

# Operational Advice Notice

## Aircraft Chocks: Inspection and Serviceability

27<sup>th</sup> April 2026

ASGrOps\_OAN\_491

Version 1.0

It is the responsibility of all employers to ensure that relevant OANs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or Manager.

### 1. Introduction

- 1.1 This Operational Advice Notice (OAN) is written to advise the airport community on conducting pre-use checks and ensuring the serviceability of aircraft chocks. It also outlines the reporting procedures to follow if damaged or insufficient aircraft chocks are found on parking stands.
- 1.2 High-quality chocks are essential equipment for maintaining effective stability and preventing unintended movement of an aircraft while it is parked or stationary.
- 1.3 Heathrow provides a number of aircraft chocks on stand as below, including Multiple Aircraft Ramp System (MARS) and Multi-Choice Apron (MCA) stands:
  - 6 chocks for narrow-bodied aircraft
  - 8 chocks for wide-bodied aircraft
  - 12 chocks on select stands

For safe ground operations, pre-use checks of chocks are required as part of pre-arrival inspections. Colleagues must ensure that a sufficient number of serviceable aircraft chocks are available on the stand. Proper care and handling of chocks is expected by colleagues at all times to prevent damage.

- 1.4 The contents of this OAN also apply to any additional aircraft chocks provided by individual companies, which must comply with International Air Transport Association (IATA) Aircraft Handling Manual (AHM) 462 requirements.
- 1.5 This OAN should be read in conjunction with OSI “ASGrOps\_OSI\_093 - Aircraft Arrival, Turnaround and Departure Procedures on Stand”.



## 2. Aircraft Chock Serviceability Criteria

- 2.1 Aircraft chocks are serviceable if minor marks or superficial damage do not affect function and no major structural fractures are present. This refers to any impact that does not cause serious cracks or major deformation.

## 3. Identifying Unserviceable Aircraft Chocks



- 3.1 An aircraft chock is deemed unserviceable if any of the following conditions apply:

- When its material deteriorates, it creates a Foreign Object Damage (FOD) risk during and after use.
- Aircraft chocks showing signs of material separation, severe damage or deformation which may impact the ability to secure an aircraft.
- Aircraft chocks with a missing handle or strap must not be used, as this presents a manual handling hazard and may prevent the chock from being positioned or removed safely.

Any unserviceable aircraft chocks must be removed from service immediately.

## 4. Reporting Procedures

- 4.1 If any aircraft chocks are deemed unserviceable, they must not be used, or should there be an insufficient number of aircraft chocks available, contact should be made to Heathrow Airfield Operations Team on **020 8745 6024 (option 6)**.
- 4.2 Any unserviceable aircraft chocks provided by individual companies must be reported in accordance with that company's fault-reporting procedures.



## 5. Inspection and Maintenance

- 5.1** Heathrow is responsible for maintaining and inspecting the aircraft chocks it provides on a regular basis as part of its routine inspections. Whereas the responsibility for inspecting of aircraft chocks as part of the pre-arrival procedure sits with the user.
- 5.2** It is the responsibility of the individual company for maintaining and inspecting any additional aircraft chocks they provide.

## 6. Emergency

- 6.1** In the event of an emergency, please **call 222 (Heathrow landline) or 0208 759 1212 (external phone or mobile)**.

## 7. Enquiries

- 7.1** Any questions regarding this OAN should be directed to [groundhandling@heathrow.com](mailto:groundhandling@heathrow.com).

