

UNIT LOAD DEVICES

The term Unit Load Device (ULD) means any type of container with an integral pallet, or aircraft pallet whether or not owned by an IATA member, and whether or not considered to be aircraft equipped.

Aircraft ULDs

These are units that interface directly with an Aircraft loading and restraint system. They meet all normal restraint requirements without the use of supplementary equipment— providing they are loaded in accordance with the specific Aircraft Load and Balance Manual.

Such units become an integral part of the Aircraft structure, when loaded and are typically Certified Aircraft Containers or Pallet and Net assemblies.

Note: The Aircraft Load and Balance Manual includes controls for-

- The type, number and positions, that ULDs can be loaded.
- Their allowable Max Gross Weights
- Acceptable alternate ULD loading arrangements such as:-
 - Carriage of loads exceeding normal allowances.
 - Load limitations with broken/missing restraint components.

These controls may effect direct interlining of ULDs between Aircraft Types.

Aircraft ULDs may be loaned to shippers and agents for loading purposes provided they can prove that they are equipped and capable to handle them in accordance with the Aircraft Load and Balance Manual(s).

Non-Aircraft ULDs

These units do not interface with the aircraft restraint system. They must be registered with IATA and conform to IATA standard specifications. Non-aircraft ULDs, in order to be eligible for rating incentives, must be owned by a shipper or agent.

RATING OF ULDs

Method A

On certain routes, rating Method 'A' charges shall apply at the request of the

shipper for consignments carried from airport of departure to airport of destination entirely in ULDs. In order to qualify for Bulk Unitisation Rates, the cargo must be carried from origin to destination in the same ULD.

The charge for the consignment shall consist of a flat minimum (pivot) charge for a specified pivot weight above which an additional charge (over-pivot rate) per kilo or pound will apply. Charges for airline owned Aircraft ULDs shall be based on the actual gross weight less the actual tare weight of the ULD.

Charges for shipper or agent owned Aircraft ULDs or Non-Aircraft ULDs shall be based on the actual gross weight less the actual tare weight, but not more than the IATA tare weight allowance for the particular ULD.

Method B

Discounts and tare weight allowances only apply when shipments are delivered to the airline packaged in registered shipper-owned, standard size non-aircraft units. Charges are based on the actual weight of the shipment, less the tare weight allowance, but not less than the minimum chargeable weight for the particular container used. The tare weight allowance is always that which is printed on the actual container. A discount is also granted under this programme, which refers to each type of non-aircraft ULD. The amount of discount can be deducted from the weight charge, but shall not exceed 10% of the charges applicable to the consignment carried in the ULD. In no case shall the charges established under method A be applied cumulatively with the discount authorised under rating method B.

Dangerous Goods, Live Animals and Human Remains will not be accepted in a ULD, either rated under methods A or B.

Further information on the rules applicable to ULDs and full rating tables can be obtained from: The Air Cargo Tariff (TACT). ABC Air Cargo Guide, British Airways Worldwide Cargo Tariff (Mini Tariff) or from British Airways World Cargo offices.

LD9 AAP

RATE CLASS 5

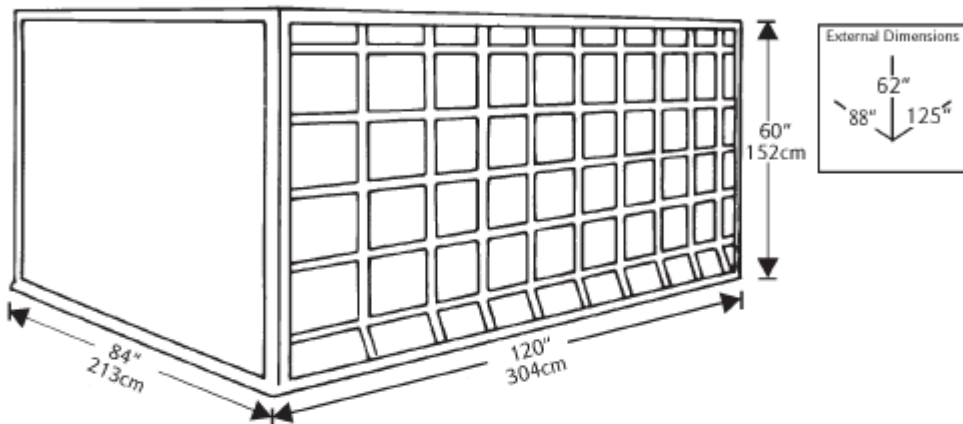
Wide body aircraft. Full width lower deck container. Suitable for following aircraft: ■ Boeing 747, 767 & 777

Volume 350 cu. ft. (10.0 cu. m.)

