Participants



# First Time Airline Attendees



# Annual Conference Attendance History

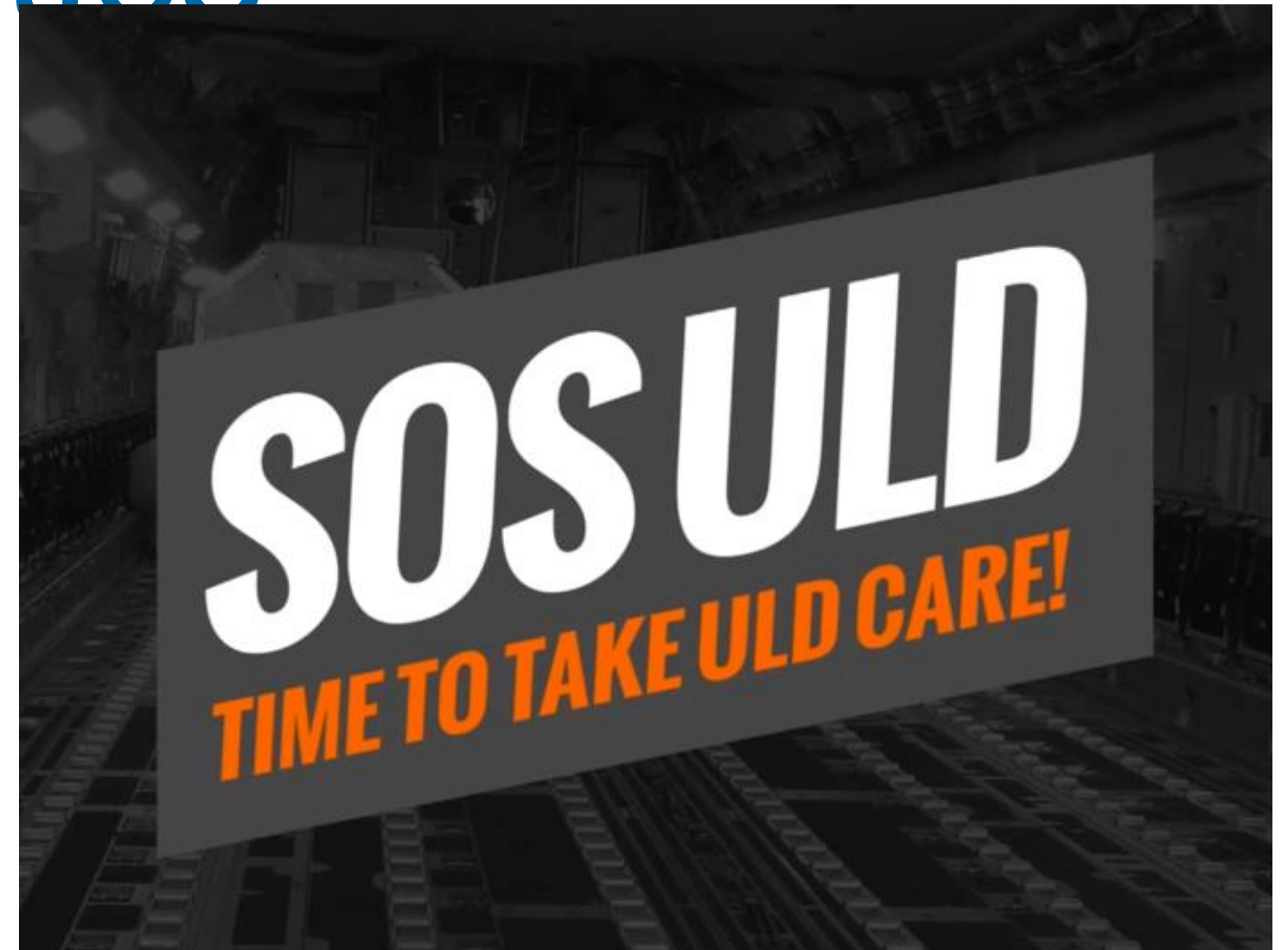
	Airlines	Reps	Non-airlines	Reps
2011 ( Miami)	25	40	27	67
2012 ( Shanghai)	27	37	22	59
2013 ( Vancouver)	19	27	19	42
2014 ( Mainz)	25	33	23	51
2015 ( Bangkok)	26	43	24	61



