3.10. Unitized Consignments

(For carrier deviating/additional rules see section 8.3.)

3.10.1. General

Consignments may be loaded into Unit Load Devices by the shipper or his agent. Special rating may apply in connection with the use of IATA-registered ULDs.

3.10.2. Definitions and Specifications of Aircraft ULDs

1. Aircraft ULDs

Aircraft Unit Load Device (ULD) is either an aircraft pallet and pallet net combination, or an aircraft container. The ULDs are also designed to interface with an appropriate cargo loading system (CLS) and restraint system which is part of the aircraft. A ULD is an aircraft component, therefore subject to regulations and control of Civil Aviation Authorities, as outlined in IATA ULD Regulations.

Ownership of ULDs is not restricted to airlines, nor to IATA member airlines. All ULDs intended for use within the commercial air transport sector must however conform to all applicable specifications, including dimensions and contours, for standardized ULDs as indicated in the IATA ULD Regulations, as well as the various certification criteria required by regulatory authorities as applicable. Different aircraft require ULDs of different dimensions, so it is important that that the correct ULD is loaded for the type of aircraft being operated. The dimensions listed in the tables that follow are only a guide - actual dimensions may vary between ULDs of different manufacturers. Likewise the actual Tare Weights and actual Volumes can vary. Many aircraft containers and pallets also indicate a Maximum Gross Weight (MGW). This is also a nominal value and the actual value can vary considerably depending on the aircraft in use and the position of the ULD within the aircraft - the over-riding factor being the dictates of the aircraft Weight & Balance Manual.

Main deck Units

The use of the term Upper Deck Units is to be discouraged as this will be used to indicate ULDs designed for the topmost loading deck of aircraft such as the A380 freighter. Main Deck Units are designed to be carried in the cabin section of freighter aircraft (such as B747 F, A300-600 F) and the passenger carrying level of “Combi” aircraft (such as B747-400 Combi).

Lower Deck Units

These ULDs are designed to carried in the holds below the cabin or passenger carrying level of the aircraft. Typical aircraft in which these units are used are: B 777, B787, A330 / A340, A380

3.10.3. General Rules for the Use of Unit Load Devices (Not applicable to/from Australia)

1. Sale/resale of ULD

Not applicable within Europe and to/from the USA/US territories
Airlines will sell Aircraft ULDs to third party pooling/leasing companies. Direct or indirect purchase of ULDs for resale to shippers or agents will not be made.

2. Restrictions

ULDs moving under rating provisions of Rules 3.10. shall not contain:

a. articles shown in the applicable Dangerous Goods Regulations as bearing a restriction;
b. live animals
c. valuable cargo
d. human remains

3. Determination of chargeable weight for shipments in ULDs

If not specified in section 4.3. of the Rates book, transportation charges for

a. shipments containing one or more pieces in excess of the dimensions of the ULD used for transportation; or
b. for shipments which totally or partially prevent other freight from being loaded on the same ULD due to special tie-down requirements; or
c. shipments for which a shipper requires exclusive use of the ULD(s); or
d. shipments which require special loading procedures in the cargo compartment such as centre loading, zone loading, local tie-down over more than one ULD position and/or over-hanging;

shall be assessed at the rate applicable to the shipment based on the greater of

- the actual or dimensional weight of the shipment, excluding the weight of the ULD and tie-down equipment;
  or
- the minimum chargeable weight per ULD required to transport such shipment as shown in the table in section 3.10.5., paragraph 4.
  When more than one ULD is required, whether in total or in part, the minimum chargeable weight shall be multiplied by the total number of ULD positions required.

Note:
If the shipment must be unloaded from one ULD and reloaded onto another ULD, transportation charges will be based on the original ULD.

4. Pick Up, Delivery and Other Services

Not applicable within Europe and to/from the USA/US territories In all cases where an Airline provides or assists in providing above services, for loaded or unloaded ULDs, the established local pick up and/or delivery charges will be assessed.
No such charges apply for pick up and/or delivery within the boundary of the airport of departure and/or the boundary of the airport of destination. The cost of brokerage and other services will not be absorbed by airlines and where such services are performed by airlines the local charges therefore will be levied.