Tare weight 200 kgs/440 lbs

Max Gross

Weight 6033 kgs/13273 lbs



LD29 AAU

RATE CLASS 5

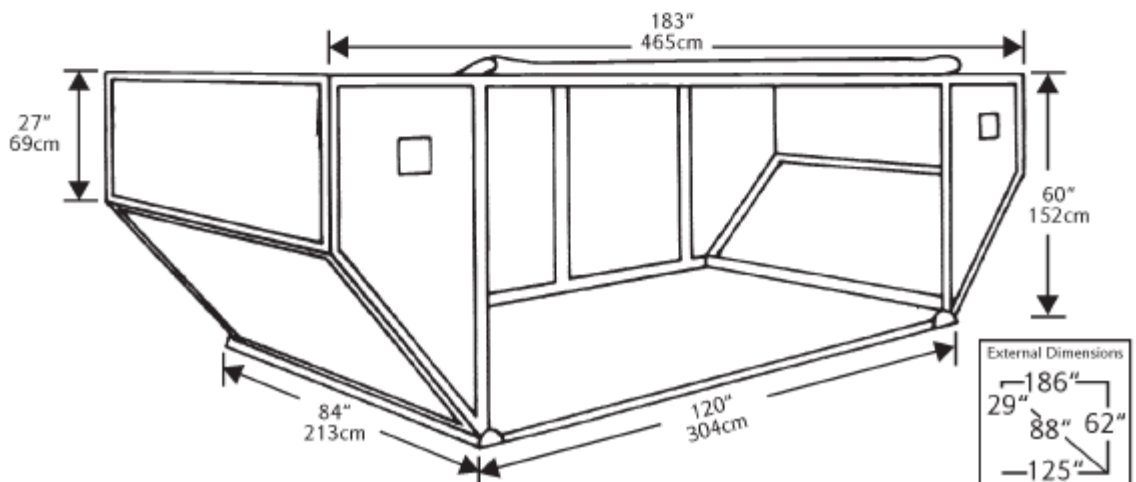
Wide body aircraft. Full width lower deck container. Suitable for the following aircraft: ■ Boeing 747

Volume 485 cu. ft. (13.8 cu. m.)

Tare weight 265 kgs/583 lbs

Max Gross

Weight 6033 kgs/13273 lbs



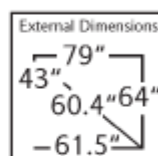
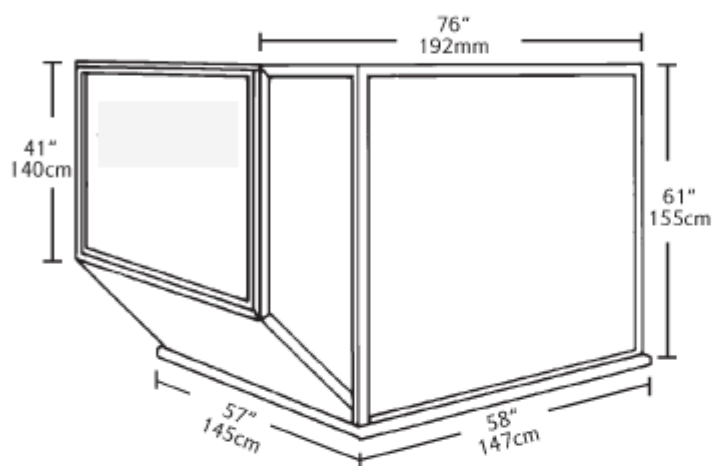
LD3**RATE CLASS 8****AKE**

