



## Ground Ops Safety Alert

*ALL INFORMATION CONTAINED IN THIS DOCUMENT ARE CIRCULATED TO IMPROVE SAFETY CULTURE AND AWARENESS*

### Aircraft Protection in Strong Wind Conditions

The purpose of this Ground Operations Safety Alert is to ensure the safety and integrity of the aircraft during strong wind conditions by properly securing wheels (chocks) and managing cabin and cargo doors.

#### Safety Notes

- Strong winds can cause sudden movement of doors and equipment.
- Risk of injury and aircraft damage is high if procedures are not followed.
- Failure to comply with this procedure may result in safety incidents, aircraft damage, or operational disruption.

#### Preventive Actions

High / strong winds ( $\geq 25$  knots) pose a great risk of damage and injury. Take following minimum precautions when sustained winds including gusts are predicted:

- In case of increasing wind speeds, prepare the aircraft for protection measures installing additional chocks.
- Remove all equipment from around the aircraft.
- Take extreme care when opening or closing any aircraft doors.
- Make sure parking brakes are set on all parked GSE.
- Set parking brakes and secure with chocks and / or connect to other GSE, if necessary, all non-motorized ramp Equipment (i.e., baggage carts, ULD dollies and maintenance stairs).

#### Aircraft Securing Actions

- Wheel Chocks
- Cabin Doors
- Cargo Doors

## Attached wind gust action table

Staff actions	25-39 kts (46 to 72 km/h)	40-59 kts (73 to 110 km/h)	above 60 kts (111 km/h)
Retract, position, lower and secure passenger boarding bridge (PBB) according to the manufacturers specifications or airport regulations.	According to manufacturer specification.		
Remove safety cones and passenger guidance systems. Secure them in a designated area.	✔	✔	✔
Park GSE closely together, adjacent to a building if possible and ensure parking brake is set.			✔
Remove and lower high-lift equipment, e.g. servicing / catering / fuelling platforms and passenger stairs	According to manufacturer specification.		
Close all aircraft service panels if not in use.		✔	✔
Secure rolling stock (e.g. carts, dollies, maintenance stairs, towbars).	✔	✔	✔
Ensure ULDs are secured and doors / curtains are closed.	✔	✔	✔
Remove FOD.	✔	✔	✔
Retract and secure pre-conditioned air hoses (PCA) / air conditioning unit hoses (ACU).	✔	✔	✔

## A220-100 / 300

### Chocking

Actions	25-39 kts (46 to 72 km/h)	40-59 kts (73 to 110 km/h)	above 60 kts (111 km/h)
Additionally (to the main landing gear chocks) place chocks forward and aft of one nose landing gear wheel approximately 5cm (2inch) from the tires.	✔	✔	✔
Link the chocks to each other, if possible.		✔	✔
Arrange the setting of parking brake.		✔	✔

### Door operation

During high / strong wind conditions, the following tables for the operation of cabin and cargo hold doors apply.

	25-39 kts (46 to 72 km/h)	40-64 kts (73 to 119 km/h)	above 65 kts (120 km/h)
Cabin doors**	No restrictions	✘ Opening of doors not allowed *. ✔ Closing of doors allowed. ✔ Doors can be left open.	✔ Doors must be closed.
Cargo doors	No restrictions	✘ Opening of doors not allowed *. ✔ Closing of doors allowed. ✔ Doors can be left open.	✔ Doors must be closed.

\* Opening of doors allowed up to 50 kts if the aircraft is pointing into the wind or if the door is on the leeward side.

\*\* Cabin doors must be closed accordingly unless they are enclosed / protected by passenger bridges.

**A319 / A320 / A321****Chocking**

Actions	25-39 kts (46 to 72 km/h)	40-59 kts (73 to 110 km/h)	above 60 kts (111 km/h)
Additionally (to the main landing gear chocks) place chocks forward and aft of one nose landing gear wheel approximately 5cm (2inch) from the tires.	✔	✔	✔
Link the chocks to each other, if possible.		✔	✔
Arrange setting of parking brake.		✔	✔

**Door operation**

During high / strong wind conditions, the following tables for the operation of cabin and cargo hold doors apply.

	25-39 kts (46 to 72 km/h)	40-64 kts (73 to 119 km/h)	above 65 kts (120 km/h)
Cabin doors**	No restrictions	<ul style="list-style-type: none"> <li>✔ Opening and closing of doors allowed.</li> <li>✔ Doors can be left open.</li> </ul>	✔ Doors must be closed.
Cargo doors	No restrictions	<ul style="list-style-type: none"> <li>✘ Opening of doors not allowed. *</li> <li>✔ Closing of doors allowed.</li> <li>✔ Doors can be left open.</li> </ul>	✔ Doors must be closed.

\* Opening of doors allowed up to 50 kts if the aircraft is pointing into the wind or if the door is on the leeward side.

\*\* Cabin doors have to be closed accordingly unless they are enclosed / protected by passenger bridges.

**A330 / A350****Chocking**

Actions	25-39 kts (46 to 72 km/h)	40-59 kts (73 to 110 km/h)	above 60 kts (111 km/h)
Additionally (to the main landing gear chocks) place chocks forward and aft of one nose landing gear wheel approximately 5cm (2inch) from the tires.	✔	✔	✔
Link the chocks to each other, if possible.		✔	✔
Arrange setting of parking brake.		✔	✔

**Door operation**

During high / strong wind conditions, the following tables for the operation of cabin and cargo hold doors apply.

	25-39 kts (46 to 72 km/h)	40-59 kts (73 to 110 km/h)	above 60 kts (111 km/h)
Cabin Doors**	No restrictions	<ul style="list-style-type: none"> <li>✘ Opening of doors not allowed *.</li> <li>✔ Closing of doors allowed.</li> <li>✔ Doors can be left open.</li> </ul>	Doors must be closed.
Cargo Doors	No restrictions	<ul style="list-style-type: none"> <li>✘ Opening of doors not allowed *.</li> <li>✔ Closing of doors allowed.</li> <li>✔ Doors can be left open.</li> </ul>	Doors must be closed.

\* Opening of doors allowed up to 50 kts if the aircraft is pointing into the wind or if the door is on the leeward side.

\*\* Cabin doors must be closed accordingly unless they are enclosed / protected by passenger boarding bridge.

The above instructions apply to all ground personnel involved in aircraft handling, turnaround, and parking operations.

- Ground crew must follow the guidelines provided in the attached table corresponding to each wind gust level act accordingly.
- Supervisors must refer to the latest official meteorological data and ensure full compliance with this procedure