

# WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

## KEY SAFETY MESSAGES – APRIL 2024

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Pre-Conditioned Air/Hot Cabins</u>	<ul style="list-style-type: none"> <li>➢ With increasing outside air temperatures, stations are reminded that when it is identified that an aircraft with an <u>inoperative APU</u> rotates through your station:           <ul style="list-style-type: none"> <li>▪ An ASU, GPU and ACU/PCA unit (<b>if temperature above 20 degrees</b>) are required</li> <li>▪ It is recommended and supported to book an ACU/PCA at the earliest convenience to ensure availability at the time of arrival</li> <li>▪ It may be required to amend the stand allocation plan depending on the location and availability of this equipment</li> <li>▪ Communicate unavailability or unserviceability of any of these assets with easyJet ICC by telephone at the earliest opportunity</li> </ul> </li> </ul>	<p>Daily Unserviceability Message</p> <p>GHM-4.1.4.2 Cooling/ Heating Units and Pre-conditioned Air</p>
<u>Hold Inspection</u>	<ul style="list-style-type: none"> <li>➢ After offloading baggage from the hold, an inspection of all holds must be completed to ensure the following:           <ul style="list-style-type: none"> <li>▪ All baggage has been offloaded</li> <li>▪ There is no damage to the ceiling, panels or restraint equipment</li> </ul> </li> <li>➢ Any damage identified must be reported to the operating flight crew and a GSR must be raised.</li> </ul>	GHM 4.5.5 – Cargo Hold Inspection
<u>Pushback Communication</u>	<ul style="list-style-type: none"> <li>➢ We have recently seen an increase in pushback communication errors. Always ensure:           <ul style="list-style-type: none"> <li>▪ Communication is obtained with the operating flight crew and is maintained throughout the pushback process</li> <li>▪ The correct phraseology is used</li> <li>▪ Ground crew are clearly in sight of the operating flight crew when confirming that the steering bypass pin has been removed</li> </ul> </li> </ul>	GHM 4.6 – Aircraft Departure
<u>Spot of the Month</u>	<ul style="list-style-type: none"> <li>➢ Well done to Saban, in DLM, who spotted that the cargo door locking indicator light was INOP. This was reported to the flight deck who recorded it in the tech log</li> </ul>	<p>GHM 4.4.3 – Cargo Hold Doors</p> 