


WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

KEY SAFETY MESSAGES – MARCH 2023

KEY MESSAGE	SUMMARY	FIND OUT MORE
<u>Electric Mobility Aids</u>	<p>> The number of Electric Mobility Aid (EMA) loading errors is increasing - ALWAYS ensure:</p> <ul style="list-style-type: none"> EMA loading forms are completed and correct EMA's are loaded in a separate netted compartment EMA's are tied down to appropriate tie down points (not hold net rings) EMA's are protected from inadvertent activation and is tested once loaded to ensure it cannot be inadvertently activated 	<p>GHM 4.5.10 – Loading & Securing of Electric Mobility Aids & GHM Guidance Material on connected portal (GHM Guidance Material > Annex C Dangerous Goods)</p>
<u>Falls From Height</u>	<p>> To prevent falls from height, ALWAYS ensure:</p> <ul style="list-style-type: none"> Ensure all equipment is serviceable prior to use and free of contamination Guard rails are used on all passenger boarding equipment and belt loaders and are locked in position Steps or airbridges must never be removed/repositioned when the door is open. Ground crew must obtain a step permit before removing/repositioning steps/airbridge's. Effective communication takes place between Ground and Cabin Crew to ensure the safe release of passengers prior to disembarkation and boarding 	<p>GHM 3.1.3.2 – Basic Operating Requirements For Ground Service Equipment</p>
<u>Hold Door Green Indicator Light</u>	<p>> The hold door opening controls show a green light when the hold door is fully open and locked in position, if the green light is unserviceable this MUST be reported to the operating flight crew.</p> 	<p>GHM 4.4.3 – Cargo Hold Doors</p>
<u>Spot of the Month</u>	<p>> Well done to the pushback driver in LUX who spotted a screw in the tyre of the nose landing gear during pushback which resulted in the aircraft returning to stand for inspection.</p>	<p>GHM 4.6.3.1 – Pre Departure Walkaround Check</p>