

## Air Cargo Operations

Code: 101737  
 ECTS Credits: 6

Degree	Type	Year	Semester
2501233 Aeronautical Management	OT	4	0

### Contact

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### Use of Languages

Principal working language: catalan (cat)

Some groups entirely in English: No

Some groups entirely in Catalan: Yes

Some groups entirely in Spanish: No

### Prerequisites

It would be useful for the student, who had knowledge of Marketing, Accounting (Balance and profit and loss account), Macroeconomics, and on the interpretation of the economic profitability of a business project

### Objectives and Contextualisation

Unveiling the future aeronautical managers the basic concepts of Air Freight, an activity not too considered by its small volume, but relevant to the value of the goods transported and essential for the logistics developed in a globalized world. Even so, the management of cargo air transportation is addressed from the vision of the airline and the infrastructure manager, encouraging students to investigate and discuss both current and new developments and projects in this rapidly evolving transport medium and continue.

Within the infrastructure section, the student knows that it is a cargo centre, as it is managed, with its various options everywhere, benchmarking of the different models. It is given the knowledge to make an implementation of any of the infrastructure of a cargo centre and to study its profitability. Finally, during the course, the team conducts a real concrete study on a project that he has chosen, starting from the beginning of his conception, both operational and logistical as urban planning, within the context of a specific airport, identifying the key parameters of the management and end up demonstrating businessily that the project is a reality of possible business.

### Competences

- Allocate and manage aircraft turnaround resources efficiently.
- Communication.
- Personal attitude.
- Personal work habits.
- Supervise the management of resources in an airport.
- Thinking skills.

### Learning Outcomes

1. Communicate knowledge and findings efficiently, both orally and in writing, both in professional situations and with a non-expert audience.

2. Develop critical thought and reasoning.
3. Develop curiosity and creativity.
4. Develop the ability to analyse, synthesise and plan ahead.
5. Generate innovative and competitive proposals in professional practice.
6. Improve performance indices in aircraft turnaround operations.
7. Make efficient use of ICT in communicating ideas and results.
8. Manage information, critically appraising innovations in the field, and analyse future trends.
9. Manage time and available resources. Work in an organised manner.
10. Prioritise operations in accordance with accumulated delays and available resources.
11. Work independently.

## **Content**

Airline point of view:

### **INTRODUCTION TO AIR CARGO TRANSPORTATION**

- Air Cargo: concept and evolution.
- Goods transported by air
- Regulatory framework

### **STRUCTURE OF THE AIR LOAD**

- Main and complementary actors
- Authorities and regulatory bodies
- Necessary infrastructures

### **MANAGEMENT AND LOGISTICS OF THE AIR LOAD FROM THE AIRLINE OPTICS**

- Essential means: Aircraft, cargo units and air trucks
- Commercialization of cargo air transport
- Documentary and physical handling: export and import

### **CHANGES IN THE ENVIRONMENT OF THE AIR LOAD**

- Security
- Quality certification
- Sustainability
- Co-modality

### **OTHER TOPICS OF DISCUSSION**

- Rates, loyalty systems, electronic documentation, revenue management systems, specialized airports, differentiated products, temperature control

Infrastructure point of view

### **INTRODUCTION TO A CARGO CENTER. REQUIREMENTS**

- Implementation in Spain I. Global Vision
- Implementation in Spain II. Detailed View Airports & Airlines worldwide.
- Benchmarking, different models around the world
- A concrete case. Debate and start of the selection for the final work. Constitution of equipment

### **PLANNING OF INFRASTRUCTURES AND SERVICES**

- The value chain, requirements and infrastructures that support it.
- How they are and how they are planned according to their function.
- The air cargo market. How it is translated at the infrastructure level. Offer and demand.

## STUDIES AND BASIS FOR PLANNING

- The functional operation, type of buildings,
- Critical design factors. Key parameters. SWOT according to a different place and company options.

## HOW TO GENERATE INCOME. COMMERCIALIZATION MODELS

HOW TO MANAGE THE EXPENSES.

## HOW TO SELL OUR PRODUCT KNOWLEDGE OF MARKET NEEDS

- Management of services, maintenance, cleaning, security, etc.

## HOW TO BE EXCELLENT

- EFQM model, application to our value chain, identification of agents and their involvement in a project.
- Customer Service.
- Coordination of the different agents of the Cargo Community
- Training and quality levels
- Key Parameters

## BOARD OF COMMAND OF THE LOGISTICS COMPANY

- Content and its function
- Economic Indicators. Indicators of success.

Presentation of the Work I. Discussion, Recomposition and criticism of the decisions taken.

Presentation of Work II. A defined fact, ready to be launched to the market

## Methodology

Classes will combine lecture sessions with a large group led by the teacher and promoting the intervention of students with other interactive and extra-classroom activities that allow work in small and large groups through cooperative learning, research and communication techniques.

Specifically, the activities on the part of airlines consist of:

- Master classes: introduction to the terminology and main aspects of the Air Cargo. Daily active participation is evaluated in class.
- Problem seminars: problem-solving to be resolved in a group or individually.
- Practical simulations: simulation of commercial and operational operations, including a field visit.
- Practical projects: an exposition of controversial subjects in the world of cargo so that the student investigates, exposes and opens in collaboration with other students. The subjects are raised in mid-November (approximately) and must be presented in the course of 4 classes (approximately).

