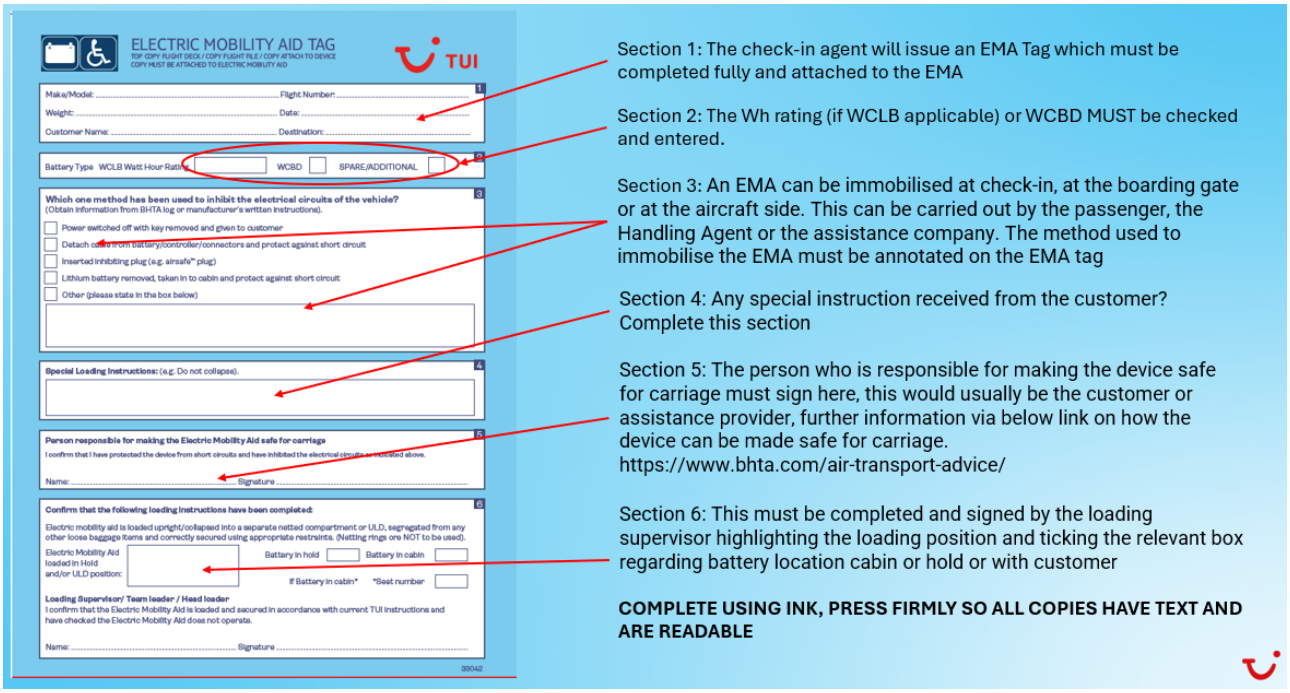
TUI Airline Ground Operations
Safety Alert

Title:	**Electric Mobility Aid (EMA) Safe Loading & Quick Reference**	**Reference: GOSA26-001**
Validity date:	20 JAN 2026 – 31 JUL 2026	
To:	All Stations	
From:	Paul Cowley – Regulations & Standards Specialist	
Applicability:	TOM-BY / BLX-6B / JAF-TB / TFL-OR / TUI-X3	
References:	TOM/BLX GOM-12.6.2, 12.7, 12.10.1. JAF/TFL GOM-12.3.4, 12.3.5, 12.3.6. X3 GHM 1-9.1.2.4.1, 9.1.3.4, 9.1.3.4.5	

Dear Partner,

Due to an increasing number of occurrences involving the incorrect loading and securing of EMA's and EMA forms not being completed correctly or in full, this alert is a reminder to follow the correct safe loading procedure when loading Electric Mobility Aids.

EMA Form.
The Loading Supervisor must ensure that there is an appropriate signature on the EMA form by the person responsible for making the device safe for carriage.



If there is no signature or it is evident that the EMA has not been made safe, it must not be loaded.

The Loading Supervisor must contact the person who was responsible for making the device safe for carriage and induce this person to immobilize the power supply. Once the device is de-activated and deemed safe, the Loading Supervisor must sign the EMA tag to confirm that he/she has tested the device.

2 Copies of the EMA tag must be handed to the Dispatcher for the Flight Crew and the flight file. This will leave 1 copy attached to the EMA.

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Securing the load
Always check & validate that the EMA does not operate, this will be checked again just before loading onto the aircraft.

When loading into the aircraft hold, care must be taken not to cause damage to the EMA or aircraft, and be loaded and securely tied down using lashing material over four anchor points.

Only anchor points on the floor should be used and the EMA's anchor point should not be shared with compartment nets.

The Loading Supervisor must ensure that the EMA is loaded as per the instructions on the LIRF (Loading Information Report Form) into the correct hold/position.

Battery power identification and stowage locations.

Electric Mobility Aid (EMA) Safe Loading Quick Guide.

WCLB Lithium-ion. ✓ Calculate Watt Hour Rating. Volts (V) x Ampere (Ah) = Watt Hour (Wh) (e.g 5V x 25A = 125Wh)	Also Known as: Lithium – ION, Lithium Metal, Lithium polymer, Lithium Alloy.	Lithium-ion BATTERY **NOT REMOVED FROM EMA** CABIN = ✗ HOLD = ✓ WATT HOUR (Wh); QUANTITY RESTRICTION 1 x Lithium-ION battery powering EMA - MAX 300Wh per PAX, Or 2 x Lithium-ION batteries powering EMA MAX 160Wh each per PAX A passenger may also carry in the cabin a maximum of 1 spare Lithium-ION battery not exceeding 300Wh or 2 spare batteries not exceeding 160Wh each. DEPENDING ON EMA DESIGN, BATTERY CAN REMAIN ATTACHED TO EMA. Immobilising the EMA: A. Power switched off and remove the key. B. Detach Cable from battery/controller's/& connectors and protect against short circuit. C. Insert Inhibiting plug (Air Safe Plug). D. State of the art functions of flight mode activation via an app.	Lithium-ion BATTERY **REMOVED FROM EMA** CABIN = ✓ HOLD = ✗ WATT HOUR (Wh); QUANTITY RESTRICTION 1 x Lithium-ION battery powering EMA - MAX 300Wh per PAX, Or 2 x Lithium-ION batteries powering EMA MAX 160Wh each per PAX A passenger may also carry in the cabin a maximum of 1 spare Lithium-ION battery not exceeding 300Wh or 2 spare batteries not exceeding 160Wh each. **Thus - maximum no. of batteries carried in the cabin per PAX can be = 2 batteries up to or <300Wh each (1 from EMA removed & 1 spare) OR, 4 batteries up to or <160 Wh each (2 from EMA removed & 2 spare)**
WCBD Non-Spillable Dry Batteries. ✓	Also Known as: AGM Dry, Dry Cell, Gel Cell, SLA (Sealed Lead Acid), Nickel – metal, hydride,	**WCBD. BATTERY NOT REMOVED FROM EMA** CABIN = ✗ HOLD = ✓	**WCBD. BATTERY REMOVED FROM EMA** CABIN = ✗ HOLD = ✓
Non-Spillable Wet Batteries. ✗	✗	✗	✗

Kind regards,

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Any questions please contact gomsupport@tuifly.com