5. Recontouring or Unloading

ULDs moving under the charges provisions outlined in Rules 3.10.5. and 3.10.7. hereafter must be packed by the shipper or his agent. Airlines will not pack or assist in packing ULDs.
The charges and rates applicable in connection with the use of Rules 3.10.5. and 3.10.7. apply only to ULDs delivered loaded to the Airline at the airport of departure named on the AWB and accepted loaded by consignee at the airport of destination; provided that:

a. the load shall not exceed the maximum external dimensions shown in Rules 3.10.8.
b. when at time of delivery, the unitized load must be recontoured or adjusted by the Airline, such service will be charged as shown in Rules 3.10.5.
c. where at destination unloading of any part of a ULD is performed by the Airline, such service will be charged as shown in Rule 3.10.5.

6. Ancillary Equipment

Not applicable within Europe and to/from the USA/US territories The provision of ancillary Equipment such as low profile dollies, templates and jigs, to shippers and agents, whether paid or unpaid is prohibited.

7. Loss or Damage

While an Airline owned ULD is in the possession of the shipper or the consignee he shall be liable to the Airline for loss of, or damage to an Airline ULD.

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3.10.4. Use of Airline Owned Aircraft ULDs
(Not applicable to/from Australia)
(for packing purposes only)

1. General
If a shipper or agent requests an Airline to provide him with an Airline-owned ULD for the sole purpose of easier packing, paragraphs 2 through 5 apply.

2. Definitions
For the purpose of this Rule the definitions contained in Rule 3.10.2. (para. 1) apply.

3. Basis of Charges
a. If the consignment is loaded so that it can be carried separately from such ULD, the charges shall be based on the gross (or volume) weight of such consignment, excluding the actual tare weight of the ULD used. The leasing charges as provided in paragraph 4. below do **not** apply in this case.
b. If the consignment is not packed so that it can be carried separately from such ULD, charges shall be based on the gross weight (or volume) of such consignment, **including** the weight of the ULD.
The leasing charges as provided in paragraph 4. below shall apply in this case.

4. Leasing Charges
(Not applicable between countries in the ECAA, to/from Australia and between the USA and the ECAA)
a. Subject to paragraph 3.b. above, ULDs are leased to shippers or agents in which case a minimum charge of USD 0.20 [1]), or equivalent, for each 10 cu. ft. (0.2832 cu. m) or fraction thereof. In no case shall this charge be less than USD 3.00 [2]), or equivalent, per ULD and per single trip. Disposable units, i.e. units which cannot be used for more than a single trip, will not be leased.

1) In Saudi Arabia ..... SAR 0.75
In the ECAA , the charge may vary by carrier.
2) In Saudi Arabia ..... SAR 11.00
In the ECAA , the charge may vary by carrier.

b. If a ULD is leased for more than a single trip, the charges shall be the exact multiple of the leasing charge for the same number of single trips, as applicable under 4a. above. In all cases the leasing charge for each single trip shall be inserted on the Air Waybill as a “Due carrier” charge.
c. No charge will be assessed if a carrier for operational reasons employs a spreader, or similar load distributional device, for the handling of transportation of a consignment.

5. Relation to General Rules
The general rules for the use of ULDs outlined in Rule 3.10.3. shall apply.

3.10.5. Bulk Unitization Charges

1. General
At the request of the shipper and as evidenced by the Air Waybill, special charges apply to consignments carried from Airport of departure to Airport of arrival entirely in ULDs as described in Rule 3.10.2. paragraph 2. and as specified in Section 4.3. of the Rates books.

