

Operations Intelligence Report

Brisbane International Catering Operations - 100 Cart Export - Sample Operating Day

Facility	Gate Gourmet Brisbane - Sample Site	Report window	06:00-22:00 AEST
Carts monitored	100 cart journeys	Flights aligned	28 outbound services across 6 route groups
Data sources	GCCAP Sensor records, GCCAP Gateway retrieval logs, cart assignment register, flight schedule import	Rule profile	AU/NZ primary with airline-catering rule overlays

CARTS	NO EXCEPTION	REVIEW	CRITICAL	DATA RETURN
100	87	9	4	98.7%

Overall summary

This export summarises the complete monitored cart population for the selected operating window. GCCAP reconstructed cart activity across cold soak, loading bay, dry ice load, truck transit, tarmac hold, aircraft loading and return reconciliation. Four cart journeys generated critical exceptions, nine journeys require review, and eighty-seven journeys recorded no reportable exception. All critical exceptions are linked to a cart, flight, route, stage, time window and operating cause.

Export result

The highest concentration of critical exceptions occurred during tarmac hold and truck transit. The strongest recurring pattern was temperature rise during non-refrigerated dwell or disrupted active refrigeration. The model also identified a cold-soak release exception where the cart left the soak cycle before the release target was achieved.

Evidence position

This report presents observed GCCAP Sensor data, gateway retrieval results, stage inference and exception analysis. It supports client food-safety review, audit preparation, incident investigation and corrective-action workflows. Final operational, food-safety and compliance decisions remain with the responsible organisation.

1. Journey reconstruction model

GCCAP reconstructs the cart journey from returned sensor records, live gateway captures, cart assignments and flight data. Each stage below is analysed separately so the client can see where an exception began, not just that a temperature movement occurred.

Stage	Model signal	Evidence output	Result today
Cold soak	Pre-release temperature trend, soak duration, entry temperature	Release readiness and early-release exceptions	1 critical release exception; 2 review cases with narrow margin
Loading bay	Doorway dwell, gateway zone, time between release and truck load	Transition-zone exposure and loading bank congestion	1 critical linked to pre-release temperature; 2 review cases
Dry ice load	Timing between loading bay departure and stabilisation pattern	Protective-margin assessment	No critical exception; 1 review due to delayed load pattern
Truck transit	Temperature trend, door/movement events, truck assignment	Refrigeration-control and door-open investigation trail	1 critical refrigeration exception; 3 review cases
Tarmac hold	Ambient exposure window, delay, handover timing, route context	Delay and dwell exposure analysis	3 critical exceptions; 2 review cases
Aircraft load	Final handover window, door-open sequence, impact/movement events	Handover temperature and event record	No critical exception; 1 review case
Return/reconciliation	Gateway retrieval, backfilled records, missing-data check	Evidence-package completeness and raw-data retention	98.7% data return confidence; 3 backfilled records verified

Report operation

A client can export this report from the GCCAP portal for a selected date, site, route group, airline, truck, flight bank or exception class. The same data supports incident-level reports and monthly operations summaries.

2. Cart-to-flight alignment

Each cart record is aligned to flight, route, gate, truck and journey stage. This gives the client a direct operational trace from the cart condition to the affected airline movement.

