

## ULDCARE-CHECK

### ULD Serviceability Check

This checklist is created by ULD CARE as an aid to organizations working with ULD to conduct audits on various aspects of their ULD operations and so support a process of continuous improvement. It is an operational level document, while not intended to replace any formal quality/airworthiness requirements that any organization may have in place, its use should assist ULD managers achieve a better operating environment for their ULD

ULD CARE does not expect the users of this check list to feedback the results of any audits, they are intended for internal use, however users are most certainly welcome to share their experiences of using this process to assist ULD CARE developing this tool.

To carry out the check will require both a physical “on the spot” inspection to assess the “hard criteria” and also a discussion with the manager responsible for this aspect of ULD operations to assess the “soft criteria” .

Introduction to the ULDCARE-CHECK on ULD Serviceability checking:

The complete inspection of all ULD before it is loaded to an aircraft is a flight safety requirement. While a final check shall always be carried out just prior to loading to the aircraft it is always best to inspect the ULD before buildup commences, as it is both easier to carry out these checks when the ULD is empty and also does not interrupt the cargo transport process. Failure to carry out these checks can result in a number of outcomes, the most critical being that the ULD is not safe for flight, but which also can include damage to aircraft and /or other equipment, delay and/or disruption of aircraft operations, injury to operators and delays and/or disruption of customers cargo and baggage. Proper inspection of each and every ULD before use is a foundation for safe and efficient ULD operations.

This audit check will assist ULD owners and those involved in ULD Serviceability Checks to carry out an objective assessment of their operations and determine where improvements are required.

**Section 1. Check Form**

<b>Aspect of Inspection</b>	<b>Specific requirement</b>	<b>Evaluation Criteria</b>	<b>Comply /Fail</b>	<b>Auditor Comments</b>
1. General Principles/management level	a. Procedures for inspection of ULD are defined in the organization's procedures manuals	Reference is made to ULD inspection requirements detailing when, where and how such activities are to be implemented		
	b. Inspection of ULD is included in organization's training programs and communicated to operations staff	Organization's training programs contain specific instruction for operators for carrying out consistent ULD inspections.		
	c. Those supervisors having direct responsibility for operations where ULD are present understand the inspection requirements of ULD	Supervisors have undertaken a Complete ULD training and have the competence and experience to control the manner in which ULD inspections are carried out, with details of who, when and where this activities are carried out		
2. Physical arrangements	a. Designated points when ULD are inspected	Organization has defined physical locations where each ULD is inspected		
	b. Suitability of locations where inspections are carried out	Inspection locations have sufficient space, weather protection and lighting		

	c. Arrangements exist for isolating any ULD found unserviceable	Possible to immediately isolate any ULD found unserviceable to a designated area. Availability of labels/electronic process to prevent ULD being used		
	d. Arrangements for net inspections	Pallet nets are untangled and stretched out at time of inspection.		
	e. Inspection of 16 and 20 ft pallets	Capability to safely lift 16 and 20 ft pallets so that the underside of the pallet can be inspected for damage		
	f. Inspection of special purpose ULD	Capability to carry out inspection of any and all special purpose ULD such as horse stalls, engine stands, TCC before use.		
3. Availability of damage limits information	a. Operators briefed on use of IATA Operational Damage Limits Notice	Operators shall be familiar with the purpose and use of the ODLN. Where operators first language is not English they shall have been provided with the guidance necessary to follow the standardized layout of the ODLN		
	b. Operators knowledgeable in the alternatives to the ODLN as a source of damage limits information	Operators shall understand that in the absence of an ODLN on a ULD they shall assess any damage found on a ULD from other reliable sources such as the airline's operations or loading manual or ULD OEM CMM		
4. Rectification/ temporary repair	a. Correct materials for carrying out rectification of any ULD found unserviceable available	Materials such as net repair straps, or complete spare net ( for placing a second net over a damaged net) readily available. Operators trained in the implementation of such actions, with clear observance of limitations.		
	b. Prohibition of non approved "on the spot" repairs of damage clearly enforced	Operators fully understand that any kind of non approved "on the spot" repair of a ULD is strictly not allowed.		

**Section 2. Assessment guidance/Acceptable means of compliance/IATA ULD Reference**

<b>Aspect of Inspection</b>	<b>Check Item</b>	<b>Guidance</b>	<b>ULD Regulations Reference:</b>
1. General Principles/management level	a. Procedures for inspection of ULD are defined in the organization's procedures manuals	Procedures manuals shall contain specific steps to perform inspections on all ULD before use, including instructions on where to obtain data on damage limitations of specific ULD	9.2.1
	b. Inspection of ULD is included in organization's training programs and communicated to operations staff	Training programs contain detailed material covering inspection of ULD.	9.2.2
	c. Those supervisors having direct responsibility for operations where ULD are present understand the inspection requirements of ULD	Supervisors ensure that all ULD under their responsibility are being checked before use	9.2.4
2. Physical arrangements	a. Designated points when ULD are inspected	There exists a defined point(s) where ULD inspection is carried out	9.2.3/9.2.4
	b. Suitability of locations where inspections are carried out	Inspection points allow easy access to all sides of the ULD, are properly lit and sheltered from bad weather.	9.2.3
	c. Arrangements exist for isolating any ULD found unserviceable	A system exists where any ULD found damaged can be immediately identified as unserviceable and be removed to a designated storage location	9.2.4
	d. Arrangements for net	Sufficient space is allocated for cargo nets	9.2.4

	inspections	( attached to pallet or loose) to be stretched out and inspected before being placed over a load	
	e. Inspection of 16 and 20 ft pallets	Provisions exist to lift the 16/20 ft. pallets in a safe manner so that the underside may be inspected for damage..	9.2.4
	f. Inspection of special purpose ULD	Provisions exist to inspect special purpose ULD such as horse stalls, car racks etc. before they are built up.	9.2.4
3. Availability of damage limits information	a. Operators briefed on use of IATA Operational Damage Limits Notice	All operations staff aware of the purpose of the IATA ODLN. Where English is not a first language organization to have established local language templates to assist non English speakers to extract the relevant information	9.2.4
	b. Operators knowledgeable in the alternatives to the ODLN as a source of damage limits information	Operators understand that in the absence of an ODLN they must obtain alternative guidance and not guess	9.2.4
4. Rectification/ temporary repair	a. Correct materials for carrying out rectification of any ULD found unserviceable available	Where airline permits “on the spot” rectification of certain damage then correct materials to be available and operators trained in their use.	9.2.4
	b. Prohibition of non approved “on the spot” repairs of damage clearly enforced	All staff to clearly understand that the use of any kind of unapproved repair is not permitted, and that where a ULD is found having such a repair and where the damage exceeds that specified damage limits then that ULD is unserviceable	9.2.4