

CARGO

Joint Safety Implementation Team as Modified by JIMDAT

Implementation Plan for Safety Enhancement 121 Cargo – Cargo Loading Training and SOPs

Statement of Work:

The purpose of this enhancement is to reduce cargo-related accidents and incidents by publishing and enforcing clear, concise and accurate standard operating procedures, and training the rationale behind those procedures; ensuring company training programs are approved and monitored; and ensuring adequacy of contractor training.

Lead Organization for Overall Safety Enhancement Completion (LOOSEC):

Airline Transport Association (ATA)

Safety Enhancement:

Safety Enhancement 121 Cargo – Cargo Loading Training and SOPs

Reduce cargo-related accidents and incidents by publishing and enforcing clear, concise and accurate standard operating procedures, and training the rationale behind those procedures; ensuring company training programs are approved and monitored; and ensuring adequacy of contractor training.

JIMDAT Score:

DIP Stand Alone Fatality Risk Reduction:

2020 - (3.02) 100% - (3.25)

Differential beyond original 46 SE CAST plan:

2020 - (1.10) 100% - (1.18)

Total Resource Requirements:

\$400,000

Completion Date:

2½ years following CAST approval.

Output 1:

Airline/operators conduct/improve the surveillance of contractor cargo-loading training.

Resources:

LOOC: ATA

Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA), Airline/Operators.

The cost of this output is estimated to be \$200,000 primarily for administration costs, meetings and travel.

Timeline:

90 days following CAST approval.

Actions: Airline/Operators ensure audit/surveillance (e.g., Internal Evaluation Program, AC120-59A) of cargo loading programs is being conducted with emphasis on contracted work. Improve audit/surveillance programs as necessary.

Output 2:

Develop best practices for cargo loading that include at least: loading, securing and distribution of cargo; loading checklists; assignment of crewmember responsibility for inspecting and signing off on the cargo load.

Resources:

LOOC: ATA

AFS-300/AFS-200, Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA)

(See Work Products from Cargo Strategic Action Plan Team)

(See AC 120-27E, "Aircraft Weight and Balance Control"; AC120-85, "Air Cargo Operations")

The cost of this output is estimated to be \$150,000 primarily for administration costs, meetings and travel.

Timeline:

6 Months following CAST approval.

Actions:

ATA in coordination with above groups survey and develop recommended best practices.

Output 3:

Regulators develop guidance material, based on best practices from Output 2, for cargo loading and training programs and ensure that company cargo loading and training programs (including contractors) are approved/accepted and monitored.

Resources:

LOOC: AFS-300

AFS-200

The cost of this output is estimated to be \$50,000 primarily for administration costs.

Timeline:

12 Months following the completion of Output 2.

Actions:

AFS-300, using products developed from Output 2, publish/sponsor appropriate guidance material including guidance related to approving/accepting and monitoring training.

Output 4:

Airlines/operators should incorporate these best practices into their standard operating procedures, and train those procedures, including emphasis of the rationale behind those procedures.

Resources:

LOOC: ATA

AFS-300/AFS-200, Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA)

This output would have minimal or no additional cost to the airline/operators.

This output could be accomplished during routine training and operating manual updates.

Timeline:

12 months following the completion of Output 3.

Actions: Airline/Operators develop and obtain approval/acceptance of SOPs that adopt best practices. Airline/Operators train SOPs including emphasis of the rationale behind those procedures.

Relationship to Current Aviation Community Initiatives

Impact on Non - Part 121 or International Applications: