

## **SAFETY ALERT**

### **Use of 'Chock-boxes'**

#### **BACKGROUND**

Slips and trips represent a common cause of injury in the airside environment and chocks when not in use can be a hazard causing this. Other injury types and damage have been caused by unobserved chocks being hit by vehicles. Black chocks are particularly hazardous at night.

HAL do not encourage chocks not in use to be left on stand but recognise that some ground handlers have this in their standard procedures. In order to facilitate this practice being done as safely as possible some stands have a painted square space labelled "chocks only" or an abbreviation "CX" for chocks to be put in when they are not in use. They are in a location that seeks to balance being out of the way for pedestrians and vehicles with being sufficiently convenient to maximise use. Those spaces for British Airways are illustrated image 1 and marked as "BA safety". An increasing number of stands are being painted with those illustrated at image 2 & 3 and now include piers 4 and 4A.

1



2



3



HAL will monitor conformance with a stand being satisfactory if any aircraft chocks on the ground are either correctly securing an aircraft or are in the painted space labelled for chocks. HAL will feedback the results of conformance checks to the companies operating on these stands.

#### **ACTION**

HAL recommends that companies operating on the aircraft stands mentioned above:

1. Inform those handling chocks of the correct place for storage, ensuring this is in operating procedures and training material
2. Communicate to all relevant staff regarding the need to be observant for trip hazards on stands such as chocks and of the purpose of the chock-boxes.

Issued by  
Steve Buckeridge  
Ramp Assurance Support Manager  
07775 406793  
Airside Assurance  
Building 820, Heathrow Airport

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