

WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

KEY SAFETY MESSAGES – JULY 2023

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Rush & Distraction</u>	<ul style="list-style-type: none"> ➢ Rushing can result in accidents, errors and more time spent in the long run. We need to complete our jobs correctly and safely. ➢ Safety events that occur due to time pressures are often the result of a conscious or semi-conscious decision to deviate from documented procedures in the interest of completing the task on time. ➢ Being rushed can distract your attention from hazards you would normally recognise. Once distracted, it is easy to deviate from the normal way of doing things by forgetting a key step or completing tasks out of the correct sequence. ➢ Safety is our number 1 priority. Please don't rush to complete your tasks just to achieve an on time departure. Don't allow yourself to become distracted when completing safety critical tasks or distract others when completing theirs. 	easyJet Safety Campaign – July Safety Focus
<u>Disruptive Passengers</u>	<ul style="list-style-type: none"> ➢ If a Passenger becomes disruptive it is important to positively ID the customer via their photographic travel document (if safe to do so) and file a GSR within SafetyNet. 	GHM 1.4.10 Disruptive Passengers
<u>Approaching Aircraft With Running Engines</u>	<ul style="list-style-type: none"> ➢ Before approaching an aircraft, always ensure: <ul style="list-style-type: none"> ▪ The aircraft has stopped and engines have spooled down ▪ The anti-collision beacons have been switched off ▪ The thumbs up signal has been given by a nominated person ➢ If the APU is inoperative: <ul style="list-style-type: none"> ▪ Perform an inoperative APU briefing with ground crew assigned to the turnaround ▪ Position nose gear wheel chocks and connect power ▪ After the engines have been spooled down and anti-collision lights have been switched off, always wait for the thumbs up signal to be given before approaching the aircraft 	GHM 3.1.2 General Ramp Safety
<u>Chocks In Signal</u>	<ul style="list-style-type: none"> ➢ Ground crew must ensure that the "chocks in" signal is given to the flight crew once chocks have been inserted. 	GHM 4.1.2.2 Actions After Arrival
<u>Spot of the month</u>	<ul style="list-style-type: none"> ➢ Well done to the team leader in BER who spotted a small dent on the right wing. Engineers, Airport Authority and duty manager were informed. The aircraft required further inspection and the flight was cancelled. 	GHM 4.1.2.2 Actions After Arrival