

- What the cargo looked like - **Mostly boxes, some bags full of envelopes and small items. I believe all of the bags were located in the lower storage area (pod)**



- How many boxes in upper cargo area - **I did not get a count of total boxes in the upper area. No Dry ice boxes were stored in the lower compartment. See Pics for reference of upper packing**
- Condition of the boxes - **Boxes marked with dry ice label appeared to be damp, in general good condition. Some boxes had visible frost on the outside of the box**



- Which boxes had dry ice - I did not open every box to inventory and weigh ice. Dry Ice boxes were labeled with Hazmat placard and listed .9 kg of Dry Ice.



- How the dry ice appeared to have been packaged, - The packaging was minimal. Outer box had shipping and hazmat label, inside that box was thermal wrap/bag (see pics) which was basically bubble wrap with a Mylar coat, inside the thermal bag was the food product box and loosely placed dry ice pellets. The thermal bag was folded over and loosely taped closed.



- How the cargo was weighed- The cargo was weighed using Fed Ex's conveyor scale which was certified on October 3, 2018



- What the results of the weighing was- 2060.2



- And, most importantly, any other observations you made about West air/Fed Ex and the operation.

-Observations of the West Air personnel and Fed Ex where very helpful and open about processes and procedures. At no time did I feel that they were trying to cover up or hide any detail or fact. I did not witness any abnormalities in the unloading process. I was not familiar with the approved operating procedures of the operator or Fed Ex nor did I observe any discrepancies with the aircraft condition other than the left main tire looking a bit low.

The POI and I discussed possible changes to implement in the GOM regarding carriage of Dry Ice regardless of amount.

Ryan D Smith  
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