Wide body aircraft. Half width lower deck container. Suitable for the following aircraft: ■ Boeing 747, 767, 777

Volume	150 cu. ft. (4.2 cu. m.)
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Tare weight	72 kgs/158 lbs
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Max Gross Weight	1588 kgs/3493 lbs
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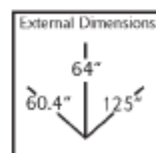
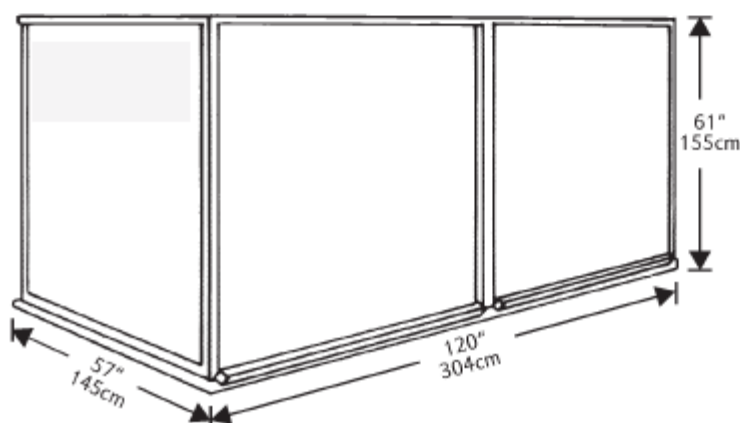
**LD11
ALP/PLA****RATE CLASS 6**

Wide body aircraft. ALP: Full width lower deck container.

PLA: Full width lower deck pallet

Suitable for the following aircraft: ■ Boeing 747 & 777

	ALP	PLA
Volume	240 cu. ft. (6.8 cu. m.)	245 cu. ft (7.0 cu. m.)
Tare weight	185 kgs/407 lbs	73 kgs/161 lbs
Max Gross Weight	3176 kgs/6987 lbs	3176 kgs/6987 lbs



Centre post swings clear for loading

PAP/PIP/PAG

RATE CLASS 5

Wide body aircraft. Full width pallet with net.

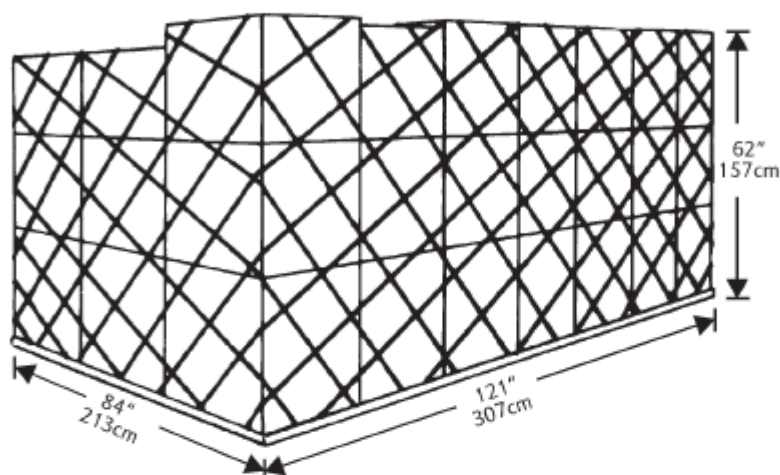
Suitable for the following aircraft: ■ Boeing 747, 767, 777

Volume 240 cu. ft. (11.9 cu. m.) (with allowable overhang)

