

**A Report  
On  
Internship at Oman Air Cargo**

*(A report submitted in partial fulfillment of the requirements for the degree of  
Bachelor of Travel & Tourism Management (BTTM))*



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## **Acknowledgement**

This report is fully based on the internship program as the partial fulfillment of course objective and requirements for the degree of Bachelor of Travel and Tourism Management. It is the best way to experience the working environment, procedures, techniques and implementation of study in the hospitality and tourism organization. The internship program is a very creative opportunity to get acquainted with the practical side of learning.

I had an opportunity for the internship in Oman Air Cargo; for me, which was the best opportunity to understand the tourism organization specially airlines and air cargo. The two month of internship program really enriched me with valuable practical knowledge and good experience regarding the cargo industry and broad world of airlines industry.

First I would like to thank to the Nepal College of Travel and Tourism Management (NCTTM) and Tribhuvan University Faculty of Management for including and organizing this internship program in the course. I would like to appreciate Mr. Pramil MS Pradhan, Director of Everest Aviation Service, GSSA for Oman Air Cargo for providing me chance to do internship in his company.

I also would like to express my sincere gratitude towards my colleagues Mr. Sanket Bista and Mr. Rohit Shrestha for their continuous support and guidance throughout the internship till yet, for keeping a watchful eye on the progress on my work and for always being available when I needed their advice. Their valuable comments, inputs efforts and contribution have been significant in the completion of my internship.

I am also very grateful towards Mr. Sushant Marasini, Coordinator of NCTTM for his valuable opportunity and coordination during my whole internship program and report writing. Last but not the least; I couldn't remain still without expressing my sincere thanks to all of my friends and whole Oman Air Cargo team for their individual coordination, support, help and sincere cooperation during the internship period.

Thanking You,

**Tilak Prasad Nepal**

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# Chapter 1

## Introduction

### 1.1 General Background

The internship is being done in partial fulfillment of the requirement of Bachelor's in Travel and Tourism Management (BTTM) program under the guidance of experienced practitioners. BTTM intern applies the skills and theories learned in the classroom to real-world issues. This internship is a paid work experience that has academic value in one's program of study. An internship includes practical advice on career research, resume writing, networking, and interviewing.

Internships are a great way to learn about an occupation and get work experience at the same time. Discover the benefits of interning. Generally, the internship works as an exchange of services for experience between the student and his or her employer. Students exchange their cheap or free labor to gain experience in a particular field. They can also use an internship to determine if they have an interest in a particular career, create a network of contacts, or gain school credit.

This internship report mainly focuses on “Oman Air Cargo”. It covers the working experiences in the Airlines. It provides and insight into an Airlines business and give knowledge of the role Airlines in tourism.

There are many departments in Airline and Cargo department is one of them. Many of the airlines are focused for passenger services and according to change in time slowly airlines are focus for air cargo also, because cargo gives extra revenues for airline.

## **1.2 Objectives of Internship**

The objectives of my internship are as follows:

- To learn and experience the practical work environment and working procedure of organization.
- To know the knowledge of airlines industry specially air cargo.
- To learn the applicability and difference of theoretical study and practical work.

## **1.3 Methodology and Placement**

The information regarding the vacancy for internship in Oman Air Cargo was disseminated from the college management. I found the option is attractive and suitable for me and applied along with three classmates.

They took an interview by Director of Company Mr. Pranil MS Pradhan and Cargo Officer Mr. Sanket Bista. To be the strong competitor in interview, I was prepared on some possible questions and background of the organization before facing the interview. I was also prepared on some of details of Oman Air, its destinations, hub and little information of other airlines operating flight from KTM. So, it gave me confidence during the interview so I got selected for internship. After a week they informed me to join the office as soon as possible.

After completing two month of internship, they found that I am strongly enthusiastic to learn about airlines field and specially air cargo. My dedication towards work and ability to handle the different situations they offered me job placement as the Cargo Officer in their organization, which was the best opportunity for me to explore about the industry and develop my future career. In September 2013, I got opportunity to participate in IATA Dangerous Goods Training in Muscat, Oman which is very important and necessary for all airlines and air cargo professionals.

