

WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

KEY SAFETY MESSAGES – MAY 2024

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Loading documentation errors</u>	<p>➢ The number of loading and load documentation errors continue to increase - ALWAYS ensure:</p> <ul style="list-style-type: none"> ▪ Aircraft is loaded as per LIRF ▪ LIRF is completed correctly and accurately reflects aircraft loading ▪ LFC accurately reflects LIRF ▪ Passenger and baggage weights/distribution are correctly completed on LFC ▪ Ensure hold number placards are checked to ensure baggage is being loaded into the correct hold ▪ LMCs are correct and accurate 	GHM 4.5 – Aircraft Loading and Unloading
<u>Aircraft Damage</u>	<p>➢ We have seen a recent increase in ground damage events resulting in aircraft being rendered AOG- ALWAYS ensure:</p> <ul style="list-style-type: none"> ▪ GSE is serviceable prior to use ▪ GSE is parked outside of the ERA prior to aircraft arrival ▪ GSE brake checks are performed before entering the ERA ▪ GSE is positioned at walking pace with the use of a guides person ▪ Guardrails are retracted when positioning GSE ▪ The 'no touch' policy is adhered to 	GHM 3.1.3.2 – Basic Operating Requirements for Ground Support Equipment
<u>Falls from height</u>	<p>➢ To prevent falls from height, ALWAYS ensure:</p> <ul style="list-style-type: none"> ▪ All equipment is serviceable prior to use and free of contamination ▪ Guard rails are used/fully extended on all passenger boarding equipment /belt loaders and are locked in position ▪ If used, ensure that D2L is open and ensure guard rails are in place ▪ Chains and Tensabarriers are used (if fitted) to prevent passengers using the steps before it is safe to do so ▪ Ground crew must obtain a step permit before removing/repositioning steps/airbridges ▪ Steps or airbridges must never be removed/repositioned when the door is open ▪ Effective communication takes place between Ground and Cabin Crew to ensure the safe release of passengers prior to disembarkation and boarding 	GHM 3.1.3.2 – Basic Operating Requirements For Ground Service Equipment
<u>Spot of the month</u>	<p>➢ Well done the Ground Crew Member in BRS who spotted hydraulic fluid on a recently cleaned towbar. The aircraft was found to have had a hydraulic leak.</p>	GHM – Various sections