Cart	Flight	Route	Gate	Truck	STD / ETD	Stage	Window	Peak	Status
CART-717	EK431	BNE-DXB	82	TRK-02	12:45 / 13:01	Loading Bay	06:34-06:48	6.2C	Critical exception
CART-715	QF541	BNE-SYD	21	TRK-03	09:20 / 09:24	Truck Transit	10:08-10:25	6.9C	Critical exception
CART-716	VA308	BNE-MEL	39	TRK-06	11:10 / 11:22	Tarmac Hold	12:26-13:18	8.1C	Critical exception
CART-714	NZ148	BNE-AKL	31	TRK-05	18:40 / 18:47	Tarmac Hold	11:42-12:23	7.6C	Critical exception
CART-622	VA308	BNE-MEL	39	TRK-06	11:10 / 11:22	Soak Room	05:20-06:45	4.9C	Review
CART-623	EK431	BNE-DXB	82	TRK-02	12:45 / 13:01	Truck Transit	08:46-09:03	4.8C	Review
CART-624	JQ813	BNE-MEL	44	TRK-04	14:05 / 14:12	Soak Room	05:25-11:03	4.7C	Review
CART-625	SQ236	BNE-SIN	75	TRK-01	17:25 / 17:29	Dry Ice Load	07:21-07:31	4.6C	Review
CART-626	NZ148	BNE-AKL	31	TRK-05	18:40 / 18:47	Tarmac Hold	12:03-12:31	4.9C	Review
CART-627	QF541	BNE-SYD	21	TRK-03	09:20 / 09:24	Truck Transit	10:16-10:20	4.8C	Review
CART-628	VA308	BNE-MEL	39	TRK-06	11:10 / 11:22	Aircraft Load	15:01-15:09	4.9C	Review
CART-629	EK431	BNE-DXB	82	TRK-02	12:45 / 13:01	Loading Bay	08:55-09:09	4.7C	Review
CART-630	JQ813	BNE-MEL	44	TRK-04	14:05 / 14:12	Tarmac Hold	14:18-14:46	4.8C	Review

Model interpretation

The flight alignment layer allows a client to filter operational exceptions by airline, route, gate, truck, departure bank or flight delay. This is the layer that converts sensor return data into airline-service intelligence.

3. Critical exception replay

The following exceptions are shown as the client would see them in an incident review export: cart, stage, time window, flight context, temperature movement, model finding and evidence status.

Cart / flight	Stage / time	Model finding	Evidence state
CART-717 EK431 BNE-DXB Gate 82 TRK-02	Loading Bay 06:34-06:48 Peak 6.2C	Cold-soak release exception. Cart entered the loading bay before the release target was achieved. Temperature was still above the selected release profile at handoff.	Evidence package: complete Data return: verified Review class: critical
CART-715 QF541 BNE-SYD Gate 21 TRK-03	Truck Transit 10:08-10:25 Peak 6.9C	Truck refrigeration control exception. Temperature rose rapidly after load-out; the model linked the movement to the truck assignment and route segment.	Evidence package: complete Data return: verified Review class: critical
CART-716 VA308 BNE-MEL Gate 39 TRK-06	Tarmac Hold 12:26-13:18 Peak 8.1C	Tarmac delay exception. Extended dwell and heat exposure produced an upward trend during the aircraft loading window.	Evidence package: complete Data return: verified Review class: critical
CART-714 NZ148 BNE-AKL Gate 31 TRK-05	Tarmac Hold 11:42-12:23 Peak 7.6C	Tarmac hold exception. Exposure window and temperature trend both triggered client review criteria.	Evidence package: complete Data return: verified Review class: critical

Important reading

These are not isolated temperature numbers. GCCAP links each exception to the operating context that created it: early release, truck control failure, tarmac exposure or aircraft loading delay.

4. Stage performance summary

Stage	Rule profile	Min / max / avg	Coverage	No ex. / review / critical	Key finding
Cold soak	<=5C release profile	1.8 / 6.2 / 2.8C	100%	87 / 9 / 4	Early release detected on CART-717; review cases linked to warm return entry.
Loading bay	<=5C at departure window	2.9 / 6.2 / 3.4C	99%	88 / 8 / 4	Doorway dwell and departure-bank congestion increased risk.
Dry ice load	Operational protective-margin target	0.4 / 4.6 / 1.2C	99%	96 / 4 / 0	Delayed placement reduced margin but did not create critical exception.
Truck transit	Client chilled transport rule profile	2.1 / 6.9 / 3.0C	98%	88 / 9 / 3	Truck control issue and door-open events produced most transit risk.
Tarmac hold	Ambient/dwell exposure rule profile	3.6 / 8.1 / 4.9C	97%	87 / 7 / 6	Highest risk stage under elevated Brisbane ambient conditions.
Aircraft load	Handover rule profile	3.4 / 4.9 / 3.9C	100%	87 / 13 / 0	No critical exception; review cases due to extended door-open sequence.