## **1.4 Sources of Data**

For the preparation of this intern report, the major source for me was Oman Air website and other internet websites along with some publications such as Wings of Oman, Air Cargo News are followed. In this report, majority of data are collected are secondary in nature. The primary data has been collected from daily transactions and official operations, interview with organizational staffs. These data are reliable and creditable since they were compiled by concerned organization and those secondary data are much helpful. The data verification is carefully taken to ensure data accuracy in the report.

## **1.5 Duration and Timing of Internship**

They offered me as an intern for two months period. I started my intern from 6<sup>th</sup> August 2012. The management was a bit flexible during intern hour; that I was allowed to come office after the regular classes. My general work hour was 1000 to 1730. The flexible management and cooperative colleagues let me attend all of the college classes in morning and the semester exams, events and field trips. The duration of internship was from 6<sup>th</sup> August 2012 to 1<sup>st</sup> October 2012. Since October 2012, I am working in the same company as full time employee.

In 1<sup>st</sup> Oct 2012, I got job placement as Cargo Officer in the same company. The two month timing of internship was not sufficient for me to learn and explore about the depth knowledge of any organization and industry. After job placement the work environment and daily stuffs for me is daily challenging and new for me. I am learning different things and situations till yet. The work environment is challenging and still like an internship for me where I am getting chance to explore new things day by day.

And, for me it was the part of drawback in my internship that I could not get chance to learn more things of air cargo which might be very necessary to boost my future career goals and objectives. Instead of these factors, I have gained the knowledge on cargo handling process in warehouse, ramp handling, flight handling, documentation process, head office communication etc. during my job.

## **1.6 Limitation of the Internship**

The two month of time period of internship for the students like us is very insufficient. So, due to limitation on time factor I was unable to learn about various operational issues of air cargo such as cargo handling in the flight, packaging of cargo, re-weighting procedure of cargo, flight documentation, warehouse inspection, ramp-side handling, dangerous goods handling, ramp safety during the flight and communication to the HUB. Instead of it I was able to learn most important activities such as reservation and booking of cargo, documentation, filing and coordination with different departments which is very effective and important for my future career. Instead of it, I have gained the detail information and processes practically during the job.

The internship was conducted during the regular college classes and activities so I was able to dedicate neither fully towards the office activities nor to the regular college activities. Instead of it, I had managed to attend the office regularly along with my college activities as well.

## **Chapter 2**

### **Presentation and Analysis**

#### **2.1 Introduction of Tourism Industry**

The Travel and Tourism industry is one of the largest and fastest growing industries in the world. Tourism is an activity which, in some form or other, mankind has undertaken for a very long time. However, only in relatively recent times has tourism been recognized as an important social and economic phenomenon. Its effects are increasingly being felt both at the individual level and through its impacts on society.

It encompasses a variety of specialized endeavors including travel agencies, airlines, hotels, car rentals, cruise lines, tour operators, local attractions, motor coach companies, railroads, and many others. Tourism is travel for recreational, leisure, or business purposes. The World Tourism Organization defines tourists as people "traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes". Tourism has grown from the pursuits of privileged few to mass movement of people with the "urge to discover the unknown, to explore new and strange places, to seek change in environment and to undergo new experiences". Tourism is related to travelling and tourism is naturally human character. The concept of tourism as a business perspective was developed by Thomas Cook in 1980's.

The significant of travel is being more efficient and easier due to development in different components of tourism such as airlines, hotels, train, ship, cruise and many more. Specially, the use of skies has been very popular now days. That means, the trend of air travel is increasing day by day. The development of aircrafts, services of airlines such as onboard service, service in check in and ticketing services with the fast, reliable, safe and secure travel are the major attraction for the travelers. So, it has become the most essential part of tourism and efficient travel among the globe. The use of air travel has made the travel easier and smooth in the sense fast, safe, secure and reliable.



