



SAFETY BULLETIN

03/2019 - March 2019

CASE STUDIES : OVERCARRIAGE OF CARGO/BAGGAGES

What is a over carriage?

An incident of not unloading the cargo/checked in baggage at the scheduled destination and carrying it forward or back to departing airport and without accounting for this load in load sheets.

Spate of over carriage incidents

Over carriage of Cargo/baggage

Date	Cargo and Baggage
International	
22.04.2017	Cargo not unloaded at International destination and returned to originating port
10.12.2017	Cargo not unloaded at International destination and returned to originating
11/12/2017	DG not unloaded at International destination and returned to originating port
14.08.2018	16 pieces of PAX bags weighing 219kg not unloaded at destination and returned to originating port with accounted load
26.10.2018	Two pellets of cargo containing DG Lithium batteries not unloaded at international destination nor at originator but further carried to another international destination with unaccounted load
Domestic	
20.01.2017	250kg not unloaded at domestic port and carried further to another two domestic ports unaccounted
24.02.2017	140kg not unloaded from same domestic port as above and carried further to another domestic port
22.11.2018	22 bags were either not loaded by originator domestic port or not unloaded by destination domestic port
08.02.2019	766kg of newspaper not unloaded at same domestic port as given above and carried further to two more domestic ports with unaccounted load



Consequences of over carriage

- Affects load and trim and flight safety since the load is not reflected in the load sheet
- Additional fuel consumption resulting in financial loss
- Dissatisfied passengers/cargo customers due to delayed delivery of baggage/consignment

Lessons Learnt

1. All cargo holds are to be opened and checked mandatorily irrespective of what is mentioned in the LIR.
2. Load messages should be sent timely to the destinations and confirmed.
3. Communication/coordination to improve among cargo/load/ramp staff
4. Newspapers were loaded deep inside the cargo hold with load to further destination loaded in front.

Safe Operations!

Please contact safetyoffice@airniugini.com.pg if you have any queries on the subject.

