



Libyan Civil Aviation Authority



OPERATIONAL DIRECTIVE

Number: OPS OD- 2020/05

Issue: 1

09 Jan 2020

This Operational Directive contains information that is intended for mandatory compliance.

Recipients are asked to ensure that this Operational Directive is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted FSTD and relevant outside contractors).

To: All Libyan Operators, and Ground handling service providers

Title: Safety Instruction

Date: 9/1/2020

Attention all Concerned

(A) Background:

Reference to the latest SAFA reports in which repetitive findings specifically CARGO NET condition and proper placement, were reported on most Libyan Carriers, and based on that a meeting dated 17/12/2019, attended by SAFA committee, and representatives of National Operator's Quality (Compliance Monitoring) & Ground operation sections, and National Ground Handling Service providers.

This issue was Discussed during the meeting and the conclusion was summarized in the following instructions:

(B) Instructions:

1. **All national Ground handling service providers** and as per the agreement with the operators to provide ground handling services **are responsible** to properly position and secure all baggage , mail ,cargo ,cargo pallets and/or containers, taking into account cargo hold weight and dimensional limitations.
2. **Operator's Ground Operation Control Staff are responsible** to monitor the luggage loading process ensuring that the cargo is properly loaded and secured ie...safety net is placed in its proper position.
3. **The aircraft maintenance engineer** assigned to release the preflight / transit check is responsible to ensure that cargo nets are properly placed in its position by the Ground Handling Staff.
4. **Approved Maintenance Organization AMO "As Part of the operator or contracted services"** are responsible to make sure that Cargo nets are in good condition and free from torn patches.
5. **Ground handling loading staff** shall report any damage noted of cargo nets to the loading supervisor/load master and/or the assigned aircraft maintenance engineer which shall then be rectified before the intended flight.

Note: The above instructions shall be adhered to on immediate effect and each concerned entity will be responsible for any future reported deviation.

(C) Instructions:

1. All concerned are requested to review and update their manuals and procedures to address this issue.
2. All ground handling service providers' staff shall be subject to AWARENESS training (Theoretical and Practical) this will be arranged later by SAFA committee.

(D) References:

1. **ICAO Standards A6-1-4.3.1e** : A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot in command is satisfied that:

(Any load carried is properly distributed and safely secured)

2. Typical Level 3 findings on Aircraft Cargo Holds
 - i. Cargo area not used in accordance with classification
 - ii. Cargo not correctly secured and restrained in all directions
 - iii. Major damage to lashing and TIE DOWN equipment, pallets, lock assemblies and/or containers affecting the structural integrity and their intended function.
 - iv. Dividing net or protection net damaged outside dispatch limits / conditions
 - v. Load distribution / load limit (floor and/or height) exceeded

Issued on 9 January 2020 and signed by:



Capt. Nasereddin Shaebelain
Director General