



TUI Airline Ground Operations

Temporary Revision

TUI Chocking Procedure Changes

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To: All stations
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Applicability: Germany (TUI-X3)

Date of Publication: 04 AUG 2025

Validity Period: 18 AUG 2025 – 01 OCT 2025

Dear partner,

TUI Airlines have reviewed and made changes to aircraft chocking. Please see the update below which will need to be cascaded to the responsible persons who carry out this task. These changes have been carefully reviewed and implemented following various safety incidents involving aircraft movement. These updated procedures have now been standardised and aligned across all TUI Airlines to ensure consistency and enhance safety.

Chapters 9.2.2.3 and 9.2.5.5. of the Ground Handling Manual / Part 1 have been revised to align with the procedures outlined in the Boeing Manual regarding wheel chocking in high wind conditions. These updates ensure consistency with manufacturer guidance and enhance operational safety during adverse weather scenarios.

9.2.2.3 Aircraft parking during turn-around, day-stop, night stop, during high winds, parking aircraft out of service

All TUIfly aircraft are parked during turn-around and night-stop without having set the parking brake and with the hydraulic system depressurized. This means that utmost care has to be taken in order to avoid damages to the aircraft and to ensure safety and physical integrity of ramp personnel.

Staff setting chocks must be properly instructed about this procedure.

Manoeuvring of stairs, passenger boarding bridge and other ground equipment towards the aircraft may only be started after the aircraft has fully moved into the chocks after release of the parking brake.

For details see GHM Part 1 chapter 9.2.2.4.

Removal of chocks only with manned cockpit and after having set the parking brake. If there are any chocks on the NLG installed additional awareness is necessary similar to towbar operation. Before pressurization of the hydraulic system the flight crew has to make sure that either the bypass steering pin is installed or all chocks are removed from the NLG. This precaution avoids not to force the NLG to adjust to centre with chocks inhibiting this movement. GHA may be asked either to install the pin or remove the chocks.

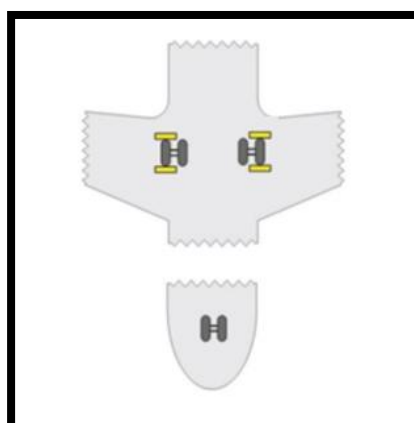
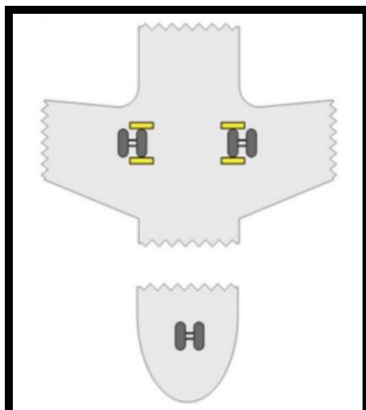
Staff setting chocks during turn-around and day-stop (normal operation up to 35 knots)

Note: TUIfly deviates from IGOM Option 1 and only accepts IGOM Option 2 (IGOM 4.2.2) for normal operations. TUIfly normal operation chocking is up to 35 knots.

As a minimum put chocks forward and aft of the inboard (or outboard) set of tyres of each main landing gear (this means that in each case one chock is to be positioned in front and one behind the tyre for each main gear side!) after aircraft has reached its parking position. Chocks at nose gear are not needed.

TUIfly Option 1 (4 Chocks)

TUIfly Option 2 (4 Chocks)





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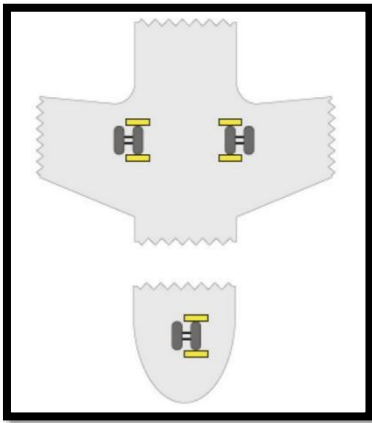
This is the first action to take place around the aircraft and shall be completed before any other activity is started.

Staff setting chocks during night stop and parking aircraft out of service up to 35 Knots.

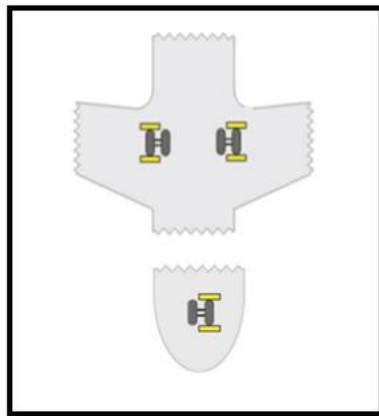
Put chocks forward and aft of the inboard (or outboard) set of tyres of each main landing gear and additionally a set of chocks forward and aft of the inboard (or outboard) tyres at the front landing gear.