Tare weight 120 kgs/264 lbs

Max Gross 747 767

Weight 6033 kgs/13273 lbs 5103 kgs/11227 lbs



XAW

RATE CLASS 5

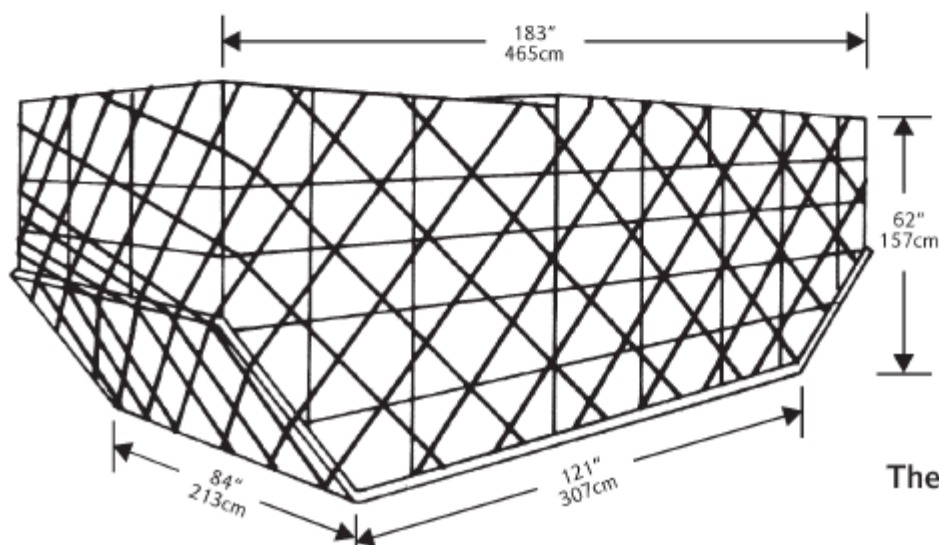
Wide body aircraft. Full width pallet with net. Suitable for the following aircraft: ■ Boeing 747

Volume 747 490 cu. ft. (14.0 cu. m.)

Tare weight 170 kgs/374 lbs

Max Gross

Weight 5000 kgs/11000 lbs



The wings fold in

LD26 AAF

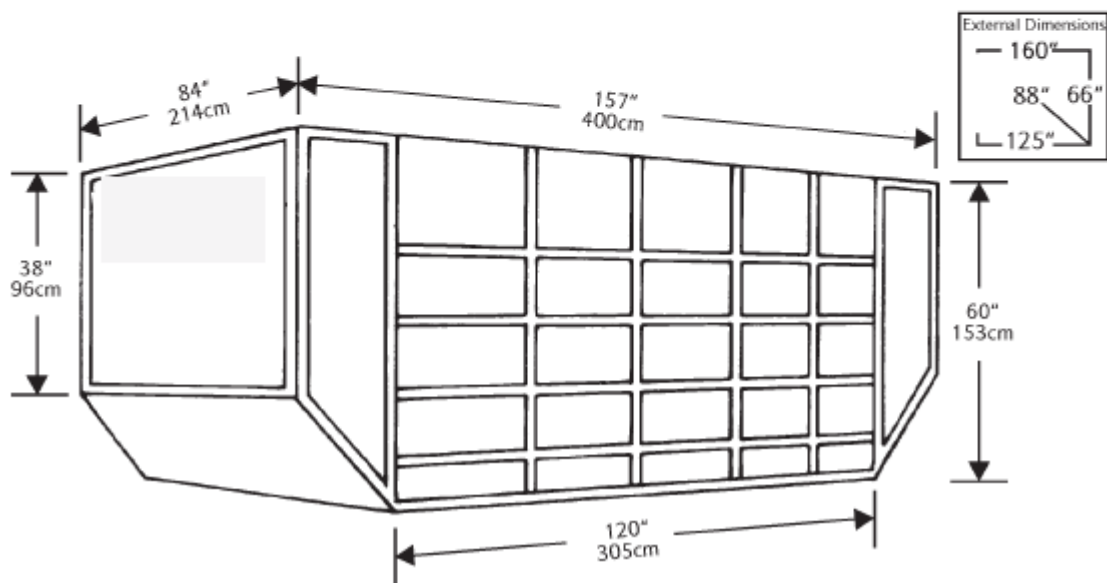
Wide bodied aircraft. Full width lower deck container. Suitable for the following aircraft: ■ Boeing 747 & 777

Volume 425 cu. ft. (12 cu. m.)

