



# TUI Airline Ground Operations

## Safety Alert

**ATTENTION: Double Drop and Multi-Sector Flights**

**Notice: GOSA24-006**  
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To: All stations  
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**Applicability:** TUI fly Belgium (JAF-TB) / TUI fly Netherlands (TFL-OR) / TUIfly Germany (TUI-X3)

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Dear partner,

This safety alert has been issued due to numerous errors occurring on double drop and multi-sector flights with incorrect load sheets often being delivered to the cockpit crew.

Common errors on double drop flights (e.g., BRU-ALC-AGP) include the failure to add transit passengers and / or baggage or adding baggage twice onto the loadsheet.

For multi-sector flights (e.g., DUS-FRA-FAO), the actual seating of passengers as reflected by GoNow often differs from the distribution of transit passengers as shown by eLoadsheet, as these passengers are not integrated by eLoadsheet.

It is crucial to cross check the cabin seating arrangement and to ensure that the aircraft is properly trimmed according to the load sheet cabin trim section.

We understand that this is a manual process in the eLoadsheet system, but double drop flights and multi-sector flights require extra attention.

You should always refer to the incoming loadsheet or LDM to produce a more accurate loadsheets. To mitigate and prevent these mistakes, please familiar yourself with the slides below that provide guidance on handling double drop and multi-sector flights in the eLoadsheet system.

Thank you.

## Remarks



- At X, it is a key part of the process to **finalize the flight** so that the LDM is sent to the relevant recipient addresses.
  - At Y and Z, transit passengers **must always be added** through the *Transit Pax* input panel.
  - At Z, when the previous station **is not a GoNow station**, transit bags must also be input manually verifying the received LDM.
- 
- Always verify that transit baggage is loaded in a way that **facilitates turnaround operations at the next destination**.
  - It is the load controller's responsibility **to verify that both local and transit bags are correctly indicated in the issued loadsheet**.



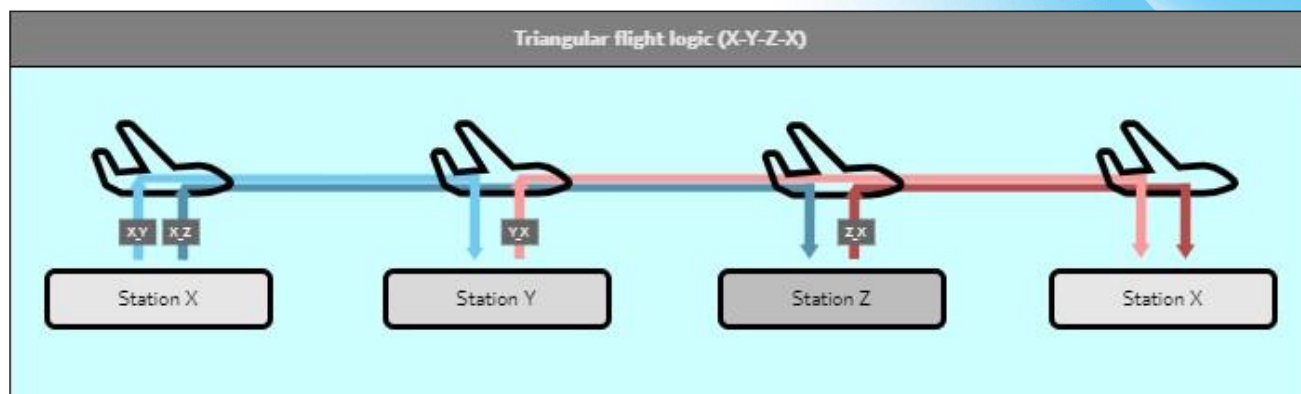
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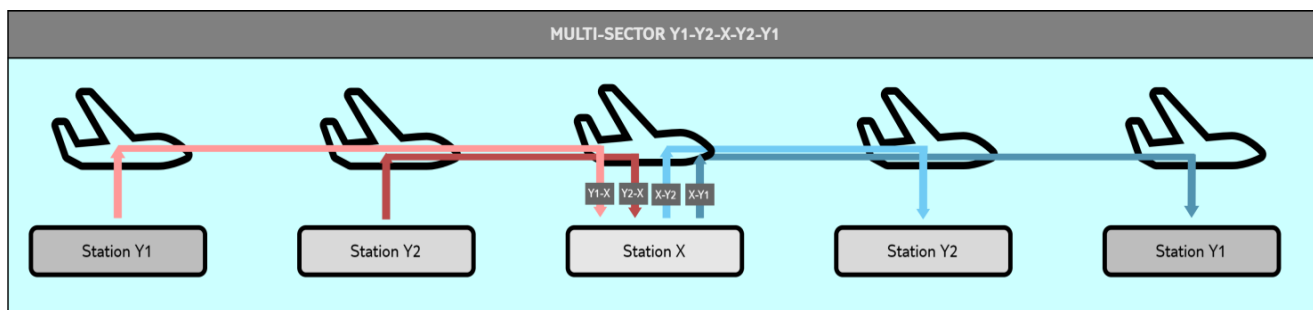
## Multi-sector flight concept



A **multi-sector flight** is a triangular flight that involves an **X-Y-Z-X** routing where the same aircraft departs from a home station (e.g. BRU, AMS, FRA, HAJ) and returns after two sectors involving two other stations.

