

TO: Ground Service Providers & Station Managers
FROM: Ground Operations Department
ISSUE DATE: 22.05.2023
REG: 09/ONP/2023
REVISION: 1.0
SUBJECT: Procedure in case of APU failure (Air Starter use)
EFFECTIVE DATE: immediately
FOREWORD: This MEMO contains an updated procedure for operations in case of APU failure.

Rev. No.	Effectivity	Reason
1.0	22.05.2023	New document

Risk acceptance:

CURRENT RISK INDEX <u>before</u> change		PROJECTED RISK INDEX <u>after</u> change		ACCEPTANCE AUTHORITY (includes acceptance of Risk)	
CRITICAL		CRITICAL		Name	Sebastian Jadczak
SERIOUS		SERIOUS		Position	Ground Operation Nominated Person
MODERATE	X	MODERATE		Signature	<i>Electronically agreed</i>
LOW		LOW	X	Date	22.05.2023

Approval notice:

Prepared by:	Name	Function	Date
Bernadetta Podskrobko		Safety and Standards Senior Specialist	22.05.2023
Checked by:	Sebastian Jadczak	Ground Operations Nominated Person	22.05.2023
Approved by:	Sebastian Jadczak	Ground Operations Nominated Person	22.05.2023

SOURCE:

- GHM 4.3.2

Dear Ground Service Providers,

Please follow the procedure below in case of APU failure.

- In case of APU failure:
 - **ENGINE no. 2 shall be started first**
At operator's discretion air-starter unit can be also used to start the engine No. 1. This must be agreed with flight crew before start-up.

Attention:

- **B737- ENGINE no. 1 must be started first.**

- The air-starter must be placed in such a way, so that the exhaust gasses are directed away from the aircraft's fuselage and the fire safety zones.
- The air-starter must be placed in opposite site of operated engine (start-up engine)
- The air-starter minimum safety distance from the aircraft fuselage must be kept (2,5 meters).
- Make sure the air-starter hose and connection head is in good condition and free of liquids, ice, debris or other contaminants prior to its connection to the aircraft. The minimum length of hose shall be 10 m (30Ft).

CROSS-BLEED START RESTRICTIONS

- Ground Crew shall not confirm or allow to cross bleed start until:
 1. Pushback is complete,
 2. The parking brake is set,
 3. Push back tug is disconnected.
 - Cross-bleed starts during pushback are not permitted.
 - All staff and equipment (other than ASU) is clear on self-manoeuvring stands.
 - Any request to perform a cross bleed start must be declined until all points above are completed.

AIRPLANE ENGINE NUMBERING