2. Definitions
For the purpose of this Rule the Definitions contained in Rule 3.10.2. (paragraph 1) apply.

3. Basis of Charges
For consignments rated in accordance with these rules, the minimum (= pivot) charge shown in the rates tables (see Rates books, section 4.3) for the type of unit(s) used, shall apply. In addition, weight exceeding the minimum weight permitted for the type of unit(s) shall be charged at the “Over pivot rate” published in the rates tables. *Airline owned ULDs* (Rate class 1 to 9) shall be charged at the actual gross weight (excluding the tare weight of the ULD(s)); Where a consignment consists of two or more ULDs, the charges shall be calculated as follows:

The minimum chargeable weight shall be the sum of the minimum chargeable weights for the individual ULDs in such consignment.

4. Pivot Weights
(Not applicable to/from Australia)
The following table shows the minimum chargeable weights (pivot weights) per kg. Weights may vary by type, by rate and by carrier.

Class Rating	Minimum Chargeable Weight per ULD in kg.	Class Rating	Minimum Chargeable Weight per ULD in kg.
1	5540	4A	1700
1P	4935	5	1630
2	2860	5A	1720
2A	2610	5W	2170
2AA	2390	5WA	2125
2B	2130	6	1155
2BG	1895	6A	1110
2C	3220	6W	1460
2D	2330	7	1015
2H	3525	7A	950
2Q	2750	8	710
2R	2685	8A	590
2W	2265	8B	800
2WA	2500	8C	550
3	2100	8D	565
3A	2240	8F	765
4	1845	9	885

Exceptions:

From India to Area 1 (via Atlantic):	
2Q	3200
5	2200
From India, Pakistan to Area 2:	
2A	3200
2Q	3200
2BG	2200
5	2200
From India to Area 3:	
2A	3000
2Q	3000
2BG	2000
5	2000
From Korea (Rep.of) to Canada/USA:	
1	5000
2	2530
2A	2390
2H	3040
3	1960
5	1690
8	680

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5. Recontouring/Adjusting and/or Unloading of ULDs
Recontouring and/or adjusting at the time of delivery or unloading at destination by an airline, in accordance with Rule 3.10.3.5. will be charged as shown below. Note that an airline will not pack or assist in packing ULDs.

a. Charges by ULD type for Unitized Consignments.
Not applicable:
1. **Between countries in the ECAA;**
2. **To and from Australia;**
3. **Between the USA and the ECAA;**
4. **Between Alliance countries (See Rule 1.5.1.), this rule is not binding on the Alliance carriers (See Rule 1.5.1.).**

When a carrier must recontour or unload ULDs in accordance with Resolution 680 (Cargo Services Conference Resolutions Manual), a charge may be levied by the carrier.

b. Charges by ULD type for Unitized Consignments in connection with SCR.
Not applicable:
1. **Between countries in the ECAA;**
2. **To and from Australia;**
3. **Between the USA and the ECAA;**
4. **Between Alliance countries (See Rule 1.5.1.), this rule is not binding on the Alliance carriers (See Rule 1.5.1.).**

When a carrier must recontour or unload ULDs in accordance with Resolution 680 (Cargo Services Conference Resolutions Manual), a charge may be levied by the carrier.

6. Application of Charges
a. The Bulk Unitization Charges can only be applied under the provision that:
   - the consignment can be carried in the same ULD(s) from airport of origin to airport of destination; and
   - air services are available.
b. Goods outside a ULD carried on the same AWB as a ULD shall be rated as if shipped separately; i.e. according to the applicable Specific Commodity Rate, Class Rate or General Cargo Rate.

7. Combination of Charges
Unless otherwise provided in the Rates Books or as indicated in Rule 3.8.2., Bulk Unitization Charges shall not be combined with any:
a. other Bulk Unitization Charge,
b. ULD charges,
c. other rates.

