

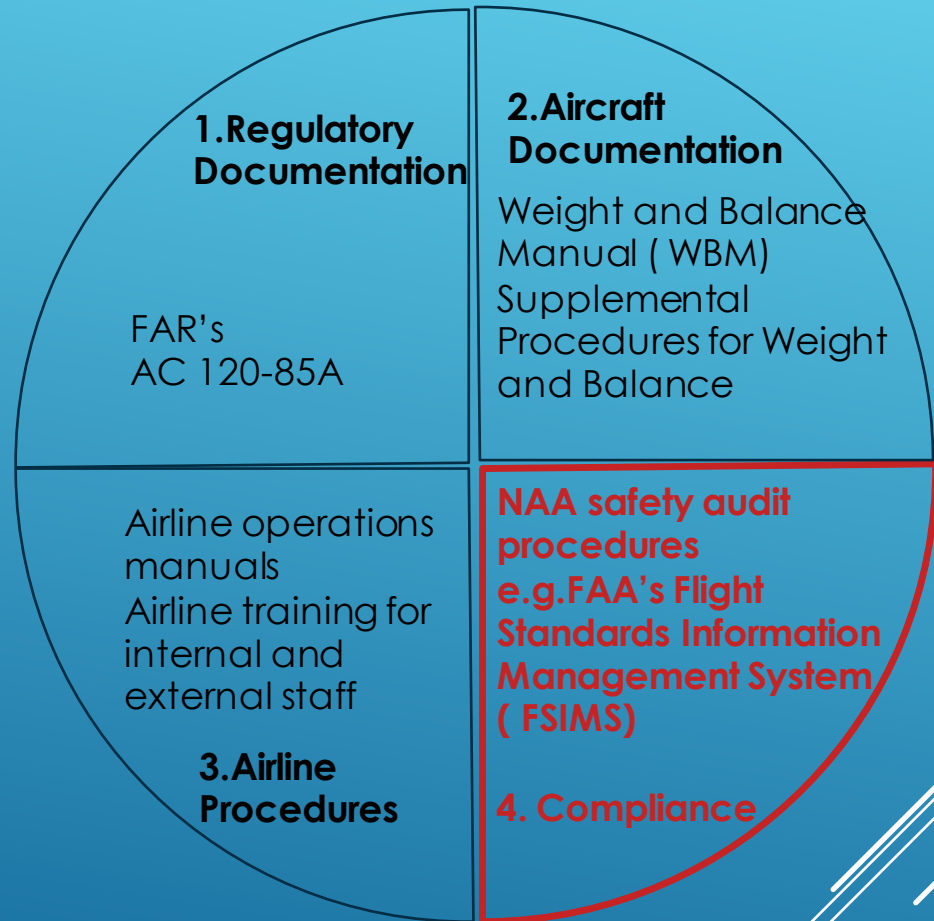
INTRODUCING THE FAA'S FLIGHT STANDARDS INFORMATION MANAGEMENT SYSTEM (FSIMS)

ULD CARE

October 2018

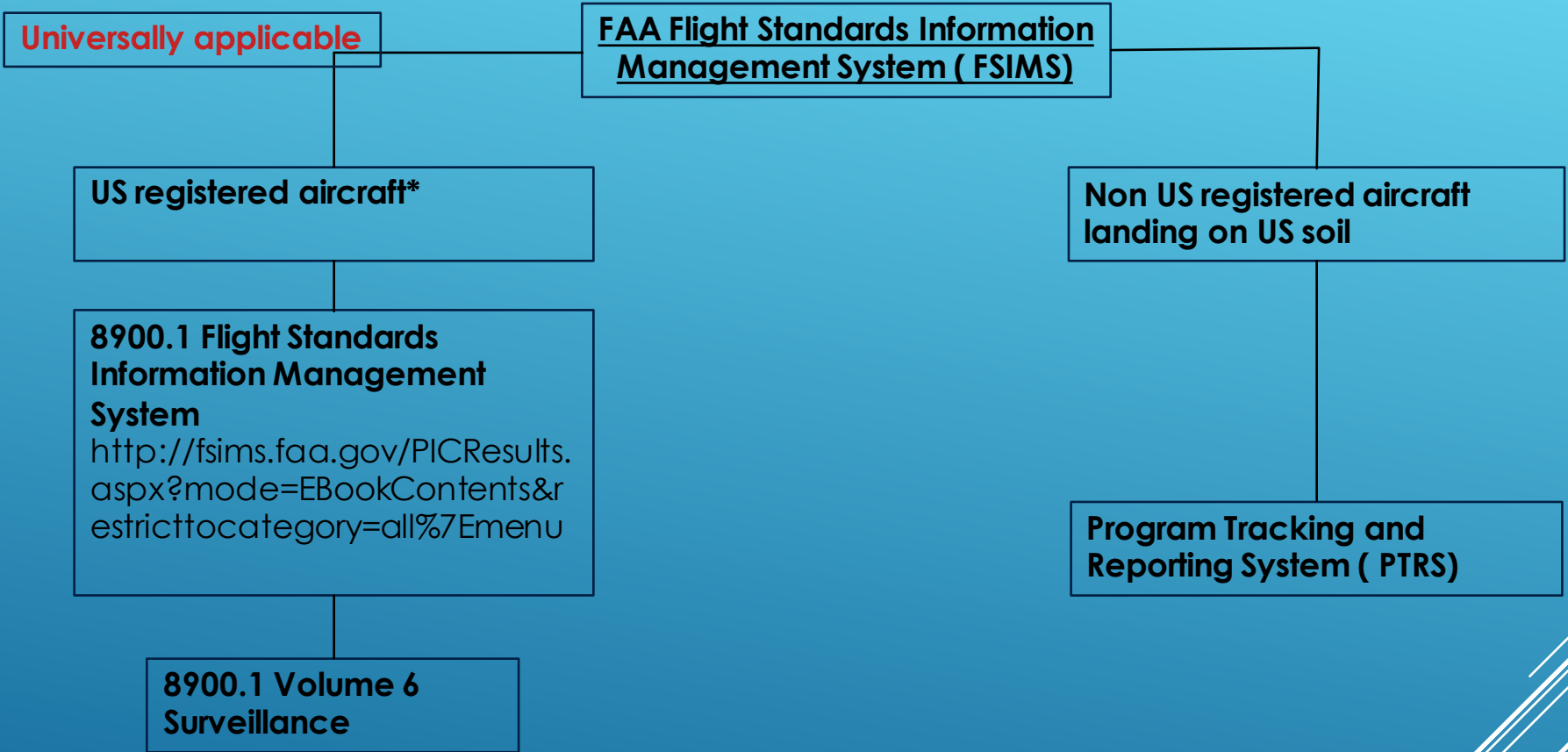
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COMPLETING THE CIRCLE OF AIR CARGO SAFETY AND ULD OPERATIONS