# SOS ULD Video Viewer

## Statistics

TOTAL VIEWS	5657	100%
AIRLINES	1323	23%
GROUND HANDLERS	487	9%
FREIGHT FOWARDERS	199	3%
UNDECLARED	3648	65%



TIME TO TAKE ULD CARE

# Newsletter Viewer statistics

## Readership “hits”

March 2013

300

June 2014

408

June 2015

428



TIME TO TAKE ULD CARE





# Industry

- Rules, Regulations & Findings
- Fire Containment
- Certification News





# Rules, Regulations & Findings

- AC 120-85A Advisory Circular on Air Cargo Operations
- AD disallowing the carriage of intermodal containers ( 20 ft TEU) while loaded in an offset position on a 20 ft pallet.
- EU 376/2014 Reporting Analysis and Follow Up of Occurrences in Civil Aviation
- NTSB Synopsis of National Air Cargo Bagram crash

# AC 120-85A Advisory Circular on Air Cargo Operations

- Issued June 2015
- Responding to NAC crash

*It enhances the safety of flight operations by clearly identifying responsibilities of parties and enhances guidance concerning .....unit load devices (ULD) and restraint devices;*

- Based on 2005 experience the industry can expect much increased FAA inspector activity around ULD

	AC 120-85	AC 120- 85A	Change	% Change
Pages	64	97	33	51%
Occurrences of "ULD"	113	167	54	47%
Occurrences of "Training"	77	87	10	13%
Occurrences of "vendor"	32	33	1	3%

- AD disallowing the carriage of intermodal containers ( 20 ft TEU) while loaded in an offset position on a 20 ft pallet.
- Issue first surfaced mid 2014
- Extensive testing by Boeing and various airlines
- Considerable objections from the industry
- Only covers the carriage of Intermodal Containers



[Federal Register Volume 80, Number 133 (Monday, July 13, 2015)]  
[Rules and Regulations]  
[Pages 39943-39950]  
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]  
[FR Doc No: 2015-17031]

#### DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2014-0780; Directorate Identifier 2014-NM-168-AD; Amendment 39-18207;  
AD 2015-14-09]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for The Boeing Company Model 747 airplanes equipped with a main deck side cargo door (MDSCD). This AD was prompted by recent testing that indicates that intermodal containers, when loaded as cargo, under certain flight-load conditions, can shift and impact the adjacent fuselage frames. This AD requires revising the airplane flight manual (AFM) to incorporate limitations for carrying certain payloads. We are issuing this AD to prevent intermodal containers loaded in the offset method from shifting during flight gust loads and damaging fuselage frames, which could lead to the structural failure of the aft fuselage in flight and subsequent in-flight breakup of the airplane.

**DATES:** This AD is effective August 17, 2015.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0780; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

