

<b>Title</b>	<b>Manage load assembly for scheduled aircraft flight departure</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>20</b>

<b>Purpose</b>	People credited with this unit standard are able to manage load assembly for scheduled aircraft flight departure.
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<b>Classification</b>	Aviation > Air Cargo
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<b>Available grade</b>	Achieved
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### Guidance Information

- 1 Definitions
 

*Cargo* may include but is not limited to – dangerous goods, general freight, high value items, human remains, live animals, perishable items, unaccompanied baggage, vehicles or weapons.

*Load assembly* refers to putting together a planned load of cargo that is then built up correctly for safe travel by air.

*Organisational procedures* refer to the step-by-step instructions for implementing or carrying out an organisation’s policy or desired objective.

*ULD* refers to a Unit Load Device. This may include a cargo container or a pallet.
- 2 All activities must be carried out in accordance with organisational procedures.
- 3 Legislation
  - a Any relevant Acts, regulations, and bylaws must be complied with during assessment against this standard.
  - b Legislative and/or regulatory requirements may include but are not limited to – the Civil Aviation Act 1990 and all subsequent amendments and replacement.
- 4 Evidence for the practical components of this standard must be gathered in an aviation workplace.

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### Outcomes and performance criteria

#### Outcome 1

Manage load assembly for scheduled aircraft flight departure.

**Performance criteria**

- 1.1 Technical knowledge is applied to interpreting the Load Plan.
- Range may include but is not limited to – ULDs required, serviceability of ULDs, aircraft type, layout, contours, weight limitations, airline and state restrictions, aircraft suitability, flight and cargo distribution, maximisation of the aircraft's cargo capacity, special handling requirements, load principles, aircraft limitations.
- 1.2 Load Plan irregularities are resolved.
- Range may include but is not limited to – incompatible loads, over-booked cargo.
- 1.3 Knowledge of specific airline and regulatory requirements is applied to implementing the Load Plan.
- Range may include but is not limited to – airline and state restrictions, segregation, special handling requirements.
- 1.4 Priority shipments, transfers, tranships and special loads are monitored.
- 1.5 Precision timeline(s) is(are) adhered to and managed.
- Range may include but is not limited to – shipment progression, flight close out times, transmission to load control timeframes, push-out windows.
- 1.6 Irregularities are resolved and recorded.
- Range irregularities may include but are not limited to – damaged cargo, missing cargo, found cargo, pillage, dangerous goods, incidents, accidents, aircraft changes, weight restrictions, service standards.
- 1.7 Dead load weight statements are produced.
- Range may include but is not limited to – within correct time frame, special load and dangerous goods details notated.
- 1.8 Outbound Flight Manifest is produced.
- 1.9 Flight balancing is completed.

<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	18 May 2017	31 December 2024
Review	2	27 October 2022	N/A

**Consent and Moderation Requirements (CMR) reference**

0125

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**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.