

WE ARE SAFETY

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KEY SAFETY MESSAGES – MAY 2024

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Loading documentation errors</u>	<ul style="list-style-type: none">> The number of loading and load documentation errors continue to increase - ALWAYS ensure:<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>	<ul style="list-style-type: none">> We have seen a recent increase in ground damage events resulting in aircraft being rendered AOG- ALWAYS ensure:<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>	<ul style="list-style-type: none">> To prevent falls from height, ALWAYS ensure:<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>	<ul style="list-style-type: none">> 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.	GHM – Various sections