



TUI Airline Ground Operations

Safety Alert

Unsecured Loads

Notice: GOSA23-005R2
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To: All Stations
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Applicability: TUI Airways (TOM-BY) / TUIfly Nordic (BLX-6B) / TUI fly Belgium (JAF-TB)
TUI fly Netherlands (TFL-OR) / TUIfly Germany (TUI-X3)

Date of Publication: 31 MAY 2023
Date of Revision 2: 30 OCT 2024
Validity Period: 31 MAY 2023 – Until Further Notice

Dear partner,

We are seeing an increase of Safety Reports relating to unsecured loads, hold nets and dividers not fastened and ULD stops and locks not raised.

THE RISKS RELATING TO ANY UNSECURED LOAD COULD BE CATASTROPHIC.

"All loading staff need to be extra vigilant and follow safe operating procedures while loading and securing loads on bulk and containerised aircraft." Reference (WR & NR) GOM 4.5.7

The LIRF also contains the statement that "**THIS AIRCRAFT HAS BEEN LOADED IN ACCORDANCE WITH THESE INSTRUCTIONS AND THE DEVIATIONS SHOWN ON THIS REPORT. THE ULD'S AND BULK LOAD HAVE BEEN SECURED IN ACCORDANCE WITH TUI INSTRUCTIONS**"

For bulk loaded aircraft: Reference (WR & NR) GOM 4.5.1.8 & 4.5.6.4. GHM Part 1, 9.1.2.1

- Load restraint and door protection nets MUST be secured, and all clips fastened. This includes NIL fit & empty holds & compartments.
- After completion of loading, check all hold nets are in position.

For containerised aircraft: Reference (WR & NR) GOM 4.5.1.8 & (NR) GOM 9.3.2.4.17

- Stops and locks must be extended and locked, even for empty holds.
- When loading of ULDs leaves no-fit positions, ALL pallet locks / intermediate load stops should be raised to restrain the forward or aft movement of ULDs loaded adjacent to no-fit position if applicable.

Prior to signing the loading instruction, confirmation must be received that loads are secured and that all locks, stops, nets, net stanchions are raised, closed, locked or installed and that load securing is correctly applied. ULD curtain straps must also be secured.

General Rules

When transporting a load in an aircraft, it must be secured such that:

- a) It shall not move during the flight, which could dangerously affect the weight distribution and balance of the aircraft.
- b) It shall not cause damage to the aircraft structure or other important parts of the aircraft.
- c) It shall not cause damage to another load or become damaged itself.
- d) In case of an emergency landing, neither passengers nor crew are injured by the load.

Report any unserviceable net clips, locks or hold nets to the engineer and / or captain and always submit a Safety Report.

Validity extended of this Safety Alert until further notice.

Kind regards,

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