

WE ARE SAFETY

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KEY SAFETY MESSAGES – SEPTEMBER 2024

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Hand Signals</u>	<ul style="list-style-type: none">> When providing technical/servicing hand signals to flight crew, ground crew shall always ensure:<ul style="list-style-type: none">▪ Only use approved hand signals▪ Hand signals are clear and await confirmation that the signal has been received and understood▪ Maintain the same role throughout the procedure▪ Keep in constant, visual contact with other ground crew and flight crew throughout the manoeuvre. If visual contact is lost, the operation must stop and not re-commence until visual contact is re-established.▪ Remain clear of the intended pathway of the aircraft where possible	GHM 3.4 – Hand Signals
<u>REACT</u>	<ul style="list-style-type: none">> Since implementation of the new arrivals process, we are seeing some inconsistencies across the network. Please ensure that all ground crew are aware of the new arrivals process and the REACT message (Serviceable APU):<ul style="list-style-type: none">▪ Resist approaching the aircraft until:▪ Engines are off and spooled down▪ Anti-Collision beacons are off▪ Chocks are placed on the nose landing gear▪ Thumbs up has been given> Note: If the APU is inoperative, the GPU will be connected and chocks on the nose landing gear will be placed before engines have been switched off. In the event of an INOP APU, an INOP APU briefing shall be performed with the entire ramp team.	SI296 – New arrivals process
<u>Electric Mobility Aids (EMA's) & Medical Equipment</u>	<ul style="list-style-type: none">> Over the coming weeks we will see an increase in customers with reduced mobility travelling through the network, if presented with an EMA, always ensure that:<ul style="list-style-type: none">▪ They are loaded in a separate netted compartment▪ They are secured using the correct tie down points▪ Electrical circuits are inhibited to protect from inadvertent activation▪ Batteries are protected from short circuit▪ EMA loading form complete> We are seeing a high number of EMA's getting incorrectly offloaded, in particular devices with Lithium batteries.<ul style="list-style-type: none">▪ 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.	GHM 4.5.10 – Loading & Securing of Electric Mobility Aids
<u>Spot of the month</u>	<ul style="list-style-type: none">> Well done to James in EDI who spotted a loose rivet on the fuselage during aircraft walkaround. resulting in the engineers having to replace the entire panel behind the rivet	GHM 4.6.3 – Pre-departure activities