8. Relation to General Rules
The general rules for the use of ULDs outlined in Rule 3.10.3. shall apply.

9. Construction of Unspecified Bulk Unitization Charges
Combinations only permitted with domestic rates.

3.10.6. Not Used

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3.10. Unitized Consignments

3.10.7. Examples of ULDs

Description Base Dims.	Prefix	Code and Illustration
Pallet/Net		
88” x 125”	PA	**P** **AIRCRAFT** **PALLET AND NET** (ULD Identification code is engraved in edge-rail)
88” x 108”	PB	
96” x 196”	PR	
96” x 125”	PM	
96” x 235½”	PG	

Maindeck Container		
96” x 125”	AM	**A** **MAIN DECK** **CONTAINER** (ULD Identification code is shown on sides)
96” x 238.5”	AG	

Lower Deck Certified Cont.		
60.4” x 61.5”	AK	**A** **LOWER DECK** **CONTAINER** (ULD Identification code is shown on sides)
88” x 125”	AA	
60.4” x 125”	AL	

Non Certified Aircraft Cont.		
47” x 61.5”	DP	**D** **NON-CERTIFIED** **CONTAINER** (ULD Identification code is shown on sides)
60.4” x 61.5”	DK	
60.4” x 96”	DQ	
60.4” x 125”	DL	

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3.10.8. List of Aircraft ULDs
(Not applicable to/from Australia)

Class Rating	Description	IATA ULD Type Code	Tare Weight Allowance kg.	Tare Weight Allowance lb.	R/C 1.)	Notional Volume 2.) cu. ft	Notional Volume 2.) m^3	U.S. Domestic (ATA) Terminology
1	2,438 x 6,058 x 2,438 mm (96 x 238.5 x 96 in) Main Deck Container	AGA	1,000	2205	R	1,174	33.25	M2
	2,438 x 6,058 x 2,438 mm (96 x 238.5 x 96 in) Main Deck Pallet with Net	PG-	400	882	R	1,174	33.25	--
1P	2,438 x 4,978 x 2,438 mm (96 x 196 x 96 in) Main Deck Pallet with Net	PR-	330	728	R	1,045	29.60	--
	2,438 x 4,978 x 2,438 mm (96 x 196 x 96 in) Main Deck Container	ARA	660	1455	R	1,045	29.60	--
2	2,438 x 3,175 x 2,438 mm (96 x 125 x 96 in) Main Deck Pallet with Non-Structural Igloo	UMA	260	572	R	606	17.16	--
	2,438 x 3,175 x 2,438 mm (96 x 125 x 96 in) Main Deck Pallet with Net	PM-	130	287	R	606	17.16	--
	2,438 x 3,175 x 2,438 mm (96 x 125 x 96 in) Main Deck Container	AMA/ HMA	260	572	R	606	17.16	M1
2A	2,235 x 3,175 x 2,438 mm (88 x 125 x 96 in) Main Deck Pallet with Net	PA-	120	264	R	553	15.66	Type A
	2,235 x 3,175 x 2,438 mm (88 x 125 x 96 in) Main Deck Container	AAA	240	529	R	553	15.66	--
2AA	2,235 x 3,175 x 2,235 mm (88 x 125 x 88 in) Main Deck Non-Structural Igloo with Net	UA-	250	551	R	506	14.33	Type A
2B	2,438 x 3,175 x 1,829 mm (96 x 125 x 72 in) Main Deck Pallet with Net	PM-	130	287	C	451	12.77	--
	2,438 x 3,175 x 1,829 mm (96 x 125 x 72 in) Main Deck Non-Structural Igloo with Net	UM-	250	551	C	451	12.77	--
2BG	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Lower Deck Pallet with Net	PM-	130	287	R	399	11.39	--
	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Lower Deck Container	AMP	200	440	R	399	11.39	--
2C	2,235 x 3,175 x 2,997 mm (88 x 125 x 118 in) Main Deck Pallet with Net	PA-	120	264	C	682	19.31	--
	2,235 x 3,175 x 2,997 mm (88 x 125 x 118 in) Main Deck Container	AAD	220	485	C	682	19.31	--
2D	2,235 x 3,175 x 2,184 mm (88 x 125 x 86 in) Main Deck Pallet with Net	PA-	120	264	R	494	13.99	--
2H	2,438 x 3,175 x 2,997 mm (96 x 125 x 118 in) Main Deck Pallet with Net	PM-	130	287	C	747	21.16	--
	2,438 x 3,175 x 2,997 mm (96 x 125 x 118 in) Main Deck Container	AMD	260	573	C	747	21.16	M5
2Q	2,438 x 3,175 x 2,438 mm (96 x 125 x 96 in) Main Deck Container	AMJ	260	573	C	565	16.50	M1
2R	2,438 x 2,991 x 2,438 mm (96 x 117.75 x 96 in) Main Deck Pallet with Net	PF-	120	265	R	569	16.11	--
	2,438 x 2,991 x 2,438 mm (96 x 117.75 x 96 in) Main Deck Container	AFP	260	572	R	569	16.11	--
2W	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Pallet with Net (with extension wings for use within Contour F)	PM-	130	287	C	480	13.70	--
	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Container	AMF	190	419	C	480	13.70	LD36
2WA	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Pallet with Net (with extension wings for use within Contour U)	PM-	130	287	C	530	15.00	--
	2,438 x 3,175 x 1,626 mm (96 x 125 x 64 in) Lower Deck Container	AMU	230	507	C	530	15.00	LD39

