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COURSE BROCHURE

Advanced Air Cargo Operations and Acceptance Training Course

21 February – 4 March 2027
Muscat

Advanced Air Cargo Operations and Acceptance Training Course

Ref: 126_3229 **Date:** 21 February – 4 March 2027 **Location:** Muscat **Fees:** 11700 GBP

Air Cargo Operations and Acceptance is a 2-week training course for cargo supervisors, ground handling leads and freight forwarders moving into airline cargo roles, who leave with a cargo acceptance and handling plan for a terminal or airline station. Shippers expect faster transit for e-commerce parcels, pharmaceuticals and perishables, while every acceptance error can ground a pallet or put a flight at risk. The course is delivered by Jupiter Prime Training.

Why Air Cargo Operations and Acceptance Matter Now

Three pressures meet at the cargo acceptance counter. Shipment profiles are changing, with lithium batteries, temperature-sensitive medicines and high-value express parcels making up a growing share of belly and freighter loads. Airlines and handlers are moving from paper to electronic air waybills and digital consignment data. Insurers, shippers and aviation authorities expect clear evidence that every consignment was screened, documented and built correctly. A station that controls acceptance well protects aircraft, crews and revenue; one that does not faces offloads, claims and safety incidents. The course rests 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 Acceptance

- Acceptance leads who decide whether a consignment is ready for carriage
- Warehouse and build-up leads who plan pallets, containers and bulk loads
- Load control coordinators who pass weight and position data to the flight
- Forwarder operations leads who prepare shipments and documents for airlines
- Station and quality leads who audit handling performance and claims

A cargo terminal gains most when its acceptance, warehouse and load control leads attend together and agree one set of station procedures.

Air Cargo Operations and Acceptance Capabilities

Participants practise judging consignments, unit load devices and documents at the points where a wrong call costs a flight slot or a claim.

- Apply an acceptance checklist to general, special and dangerous goods consignments — accept, hold or reject decision
- Specify ULD build-up rules for contour, weight limits and restraint — warehouse supervisor and load planner
- Calculate chargeable weight and verify declared weight against scale readings — revenue and load control
- Assess air waybill and electronic consignment data for completeness — customs broker and destination station
- Design a cold chain and special cargo handling flow — pharmaceutical and perishable shippers

- Build performance indicators for acceptance quality and offloads — station manager and airline customer

Key Air Cargo Operations and Acceptance Terms

- Air waybill — the transport document between shipper and carrier that describes a consignment and its routing.
- Unit load device ULD — a pallet or container that groups cargo into one unit for loading onto an aircraft.
- Chargeable weight — the greater of actual and volumetric weight, used to price an air shipment.
- Shipper's Declaration for Dangerous Goods — the signed document in which a shipper certifies dangerous goods are correctly classified, packed and marked.
- Notification to captain NOTOC — the written notice informing the pilot in command of dangerous goods and special loads aboard.
- Ready for carriage — the status of a consignment that has passed acceptance, screening and documentation checks.

Air Cargo Operations and Acceptance Day by Day

Day 1: The Air Cargo Value Chain

- Belly, Freighter and Express Networks — Where Capacity Is Sold
- Shipper, Forwarder, Handler and Carrier Roles — Who Owns Each Risk
- Cargo Terminal Process Map — Bottlenecks From Truck Dock to Ramp
- Service Level Agreements With Airlines — Handling Standards Owed to Carriers
- IATA Cargo Handling Manual Structure — Reference Points for Station Procedures

Day 2: Consignment Acceptance Principles

- Acceptance Checklist Design — Accept, Hold or Reject at the Counter
- Packaging, Marking and Labelling Checks — Damage and Misrouting Prevention
- Weight and Dimension Verification — Declared Versus Measured Discrepancies
- Chargeable Weight Calculation — Revenue Accuracy on Volumetric Shipments
- Known Consignor and Screening Status — Security Clearance Before Build-Up

Day 3: Air Waybill and Consignment Data

- Air Waybill Fields and Conditions of Contract — Liability Between Parties
- Electronic Air Waybill Messaging — Data Quality Across Partners
- House and Master Waybill Consolidation — Forwarder Consolidation Accuracy
- Advance Cargo Information Filing — Customs Release at Destination
- Irregularity and Discrepancy Reports — Evidence for Claims Handling

