Welcome
THE FUTURE OF IGOM – DETERMINATION OF SAFETY CRITICAL PROCEDURES

Moderator:

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Panelists:

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Content

1. IGOM Overview
2. IGOM for Full Cargo Operators
3. Benefit of IGOM implementation
4. Safety Critical Procedures & Risk Assessment
5. Questions and Answers
1937
Early reach
Map of the world’s air routes in 1937

2014
We fly everywhere
Map of the world’s air routes today
Damage rate is 4.85 per 10,000 movements

SOP not Followed is the primary Causal Factor
Full Cargo Operators
IGOM, also for full cargo operators? YES !!!

Loading / Unloading of outsized cargo
IGOM, also for full cargo operators? YES !!!

Securing of load
IGOM, also for full cargo operators?  YES !!!

Loading Supervision !!!
IGOM, also for full cargo operators?  YES !!!

Loading Supervision !!!
IGOM, also for full cargo operators?

What does happen to the lower surface of the ULD?
IGOM, also for full cargo operators?

What does happen if a ULD weighing 10,000kg is loaded?
IGOM, also for full cargo operators?

What does happen if a ULD weighing 10,000kg is loaded?
IGOM, also for full cargo operators?

... „little“ damages
IGOM, also for full cargo operators? YES !!!

... with a big impact in the main deck of a freighter aircraft
IGOM, also for full cargo operators?

How do you unload the plane?
IGOM, also for full cargo operators? YES !!!

…and the result is
IGOM, also for full cargo operators? YES!!!

- Target for 2018 is, to have basic rules for securing of load / ULD implemented into IGOM
- Next steps are:
  - loading / unloading specific on Main Deck e.g. bridging / cresting
  - loading / unloading sequence,
  - loading / unloading outsized / oversized cargo
  - loading / unloading of heavy cargo and other special loads
  - basic principles for securing of cargo with straps directly to the aircraft structure
  - basic shoring rules for heavy loads
**QAS Challenges**

- 42 Airlines
- 24 Aircraft types
- 7500 Staff + 54 nationalities
- Over 100 Manuals from customers
- Constraints in manpower utilization
- Airlines procedures + training
# Airline’s Requirement for HIA V.4

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### MAP

- EY: Safety Cone required. Under the outer flap track fitting at the root of right engine on A321 Aircraft.
- BA: Cone required behind the wing trailing edge aligned with the inboard engine.
- CX-160: Chocks on left wheel (Front and Rear).
- CX-150.0: Chocks on right wheel (Front and Rear).
- MNG1: Chocks on the wing tip for 737-800.
- MNG2: Total 10 safety cones covering both radials, back of engine on starboard side and between wings.
- KD: Alternatively 4 chocks can be placed on NLG.

### Abbrev.

- NLG: Nose Landing Gear
- SS-E1: Starboard Engine 1
- SS-E2: Starboard Engine 2
- SS-WT: Starboard Wing Tip
- PO-E1: Port Engine 1
- PO-E2: Port Engine 2
- PO-WT: Port Wing Tip

### Description

- As per request.
- Required & Done by QAS.
Road Map

- Engaging Management
- Champions & Work Groups
- Awareness
- Gap Analysis
- Integration
- Implementation

1st Month: Engaging Management
2nd Month: Champions & Work Groups, Awareness
3rd Month: Gap Analysis
4th Month: Integration, Implementation
5th Month: Integration
6th Month: Implementation
Standardized work processes

Reduction of complexity & confusion

Decrease of injuries and damages

Simplified training

Easier oversight and improved safety
In line with global aviation standards, IATA and the IGOM TG have adopted the ICAO annex 19 Safety Management Systems (SMS) principles:

1. Safety Policy and Objectives
2. Safety Risk Management
3. Safety Assurance
4. Safety Promotion
The second component, Safety Risk Management, will be used as a baseline to determine whether an IGOM procedure has a “Safety Critical” requirement or a “Non-Safety Critical” requirement.

Supporting data such as Ground Damage Database (GDDB) and Safety Trend Evaluation Analysis and Data Exchange System (STEADES) has also been considered.
NEXT STEPS for IGOM TG

Introduce the concept of “deviation” from the IGOM by an Operator based on risk assessment /or risk analysis performed by an Operator.

Identify “safety critical” procedures into the IGOM by introducing a dedicated “symbol”.

Publish the methodology directly in the IGOM for reference and transparency.
Questions?
Gala Networking Reception Tonight