

# WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

## KEY SAFETY MESSAGES – AUGUST 2023

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Stop &amp; Think</u>	<ul style="list-style-type: none"> <li>➢ In many cases, we act on our instincts and rely on our training and our experience to complete our tasks. In high stress situations or when the tasks we are completing don't go to plan it is important to take the time to stop and think before we proceed.           <ul style="list-style-type: none"> <li>▪ STOP – Pause, take a breath and avoid acting on impulse.</li> <li>▪ THINK – What is the problem? What options are available to me? What is the safest way to proceed?</li> <li>▪ ACT – Proceed with the safest option.</li> <li>▪ Develop your own Stop, Think, Act habit to help keep yourself and those around you safe.</li> <li>▪ Safety is our number 1 priority. Please take the time to stop and think if you are unsure about something before proceeding. It is ok to take the time to make the right decision. Don't be hasty when it comes to safety.</li> </ul> </li> <li>➢ Our goal is for everyone to go home safely at the end of each day. Help us to achieve this by taking the time to stop and think when completing tasks</li> </ul>	easyJet Safety Campaign
<u>Approaching Aircraft with Engines Running</u>	<ul style="list-style-type: none"> <li>➢ There has been a significant increase in the number of events concerning staff approaching aircraft with engines running           <ul style="list-style-type: none"> <li>▪ Always wait for the engines to spool down, the ACB to be switched off and the 'thumbs up' before approaching the aircraft</li> <li>▪ Stand at the head of stand where possible to give best view of the aircraft arrival</li> <li>▪ Ensure the INOP APU briefing is conducted prior to arrival where appropriate (SI284)</li> <li>▪ Check you are receiving the serviceability report and ensure aircraft with INOP APU are communicated to ramp teams prior to arrival</li> </ul> </li> </ul>	<p>GHM 4.1.3 – Actions After Aircraft Arrival</p> <p>SI284 – Inoperative APU briefing</p>
<u>Electric Mobility Aids</u>	<ul style="list-style-type: none"> <li>➢ September will see a significant increase in PRM's travelling across the network which will translate into an increase in EMA's that we will carry, please ensure:           <ul style="list-style-type: none"> <li>▪ All staff are refreshed on the correct EMA loading procedures (Guidance material is available on connected portal - <a href="https://connected.easyjet.com/shell#/doc//folder/785061857">https://connected.easyjet.com/shell#/doc//folder/785061857</a>)</li> <li>▪ Ground Handling Partners have enough equipment to be able to handle the increase in EMA's</li> </ul> </li> <li>➢ We are seeing a high number of EMA's getting incorrectly offloaded, in particular devices with Lithium batteries.           <ul style="list-style-type: none"> <li>▪ Remember Lithium batteries can travel in the device if the battery is secure and that the device is switched off and protected from inadvertent activation. If the battery remains in the EMA then the 300wh limitation does not exist.</li> <li>▪ If an EMA is refused on safety grounds, a GSR must be raised and where possible photographs are attached to the GSR of the device and battery.</li> </ul> </li> </ul>	<p>GHM 4.5.10 – Loading &amp; Securing of Electric Mobility Aids</p>
<u>Spot of the month</u>	<ul style="list-style-type: none"> <li>➢ Well done to Ana in LIS who spotted the hatch from the emergency slide not sitting flush with the fuselage. Engineering was called and the aircraft was declared AOG.</li> </ul>	<p>GHM 4.6 – Aircraft Departure</p>