



Safety Feedback—Landing Gear Failed to Retract

During a recent event, the landing gear failed to retract when the landing gear handle was selected up after take-off from Port Moresby. ATC personnel directed the flight crew to proceed to and operate within Danger Area 901. The flight crew subsequently identified that the overhead alternate release door was not properly closed. Once the door was positioned correctly, the gear retracted normally and the flight proceeded to its destination. It is most likely that the door was not closed properly during the ground servicing of the aircraft.

This event reinforces the need for flight crews to conduct a thorough cockpit inspection, and understand the way that aircraft systems work.

This is not the first time that the alternate release door has been left open during ground handling, either within Air Niugini's operations or at other airlines.

Bombardier have issued and subsequently revised the ALL LANDING GEAR FAIL TO RETRACT

checklist in response to these events, and there is another amendment to this checklist due to be published in a forthcoming amendment.

Link PNG issued a Flight Standing Order (No. 003/2016) dated 24th May 2016 (expiry date: 23rd August 2016) for flight crews to conduct a thorough cockpit inspection and understand how aircraft systems work.

In addition flight crews are reminded that it is important to be aware of the prohibited, restricted and danger areas relevant to flight operations, and other visual features .

Various charts and documents, including the Port Moresby VTC, are available from the Air Services Centre at Jacksons Tower.

Aircraft Maintenance Quality Control section on their part issued a perpetual Quality Alert Notice #03/2016 advising all engineers carrying out Post Flight/Pre Flight Inspections to ensure instructions on the Checklist are read, understood and adhered to. ■

Leaking Luggage forces flight to turn back

Bleach in an overhead locker caused a regional airliner in New Zealand to abandon its scheduled flight and return to the airport.

The ATR-72, operated by Mount Cook Airline, was flying from Wellington to Christchurch on Saturday when passengers smelled a strong chlorine odour about 10 minutes after take-off. The aircraft was at 9000 feet with 65 people on board.

The airliner returned to Wellington where some passengers who felt unwell were treated by airport staff after leaving the aircraft. A leaking bottle of bleach was found in an overhead locker. Had the passenger with

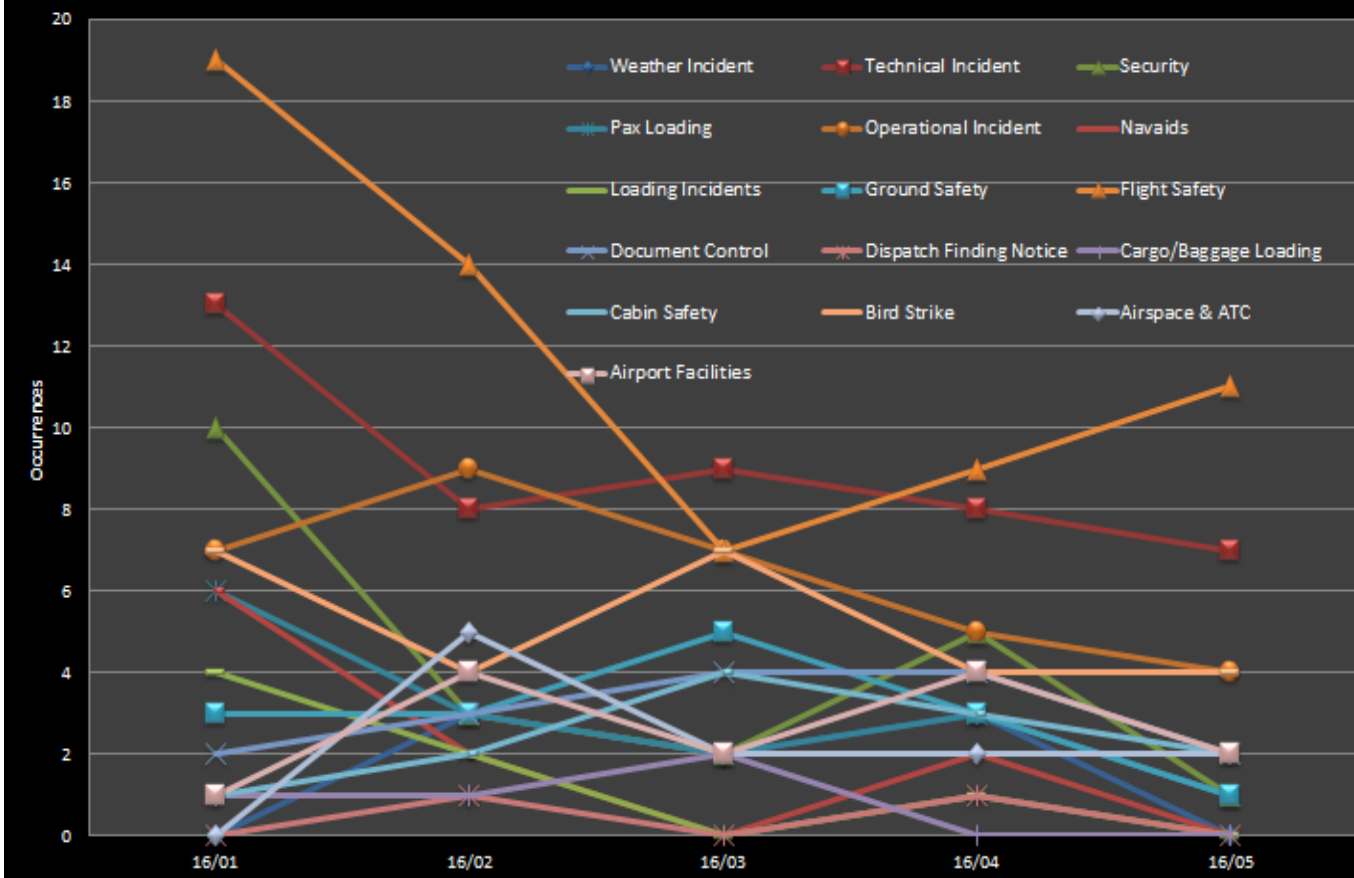
the bleach being made aware of Dangerous Goods Items they would have found it is not permitted as cabin luggage or checked luggage.

Dangerous goods are items or substances that when transported by aircraft are a risk to health, safety, property or the environment.

These include obvious things, such as: explosives, radioactive materials, flammable liquids, dangerous or volatile chemicals, strong acids, compressed gases, poisons and aerosols.

Everyday items that can cause problems include toiletries, aerosols, tools and lithium batteries. ■

Occurrence Numbers by Type January - May 2016



Occurrence Summary May 2016

- Total Number of Occurrences: 39
- Number of Open Occurrences: 27
- Investigation Requirement Breakdown:
 - ⇒ Logged for Statistics 2
 - ⇒ Assessment Only 25
 - ⇒ Full Investigation 12
- Risk Rating:
 - ⇒ Acceptable 29
 - ⇒ Tolerable 9
 - ⇒ High 1

Occurrence Summary for month of May 2016

<i>ATC: Air Traffic Control</i>	2
<i>ATF: Airport Facilities</i>	2
<i>BRD: Bird Strike</i>	4
<i>CAB: Cabin Safety</i>	2
<i>DOC: Document Control</i>	2
<i>FLT: Flight Safety</i>	11
<i>GND: Ground Safety</i>	1
<i>INC: Operational Incident</i>	4
<i>PXL: Pax Loading</i>	1
<i>SEC: Security</i>	1
<i>SOR: Safety Observation Report</i>	2
<i>TECH: Technical Incident</i>	7

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References: Leaking Luggage forces flight turn back—
 available on the Airservices website at
<http://www.airservicesaustralia.com/publications/safety-publications/>