- From the perspective of **station X**, passengers are accepted travelling to **Y and Z**.
- From the perspective of **station Y**, passengers are accepted travelling to **X**, and **transits to Z** stay on the aircraft.
- From the perspective of **station Z**, passengers are accepted travelling to **X**, and **transits to X** stay on the aircraft.

## Multi-sector flight (double drop flight)



A multi-sector flight is also a double drop flight that involves **Y1-Y2-X-Y2-Y1** routing where the aircrafts depart from 2 home station to end in one destination and do the same in return (e.g. DUS-HAJ-HER-HAJ-DUS).

- From the perspective of **station Y1** passengers are accepted traveling to **X**
- From the perspective of **station Y2** passengers are accepted traveling to **X**
- From the perspective of **station X** passengers are accepted traveling to **Y2**
- From the perspective of **station X** passengers are accepted traveling to **Y1**
- At **station Y1** passengers seating need to be cross checked towards actual loadsheet. (visual check of TRC/loadcontrol in the aircraft)
- At **station Y2** passengers seating need to be cross checked towards actual loadsheet. (visual check of TRC/loadcontrol in the aircraft)
- At **station X** passengers seating need to be cross checked towards actual loadsheet. (visual check of TRC/loadcontrol in the aircraft)
- At **station Y2** passengers seating need to be cross checked towards actual loadsheet (visual check of TRC/loadcontrol in the aircraft)



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## Multi-sector flight: station X

Actual pax #

Flight leg	Class	Actual pax #	Pax wght.	TTL	Cab. bags wght
AMS-MJT	Y	92	7108	92	0
AMS-SMI	Y	96	7458	96	0
AMS-AMS	Y	0	0	0	0

### LDM from X

```
OR1033/17.PHTFU.189Y.2/4  
-MJT.41/49/2/0.0.T1122.H2/1122.PAX/92/.DHC/0/0  
-SMI.41/55/0/0.0.T1157.H3/1157.PAX/96/.DHC/0/0  
SI MJT.65bags  
SMI.67bags
```

All passengers are integrated from Newskies. Passengers will be **travelling either to Y or Z** (*Advanced/Estimates*)

☐ All ☒ Unloaded ☐ LIR ☐ LIR

Baggage	Baggage	Baggage	Baggage	Baggage	Baggage
121/7	518/30	518/30	86/5	518/30	518/30
SMI	MJT	SMI	MJT	SMI	MJT
NotSet					

Bags associated to those passengers will be divided as **going to Y or Z**. Observe loading rules to facilitate turnaround at Y.

Once load control operations are concluded at station X, **it is important to verify local LDM figures and finalize the flight** so that **station Y** can receive both local arrival and transit information.

## Multi-sector flight: station Y

Flights Fuel Pax Deadloads W/B Finalize

Pax  
Unassigned Pax  
Seatmap  
Transit Pax

Only local passengers may be integrated from Newskies (if GoNow is used at Y). Transit passengers **must always be added manually**. Verify LDM figures (PAX to Z) and input in **Pax/Transit Pax**.

Transit bags will be integrated. Verify distribution with the LDM.

### LDM from X (received at Y)

```
OR1033/17.PHTFU.189Y.2/4  
-MJT.41/49/2/0.0.T1122.H2  
-SMI.41/55/0/0.0.T1157.H3  
SI MJT.65bags  
SMI.67bags
```

Transit pax assignment

Passengers Total pax (Transit + Boarding): 72

Zone Total Scenario step 1: Enter Transit Passenger total figures

Destination	Male(Transit)	Female(Transit)	Child(Transit)	Infant(Transit)	Remaining seats
SMI	41	55	0	0	117
AMS	0	0	0	0	117

H2 1513

BT	BT	BT
121/7	518/30	518/30
SMI	SMI	SMI

From Deadloads select Transit Load

Once load control operations are concluded at station Y, **it is important to verify local LDM figures and finalize the flight** so that **station Z** can receive both local arrival and transit information.



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### Multi-sector flight: station Z



Flights Fuel Pax Deadloads W/B Finalize

Pax  
Unassigned Pax  
Seatmap  
Transit Pax

Only local passengers may be integrated from Newskies (if GoNow is used at Z).

Transit passengers **must always be added manually**. Verify LDM figures (PAX to X) and input in **Pax/Transit Pax**.

If Y is a GoNow station, Transit bags will be integrated. Otherwise, **they must be added manually from the LDM**.

LDM from Y (received at Z)

OR1033/17.PHTFU.189Y.2/4  
-SMI.41/55/0/0.0.T1157.H2  
-AMS.31/41/0/0 0.T882.H3/  
SI SMI  
AMS.52bags

#### Transit pax assignment

Passengers Total pax (Transit + Boarding): 100

Zone Total Scenario step 1: Enter Transit Passenger total figures

Destination	Male(Transit)	Female(Transit)	Child(Transit)	Infant(Transit)	Remaining seats
AMS	31	41	0	0	89

H3 3204

BT 373/22 AMS  
BT 509/30 AMS

From Deadloads select Transit Load

Once load control operations are concluded at station Z, **it is important to finalize the flight**.

Kind regards,

TUI Airline Ground Operations