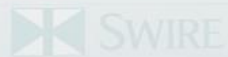




# ULD Perspectives – Airlines

9<sup>th</sup> Sep 2014

Marco Chan



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# How the IATA ULDR helps Airlines

- Provide comprehensive, easily referenced and understood guidance on all aspects of ULD related matters for the industry.
- Document basic requirements including but not limited to:
  - Training
  - Responsibilities
  - Handling
  - Continuing airworthiness
  - Control

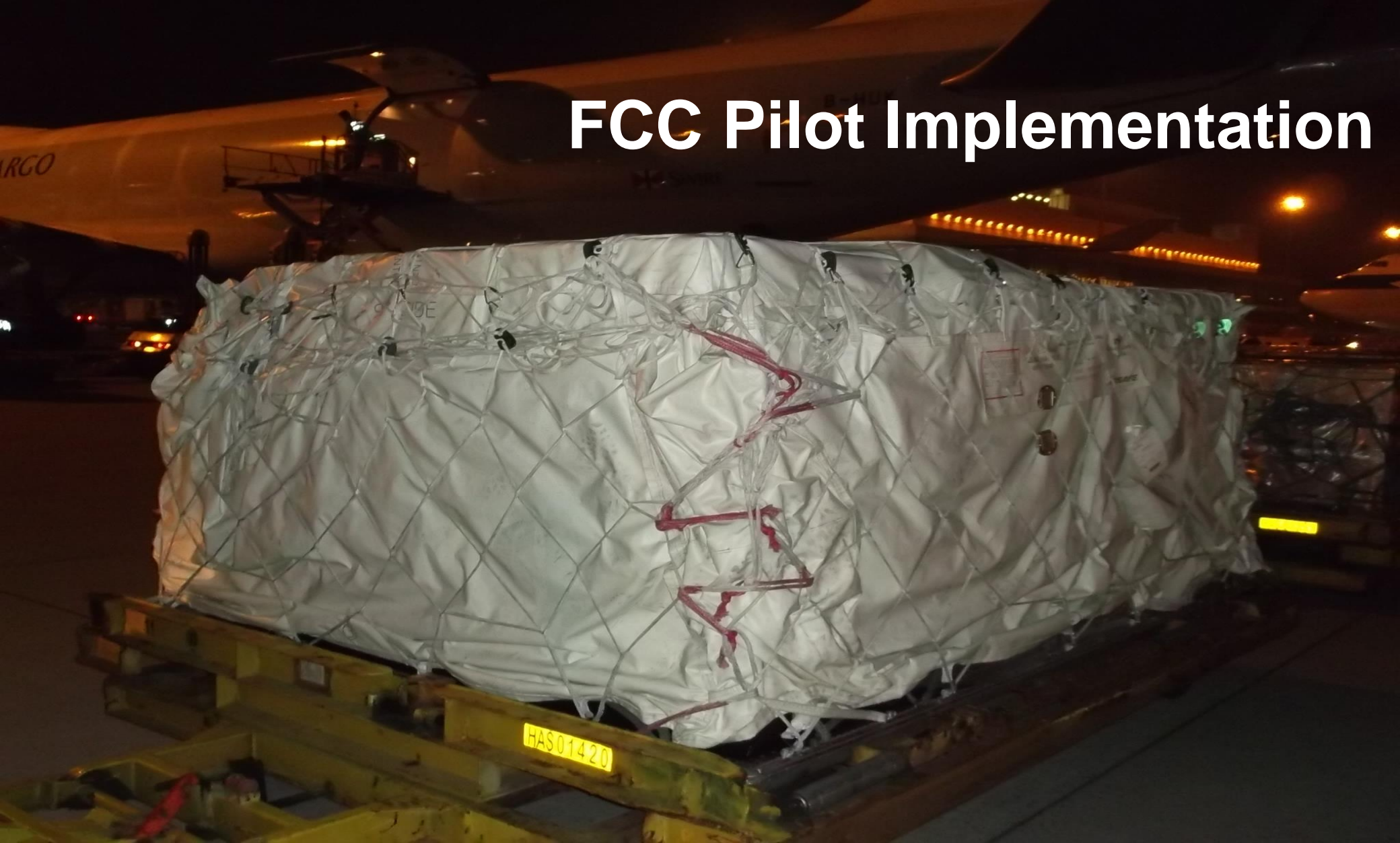


# ULDR Requirement

- Effective 1 October 2011, the ULD Operational Damage Limits Notice (ODLN) shall be attached to all new ULDs.
- Effective 1 January 2014, expiry date determination and marking are mandatory on all new nets, whether airworthiness approved under TSO C90c or TSO C90d.
- Effective 1 January 2016, the use of non-TSO approved straps for cargo primary tie-down shall be discontinued. Only TSO/ETSO C-172 approved straps will be allowed. – **Implemented by Nov 2014.**
- Effective 1 January 2016, the ODLN for restraint straps shall be attached. – **Implemented by Nov 2014.**



# FCC Pilot Implementation



CATHAY PACIFIC

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# Pilot Implementation

- **Target Application:**  
Selected cargo types on freight main deck depends on risk prioritization
- **Pilot Implementation:**  
Starting from July 2014 with 7 selected freighter stations and follow with another 4 stations on Sep



# Challenge

- **Handling & Serviceability Check**
- **Damage & Continuing airworthiness**
- **Track & Trace**



# Thank You

 SWIRE

B-HNH



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