



# National Transportation Safety Board



## Operational Issues

Captain David Lawrence  
Operational Factors

# Loadmaster Role

- Loadmaster responsible for ensuring cargo secure
- Loadmasters responsible for special cargo, travel with airplane
- Pilots rely on loadmaster to ensure cargo secure

# Special Cargo Loads

- National Airlines had never transported 18-ton Cougar
- Accident captain, first officer, loadmaster had no MRAP experience
- Loadmaster relied on incomplete, inaccurate manual information

# Cargo Build-Up

- MRAP load build-up performed by National Air Cargo
- No special instructions provided to loaders or loadmaster
- Cougars placed on double-pallet
- Loaders did not have guidance material for loading Boeing 747-400

# Loadmaster Position

- Loadmaster position originated in the military
  - Required crewmember
  - Stringent training
- Civilian: Not FAA-certified
- No definition of “qualified loadmaster” in SAFO 13005

# Loadmaster Training, Scheduling

- General training guidance for cargo loaders in AC120-85
- Inconsistent industry training of loadmasters
- Inconsistent scheduling of loadmasters

# FAA Surveillance

- FAA lacked guidance on oversight of loadmaster duties
- Errors in National Airlines cargo manual not identified
- FAA inspectors lacked technical expertise in special cargo loads



# FAA Surveillance

- FAA unable to accomplish required surveillance items
- Items listed as “non-resourced”
- No limit on deferral of a “non-resourced” item





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