## **2.2 Introduction of Airlines Industry**

Using the skies has been a dream for men ever since, but it was just in the beginning of the 20<sup>th</sup> century that some experiments were successfully conducted. The first interesting records date from 1903, when Orville and Wilbur Wright (later known as the Wright brothers) took the first powered flight in a heavier-than-air machine. Before, people had just flown balloons and gliders.

Since the birth of flight in 1903, air travel has emerged as a crucial means of transportation for people and products. The hundred-plus years following the invention of the first aircraft have brought about a revolution in the way people travel. The airline business is a major industry, relied upon by millions not only for transportation but also as a way of making a living. Many innovations took place during the second half of the 1910s with the advent of the World War I, which boosted the demand for aircrafts. These became more powerful and larger, but were mainly designed for military purposes. In fact, there was no significant commercial aviation at that time.

In 1945, International Air Transport Association (IATA) was established in Havana, Cuba which took the regulatory and supportive body for airlines. Establishment of IATA increased the growth of commercial aviation business rapidly. Now, IATA represents about 240 airlines or more than 84% of total air traffic. IATA supports airline activity and helps formulate industry policy and standards.

In 2001, the industry dealt with the effects of another economic downturn, as business travel decreased substantially while labor and fuel costs increased. The events 9/11 greatly magnified the airlines issues, leading to a sharp decline in customers and significantly higher operating costs. Losses continued for years; the industry as a whole didn't return to profitability until 2006. A relatively stable period followed, although controversies arose over service quality and passenger treatment in terms of flight delays, particularly those involving planes waiting on the runway.

## **2.3 Introduction of Cargo – Air Cargo**

Air cargo or freight is one of the major revenue generating wings of aviation industry. Air cargo, commonly known as **air freight**, is collected by firms from shippers and delivered to customers. Aircraft were first used for carrying mail as cargo in 1911. Eventually manufacturers started designing aircraft for other types of freight as well. The idea of carrying goods (freight) in aircraft in addition with passengers and their baggage is very popular now days. It is the best way to generate extra revenue from the same flight without costing anything else. So, Air cargo has been a most supportive source of income for airlines and its being a necessary body in aviation industry.

All the articles, goods, materials, merchandise, or wares carried onboard an aircraft, ship, train, or truck, and for which an air waybill, or bill of lading, or other receipt is issued by the carrier. It includes livestock, but usually does not include bunkers (fuel for powering the vessel or vehicle), accompanying baggage, vessel or vehicle's equipment and spare parts, mail, and stores. Personnel carried onboard are classified as crew or passengers.

There are many commercial aircraft suitable for carrying cargo such as the Boeing 747, Airbus 330, Boeing 777 and the bigger An-124, which was purposely built for easy conversion into a cargo aircraft. Such large aircraft employ quick-loading containers known as unit load devices (ULDs), much like containerized cargo ships. The ULDs are located in the front section of the aircraft.

### **2.3.1 Advantages of Air Freight:**

- The biggest advantage is certainly the speed. With a plane of course the fastest journey time is reached. This is achieved with no other means of transport.
- Inexpensive because storage costs or waiting periods, if at all by environmental factors, such as storms or heavy snow, minimal.
- Punctuality, as the schedules are adhered to very precisely timed, it can be scheduled in time exactly to the point.
- Security, as this is a very "short" transit. Risks are also here again natural or environmental influences.

### **2.3.2 Disadvantages of Air Freight:**

- The cost is higher than for ground transportation, such as by truck or by sea, since the actual energy consumption of an aircraft is extremely high.
- It must be generally available to transport the goods and deliver on target two cargo airports. If the cargo airports are too far away from the starting point or destination, thus increasing again the cost because the goods to or from the airport cargo must be transported to reach the ultimate goal.
- Usually two additional handling operations are required, which has already mentioned above, the goods have to be transported between quasi.
- Air freight should only be selected if it is a long distance. For short distances of transport by truck is faster and cheaper.