In the part of infrastructures:

- Master classes: introduction to the terminology and main aspects of the Air Cargo. Daily active participation is evaluated in class.
- Orientation sessions to carry out the final project
- Teams must be established before October 25, 2019

## Activities

Title	Hours	ECTS	Learning Outcomes
Type: Directed			

Master class	49	1.96	4, 2, 6, 10
Problem solving seminars	14	0.56	4, 3, 2, 8, 6, 10
Type: Supervised			
Simulation and Cases	12	0.48	4, 5, 9, 8, 6, 10
Tutorship	2	0.08	8
Type: Autonomous			
Personal study and Preparation of case studies	68	2.72	1, 4, 7, 5, 9, 8, 6, 10

## Assessment

Continuous evaluation with a formative purpose that should allow us to follow the learning process of the student in order to be able to guide and guide it. On the other hand, it must allow us to make decisions about the pace of development of the subject.

A summary evaluation will also be made to verify the level of learning achieved by reference to the competencies and objectives set.

In the part of the airline we will have as evidence:

- Completion of 1 practical test in small groups consisting of research work, its presentation and subsequent discussion where the task of obtaining information, the quality of contents and the exposition and mastery of the topic in question will be valued. (40% part airlines).
- Carry out an exam that allows evaluating the individual work as well as the interest and knowledge in this part of the subject. (50% part airlines)
- Participation in classes, seminars and simulations (10% part airlines).
- The realization of the two tests will be indispensable to overcome the matter.

Recoverable Activities: In the event that any of the two tests is suspended, it may be recovered on the dates set by the Coordination:

- If the practical test has not been satisfactory, it can be repeated in the aspects that need to be corrected, polished or added.
- If the mark of the exam is less than 5, the exam can be repeated.

In the part of the infrastructures we will have as evidence:

- Complete project carried out at the same level as today could make a company (94% part of infrastructure). An assessment is carried out at the end of the semester, a final exam consisting of the presentation and defence (in a group) of the project selected by the students, in addition to the powerpoint delivery of the presentation and the spreadsheets that support it.
- Participation in classes. (6% part of infrastructure).
- Recoverable Activity: The project can be submitted for the second time, incorporating the corrections received by the teacher in the first presentation on the second occasion.

The final grade of the subject will be calculated by promising the two parts with the same weight, as long as each of the parts has been approved separately. The note to approve each of the parts of the subject is 5.

The student can submit to the recuperation of the recoverable activities whenever it has been presented to a set of activities that represent a minimum of two-thirds of the total grade of the subject

A student will be considered non-evaluable (NA) if it is not presented to the examination of any of the two parts of the subject.

If a student is a repeater, they must be presented to all the subject assessment activities.

Obtain a distinction grade or Honour grade (A+) is a decision of the subject faculty. The regulations of the UAB indicate that can only be awarded to students who have obtained a final grade of 9.00 or more. It can be granted up to 5% of students enrolled.

Without prejudice to other disciplinary measures considered appropriate, the irregularities committed by the student that can lead to a variation in the rating of an evaluation act will be qualified with a zero. Therefore, copying, plagiarizing, cheating, copying, etc. In any of the assessment activities, it will imply suspending it with a zero.

## Assessment Activities

Title	Weighting	Hours	ECTS	Learning Outcomes
Airlines - Exam	50% (Airlines)	3	0.12	6, 10, 11
Airlines - Participation in classes, seminars and simulations	10% (Airlines)	0	0	1, 3, 2
Airlines - Project Presentation	40% (Airlines)	1	0.04	1, 2, 7, 5, 8, 6, 10
Infrastructures - Final project	94 % (Infrastructures)	1	0.04	1, 4, 3, 7, 5, 9, 8, 6, 10
Infrastructures - Participation in classes	6% (Infrastructures)	0	0	1, 3, 2

## Bibliography

Álvarez Robles, Óscar . EL TRANSPORTE DE CARGA AEREA EN ESPAÑA: CONDICIONANTES Y PERSPECTIVAS. Ministerio de Fomento. Centro de Publicaciones, 2008

Arán Iglesia, Javier. DESCUBRIR LA CARGA AÉREA. Centro de Documentación y Publicaciones de Aena, 2003

Pareja Albornoz, Joaquín. EL CONOCIMIENTO AÉREO Y OTROS DOCUMENTOS RELACIONADOS CON EL TRANSPORTE DE MERCANCÍAS POR VÍA AÉREA. IBERIA, 1986

Vila, Carlos. LOGÍSTICA DE LA CARGA AÉREA : MANUAL DE LOS PROCESOS LOGÍSTICOS DEL TRANSPORTE AÉREO DE MERCANCÍAS. Logisbook, 2004

Soriano, Bárbara y Pinto, César. FINANZAS PARA NO FINANCIEROS.IEB. Instituto de Estudios Bursátiles.FC Editoria.2008

Webs from Boeing, Airbus, air cargo organizations, major airports, and technical and specialized magazines in the sector