Exception concentration

Tarmac hold and truck transit produced the strongest exception concentration in this export. Cold soak did not create the most exceptions by count, but the early-release case is operationally important because it shows the model validating temperature outcome rather than assuming a cart is ready because time has elapsed.

5. Selected cart temperature timelines

Selected curves below show how GCCAP converts returned sensor readings into journey-stage evidence. Each timeline is linked to the same cart and flight context shown in Section 2.

CART-717	Cold soak	Loading	Truck/tarmac	Aircraft/return	Model status
Temperature path	05:20 9.1C entry 06:10 6.8C	06:42 6.2C release	06:48 6.4C loading bay	07:25 returned record	Critical exception

CART-715	Cold soak	Loading	Truck/tarmac	Aircraft/return	Model status
Temperature path	09:20 2.9C dispatch	09:35 3.1C truck load	10:08 3.2C -> 10:20 6.9C	10:44 route record returned	Critical exception

CART-716	Cold soak	Loading	Truck/tarmac	Aircraft/return	Model status
Temperature path	11:10 1.9C release	11:48 2.4C load	12:26 3.8C -> 13:18 8.1C	13:29 handover record	Critical exception

What the timelines show

GCCAP does not only capture peak temperature. It preserves the sequence: when the cart entered the risk window, how fast the condition changed, where the cart was in the airline journey, and whether the record was captured live or returned through the evidence package.

6. Data return and reconciliation

The return model confirms whether each cart produced a complete evidence package for the operating day. GCCAP separates three times: sensor measurement time, gateway retrieval time and report generation time.

Measure	Result	Client relevance
Data return confidence	98.7%	Indicates the expected record set was recovered for the fleet export.
Complete evidence packages	97 of 100 carts	Full measurement window, stage assignment, cart identity and flight alignment present.
Backfilled records	3 carts	Records were returned after the cart re-entered GCCAP Gateway range and were reconciled to the journey timeline.
Missing data requiring review	0 critical gaps	No critical exception in this export depends on an incomplete measurement sequence.
Integrity state	Sealed export hash generated	Complete dataset can be reproduced from the evidence package if requested by authorised client personnel.

Reconciliation rule

A cart journey is report-ready when GCCAP can match the cart ID, GCCAP Sensor identity, gateway retrieval event, time sequence, stage inference and flight assignment. Where any field is absent, the report marks the record as review-required rather than silently treating it as normal.

7. Door, movement and operating events

GCCAP Sensor events are correlated with the temperature record from the same cart and time window. These events help explain cause: door-open, movement, impact, extended idle, refrigeration behaviour and return/retrieval patterns.

Cart	Event	Stage	Time	Significance
CART-307	Door-open event	Truck Transit	09:14	47 seconds outside scheduled stop; no temperature impact.
CART-714	Extended dwell	Tarmac Hold	11:42	41-minute exposure window at elevated ambient; exception confirmed.
CART-715	Refrigeration instability	Truck Transit	10:08	Rapid temperature rise linked to assigned truck segment.
CART-091	Impact event	Loading Bay	07:38	Accelerometer recorded sharp impact; no temperature deviation.
CART-455	Sustained vibration	Truck Transit	10:21	Repeated rough-ramp pattern detected at same dock point.
CART-622	Warm post-return entry	Cold Soak	05:50	Entered soak cycle warm; release achieved with narrow margin.
CART-883	Extended idle	Loading Bay	08:55	Stationary in transition doorway during shift changeover.
CART-204	Aircraft loading impact	Aircraft Load	15:06	Impact magnitude below concern threshold; retained in package.

