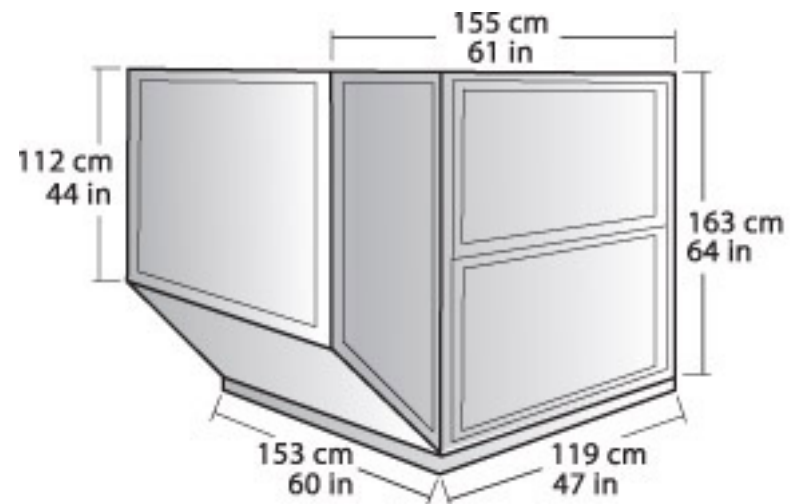


How Delta maintains compliance under
(FAA 120-85A - Air Cargo Operations)

Joseph P Jensen

Delta Air Lines ULD Control Group



This air cargo operations AC was developed in 2005, after an accident involving a McDonnell Douglas DC-8 aircraft, in response to National Transportation Safety Board (NTSB) safety recommendation.

Revision. In April 2013, a Dubai-bound Boeing 747-400 crashed just after takeoff from Bagram Air Base, Afghanistan.

This AC latest revision 6/25/2015 responds to a recent aircraft accident involving a part 121 air carrier that was transporting heavy military vehicles, known as “special cargo.” It was revised after evaluating special cargo operations, load planning, restraint calculations, restraint methods, freight staging, freight forwarding, and interlining of cargo. It enhances the safety of flight operations by clearly identifying responsibilities of parties and enhances guidance concerning the operator’s Weight and Balance (W&B) control program and procedures for cargo restraint and aircraft loading; unit load devices (ULD) and restraint devices; and the transport of special cargo. It also provides clarity regarding cargo handling training requirements. Adhering to the recommendations in this AC is one means, but not the only means, for air carriers to better manage their cargo operations.

120-85A - Air Cargo Operations

Date Issued

June 25, 2015

In effect for 1 year now

Responsible Office

AFS-300

Description

This advisory circular (AC) provides operators with recommended procedures for managing cargo operations. Developing and using these comprehensive procedures is key to establishing a safe and efficient cargo operation. The AC provides guidance for aircraft cargo loading systems (CLS), restraints, special cargo, and unit load devices (ULD). This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, of complying with applicable regulations to manage cargo operations.

Additional ULD guidance

MANDATORY!

- The terms *must* and *will* are used in this AC to reflect regulatory requirements.
- When this AC uses suggestive and permissive language (e.g., *should* and *may*), it is used to describe recommended or acceptable means, but not the only means, to comply with this AC.

- [AC 120-85A](#) (PDF, 1.1 MB)

Who has the Responsibility for the Maintenance and Repair of ULDs, Pallets, and Nets?

Who is Responsible



Airlines/ Freighter Operations or Any Equipment Owner.

ULDs, pallets, and nets **must** be maintained under an operator's or vendor/supplier's maintenance program that satisfies the ICAs of the ULD manufacturer.

What We Do



At Delta we follow all manufacturers recommended maintenance or we have adopted internal maintenance specifications that exceed the manufactures recommended specifications.

Delta fly's all different types of ULD's and we look into each manufacturers specifications and if we can combine damage limits etc. to make it easier for the front line personnel that is the route we will take to keep it simple when possible.

If Something Goes Wrong



If we find something internally or if the FAA finds something on one of their site visits, Delta will do a deep dive into the operation usually in a joint effort with the FAA to try and see if the issue that was identified is a one off or if it is a systemic problem. I would challenge you to do the same in your operation because it pays to go above and beyond.

How to Locate this AC



You can find this AC on the Federal Aviation Administration (FAA)'s Web site at http://www.faa.gov/regulations_policies/advisory_circulars AC 120-85A

The breaks in the address above are _ in case you are wondering if something is missing.

Thank You for Your Time !!!!!