EXPLANATION:

- ▶ The material and links in this document are all available from the FAA's web site. Where applicable links are provided to the underlying documentation.
- ▶ To assist readers a number of documents have been extracted from the FAA website, relevant material highlighted and the pdf versions placed in a Dropbox, with links shown on pages 5&6
- ▶ Audits of US registered aircraft and foreign registered aircraft are carried out using different criteria.
- ▶ Page 4 provides an overview relevant to both types of operators, then pages 5,6&7 apply to US registered aircraft while page 8 refers to foreign registered aircraft.
- ▶ The FAA Flight Standards Information Management System is a large and complex system. The purpose of this simplified guide is to provide a "layman's guide" to those sections applicable to ULD and cargo loading activity



** Includes US registered aircraft providing ACMI or other type of lease functions to US and/or non US airlines*

**Applicable to US
registered aircraft**

**8900.1 Volume 10
Safety Assurance System Policy and Procedures-**

**THE “Who, What, Where, Why and
How”**

Volume 6 Surveillance

Chapter 2. Parts 121, 135 and 91 Subpart K
inspections.

Section 5. Safety Assurance System: Conduct Ramp
Inspection on cargo loading (Including part 125)
http://fsims.faa.gov/PICDetail.aspx?docId=8900.1,Vol.6,Ch2,Sec5_SAS

Sec.6-271 Aircraft Inspection Guidelines
Para's E (ULDs)&I (Transport of Special Cargo)
https://www.dropbox.com/s/gclmwfiswpwoeax/s_06_002_005.pdf?dl=0

THE “Data Collection Tools”

Publications - SAS AFS Data Collection Tool
(DCT)

<http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=SAS%20DCT>

6.0 Ground and station operations

6.3 Cargo acceptance and handling

Aircraft operations conducted under Parts 121 and 135 and Part 145 Repair Stations.

ED Objective:
Determine if the CH will be able to; (1) Comply with regulations; (2) Safely handle and carry cargo.

EP Objective:
Determine; (1) If the CH followed the accepted or approved process; (2) If the CH safely handled and carried cargo

OP=Operations Inspections

AW=Airworthiness inspections

6.3 Cargo acceptance and handling

ED 6.3.1 121A OP Carriage of Cargo

https://www.dropbox.com/s/d8r5nlt6wa4ykk4/ed_6_3_1_121aop.pdf?dl=0

EP 6.3.1 121A OP Carriage of Cargo

https://www.dropbox.com/s/v7ld0us9x8gqabx/ep_6_3_1_121aop.pdf?dl=0

ED 6.3.3 121A AW Cargo Handling Equipment Systems and Practices

https://www.dropbox.com/s/dekfl7o8aq8x6i3d/ed_6_3_3_121aaw.pdf?dl=0

EP 6.3.3 121A AW Cargo Handling Equipment Systems and Practices

https://www.dropbox.com/s/qy9f9rzsy8pwlkp/ep_6_3_3_121aaw.pdf?dl=0

ED 6.3.4 121A AW Carriage of Cargo

https://www.dropbox.com/s/w4u7m8g29vzvry4/ed_6_3_4_121aaw.pdf?dl=0

EP 6.3.4 121A AW Carriage of Cargo

https://www.dropbox.com/s/umpw2u80d3ebc7g/ep_6_3_4_121aaw.pdf?dl=0

2. Best describe how the certificate holder followed its procedures for:

#1 Weight and Balance for cargo;

