



# TUI Airline Ground Operations

## Temporary Revision

### B767-300 & B787-8 Loading Procedures Change

Notice: GOTR23-035

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To: All stations  
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**Applicability:** TUI fly Belgium (JAF-TB) / TUI fly Netherlands (TFL-OR)

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Dear partner,

TUI Airline will change several procedures to fly more fuel efficiently and to facilitate various processes.

Current Standard Loading Instruction for **B767-300** and **B787-8** will be changed to:

#### 4.5.3.2 Unit Load Device Loading and Unloading

- a. For ULD loader operations, see 3.1.3.8;
- b. Inspect all ULDs before loading/unloading so that no nets, straps, protective materials can drag or get jammed in rollers, ball mats or wheels of Power Drive Units (PDU's);
- c. Push (do not pull) containers on and off dollies and loaders;
- d. ULDs on dollies or transporters shall be secured to prevent movement using locks, stops, rails or straps, except when the load is being transferred to/from the equipment;
- e. *Standard baggage ULD loading on widebody aircraft (B767-300 / B787-8).*
  1. *8 AKE standard loading on B787-8*

#### TFL

2. *5 DQF standard loading on B767-300*

#### End TFL

*The standard baggage ULD numbers are not a fixed amount but need to be followed as much as possible.*

**Caution! Do not place ULD's directly on the ramp surface.**

#### Danger:

During loading/unloading operations;

1. To avoid personnel injuries (e.g., slips, trips and falls) when walking inside the cargo holds, do not step on cargo loading system components (e.g., restraints, PDUs, roller tray(s)) or sloped side walls except where dedicated step positions are provided
2. When walking inside the cargo holds, do not step on cargo loading system components (e.g., restraints, PDUs, roller trays) or sloped side walls except where dedicated step positions are provided
3. Personnel shall remain clear of the ULD movement path at all times
4. Moving ULDs may cause injuries to personnel
5. Only raise locks once the ULD comes to a complete stop.

For Cargo Loading Systems (CLS) equipped with PDUs:

1. When ULDs become stuck, staff may assist with the dislodging of the unit after coordinating with CLS equipment operator. In such cases, all staff shall be aware of sudden ULD movements
2. The CLS equipment operator shall always be aware of where loading staff are positioned.

**Note :** Certain ULDs can tip during movement as the base is smaller than the top, causing a high centre of gravity.

Kind regards,

TUI Airline Ground Operations