

<b>Title</b>	<b>Load and unload a containerised aircraft</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>8</b>

<b>Purpose</b>	People credited with this unit standard are able to: obtain cargo to load onto aircraft; position rolling stock to enable aircraft loading; load a containerised aircraft; load bulk hold of a containerised aircraft; secure aircraft after loading; confirm completion of loading with the Load Controller; position equipment for unloading aircraft; position equipment and open aircraft hold doors; unload containerised aircraft; unload bulk hold of a containerised aircraft; deliver baggage and cargo; and close aircraft hold doors.
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<b>Classification</b>	Aviation > Ramp Operations
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<b>Available grade</b>	Achieved
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### Guidance Information

- All tasks are to be carried out in accordance with enterprise procedures, the enterprise being the organisation carrying out the work. Enterprise procedures referred to in this unit standard are the applicable procedures found in the following: enterprise exposition; manufacturer publications; Government and local body legislation; airworthiness authority requirements.
- Definitions**

*Cargo* refers to cargo collected or delivered to the cargo area or baggage collected and delivered to the baggage area. The term can refer to cargo and/or baggage.

*Circle of safety* refers to an area 5 metres off the nose and tail – 2 metres off the wing tips of a stationary aircraft.

*Dollies* refer to trailers that are used to transport pallets or containers to and from a high loader.

*LIR* refers to a Loading Instruction Report, which is a generic term for aircraft loading documentation.

*ULD* refers to a Unit Load Device. This may include a cargo container or a pallet.
- For an arriving aircraft, the following safety standards must be adhered to by ramp staff; anti-collision lights must be extinguished, aircraft wheels chocked, and engines shutdown, before the aircraft is approached for loading or unloading.

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## Outcomes and performance criteria

### Outcome 1

Obtain cargo to load onto aircraft.

#### Performance criteria

- 1.1 Departure LIR is obtained for the flight.
- 1.2 Loading equipment position is confirmed, and cargo hold doors are opened.
- 1.3 Cargo holds are inspected for damage.
- 1.4 Cargo is obtained from cargo area.
- 1.5 Aircraft registration is matched to the LIR.

### Outcome 2

Position rolling stock to enable aircraft loading.

#### Performance criteria

- 2.1 Cargo for aft (rear) hold is identified and positioned outside circle of safety.
- 2.2 Cargo for fore (front) hold is identified and aligned to pallet loader.

### Outcome 3

Load a containerised aircraft.

#### Performance criteria

- 3.1 Door sill latches are lowered and hold lights are switched on in accordance with aircraft type.
- 3.2 ULD number and position is matched to the LIR.
- 3.3 ULDs are transferred from a pallet loader into the hold of an aircraft in accordance with aircraft type.
- 3.4 ULDs are locked into position in accordance with aircraft type.
- 3.5 Stops and locks are raised in accordance with aircraft type.
- 3.6 Confirmation is given to the Load Controller.

### Outcome 4

Load bulk hold of a containerised aircraft.

**Performance criteria**

- 4.1 Cargo for bulk hold is aligned with belt loader.
- 4.2 Cargo is loaded onto belt.
- Range may include but is not limited to – three way checks on cargo, bags counted, stacked in hold.
- 4.3 Safety nets are secured.
- 4.4 Confirmation is given to the Load Controller.

**Outcome 5**

Secure aircraft after loading.

**Performance criteria**

- 5.1 Load is confirmed as secured and undamaged.
- 5.2 In-hold systems and lights are turned off and cover is closed in accordance with aircraft type.
- 5.3 Hold doors are closed and secured in accordance with aircraft type.

**Outcome 6**

Confirm completion of loading with the Load Controller.

**Performance criteria**

- 6.1 All loading equipment is confirmed as removed and returned to the marked areas.
- 6.2 Departure LIR is completed and signed.
- Range must include – final read back of load configuration to the Load Controller, completed in necessary timeframe.

**Outcome 7**

Position equipment for unloading aircraft.

**Performance criteria**

- 7.1 Arrival LIR is obtained for the flight.
- 7.2 Equipment and rolling stock are confirmed as being parked at gate behind lines.
- 7.3 Aircraft registration is matched to the LIR.

**Outcome 8**

Position equipment and open aircraft hold doors.

**Performance criteria**

8.1 Equipment positioned next to aircraft is confirmed.

Range equipment may include but is not limited to – pallet loaders at fore and aft holds, belt loader at bulk hold.

8.2 Clearance between aircraft and equipment to allow the opening of hold doors is confirmed in accordance with aircraft type.

8.3 Hold doors are opened and visual inspection is carried out in accordance with aircraft type.

Range visual inspection may include but is not limited to – door seal, damaged cargo, loose items.

8.4 Pallet loader alignment to the hold is confirmed in accordance with aircraft type.

8.5 In-hold systems and lights are turned on in accordance with aircraft type.

8.6 Rolling stock alignment with pallet loader is confirmed.

Range may include but is not limited to – rotating dollies to receive ULDs, raise back stops, lower front stops.

**Outcome 9**

Unload containerised aircraft.

**Performance criteria**

9.1 Door sill latches are lowered in accordance with aircraft type.

9.2 ULD locks are released for unloading in accordance with aircraft type.

9.3 ULDs are transferred onto pallet loader in accordance with aircraft type.

9.4 ULDs are transferred from pallet loader to rolling stock.

9.5 All ULDs are confirmed as unloaded.

**Outcome 10**

Unload bulk hold of a containerised aircraft.

**Performance criteria**

10.1 Rolling stock alignment at end of belt loader is confirmed.

10.2 Cargo and baggage are unloaded onto belt loader.

Range may include but is not limited to – releasing security nets, person on ground to transfer onto trolley or into ULD.

**Outcome 11**

Deliver baggage and cargo.

Range within necessary timeframe as specified by the enterprise.

**Performance criteria**

11.1 Baggage is sent to baggage area.

11.2 Cargo is sent to designated area.

**Outcome 12**

Close aircraft hold doors.

**Performance criteria**

12.1 Holds are inspected.

Range inspection may include but is not limited to – damage, surplus items, no person is in hold.

12.2 In-hold systems and lights are turned off in accordance with aircraft type.

12.3 Hold doors are closed in accordance with aircraft type.

Range may include but is not limited to – lower pallet loaders, switch off pallet loaders.

<b>Planned review date</b>	31 December 2027
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	16 October 2009	31 December 2018
Review	2	16 March 2017	31 December 2024
Review	3	27 October 2022	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	0125
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

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### Comments on this unit standard

Please contact Ringa Hora Services Workforce Development Council [qualifications@ringahora.nz](mailto:qualifications@ringahora.nz) if you wish to suggest changes to the content of this unit standard.