8. Rule profile and evidence basis

This export applies the client-selected AU/NZ rule profile with airline-catering operating overlays. The report is an evidence and intelligence export; it is not a certificate of legal compliance.

Area	Applied in this export	Source / basis	How GCCAP uses it
Chilled cart release	<=5C target before departure from chilled control	FSANZ Standard 3.2.2 temperature-control guidance; airline catering rule profile	Flags carts released before the selected temperature outcome is achieved.
Temperature danger zone	5C to 60C for potentially hazardous food	FSANZ temperature-control guidance	Used for rule-profile context and cumulative exposure review where applicable.
Evidence retention	Minimum 3 months under Standard 3.2.2A; GCCAP sample retention profile 12 months	FSANZ Standard 3.2.2A evidence tool	Maintains complete dataset and exportable evidence package.
Tarmac / ambient exposure	Airline-catering ambient/dwell exposure profile	IFSA WFSG public 2010 baseline; current-edition limits should be confirmed by client	Flags heat/dwell windows and flight-delay exposure as review or critical exceptions.
Dry ice stage	Operational protective-margin target only	Operational setpoint, not a standalone FSANZ/IFSA legal threshold	Used for margin and process analysis, not legal pass/fail.

Evidence boundary

GCCAP reports observed cart-zone conditions, event context, data completeness and operational exceptions. Final food-safety determinations, corrective actions and compliance decisions remain with the responsible organisation and its authorised reviewers.

9. Operational review summary

The summary below is intended for incident review, monthly review, client portal download and operational assurance meetings. It is not a daily instruction sheet.

Review area	Export finding	Client-use value
Fleet condition	87% of monitored cart journeys recorded no reportable exception. 13 cart journeys entered review or critical workflow.	Quickly separates normal operations from exceptions requiring investigation.
Root cause	Critical exceptions were linked to early soak release, truck control failure and tarmac dwell exposure.	Reduces time spent manually reviewing logs and guessing the stage of failure.
Flight impact	Each exception is tied to flight, route, gate, truck and time window.	Allows operations, QA and airline stakeholders to discuss the same evidence record.
Evidence integrity	Raw records are retained in the evidence package with an export hash and full cart roll-up.	Supports audit review, incident response and client assurance without exposing unrelated client data.

Portal filters available

Site, date range, airline, flight number, route, gate, truck, cart, stage, status, exception class, data-return state and evidence-package status.

Appendix A - 100 cart roll-up

Per-cart operating day roll-up. The detailed five-minute readings remain in the evidence package and can be exported by authorised client users.