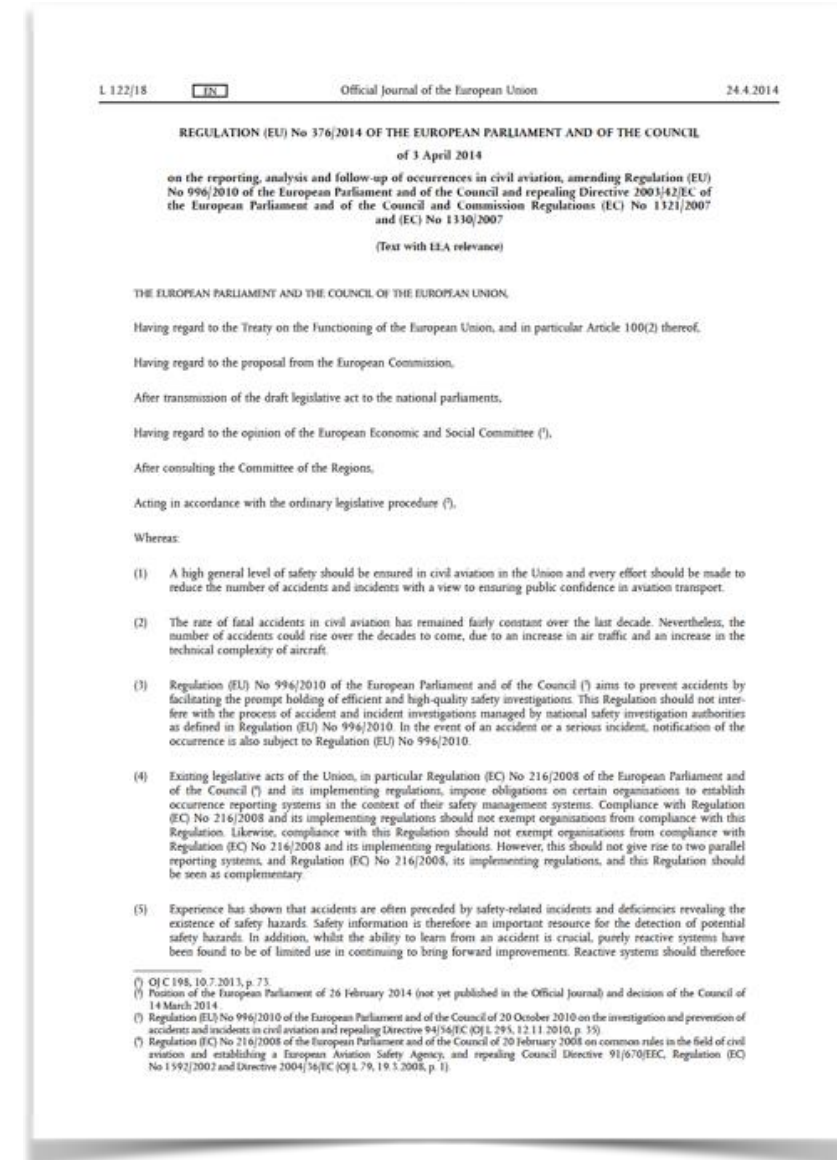
**FOR FURTHER INFORMATION CONTACT:** Steven C. Fox, Senior Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6425; fax: 425-917-6590; email: [steven.fox@faa.gov](mailto:steven.fox@faa.gov).