## **2.4 Introduction of Oman Air**

Oman Air, the national flag carrier of the Sultanate of Oman is a business enterprise committed to the basic objective of providing safe, reliable and profitable air transport services for passengers and cargo as well as other aviation related services. Apart from being recognized as a strong business presence, Oman Air is respected for its professional attitude and recommended for its punctuality and service excellence.

Starting off as a regional player, Oman Air as Oman's national carrier has witnessed rapid growth since the time it was established. The ownership of Oman Air rests in the hands of the government of Oman. Oman Air has its hub base at Muscat International Airport in Muscat, Oman. Oman Air Head Office is situated at Muscat, Oman. This airline has a strong work force of well-trained employees whose dedication and hard work has helped us to build a distinct identity and customer base.

Oman Air is now the airline of choice for the discerning business and leisure traveler in the regional airline scenario. Oman Air is a member of the Arab Air Carriers Organization. As of 1 March 2010, Oman Air has become the first airline in the world to offer both mobile phone and Wi-Fi Internet services on selected routes. Oman Air has commenced of service to Tribhuvan International Airport, Kathmandu from September 2, 2010.

In 2011, Oman Air won the Gold award for the "Airline of the Year" at France's Laurier d'Or du Voyage d'Affaires.

### **Slogan**

***“Modern Vision, Timeless Tradition”***

## **2.5 About Oman Air Cargo**

The Oman Air Cargo was launched in Mar 2009 and is in the process of being defined as a brand. Oman Air Cargo is operating its best cargo service among its destinations with passenger aircraft basically Airbus 330 and Boeing 737. The web-based IT-platform 'Cargo Wings' System, chosen in early 2009 and gone live on 1st Feb 2011 enables Oman Air Cargo to create the basis of an integrated process linking Oman Air Planning, Sales, Handling, Capacity Control, Pricing and Accounting – which include its external partners, GSSAs and GHAs alike.

A key driver for the immediate success of our cargo sales was the decision to work with professional General Sales & Service Agents to market our product. While airlines previously opted to use GSSAs out of despair rather than out of conviction we have re-defined the relationship with our partners, making them a serious part of the team and business process. Cargo share in the overall Oman Air's revenues has improved from less than 1% to 12% of the overall from 2008 to 2013.

Oman Air Cargo has plans to introduce a range of value-added products for logistics customers e.g. Express Courier, Cool Chain, Valuables, Dangerous Goods etc. Oman Air will work towards improving the existing infrastructure at the Muscat Hub to offer special handling services besides the current airport-to-airport product.

Despite of the difficult environment, Oman Air Cargo has been able to make significant inroads into online and off-line markets since 2009 and Cargo Industry is slowly but surely recognizing Oman Air as a serious partner for air cargo logistics. With the potential of the Sultanate of Oman and development plans of Muscat and Salalah, Oman Air Cargo is prepared to capitalize on the potentials yielded by the expanding Oman Air's fleet and network – for passenger and cargo services.

Recently, Oman Air Cargo is operating scheduled freighter service from Muscat (MCT) to Dubai (DXB) with the service agreement with DHL Express. It is continuously contributing for the effective and efficient management of Cargo with the quality service – fast and reliable service to air freight to the customer.

### **2.5.1 Oman Air Cargo Services**

- Air Freight services from Airport to Airport
- Road Feeder Services (RFS) - Pan GCC, Pan European & Pan India
- Mail / Courier
- Sea - Air services Connecting (Muscat - Salalah - Sohar)

## 2.6 Duties and Responsibilities

During the two month of internship, I used to work on the operation department of Oman Air Cargo. The major functions of operation department are listed below:

- Shipment inquiry call to the agents
- Air Way Bill allocation to the agents as per their requirements.
- Reservation and booking of shipments
- Updating the flight schedule and availability of flight schedule to the customers
- Ramp handling the cargo
- Documentation for the flight i.e. Cargo Manifest, ULD/Bulk Load
- Warehouse inspection of cargo and make sure that the cargo is transported as per the handling manual of an airline.
- Checking and verifying the AWB gross weight and chargeable weights.
- Tracking of shipment that the shipment is forwarding as per the plan/booking.