Tare weight 286 kgs/630 lbs

Max Gross

Weight 6033 kgs/13273 lbs



LD6 ALF

Suitable for the following aircraft: ■ Boeing 747 & 777

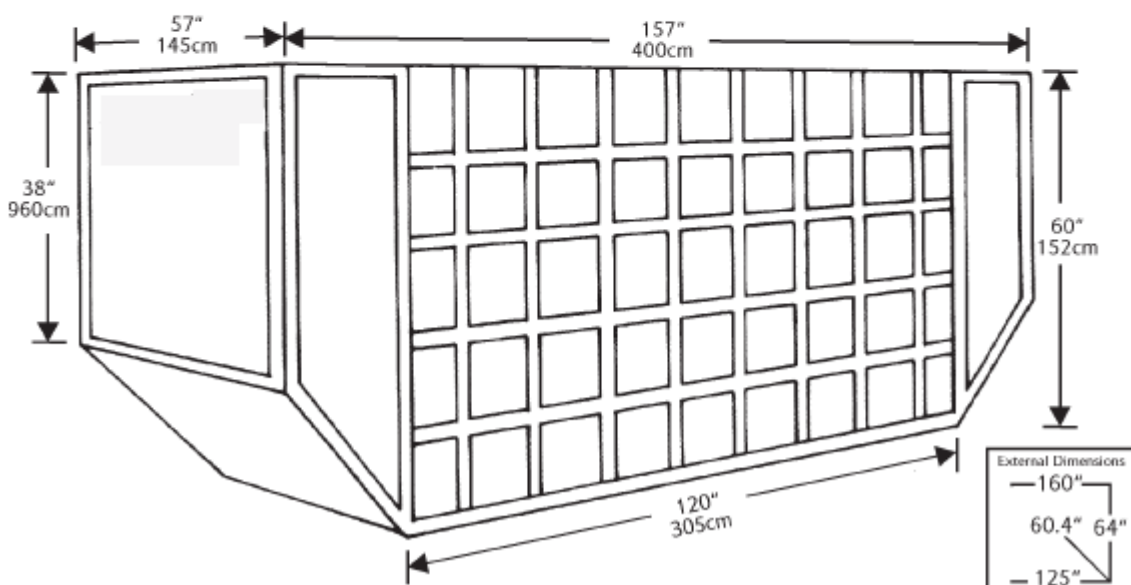
Volume 310 cu. ft. (8.8 cu. m.)

Tare weight 172 kgs/378 lbs

Max Gross

Weight 3175 kgs/6985 lbs

Weight



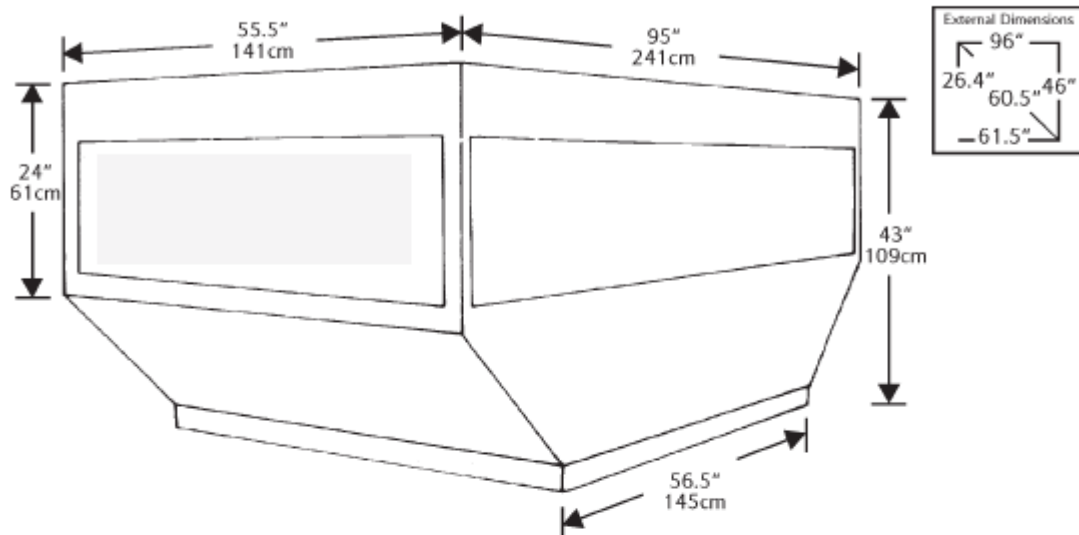
AKH

Lower deck container suitable for the following aircraft: ■ A320

Volume 120 cu. ft. (3.4 cu. m.)