# EU 376/2014 Reporting Analysis and Follow Up of Occurrences in Civil Aviation

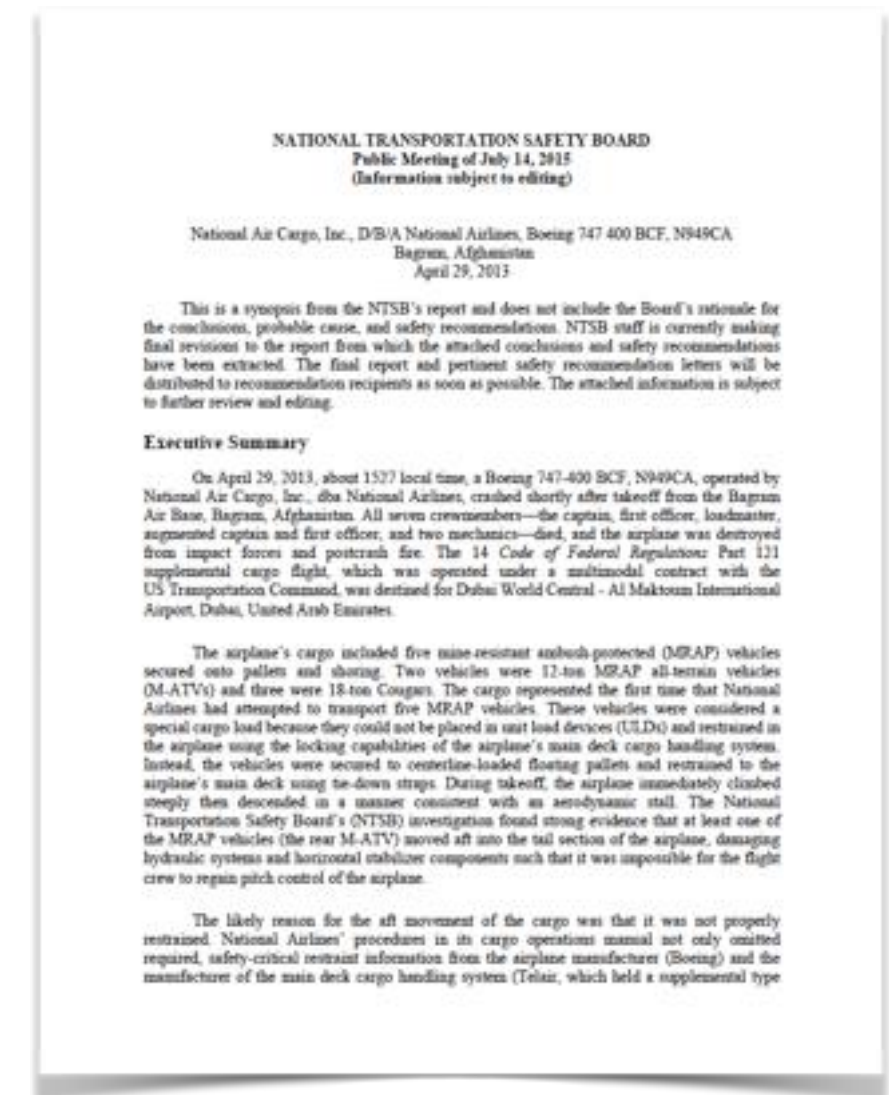
- Issued April 2014, still in the process of implementation by member states

*1. Occurrences which may represent a significant risk to aviation safety and which fall into the following categories shall be reported by the persons listed in paragraph 6 through the mandatory occurrence reporting systems pursuant to this Article: (d) occurrences related to aerodromes and ground services, such as: (i) occurrences related to aerodrome activities and facilities; (ii) occurrences related to handling of passengers, baggage, mail and cargo; (iii) occurrences related to aircraft ground handling and related services.*



# NTSB Synopsis of National Air Cargo Bagram crash

*7. The certification of personnel responsible for ensuring the proper loading, restraint, and documentation of special cargo loads, including requirements for their procedures, training, and duty time and hour limitations, would help ensure that these personnel properly perform their safety-critical duties.*