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3.10. Unitized Consignments

Class Rating	Description	IATA ULD Type Code	Tare Weight Allowance		R/C [1.)]	Notional Volume [2.)]		U.S. Domestic (ATA) Terminology
			kg.	lb.		cu. ft	m^3	
3	2,235 x 3,175 x 2,184 mm (88 x 125 x 86 in) Pallet with Net	PA-	120	264	C	420	11.89	--
	2,235 x 3,175 x 2,184 mm (88 x 125 x 86 in) Pallet with Non-Structural Igloo Assembly	UA-	230	507	C	420	11.89	Type A
	2,235 x 3,175 x 2,184 mm (88 x 125 x 86 in) Main Deck Container	AAY & AAZ	230	507	C	420	11.89	Type A
3A	2,235 x 3,175 x 2,064 mm (88 x 125 x 81.25 in) Main Deck Pallet with Net for Wide Body Aircraft	PA-	120	264	R	475	13.45	--
4	2,235 x 2,743 x 2,184 mm (88 x 108 x 86 in) Main Deck Pallet with Net	PB-	100	220	C	391	11.07	--
	2,235 x 2,743 x 2,184 mm) 88 x 108 x 86 in) Main Deck Non-Structural Igloo Assembly	UB-	190	419	C	391	11.07	Type A
4A	2,235 x 2,743 x 2,032 mm (88 x 108 x 80 in) Main Deck Non-Structural Igloo Assembly	UB-	190	419	C	360	10.20	Type A
5	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Pallet with Net Contour K	PA-	120	264	C	346	9.79	--
	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Pallet with Non-Structural Igloo Assembly	UAK	200	440	C	346	9.79	LD7
	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Lower Deck Container	AAK	190	419	C	346	9.79	LD7
5A	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Container	AAP	200	441	R	365	10.33	LD9
	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Lower Deck Pallet with net	PA-	120	265	R	365	10.33	--
5W	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Pallet with Net (with extension wings for use within Contour U)	PA-	120	264	C	460	13.03	
	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Lower Deck Container	AAU	210	463	C	460	13.03	LD29
5WA	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Pallet with Net (with extension wings for use within Contour F)	PA-	130	287	C	422	11.95	
	2,235 x 3,175 x 1,626 mm (88 x 125 x 64 in) Lower Deck Container	AAF	180	397	C	422	11.95	LD26
6	1,534 x 3,175 x 1,626 mm (60.4 x 125 x 64 in) Pallet with Net	PL-/FL-	90	198	R	245	6.94	--
	1,534 x 3,175 x 1,626 mm (60.4 x 125 x 64 in) Container	ALP/ DLP	180	397	R	245	6.94	LD5, LD11
6A	2,438 x 1,534 x 1,626 mm (96 x 60.4 x 64 in) Lower Deck Container	AQF	120	264	C	235	6.65	LD8
	2,438 x 1,534 x 1,626 mm (96 x 60.4 x 64 in) Pallet with Net (with extention wings for use within Contour F	PQ-	80	176	C	235	6.65	
	2,438 x 1,534 x 1,626 mm (96 x 60.4 x 64 in) Non Certified Container	DQF	150	330	C	235	6.65	LD8
6W	1,534 x 3,175 x 1,626 mm (60.4 x 125 x 64 in) Pallet with Net (with extension wings for use within Contour F)	PL-	90	198	C	310	8.77	
	1,534 x 3,175 x 1,626 mm (60.4 x 125 x 64 in) Lower Deck Container	ALF	160	353	C	310	8.77	LD6
7/7 [3.)]	2,235 x 1,562 x 2,184 mm (88 x 61.5 x 86 in) Pallet with Net	PY-	--	--	C	215	6.09	--
	2,235 x 1,562 x 2,184 mm (88 x 61.5 x 86 in) Half Pallet with Non-Structural Igloo Assembly	UY-	135	298	C	215	6.09	--
7A	2,438 x 1,534 x 1,626 mm (96 x 60.4 x 64 in) Lower Deck Container	AQP	110	243	R	202	5.70	LD4
	2,438 x 1,534 x 1,626 mm (96 x 60.4 x 64 in) Pallet with Net	PQ-	80	176	R	202	5.70	LD4

