Users of the printed version of the English IATA Ground Operations Manual (IGOM), 9th edition are asked to note the following corrections, effective 01 April 2020.

Note that the IGOM 9th edition French, Spanish, Chinese and Russian as well as IATA Reader and Mobile versions are not affected and can continue to be used.

To be able to identify the amendments we have reproduced below the incorrect image as it appears in the printed version, and the corrected image.

For additional information or to provide feedback please contact igom@iata.org

Chapter 3 (page 92)

3.4.8.4 Remove Wheel Chocks
Wrong image

3.4.8.4 Remove Wheel Chocks
Correct Image
3.4.8.5 Ready to Start Engine(s)
Wrong image

3.4.8.5 Ready to Start Engine(s)
Correct Image

3.4.8.6 All Clear
Wrong Image

3.4.8.6 All Clear
Correct Image
Chapter 4.2.2 Chock Placement: Parking Aircraft Out of Service/Night-Stop/High Winds (page 110)

Aircraft with single axle main-gear bogie
Wrong Image

Aircraft with single axle main-gear bogie
Correct Image

Aircraft with double axle main-gear bogie
Wrong Image

Aircraft with double axle main-gear bogie
Correct Image
Chapter 4, 4.2.2 Chock Placement: Parking Aircraft Out of Service/Night-Stop/High Winds (page 110)

Aircraft with triple axle main-gear bogie
Wrong Image

Aircraft with triple axle main-gear bogie
Correct Image
Chapter 4, 4.3 Regional Aircraft Chocking (page 111)

<table>
<thead>
<tr>
<th>Parking Aircraft Out of Service/ Night-Stop/High Winds Wrong Image</th>
<th>Parking Aircraft Out of Service/ Night-Stop/High Winds Correct Image</th>
</tr>
</thead>
</table>

![Diagram of aircraft chocking examples]