I worked there as the intern. So, I was unable to learn the ramp handling of cargo and warehouse inspection of cargo for which there is the requirement of Airport Restricted Area pass which is only issued for the permanent employees by CAAN. As the intern of Operation Department, the major duties and responsibilities carried out during the internship are mentioned below:

- Checking and updating the flight schedule of Oman Air as well as different other airlines like AirArabia, Gulf Air, Jet Airways, Qatar Airways, RAK Airways, KLM, Lufthansa etc.
- Maintaining the database of the cargo on different perspectives like Agent wise cargo load, Destination wise cargo load, Commodity wise cargo load etc.
- Maintaining the record of documents like AWB Record, Import Cargo document records etc.
- Checking the airway bill, volume and weight, charges i.e. TACT, OCDC and OCDA.
- Handling the phone calls and corresponding the emails.
- Receiving the shipment inquiry from the customer, allocating the AWB as per their requirements and booking the shipment as per the customer inquiry.

During the reservation of shipment, checking the space availability in the Cargo Wings and advice the booking status to the customer accordingly.

- Maintaining and updating the files such as Trip File, Agent File, Correspondence files etc.
- Tracing of cargo through Sky Chain Cargo Wings system / Oman Air Cargo Tracking and through other mediums and correspondence with the head office and other service providers (i.e. other airlines, trucking company, GHA) for tracing and status enquiries and provide the actual shipment status to the customer and continuous follow up for the shipment status till the delivery to consignee.

## **2.7 Felt/Observed**

I got the chance for intern in air cargo sector which was almost new field for the student of BTTM (3<sup>rd</sup> Semester). In 6<sup>th</sup> Semester there is Cargo Management course which I hadn't studied yet. The field of internship and my course background was different. In some extent study of Air Travel Operation helped me to explore various discipline. Such as airlines operating scheduled flights in Nepal through different destinations including Gulf region (i.e. Oman Air, Qatar Airways, Etihad Airways, Air Arabia, Gulf Air, Rak Airways, Fly Dubai etc), SASC regions (i.e. Air India, Druk Air, Biman Bangladesh Airlines, Pakistan International Airlines, Spice Jet, Jet Airways, IndiGo etc) and other Asian airlines (Thai Airways, Silk Air, Air Asia, Air China, Dragon Air etc). Instead of these factors, knowledge of city and airport codes with airlines codes helped me to find out the various destinations and flight routing etc.

Job placement in the same office also helped me to learn detailed knowledge about the field, its work process which I hadn't learned during the internship. Instead of that the things that I have learned during the internship is supporting me in my daily work.



## **Chapter 3**

### **Conclusion and Recommendation**

#### **3.1 Conclusion and Lessons learnt**

The internship applies the skills and theories learned in the classroom to practical world issues. The internship program for Bachelor's in Travel and Tourism Management (BTTM) is very suitable for the students like us to gain the knowledge of professional and practical working experiences and issues.

The major objective of the internship was to learn the practical work environment especially about the air cargo business. In limited time frame the internship was completed which was not sufficient to learn detailed information regarding the work process and industry itself. Instead of these points, I have learned many things which are contributing to my current work and future career as well. The job placement in the same organization added more positive value to my internship experience.

The Travel and Tourism industry is one of the largest and fastest growing industries in the world. It is a huge composition of different industries. Like hotel or accommodation, aviation/ airlines, transportation industry etc. The luxury concept and high demand of exploring the world is increasing the demand of tourism industry. The significant of travel is being more efficient and easier due to development in different components of tourism such as airlines, hotels, train, ship, cruise and many more. Specially, the use of skies has been very popular now days, which is aviation. So, it has become the indeed component of tourism industry.