#2 Evaluating the capability of any aircraft;

#3 Loading and unloading all types of cargo including but not limited to special cargo, Unit

- Consistently followed the procedures
- Some steps were missed or not followed

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6.3.1 (OP) Carriage of Cargo, Performance Assessment, OP, Peer Group A - Part 121 Air Operators, Revision: 10.0 on 12/28/2016

Loading Devices (ULD) and Company Material (COMAT);

#4 Restraining cargo in aircraft compartments;

#5 The use, storage and evaluation of the condition of cargo restraints (e.g. straps, netting, and ropes);

#6 The use, calibration, or verification of weigh scales for operators and vendors;

#7 The control of all manuals and manual revisions applicable to air cargo operations;

#8 The training and qualification of all personnel authorized to perform their functions;

#9 Reconfiguring the Cargo Loading System (CLS) and documenting appropriate personnel have been notified;

#10 Determining the carriage of special cargo;

#11 Freight forwarding, interlining, and freight staging; and

#12 Carriage of hazardous materials (hazmat).

- Procedures were not consistently followed or adequate
- Not Observable
- Not Applicable

Applicable to Foreign Air Carriers and Foreign Operators of US-Registered Aircraft Engaged in Common Carriage.

**Program Tracking and Reporting System (PTRS)
8900.1**

Volume 12 International Aviation

Section 3 Ramp Inspections for Part 129 Foreign Air Carriers

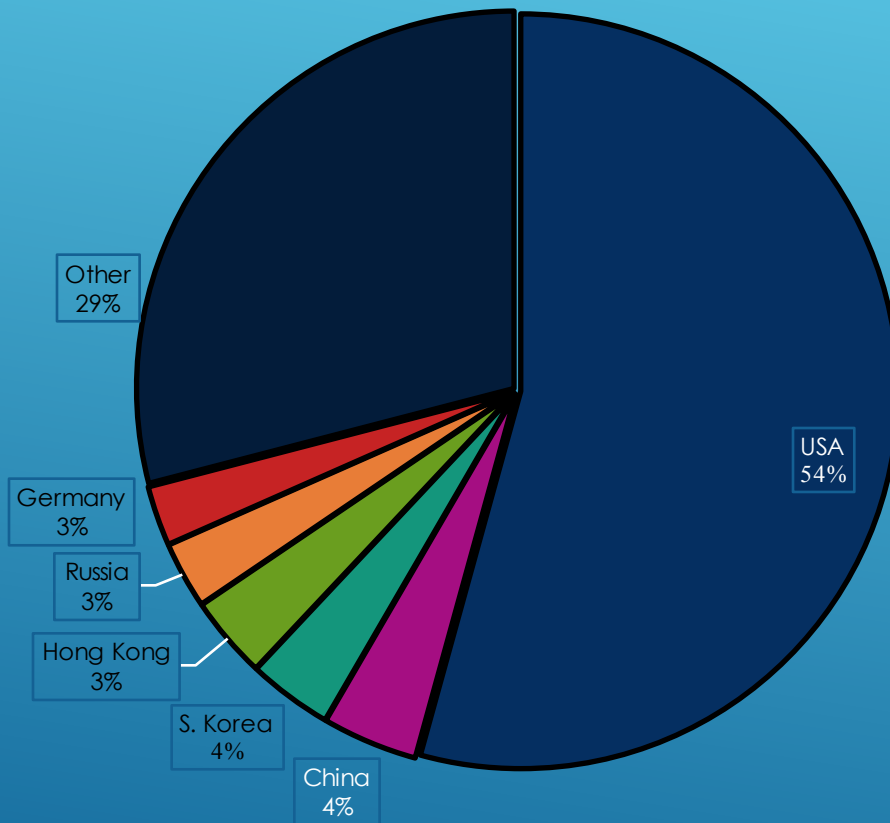
23. General Condition of cargo compartment and containers

Relevance to ULD operators and operations.

Ensuring the safe ULD operations on wide body aircraft requires delivering 24/7 compliance with all applicable IATA & government regulations. ULD compliance demands a great deal of focus from the operations groups, not just responding to audit findings with quick fixes but also in constructing systems, automation, training, and programs that deliver a consistent and acceptable standard for this safety critical function.

A major US Airline

Widebody Freighter Distribution by Country



SUMMARY

- ▶ It should come as no surprise that the FAA carries out extensive ramp checks to determine compliance of cargo operations standards.
- ▶ Fortunately the FAA publishes the format and content of these checks enabling all parties in the cargo chain to understand the application of these checks
- ▶ Those parties who provide cargo and/or ramp services to any US registered aircraft or to any Foreign Air Carriers whose flight will touch US soil are well advised to familiarize themselves with the contents of these checks and ensure that their own systems will deliver ULD and cargo loading standards that meet these requirements.