



Ground Ops Safety Alert

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

AIRCRAFT RESTRAINING NETS

Following recent events/reports, it has been noticed that the procedure for fastening/securing the compartment nets has not been followed on numerous occasions.

This brochure is delivered to highlight the importance of proper use of nets inside aircraft compartments, as defined in ITA Airways HLM: 9.1.4

"Restraining Nets" serve to divide an aircraft hold in the absence of containerized positions (A220 and A320 Bulk Load aircraft).

Though they vary in design, size & shape they all perform the same purpose:

- prevent the dead-load shifting.
- optimizes the loading.
- protect the doors from being damage.

A220



There are two types of cargo compartment nets:

- the compartment door net (protective net)
- the compartment restraint net (load dividing net or net divider)

The door nets have two functions:

1. To prevent loads falling to the ground when the doors are opened after flight.
2. To prevent damage to the door opening system.

A320 Bulk Load FWD Hold



Always keep the door net inside the hold to prevent the net fittings from damaging the aircraft and to prevent the net from getting caught by GSE.



- After the completion of loading, make sure that all nets (divider and door) are properly attached regardless of the number of items loaded in the cargo compartments.
- Close all nets even if the hold is empty.
- Fasten and adjust each hook to their correct position and pull them tight as in the picture.
- By signing the LIR you are confirming that all nets are attached and secured prior to closing the hold doors.

Note:

A check shall be conducted in a hold even if on arrival the hold was reported as being empty. Once being noted one of the nets has not been attached a Ground Safety Report must be filled.