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3.10. Unitized Consignments

Class Rating	Description	IATA ULD Type Code	Tare Weight Allowance		R/C 1.)	Notional Volume 2.)		U.S. Domestic (ATA) Terminology
			kg.	lb.		cu. ft	m^3	
8 4.)	1,534 x 1,562 x 1,626 mm (60.4 x 61.5 x 64 in) Certified Container	AKE	70	154	C	150	4.24	LD3
	1,534 x 1,562 x 1,626 mm (60.4 x 61.5 x 64 in) Non Certified Container	DKE	70	154	C	150	4.24	LD3
8A 5.)	1,534 x 1,562 x 1,143 mm (60.4 x 61.5 x 45 in) Lower Deck Container (for use on A319, A320 and A321 aircraft only)	AKH	90	200	C	125	3.54	LD3-45
	1,534 x 1,562 x 1,143 mm (60.4 x 61.5 x 45 in) Pallet with Net (with extension wings for use within Contour H - A320 and A321 aircraft only)	PKC/ BKH	74	163	C	125	3.54	--
8B	1,534 x 1,562 x 1,626 mm (60.4 x 61.5 x 64 in) Certified Container	AKC	80	176	C	170	4.81	LD1
8C	1,534 x 1,562 x 1,626 mm (60.4 x 61.5 x 64 in) Certified or Non Certified Container	AKP/ DKP	40	88	R	116	3.28	--
8D	1,194 x 1,534 x 1,626 mm (47 x 60.4 x 64 in) Lower Deck Container	APE	60	132	C	120	3.40	LD2
	1,194 x 1,534 x 1,626 mm (47 x 60.4 x 64 in) Non Certified Container	DPE	80	176	C	120	3.40	LD2
8F	2,235 x 1,346 x 1,600 mm (88 x 53 x 63 in) Container	AE-	--	--	R	163	4.60	--
8G	1,534 x 1,562 x 1,143 mm (60.4 x 61.5 x 45 in) Container	AKG	74	163	C	118	3.40	--
9	2,235 x 1,346 x 1,930 mm (88 x 53 x 76 in) Pallet with Net	PE-	60	132	C	188	5.32	--

Notes

1.) R = Rectangular; C = Contoured
2.) The notional volume is the maximum practically usable volume. The actual usable volume may vary somewhat depending on unit design.
3.) This rate classification may include a half pallet size member owned Non-Aircraft Container.
4.) Maximum top dimension of this ULD not exceeding 234 cm. (92 in.)
5.) For use on other aircraft types, consult the appropriate Weight and Balance Manuals (WBM).
- A 3rd letter is to be added to the type code (at the end of the sequence) where for the same sizesthere are no predetermined contour codes.

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