

WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

KEY SAFETY MESSAGES – MARCH 2025

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Reporting</u>	<ul style="list-style-type: none"> ➢ When submitting safety reports, please ensure that all information is correct including location, aircraft type and any questions asked as this has an effect on the distribution logic in SafetyNet, if incorrect it may result in a delay to the investigation commencing ➢ Safety is our number 1 priority. Reporting allows us to learn from safety events and near misses making the operation safer for everyone. See it, report it so we can sort it via SafetyNet 	GHM 0.7 – easyJet Safety Policy, Principles & Objectives
<u>Passenger Stairs</u>	<ul style="list-style-type: none"> ➢ We have seen an increased number of events relating to the incorrect positioning of passenger stairs and the incorrect procedures are being followed when repositioning/removing stairs. ALWAYS ensure: <ul style="list-style-type: none"> ▪ The vertical height between the platform of the stairs and the cabin floor is between 20-30CM (As a guide an A4 piece of paper portrait is approx. 30cm and landscape is 20cm) ▪ Guard rails are fully extended and secure whenever steps are positioned at an aircraft ▪ All doors are open and guard rails are in place and secure before accepting customers for boarding ▪ The ground crew member responsible for removing or repositioning the stairs must obtain a permit to remove steps, remain on the platform until the door is closed. Stairs must never be removed with the cabin door open. 	GHM 3.1.3.6 – Passenger Stairs & SI 298
<u>Aircraft Damage</u>	<ul style="list-style-type: none"> ➢ To avoid damage to aircraft, always ensure: <ul style="list-style-type: none"> ▪ Equipment is checked and serviceable prior to use ▪ Equipment is parked outside of the ERA prior to aircraft arrival ▪ Equipment is manoeuvred slowly and carefully within the ERA ensuring adequate clearance when manoeuvring around wings and wing tips ▪ A guides person is used when engaging equipment with the aircraft ▪ The no touch policy is adhered to 	GHM 3.1.3.2 – Basic operating requirements for ground support equipment
<u>Spot of the month</u>	Well done to Niah in BRS who noticed that the balance of the aircraft was heavy during disembarkation and advised the crew who made a PA to move all Customers forward.	GHM 4.5.2 – Aircraft ground stability