# Fire Containment

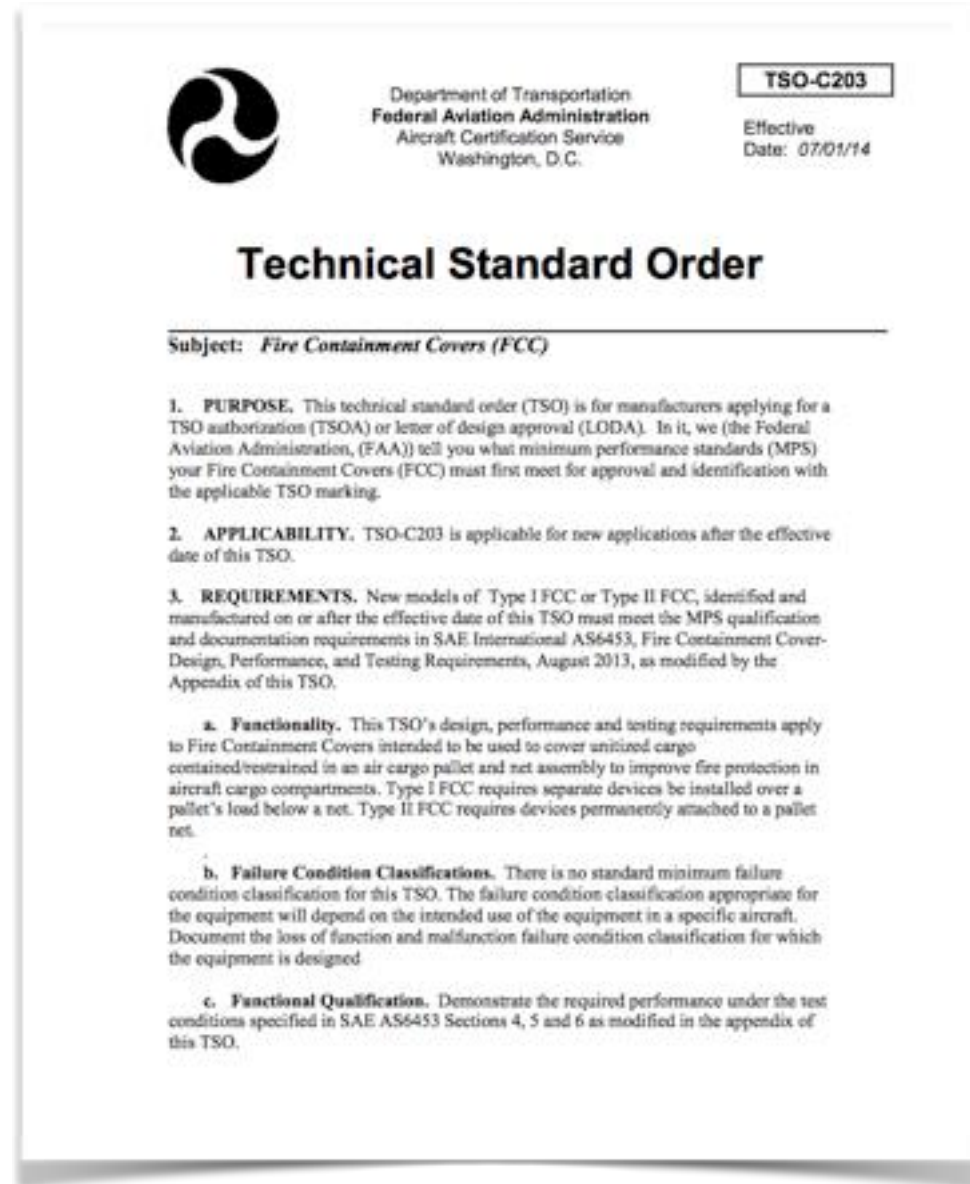
- The risk isn't getting any less
  - More and more devices are using high capacity Lithium Batteries
  - More and more power is being packed into these batteries
- The role of ULD ( FCC/FRC) remains unclear at this time
- Implantation of FCC/FRC faces significant challenges at operating levels





# Certification News

- Published
  - FAA TSO C203 Fire Containment Cover
- In process
  - FAA TSO C202 Spider Nets
  - FAA TSO C90e Cargo Pallets Nets and Containers ( to include FRC standard)



# Relationships with Other Organisations

- Air Cargo Handling
- Airport Services Association/ Ground Handling International
- Aircargopedia
- IATA

# Air Cargo Handling

- Co-location of ULD CARE annual conference with Air Cargo Handling
- NEW opportunity to collaborate with the ground based community





# ASA & Ground Handling International

- Presentation on ULD + showing of SOS ULD at the GHI 2015 Asian Ground Handling Conference
- Opportunities for reaching a wider audience for ULD CARE initiatives



# Aircargopedia

- Well established communications medium for the air cargo industry
- New opportunity for ULD CARE to extend our reach