The development of aircrafts, services of airlines such as onboard service, service in check in and ticketing services with the fast, reliable, safe and secure travel are the major attraction for the travelers. So, it has become the most essential part of tourism and efficient travel among the globe. Since 1903 to till date aviation business is continuously increasing and the passengers flow is increasing day by day.

Because of the high variation in the landscape surface transportation is a bit difficult then air transport in Nepal. So, airlines industry is growing rapidly in Nepal. Nepal is landlocked country so we don't have direct contact with sea; in-order to transport any

kind of goods either we have to depend upon road transport or air basic cargo services. Because of the safety and security, fast and reliable reasons almost people choose air cargo to transport goods and services. Air Cargo is one of the growing businesses of airlines industry.

Air cargo or freight is one of the major revenue generating wings of aviation industry as well as tourism industry. The advantage and profitability of air cargo has made it much more reliable, attractive and popular to the airlines and the customers as well. Convincing people about transferring their valuable goods without trusting the service provider is next to impossible. So, if the airline wants to increase the business first they should convince the customers. During my internship I learnt that dealing with people and convincing them is very difficult part of the tourism as well as airlines industry.

Oman Air is the national flag carrier of Sultanate of Oman serving the passenger, cargo and other various services to the customer since 1993. The Oman Air Cargo was launched in Mar 2009 and is in the process of being defined as a brand. Oman Air Cargo is operating its best cargo service among its destinations with passenger aircraft basically Airbus 330 and Boeing 737. The major service of Oman Air Cargo is air freight, RFS and mail/courier service along with air-land-sea cargo service.

In an organization maintaining the filing system and documentation is very necessary. To set the sales targets, strategy, working procedure, performance of the employees, record and analyses of necessary documents and information recording plays important roles in the organization. I got chance to explore about documentation process followed by the tourism organization, especially airlines industry and cargo sector.

During the internship I learnt the process of checking airway bills, volume, weight, charges and other miscellaneous charges. In the air cargo business filling and checking airway bills are very important. During the intern I handled so many customer phone calls and emails. I learnt communication skills and techniques from this organization. This is very important for my tourism carrier.

I got much more information working as an intern in Oman Air Cargo. I got so many chances to explore about organization, working procedure of an organization, tourism profession, and airline industry as well as air cargo business. In this competitive environment this internship helped me to boom my tourism carrier especially in airline industry and cargo sector.

## 3.2 Recommendation

### 3.2.1 Recommendation to the organization

- Firstly, I would like to thank for the Oman Air Cargo, GSSA: Everest Aviation Service which gave me chance to intern in the air cargo sector which was totally new part for me. This was very good chance for exploring me about the airline sector and air cargo sector.
- Working environment of the organization is good. The colleagues are cooperative, friendly and supportive. It is very essential for the business enterprises. My supervisors continuously helped me to enhance my knowledge and proficiency.
- Working time for me as an intern was not sufficient. Instead of limited time period I was able to gain sufficient knowledge.
- During the internship, I was given the chance to learn about the Cargo Wings system which was very beneficial part of my whole internship. This is very important during the internship which helped me to enhance my technical knowledge.
- I am very thankful to the colleagues and management of Oman Air Cargo, GSSA: Everest Aviation Service P. Ltd. For providing me the job placement in the organization which is the major achievement of this internship for me.
- I was given least tasks so that I engaged so much time in browsing the internet. The organization should not do this for the interns. At least they should give some tasks daily. So they can enhance their knowledge day by day.

### 3.2.2 Recommendation to the internship program and faculty

- I would like to thank the **NCTTM** management and The **Faculty of Management (FOM)**, Tribhuvan University for including the internship program in this course. To explore the detail knowledge of the professional life and to find out the difference between theoretical and practical basis. It is very essential to be the professional and gain the knowledge about the organization and industry is very essential for bachelor level students.