Cart	Flight	Route	Stage	Peak	Readings	Status
CART-018	QF541	BNE-SYD	None	3.7C	191	No exception detected
CART-019	VA308	BNE-MEL	None	2.4C	194	No exception detected
CART-024	EK431	BNE-DXB	None	3.0C	192	No exception detected
CART-033	JQ813	BNE-MEL	None	2.4C	187	No exception detected
CART-035	SQ236	BNE-SIN	None	3.5C	189	No exception detected
CART-045	NZ148	BNE-AKL	None	2.0C	186	No exception detected
CART-047	QF541	BNE-SYD	None	2.1C	192	No exception detected
CART-054	VA308	BNE-MEL	None	4.0C	188	No exception detected
CART-061	EK431	BNE-DXB	None	3.3C	192	No exception detected
CART-075	JQ813	BNE-MEL	None	2.1C	185	No exception detected
CART-081	SQ236	BNE-SIN	None	2.9C	192	No exception detected
CART-087	NZ148	BNE-AKL	None	3.6C	189	No exception detected
CART-104	QF541	BNE-SYD	None	3.3C	184	No exception detected
CART-121	VA308	BNE-MEL	None	2.2C	191	No exception detected
CART-158	EK431	BNE-DXB	None	2.2C	188	No exception detected
CART-174	JQ813	BNE-MEL	None	4.0C	195	No exception detected
CART-229	SQ236	BNE-SIN	None	3.3C	191	No exception detected
CART-234	NZ148	BNE-AKL	None	3.2C	193	No exception detected
CART-241	QF541	BNE-SYD	None	4.1C	194	No exception detected
CART-243	VA308	BNE-MEL	None	3.7C	188	No exception detected
CART-290	EK431	BNE-DXB	None	4.4C	193	No exception detected
CART-299	JQ813	BNE-MEL	None	1.8C	193	No exception detected
CART-300	SQ236	BNE-SIN	None	2.3C	196	No exception detected
CART-306	NZ148	BNE-AKL	None	2.7C	187	No exception detected
CART-319	QF541	BNE-SYD	None	4.1C	185	No exception detected
CART-330	VA308	BNE-MEL	None	3.1C	185	No exception detected
CART-342	EK431	BNE-DXB	None	3.4C	192	No exception detected
CART-371	JQ813	BNE-MEL	None	3.5C	193	No exception detected
CART-380	SQ236	BNE-SIN	None	2.5C	189	No exception detected
CART-385	NZ148	BNE-AKL	None	2.1C	184	No exception detected
CART-389	QF541	BNE-SYD	None	2.6C	191	No exception detected
CART-398	VA308	BNE-MEL	None	1.9C	195	No exception detected

Appendix A - 100 cart roll-up continued

Cart	Flight	Route	Stage	Peak	Readings	Status
CART-434	EK431	BNE-DXB	None	2.1C	189	No exception detected
CART-437	JQ813	BNE-MEL	None	4.3C	186	No exception detected
CART-444	SQ236	BNE-SIN	None	4.4C	185	No exception detected
CART-453	NZ148	BNE-AKL	None	4.0C	196	No exception detected
CART-459	QF541	BNE-SYD	None	3.0C	185	No exception detected
CART-465	VA308	BNE-MEL	None	2.0C	192	No exception detected
CART-478	EK431	BNE-DXB	None	3.8C	189	No exception detected
CART-528	JQ813	BNE-MEL	None	3.0C	192	No exception detected
CART-533	SQ236	BNE-SIN	None	3.2C	188	No exception detected
CART-538	NZ148	BNE-AKL	None	2.4C	194	No exception detected
CART-550	QF541	BNE-SYD	None	2.9C	191	No exception detected
CART-551	VA308	BNE-MEL	None	4.4C	192	No exception detected
CART-567	EK431	BNE-DXB	None	3.0C	192	No exception detected
CART-587	JQ813	BNE-MEL	None	2.3C	185	No exception detected
CART-597	SQ236	BNE-SIN	None	3.1C	191	No exception detected
CART-604	NZ148	BNE-AKL	None	3.9C	185	No exception detected
CART-612	QF541	BNE-SYD	None	3.3C	195	No exception detected
CART-622	VA308	BNE-MEL	Soak Room	4.9C	191	Review
CART-623	EK431	BNE-DXB	Truck Transit	4.8C	186	Review
CART-624	JQ813	BNE-MEL	Soak Room	4.7C	193	Review
CART-625	SQ236	BNE-SIN	Dry Ice Load	4.6C	185	Review
CART-626	NZ148	BNE-AKL	Tarmac Hold	4.9C	186	Review
CART-627	QF541	BNE-SYD	Truck Transit	4.8C	187	Review
CART-628	VA308	BNE-MEL	Aircraft Load	4.9C	188	Review
CART-629	EK431	BNE-DXB	Loading Bay	4.7C	187	Review
CART-630	JQ813	BNE-MEL	Tarmac Hold	4.8C	189	Review
CART-633	SQ236	BNE-SIN	None	2.8C	193	No exception detected
CART-643	NZ148	BNE-AKL	None	2.8C	192	No exception detected
CART-645	QF541	BNE-SYD	None	1.9C	196	No exception detected
CART-650	VA308	BNE-MEL	None	3.1C	189	No exception detected
CART-657	EK431	BNE-DXB	None	4.4C	194	No exception detected
CART-660	JQ813	BNE-MEL	None	2.0C	190	No exception detected