Day 4: Dangerous Goods Acceptance

- IATA Dangerous Goods Regulations Classification — Class and Division Identification
- Dangerous Goods Acceptance Checklist — Compliant or Rejected Consignment
- Lithium Battery Shipments — Packing Instructions and Section Limits
- Segregation and Incompatibility Tables — Safe Stowage Positions
- NOTOC Preparation — Information Passed to the Flight Crew

Day 5: Unit Load Devices and Build-Up

- IATA ULD Regulations Essentials — Serviceability and Damage Limits
- Pallet Contour and Height Profiles — Aircraft Type Compatibility
- Restraint, Netting and Floor Loading — Load Security in Flight
- Build-Up Sequencing — Priority, Transfer and Connection Shipments
- ULD Stock Control and Tracking — Fleet Availability at the Station

Day 6: Weight, Balance and Load Control Inputs

- Load Planning Messages — Data Passed to Load Control
- ULD Weight Statements — Accuracy of Final Tare and Gross Weights
- Position Limits and Hold Constraints — Load Distribution Choices
- Last-Minute Changes and Offload Rules — Cut-Off Time Discipline
- Loading Instruction Report Verification — Ramp and Load Control Alignment

Day 7: Special Cargo Handling

- Temperature-Controlled Pharmaceutical Handling — Cold Chain Integrity Decisions
- Perishable Cargo Codes and Storage — Shelf Life and Rotation
- Live Animals Acceptance — Container and Welfare Checks
- Valuable and Vulnerable Cargo Security — Custody Chain Controls
- Outsized and Heavy Cargo Planning — Equipment and Aircraft Fit

Day 8: Terminal Performance and Quality

- Cargo Handling Key Performance Indicators — Station Benchmarking Choices
- Offload and Missed Connection Root Causes — Corrective Action Priorities
- Damage and Loss Claims Analysis — Liability and Prevention Choices
- Handling Audit Checklists — Supplier Oversight by Airlines
- Staff Competency Matrices — Training Needs per Acceptance Role

Day 9: Digital Cargo and Capacity Decisions

- Cargo Community Systems and Track-and-Trace — Shipment Visibility for Customers
- Capacity Booking and Allotments — Space Allocation Between Forwarders
- Dimensioning Scanners and Automated Scales — Acceptance Speed and Accuracy
- Exception Dashboards — Daily Priorities for Shift Leaders
- Acceptance Business Continuity — System Outage Fallback Procedures

Day 10: Practising the Cargo Acceptance and Handling Plan

- Mixed Consignment Acceptance Exercise — Applying Days Two to Four
- Pharmaceutical Pallet Build-Up Exercise — Applying ULD and Cold Chain Rules
- Load Control Data Handover Drill — Applying Weight Statement Checks
- Station Indicator Review — Applying Offload and Claims Analysis
- Cargo Acceptance and Handling Plan — Final Station Procedures and Controls

Applying Air Cargo Operations and Acceptance After the Course

- Run a two-week sample audit of accepted consignments against the new acceptance checklist and share the findings with shift leaders.
- Review ULD weight statements and offload records for one route and agree corrective actions with load control.

Air Cargo Operations and Acceptance Questions FAQ

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

Air cargo operations and acceptance is the discipline of checking, documenting and building consignments so they are ready for carriage. It matters now because lithium batteries, pharmaceuticals and express parcels raise the safety and service stakes of every acceptance decision.

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

Acceptance, warehouse and load control leads gain most. Forwarder operations leads moving into airline cargo roles also benefit, because you learn how carriers judge a shipment, its documents and its weight data before a flight closes.

How does air cargo operations and acceptance training differ from a dangerous goods course?

It covers the full acceptance chain rather than one cargo type. A dangerous goods course concentrates on classification and packing; this course links dangerous goods checks with air waybill data, ULD build-up, load control inputs and terminal performance.

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

You bring back a station plan that sets acceptance checks, build-up rules, special cargo flows and performance indicators. It gives your terminal one agreed reference for shift leaders, auditors and airline customers.

Air Cargo Operations and Acceptance: The Way Forward

The cargo acceptance and handling plan first informs which consignments a station accepts, holds or rejects at the counter. Acceptance leads, warehouse supervisors and load control coordinators use it every shift, and airline customers use it in handling audits. After its first month in use, revisit the offload and claims indicators to see where acceptance rules or build-up sequencing need tightening.