



Ground Ops Safety Alert

ALL INFORMATION CONTAINED IN THIS DOCUMENT ARE CIRCULATED TO IMPROVE SAFETY CULTURE AND AWARENESS

Effective October 26, 2025, all cargo shipments on ITA Airways flights will be booked, managed, and handled via LH Cargo's booking system.

This process will apply to all ITA FLIGHTS stations, with the exception of North America stations.

Key Operational Highlights:

1. Direct Data Integration into ALTEA FM

Under this new agreement, LH Cargo will directly input the following cargo information into **ALTEA FM**:

- ULD type
- ULD Weight
- Special Loads
- Dangerous Goods

This direct data integration significantly enhances the accuracy and timeliness of cargo information available to our load controllers and Ramp Teams.

2. Deadload Screen Automation

All cargo data will be automatically populated in the Deadload Screen via LH Cargo system.

Therefore, Load Controllers are no longer required to manually input cargo items in the Deadload Screen.

However, Load Controllers remain responsible for:

- The correct distribution of shipments in the aircraft holds
- Ensuring compliance with aircraft-specific weight and balance limitations, trim requirements, and handling constraints.

3. Cargo acceptance and Communication Timings

The new agreement introduces standardized timeframes for the communication of cargo data.

DATA TYPE	TIME BEFORE DEPARTURE
Estimated cargo figures will be transmitted	180 minutes before departure for all aircraft types and routes
Final cargo figures will be transmitted	will be transmitted 120 minutes before departure of long-haul flights, including flights operating to DSS, ACC, DXB, RJH, CAI, JED
	90 minutes before departure for domestic and short-/medium-haul international flights.

Please note:

- The final cargo weight may differ by a maximum of 300 kg from the estimated figures
- However, no variation is permitted for Special Loads or Dangerous Goods, which must remain consistent between estimated and final data.

4. New Information Codes in Deadload Screen

All Load Controllers should note the introduction of two new codes in the Deadload Details Screen:

- APIO (All Packed in One)
- OVP (OVERPACK)

These codes come with specific descriptions provided within the screen, as shown in the screenshot below.

Deadload Details for AZ672 14OCT FCO

Deadload																			
Ext	ULD/Bulk	Dest	Gross Weight	Tare Weight	Net Weight	Est	Comm	Pcs	ULD Vol	BLK Vol	R	T	DG/SL	Loc	Prio	Next Flt No.	Onward Dest	Description	DOW
	PMC1AZ*	GIG	2624	124	2500		C						RSC/R...		17				

Dangerous Goods/Special Load

Comm	Wgt	DG/SL IMF Code	Airwaybill No.	Proper Shipping Name/Description	Technical Name	Class Div	UN/ID No	Subrisks	No. of Pkgs	Quantity or Transport Index	RRR Cat	Pkg Group	CAC ERG Code	Height	Temp	Vent	Supplementary Information
C	120	132458	ALL PACKED IN ONE			4.2	1381	RPB	0 1		I		4P				
	5 RSC		Phosphorus, white, dry			4.3	1408	RPB	0 1		III		4PW				
C	100	120-8598	ALL PACKED IN ONE						5								
	5 RFL		Ferrosilicon with 30% or mor...			3	1207		0 2		III		3L				
	1 RPB		Hexaldehyde			6.1	1595	RCM	0 1		I		6C				
C	240	120-5628	OVERPACK USED						2								
C	50	120-5628	ALL PACKED IN ONE						1								
	0 RCM		Sodium hydroxide, solid			8	1823		0 1		II		8L				
C	600	120-98754	OVERPACK USED						12								
C	0 RPB	120-98754	Chloronitrobenzenes, solid			6.1	1578		0 2		II		6L				

Move Dangerous Goods/Special Load

Move From: GIG 2500 C ALL PACKED IN ONE 120

Move To:	Position	Location/ULD	Weight	No of Pkgs
	BLK			

Buttons: Add APIO/OVP, Delete APIO/OVP, Add DGSL, Delete DGSL, Collapse, Insert Row, Delete Row, Move, DG/SL Conflicts, OK, Cancel, Apply, Reset

Please be advised:

- These codes will only appear in the Deadload Details Screen
- They will not appear on any other ALTEA FM screens or documents, including the Load Instruction Report (LIR) or the Loadsheets
- They have no operational impact on cargo distribution or loading
- No specific action is required during flight planning or cargo allocation in relation to these codes