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COURSE BROCHURE

Air Cargo Operations and Management Training Course

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Registered in the United Kingdom and Saudi Arabia

Air Cargo Operations and Management Training Course

Air Cargo Operations and Management is a 1-week training course for cargo terminal supervisors, forwarder operations leads and airline cargo managers, built around a cargo terminal performance plan that links capacity, flow and service measures. Shippers now expect tracked, time-definite air freight while belly and freighter capacity swings with each season. Jupiter Prime Training designed this Air Cargo Operations and Management course for those who run cargo flows day to day.

Why Air Cargo Operations and Management Matters Now

Three pressures meet in the cargo shed. Shippers of pharmaceuticals, perishables and e-commerce parcels want temperature integrity, visibility and agreed transit times. Airlines and handlers face volatile capacity and tight dwell times, so a missed cut-off or a poorly built pallet wastes lift that cannot be resold. Security screening and dangerous goods rules leave no room for improvised acceptance. Operators who run flows by measured standards keep revenue and shipper trust; those who do not see offloads, claims and penalties. The course draws on the IATA Dangerous Goods Regulations DGR, the IATA ULD Regulations ULDR and the IATA Cargo Handling Manual ICHM.

Who Gains Most from Air Cargo Operations and Management

- Supervisors of import, export and transfer flows through the terminal
- Forwarder staff who prepare consignments, bookings and air waybill data
- Airline cargo staff who sell capacity and manage allotments
- Load planning staff who prepare pallets and containers
- Quality staff who track dwell times, irregularities and claims

A cargo station team of terminal supervisor, airline cargo sales lead and forwarder contact gains most by attending together.

Air Cargo Operations and Management Capabilities

Each outcome swaps reacting to offloads for a measured cargo flow that shipper, airline and handler can read.

- Map the export, import and transfer cargo flow with its cut-off and handover points — station managers
- Apply acceptance checks for documents, screening status, dangerous goods and special cargo — terminal supervisors
- Plan ULD build-up that respects contour, weight limits and load control inputs — load planners
- Weigh capacity, allotments and booking profiles against expected tender and yield — cargo sales leads
- Calculate dwell time, offload rate and irregularity measures for each flow — quality staff

- Build a terminal performance plan that sets service levels with partners — airline and handler management

Key Air Cargo Operations and Management Terms

- Air waybill AWB — the transport document between shipper and carrier recording consignment details, routing and charges.
- Unit load device ULD — a pallet or container grouping cargo into one unit for an aircraft hold.
- Build-up — assembling cargo onto a ULD within its contour, weight and restraint limits.
- Known consignor — a shipper whose security controls let consignments fly without further screening.
- Dwell time — the time a consignment spends in the terminal before departure or release.
- Offload — booked cargo left behind through lack of space, late delivery, document faults or weight limits.

Air Cargo Operations and Management Day by Day

Day 1: The Air Cargo Business and Its Partners

- Belly, Freighter and Trucked Capacity — Network Choices for Cargo Flows
- Shipper, Forwarder, Airline and Handler Roles — Handover Responsibilities
- Export, Import and Transfer Flow Mapping — Cut-Off and Release Points
- Cargo Product Types — General, Express, Mail and Special Cargo
- Station Performance Baseline — Current Dwell and Offload Picture

Day 2: Acceptance, Screening and Documentation

- Consignment Acceptance Checklist — Weight, Dimensions and Marking Checks
- Air Waybill and Electronic Cargo Data — Accuracy at Booking and Acceptance
- Security Screening and Known Consignor Status — Release for Carriage
- IATA Dangerous Goods Regulations DGR — Shipper Declaration and Acceptance Decisions
- Perishable and Temperature-Sensitive Cargo — Cool Chain Handover Rules

Day 3: ULD Build-Up and Load Control Inputs

- IATA ULD Regulations ULDR — Serviceability and Restraint Decisions
- Build-Up Planning — Contour, Density and Floor Loading Limits
- Weight and Balance Inputs — Load Message and Load Sheet Data
- Special Load Segregation — Live Animals, Valuables and Incompatible Goods
- ULD Stock and Control — Shortages, Repairs and Repositioning

Day 4: Capacity, Sales and Terminal Throughput

- Capacity Forecasting and Allotments — Booking Profiles by Flight
- Spot and Contract Rates — Space Acceptance and Overbooking Decisions
- Terminal Layout and Throughput — Docks, Racks and Staffing Peaks
- IATA Cargo Handling Manual ICHM — Standard Handling Procedures
- Irregularity and Claims Handling — Damage, Missing and Mishandled Cargo

Day 5: Practising the Cargo Terminal Performance Plan

- Flow Mapping Exercise — Applying Cut-Off and Handover Points
- Acceptance Case — Applying Screening, Document and Dangerous Goods Checks
- Build-Up Simulation — Applying ULD Limits and Load Control Inputs
- Performance Dashboard — Dwell Time, Offload Rate and Claims Ratios
- Cargo Terminal Performance Plan — Service Levels, Measures and Owners

Applying Air Cargo Operations and Management After the Course

- Map one export flow from forwarder delivery to aircraft loading and record where cut-offs are missed.
- Measure dwell time and offload rate for a month of departures and present the main causes at the next station performance meeting.

Air Cargo Operations and Management Questions FAQ

What is air cargo operations and management, and why does it matter now?

It is the planning and control of how cargo is accepted, screened, built up, sold and moved through a terminal onto aircraft. It matters now because shippers expect time-definite, tracked freight while capacity changes often and every offload loses revenue.

Which roles gain most from air cargo operations and management training?

Terminal supervisors, forwarder operations staff, airline cargo sales staff, load planners and quality staff gain most. They control acceptance, build-up, capacity and performance measures, and they own the handovers where cargo is most often delayed or damaged.

How does air cargo operations and management training differ from a longer cargo acceptance course?

A longer acceptance course goes deep into each acceptance and special cargo rule. This 1-week air cargo operations and management course takes a management view, linking acceptance and build-up to capacity sales, terminal throughput and performance measures shared with partners.

What do you bring back from air cargo operations and management training?

You bring back a terminal performance plan with a mapped cargo flow, acceptance and build-up checks, capacity and allotment rules, and dwell, offload and claims measures with named owners for each handover.

Air Cargo Operations and Management: The Way Forward

The cargo terminal performance plan first informs where cut-offs and handovers should change to reduce offloads. Terminal supervisors run it, airline cargo staff use it to set capacity and allotments, and forwarders align deliveries with it. After the first peak season, dwell times and special cargo flows deserve a fresh look to confirm the service levels still fit demand.