Tare weight 76 kgs/167 lbs

Max Gross Weight 1134 kgs/2499 lbs



PMC

RATE CLASS 5

Wide body aircraft. Full width pallet with net. Suitable for the following aircraft: ■ Boeing 747, 767, 777

Lower deck pallet suitable for the following aircraft: ■ Boeing 747 & 767

Volume 450 cu. ft. (12.7 cu. m.)

Tare weight 130 kgs/286 lbs

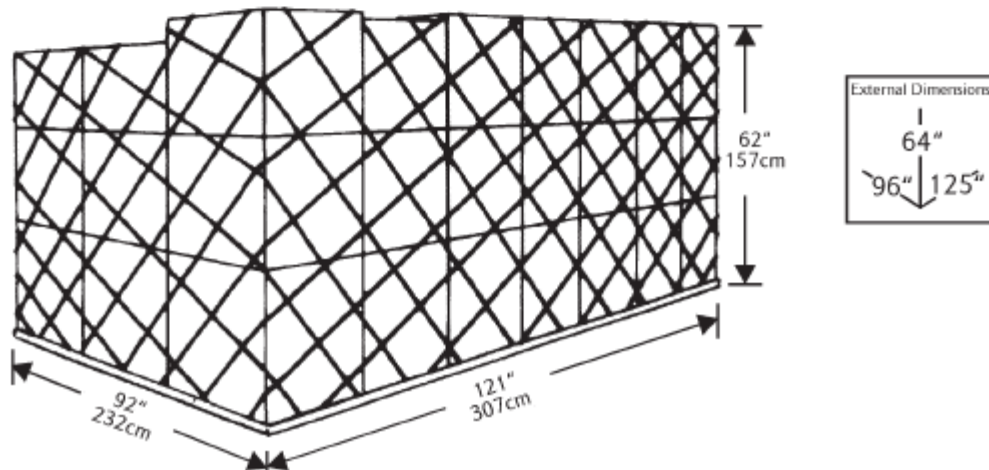
Max Gross Weight 747

767

Weight 5034 kgs/11075 lbs

5103 kgs/11227 lbs

Please note that the maximum gross weight is variable for the different aircraft types, in case of transfer.



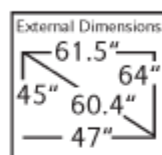
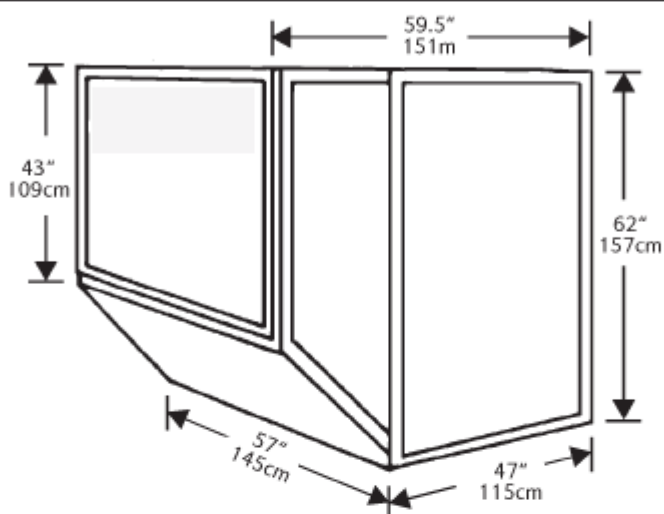
LD2 APE

Wide body aircraft. Half width lower deck container. Suitable for the following aircraft: ■ Boeing 767

Volume 120 cu. ft. (3.5 cu. m.)

