

This checklist supports Shippers to hand over flight-safe and 'ready-for-carriage' ULDs, built-up on their premises. Make sure to perform a serviceability check on every ULD, before starting to load freight on or in it. Unserviceable pallets must be returned empty to the carrier's GHA with the express notification of damage.

**ULD number** .....

			N/A
<b>Serviceability checks before ULD build-up</b>			
1. The base of the ULD must be free from tears/deflections that could damage the aircraft loading system or floor.	<input type="checkbox"/>	<input type="checkbox"/>	
2. ULD corners are not missing, deformed, or damaged.	<input type="checkbox"/>	<input type="checkbox"/>	
3. Edge rails are not deformed, cracked, or worn through in such a way that it might damage the aircraft floor or its locking systems	<input type="checkbox"/>	<input type="checkbox"/>	
4. Less than five rivets are missing or damaged per edge rail and the minimum distance between the missing/damaged rivets or between a missing/damaged rivet and the pallet corner is more than 50 cm/20 inches	<input type="checkbox"/>	<input type="checkbox"/>	
5. The ULD identification number is in place and readable.	<input type="checkbox"/>	<input type="checkbox"/>	
6. The Pallet net has no more than one cut mesh per side (check the top + 4 sides)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Lashing lines are not damaged or missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. No more than one fitting or hook is damaged or missing per side.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The TSO tag of the pallet net is readable and its validity is not expired	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Former ULD tags are removed from the net.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other verifications before starting the ULD build-up</b>			
11. A plastic sheet is spread on the pallet floor before ULD build-up.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. All parcels are undamaged, showing no signs of interference or leakage.	<input type="checkbox"/>	<input type="checkbox"/>	
13. Wooden pallets or beams or wooden planks and beams are visibly marked with a readable IPPC Certification logo proving proper insecticide treatment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. The heaviest packages are selected, to place them in the centre of the ULD base, and to respect the centre of gravity of the ULD.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Final verifications after the ULD build-up</b>			
15. The edge rail of the ULD is not obstructed with cargo or plastic.	<input type="checkbox"/>	<input type="checkbox"/>	
16. The ULD contour is compatible with all aircraft types operated till the final destination.	<input type="checkbox"/>	<input type="checkbox"/>	
17. For lower deck pallets, the maximum height of the stacked freight is 160 cm, measured from the pallet floor, not from the top of the pallet edge rail.	<input type="checkbox"/>	<input type="checkbox"/>	
18. Tie-down straps, applied where necessary to restrain g-forces, are applied under the plastic and under the pallet net.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. A second plastic sheet covers the entire ULD load before the aircraft pallet net is put on top, and overlaps the bottom plastic at all sides.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Checked by (Print Name): ..... Time: ..... Date: .....

Signature ..... Station .....

Name of Shipper/Forwarder .....

Signature of Shipper/Forwarder: .....