
SAFETY JOURNAL: 1ST QUARTER 2020

BSSC and Q&SC MEETING 27TH APRIL 2020

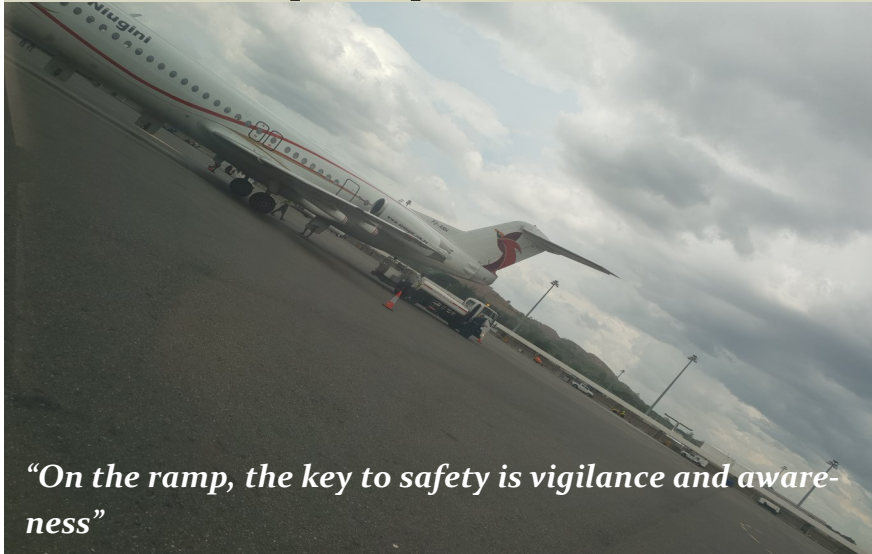
BSSC and Q&SC meeting was held on 27th April 2020 to review the performance of the Company in terms of quality, safety and compliance as stipulated by CASA PNG Rule Part 100.105 and Corporate Policy and Procedures Manual Chapter 3. The meeting was chaired by the Chief Executive Officer (CEO) and attended by senior management.

Prior to the commencement of the meeting, CEO presented safety excellence award to Michael James for his contribution to promotion of safety in the Company.



Michael James of Ground Operations receiving his Safety Award from CEO Mr. Bruce Alabaster along with A/GM QSR&A Mr. Upender Mahankali

Ramp Operations



“On the ramp, the key to safety is vigilance and awareness”

Hazards on the RAMP

Hazards on the ramp can come from many directions, and in unexpected places. Even straightforward tasks like preflighting a high-wing airplane presents multiple opportunities to trip and fall, or inadvertently walk into sharp surfaces (wing trailing edges, pitot tubes, etc.). Here are a few pointers to help you anticipate danger and manage the risks.

Get the big picture: Know how traffic flows around the taxi and tiedown areas, and always keep a lookout for aircraft in motion. That goes double at unfamiliar airports. On arrival, if you're not sure where to park, radio Kilo Charlie and ask. Then, after shutdown, be especially careful walking in the ramp area. There may be more traffic than you're used to, and it may come from unexpected directions.

Don't rely on your ears: Ramp noise is a major factor that can mask danger. The sounds of aircraft in the pattern, jets idling on the ramp, and noisy fuel trucks can be distracting, and can keep you from hearing someone yell “clear!” or other warnings of impending danger. Ear protection can help prevent hearing loss, but it can also block critical warnings.

Look out below (and above): On the ramp, tripping hazards abound. Fuel hoses, ground wires, tiedowns, chocks, and other items can send you sprawling—and the consequences can be much worse than a skinned knee.. That said, don't fixate on the ground. In everyday life, most of us don't expect to encounter many hazards at eye level and above, so it's all too easy to walk straight into aircraft wing or tail surfaces when not paying attention.

Don't be a litterbug: Foreign object damage (FOD) is anything on the ramp that could damage aircraft, propellers, or jet engines. Eating, drinking, and smoking on the ramp are distractions, and often result in leftover wrappers or cups that can be sucked into engines, or blown around by jet or prop blast. Leave all trash in the trash bins before entering the ramp area. Smoking should never be allowed on the ramp, not only because of FOD, but because of open flame around fuel. Keep an eye out for rocks, stray tools, and sharp metal objects (e.g., nails, screws) that can damage aircraft or tires. If you see something, pick it up and throw it in the trash bins.

Be careful in the car: If you're allowed to drive on the ramp, remember that road rules do not necessarily apply. On taxiways, drive along the centerline to remain visible and clear of parked aircraft. Always drive slowly, and stop and look before pulling out from around buildings and other blind spots. If you have visitors or passengers that are going to be driving on the ramp, brief them ahead of time so they know where to go, and to familiarize them with pavement markings.

Preflight and Propellers

Preflight distractions can impact safety both on the ramp and during your upcoming flight. Unless you're giving a flight lesson, conduct the preflight without discussion or interruption: You can explain things to passengers after you're finished.

Avoid walking under or through the prop rotation area (even a stationary propeller can cause painful scrapes or bruises if walked into), and stay clear except when checking the blades, spinner, and air inlets.

Never hand-prop an aircraft without appropriate training. Numerous deaths and serious injuries have resulted from hand-propping gone awry.

With turboprop aircraft, take the extra time to put on propeller guards (especially with free turbine engines). Even a light breeze can cause a propeller to spin, which may cause injury.

Passenger Safety

Always stay with non-pilot passengers when they're on the ramp. Every year, there are accident cases where passengers are seriously or fatally injured by walking into a prop.

Remind passengers to stay clear of any aircraft with a running engine, or with its strobe or beacon lights on. In fact, it's a good idea to steer clear of aircraft anytime pilots are in the cockpit: There's a good chance that the engine will be starting soon. Once in the aircraft with the engine running, be sure that nobody leaves the aircraft without first shutting down the engine(s).

Summary

Safety on the ramp is just as important as safety in the air. Remember these key points:

- Look out for FOD
- Drive slowly – yield to aircraft
- Stay clear of running engines – front and back
- Look down, look up, and look out

Reference

- <https://www.aopa.org/-/media/Files/AOPA/Home/Pilot-Resources/ASI/Safety-Briefs/SB10.pdf>