Tare weight 70 kgs/154 lbs

Max Gross Weight 1225 kgs/2700 lbs



AMA

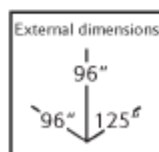
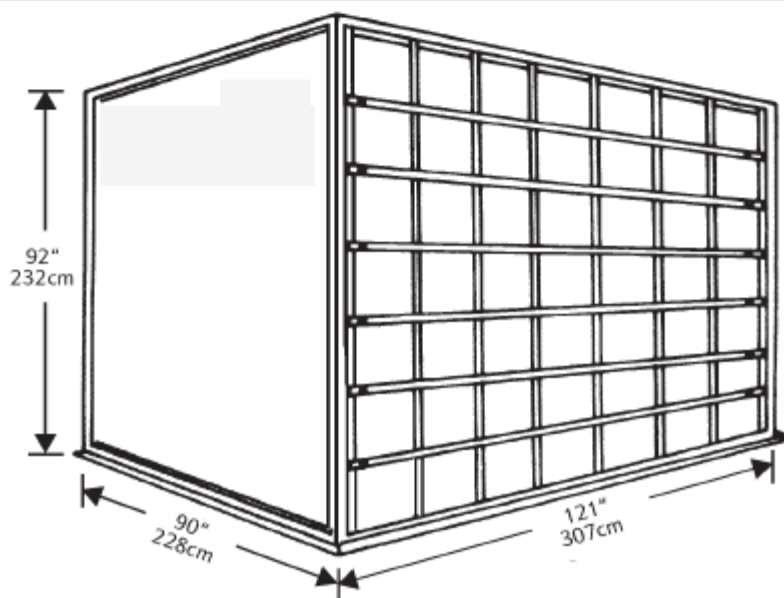
RATE CLASS 2

Wide body aircraft. Main deck pallet container. Suitable for the following aircraft: ■ Boeing 747F

Volume 580 cu. ft. (16.4 cu. m.)

Tare weight 350 kgs/770 lbs

Max Gross Weight 6804 kgs/15000 lbs



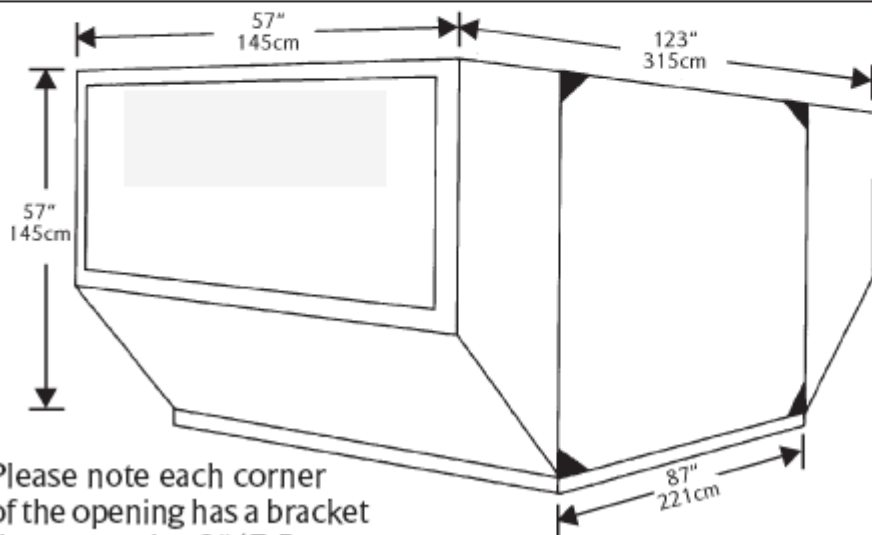
AQF/DQF

Lower deck container. Suitable for Boeing 767 only.

Volume 253 cu. ft. (7.9 cu. m.)

Tare weight 118 kgs/260 lbs

Max Gross Weight 2449 kg/5400 lbs



Please note each corner of the opening has a bracket that protrudes 3"/7.5cm