TIME TO TAKE ULD CARE

The screenshot displays the Aircargopedia website, which is a hub for air cargo industry research and business intelligence. The header features the 'AMERICAN FRIENDSHIP' logo and navigation links for 'ABOUT US', 'BUSINESS INTELLIGENCE', and 'CONTACT US'. A prominent banner reads 'AIRCARGOPEDIA™ RESEARCH AND BUSINESS INTELLIGENCE for the dedicated Air Cargo Professional and Investor'. Below this, a grid of categories includes Aircraft Maintenance, Aircraft Financing, Transportation & Logistics, Information Technology, Cargo Airline Template, Cargo Airports & Freighter Aircraft, and Key Performance Indicators. A secondary navigation bar lists 'Air Cargo Publications', 'Exhibitions & Conferences', 'Trade Associations/Organizations', 'Contributors', 'Newsletters', and 'Industry Verticals'. The main content area is titled 'Air cargo is Big Business' and contains a list of bullet points detailing the industry's growth and challenges. To the right, there are several featured articles and forecasts, including 'FUTURE PAYLOADS: AIRBUS CARGO GLOBAL MARKET FORECAST 2014-2033', 'BOEING WORLD AIR CARGO MARKET FORECAST 2014-2015', 'AIRLINE INDUSTRY FREIGHT FORECAST 2014-2018', 'TURKISH CARGO', and 'SCHEDULED CARGO SERVICE'. The footer includes the Aircargopedia logo and contact information.

AMERICAN FRIENDSHIP

ABOUT US | BUSINESS INTELLIGENCE | CONTACT US

Connect with us

**AIRCARGOPEDIA™**  
RESEARCH AND BUSINESS INTELLIGENCE  
for the dedicated Air Cargo Professional and Investor  
Get the complete know-how of the industry

Aircraft Maintenance, Engineering & Conversions | Aircraft Financing & Insurance | Transportation & Logistics | Information Technology | Cargo Airline Template | Cargo Airports & Freighter Aircraft | Key Performance Indicators

Air Cargo Publications | Exhibitions & Conferences | Trade Associations/Organizations | Contributors | Newsletters | Industry Verticals

RESEARCH AND MARKETS

**Air cargo is Big Business**

- Air cargo is now a \$60 billion plus industry in an airline industry with over \$700 billion in annual revenues.
- During the next 20 years, cargo traffic is expected to more than triple, out-pacing passenger traffic and offering airlines more opportunities to generate new revenue.
- Many global airlines generate over 30% of their revenue from air cargo.
- The new air cargo world, uses both dedicated freighters as well as passenger bellies in an almost 50/50 split.
- The cargo business model and business cycle is very different and distinct from the passenger model, even though they often use the same aircraft.
- Air cargo is rapidly evolving into a highly specialized business with its own set of rules which are very different from those of the passenger carriers.
- The air cargo business is rapidly moving away from "general cargo" in to highly specialized cargo product verticals, each with its own scientific base.
- This new "specialization" will transform air cargo into a "dedicated business" requiring a whole new science and a different set of rules to be built around it.
- Traditional suppliers to the air cargo business will need to re-define their business offerings and create new performance standards for this "stand alone" business.
- The new air cargo professional will need to become a "specialist" rather than a "generalist", as the global air cargo industry moves away from the mass market into highly concentrated "micro markets"

**FUTURE PAYLOADS: AIRBUS CARGO GLOBAL MARKET FORECAST 2014-2033**

**BOEING WORLD AIR CARGO MARKET FORECAST 2014-2015**

**AIRLINE INDUSTRY FREIGHT FORECAST 2014-2018**

**TURKISH CARGO**

**SCHEDULED CARGO SERVICE**

Baghdad, Erbil, Sulaymaniyah, Basra, Kabul, Kandahar, Bagram, Djibouti, Bishkek

**AIRCARGOPEDIA, www.aircargopedia.com, is**

ULDCARE



# IATA

- IATA support and participation in SOS ULD
- Increased ULD content in both World Cargo Symposium and Ground Handling Council
- Formalisation into IATA standards of ULD CARE initiatives
- Signing of MOU between IATA and ULD CARE enhancing the relationship between our two organisations







# Thank You