- The time period of internship is short for students. In two month period, the intern will just know about the organization and industry in surface. This is not sufficient for us.
- During my internship I had to attend the final semester exam. During the exam period I faced so much tension and stress. I would like to suggest the internship program and faculty that course exam should not be held during the internship. And the timing of internship should be increase from two months. At least five to six month time period is necessary for the intern.
- There was always stress that how to attend my regular classes in morning and join internship in day time. If the classes was not held during internship that would be more beneficial for the interns.

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## Annex / Appendix

### Appendix 1 Destination of Oman Air

SN	City/Airport	IATA Airport Code	Country
1	Abu Dhabi	AUH	United Arab Emirates
2	Amman	AMM	Jordan
3	Bahrain	BAH	Bahrain
4	Bangalore	BLR	India
5	Bangkok	BKK	Thailand
6	Beirut	BEY	Lebanon
7	Cairo	CAI	Egypt
8	Chennai	MAA	India
9	Chittagong	CGP	Bangladesh
10	Colombo	CMB	Sri Lanka
11	Dammam	DMM	Saudi Arabia
12	Dar es Salaam	DAR	Tanzania
13	Delhi	DEL	India
14	Doha	DOH	Qatar
15	Dubai	DXB	United Arab Emirates
16	Frankfurt	FRA	Germany
17	Hydrebad	HYD	India
18	Islamabad	ISB	Pakistan
19	Jaipur	JAI	India
20	Jeddah	JED	Saudi Arabia
21	Karachi	KHI	Pakistan
22	Kathmandu	KTM	Nepal
23	Khasab	KHS	Oman
24	Kochi	COK	India
25	Kozhikode	CCJ	India
26	Kuala Lumpur	KUL	Malaysia
27	Kuwait	KWI	Kuwait
28	Lahore	LHE	Pakistan
29	London	LHR	United Kingdom
30	Lucknow	LKO	India
31	Male	MLE	Maldives
32	Milan	MXP	Italy
33	Mumbai	BOM	India

34	Munich	MUC	Germany
35	Muscat	MCT	Oman
36	Paris	CDG	France
37	Riyadh	RUH	Saudi Arabia
38	Salalah	SLL	Oman
39	Tehran	IKA	Iran
40	Thiruvananthapuram	TRV	India
41	Zanzibar	ZNZ	Tanzania
42	Zurich	ZRH	Switzerland



## Appendix 2 Cargo Manifest:

### CARGO MANIFEST

OMAN AIR

MARKS OF NATIONALITY

Point of Loading : KTM  
Point of Unloading : MCT

Flight / Date : WY0332 / 06-Mar-2014  
A/C Reg : A4OBD

AWB Number	Pieces	Description	SHC	Status	Wt.(Kgs)	Org-Dest	Remarks
<b>BULK</b>							
<b>BULK</b>							
910-08947223	11	CONSOL		SS	248.00	KTM-MUC	
910-08947046	73	COTTON		SS	1674.00	KTM-CDG	
<b>Total :</b>	<b>84</b>				<b>1922.00</b>		
<b>BULK Total :</b>	<b>84</b>				<b>1922.00</b>		
<b>Seg Total :</b>	<b>84</b>				<b>1922.00</b>		<b>2 Shipments</b>
<b>Grand Total :</b>	<b>84</b>			<b>Wt. Grand Total :</b>	<b>1922.00</b>		

Prepared by: Tilak

**Appendix 3 ULD/Bulk Load:**



**ULD/BULK LOAD WEIGHT STATEMENT**  
*All weights in kilograms*

Flight No. WY332	Date: 6 March 2014	Station of Loading : KTM
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UNIT LOAD DEVICE						
IATA ULD ID CODE	Gross Weight	Net Weight	Station of Unloading	Destination	Remarks	Signature

BULK LOAD					
Station of Unloading	Net Weight			Remarks	Signature
	Cargo	Mail	Others		
MCT	1922Kgs			Re - Weight:1920 Kgs	

