

SI # 330

Title Amendment to GHM 3.2.3.2 : Hazard Identified During the Refuelling Process on the Ramp

OPR #	N/A	Issue Date:	23/03/26	Effective Date:	23/03/26	Valid Until:	UFN
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Written By:	eJ GO QSI Team/ FO	Approved By:	eJ GO Nominated Persons
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Reason for Issue:

The procedure for the supervision of potential hazards during passenger embarkation and disembarkation has been amended to include the ground crew when on the aircraft stand are monitoring the refuelling process on the left side of the aircraft.

GHM Amendments:

Section	Title	Details
3.2.3.2	Hazard Identified During the Refuelling Process on the Ramp	Reword of the text below

During passenger embarkation/disembarkation, ground crew supervising shall ensure they are monitoring the ramp. At all times, if a hazard arises outside the aircraft during refuelling:

- The refueller will stop the refuelling process and use a clear audio signal that can be heard in the flight deck and on the ramp (e.g. vehicle horn, whistle or claxon) to communicate that an emergency situation exists to flight and ground crew.
- Ground crew shall:
 - a) Stop refuelling and halt all ground handling operations
 - b) Activate the emergency fuel shut-off valve, where available
 - c) Secure/make safe the fuelling truck where necessary and safe to do so
 - d) Stop the boarding process and all other ground handling activities
 - e) Evacuate the immediate vicinity of the aircraft
 - f) Contact the local fire service
- Where possible and safe to do so, ground crew shall establish direct communication with flight crew.

Note 1: In the event of a fuelling hazard no additional electrical equipment shall be switched on.

Unless electrical equipment already running is likely to cause a specific hazard, it should continue to run until the hazard has been declared safe.

Note 2: In the case of a fuel spillage, as far as possible, restrict all activities inside and outside the spill area to prevent access and to reduce the risk of ignition.

Note 3: In the event of a fuelling hazard being identified onboard the aircraft or on the ramp, crew may commence a precautionary rapid disembarkation of the aircraft/evacuation

This SI makes a change to the published Ground Handling Manual (GHM). The SI folder (physical/electronic) must have this instruction placed in it until its effective end date. easyJet manager, GHP & other parties must ensure effective implementation of this SI at a local level. The accountable staff member at each airport must confirm to their easyJet Manager that the SI has been understood and embedded with all applicable Ground Crew. Local cascade may include some or all of the following:

- a signed read and brief, regular team briefing sessions to ensure Ground Crew understand SI content
- specific training and assurance of content comprehension by Ground Crew
- review of local audit checklists & training material to include any changes