Appendix A - 100 cart roll-up continued

Cart	Flight	Route	Stage	Peak	Readings	Status
CART-665	SQ236	BNE-SIN	None	3.1C	190	No exception detected
CART-674	NZ148	BNE-AKL	None	2.8C	188	No exception detected
CART-676	QF541	BNE-SYD	None	4.1C	187	No exception detected
CART-682	VA308	BNE-MEL	None	4.1C	194	No exception detected
CART-692	EK431	BNE-DXB	None	3.7C	186	No exception detected
CART-709	JQ813	BNE-MEL	None	2.8C	195	No exception detected
CART-710	SQ236	BNE-SIN	None	2.3C	185	No exception detected
CART-714	NZ148	BNE-AKL	Tarmac Hold	7.6C	194	Critical exception
CART-715	QF541	BNE-SYD	Truck Transit	6.9C	187	Critical exception
CART-716	VA308	BNE-MEL	Tarmac Hold	8.1C	193	Critical exception
CART-717	EK431	BNE-DXB	Loading Bay	6.2C	190	Critical exception
CART-727	JQ813	BNE-MEL	None	3.5C	194	No exception detected
CART-732	SQ236	BNE-SIN	None	3.7C	194	No exception detected
CART-733	NZ148	BNE-AKL	None	2.1C	189	No exception detected
CART-735	QF541	BNE-SYD	None	2.7C	189	No exception detected
CART-747	VA308	BNE-MEL	None	3.2C	196	No exception detected
CART-756	EK431	BNE-DXB	None	4.3C	196	No exception detected
CART-764	JQ813	BNE-MEL	None	3.9C	191	No exception detected
CART-775	SQ236	BNE-SIN	None	4.2C	189	No exception detected
CART-819	NZ148	BNE-AKL	None	3.2C	189	No exception detected
CART-825	QF541	BNE-SYD	None	4.3C	196	No exception detected
CART-830	VA308	BNE-MEL	None	3.2C	191	No exception detected
CART-837	EK431	BNE-DXB	None	3.8C	195	No exception detected
CART-851	JQ813	BNE-MEL	None	2.2C	194	No exception detected
CART-857	SQ236	BNE-SIN	None	3.1C	186	No exception detected
CART-865	NZ148	BNE-AKL	None	1.7C	187	No exception detected
CART-869	QF541	BNE-SYD	None	3.3C	188	No exception detected
CART-873	VA308	BNE-MEL	None	3.0C	186	No exception detected
CART-892	EK431	BNE-DXB	None	2.2C	194	No exception detected
CART-920	JQ813	BNE-MEL	None	3.0C	186	No exception detected
CART-935	SQ236	BNE-SIN	None	3.8C	192	No exception detected
CART-942	NZ148	BNE-AKL	None	2.8C	193	No exception detected

Appendix A - 100 cart roll-up continued

Cart	Flight	Route	Stage	Peak	Readings	Status
CART-955	QF541	BNE-SYD	None	4.2C	190	No exception detected
CART-964	VA308	BNE-MEL	None	2.0C	187	No exception detected
CART-968	EK431	BNE-DXB	None	1.8C	185	No exception detected
CART-977	JQ813	BNE-MEL	None	3.7C	196	No exception detected

Dataset integrity record

Roll-up export hash (SHA-256): 7ff378030d0a8142b70d2813d0d7d623a57ce236a3c321ccff6c477132756e82.
Complete five-minute interval data for the sample operating window is retained inside the GCCAP evidence package and may be exported separately by authorised client users.