This is the first action to take place around the aircraft and shall be completed before any other activity is started.

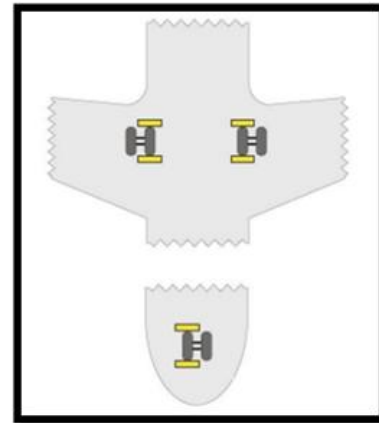
TUIfly Option 1 (6 chocks)



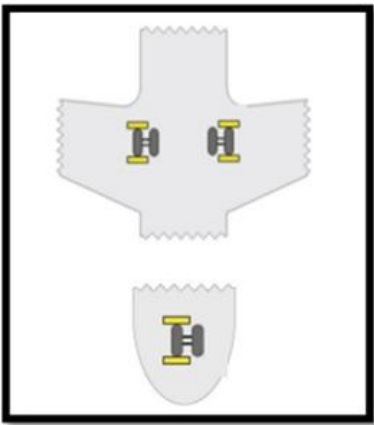
TUIfly Option 2 (6 chocks)



TUIfly Option 3 (6 chocks)



TUIfly Option 4 (6 chocks)





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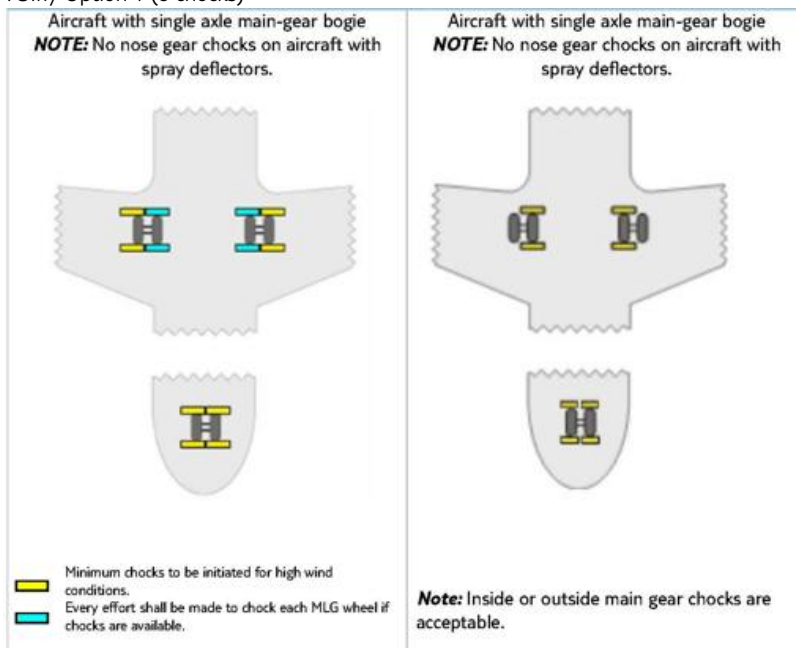
Staff setting chocks during high winds above 35 knots

Note: TUIfly are more restrictive than IGOM standard.

Always establish communication with TOCC and local maintenance staff in order to timely initiate additional measures such as tankering and setting of parking brakes. In addition the local airport instructions are to be followed!

As a minimum put chocks forward and aft of the inboard (or outboard) set of tyres of each main landing gear (MLG) and on both set of tyres of the nose landing gear (NLG).

TUIfly Option 1 (8 chocks)



See also 9.2.5.5 for additional information to be followed for handling on the ramp during high wind conditions.



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9.2.5.5 High Wind Conditions Work Instructions

High winds pose a great risk of damage and the following minimum precautions should be taken:

- Ensure the safety of the aircraft by installing additional chocks and removing 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 by additional means, if necessary, all nonmotorized ramp equipment (i.e., baggage carts and ULD dollies).

Staff Actions	25 to 39 kt 46 to 72 km/h	40 to 59 kt 73 to 110 km/h	Above 60 kt Above 111 km/h
Chock aircraft landing gear	✓ (35 to 39kts or 64 to 72 km/h) *	✓	✓
Remove safety cones	✓	✓	✓
Secure PCA hoses	✓	✓	✓
Remove FOD	✓	✓	✓
Secure ULDs	✓	✓	✓
Secure rolling stock	✓	✓	✓
Strap all propellers on propeller aircraft	✓	✓	✓
Secure PBB and position to minimize surface exposed to the direct force of the wind		✓	✓
Close cargo hold, passenger doors and access panels		✓	✓
Do not initiate the elevation of high-lift equipment and stairs		✓	✓
Park GSE closely together, and adjacent to a building, if possible			✓
Retract PBB			✓

Note: *TUIfly high wind chocking conditions start at 35kt, which is different from IGOM standard.

Kind regards,
TUI Airline Ground Operations