

SAFETY JOURNAL 4TH QUARTER

Presentation of Safety Excellence Awards during Quality and Safety Meeting held on 03.10.2019 at ANG HAUS

Prior to the opening of the Quality & Safety Meeting, GM for Quality, Safety, Risk & Audit on 3rd October 2019 announced two recipients of Safety Excellence Awards in Mr Nagalingam Kulanthai, who was presented with a Safety Excellence Award along with gift voucher for his excellent contribution towards safety by reporting maintenance occurrences, by the Chair of the meeting Mr Alan Milne, Managing Director. Another Safety Excellence Award along with a gift voucher was awarded to Ms Sandra Kamilo, by the Chair of the meeting Mr Alan Milne, MD. Capt. She brought out safety issues relating to non-allotment of exit row seating to PAX during check in process, which she corrected by allotting the seats to able bodied passengers in the aircraft on boarding. MD appreciated the efforts made by Quality and Safety Department in arranging for recognition and presentation of such safety promotion awards. This process helps improve our safety reporting and performance. MD re-emphasised the responsibility of all HODs for enhancing safety reporting culture in their respective Departments.



Managing Director Mr Alan Milne Presenting the Safety Award to Nagalingam Kulanthai



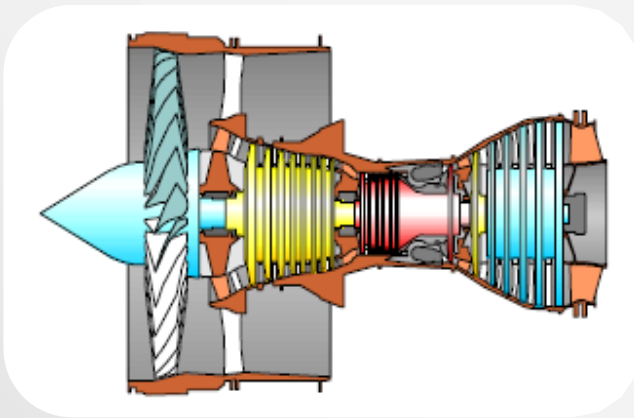
Mrs Solange Jerram accepting the award on behalf of Ms Sandra Kamilo.

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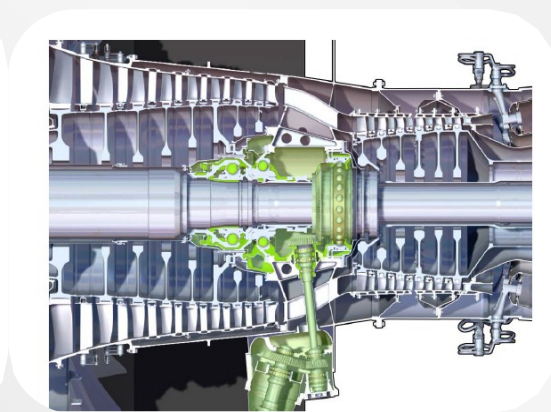
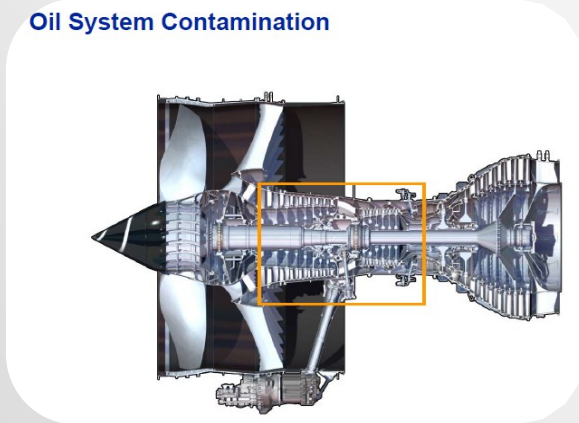
SAFE OPERATIONS BY AIR NIUGINI DURING VOLCANIC ACTIVITIES

Introduction

There had been a spate of volcanic eruptions at Mt. Tarvurur, near Rabaul, Mt. Ulawun near Hoskins and Manam Island affecting routes to Manus, Wewak and Madang. Some of the adverse effects of exposure of aero-engines to volcanic ash/dust are: Erodes compressor blades and linings, ash melts in combustor and deposits in high pressure turbine, reduced high pressure nozzle guide vane throat area, increased high pressure compressor pressure, engine surge, internal cooling airflow blockage, fine particles can get into oil system and damage transmissions components and pneumatic controls blocked by small particles. This list is not exhaustive. Similarly, there are adverse effects on the airframe and systems like static ports and pitots, antenna's, windshields and sliding windows, windshield wipers, leading edges of the wings, vertical and horizontal stabilizer, wing-to-fuselage fairings and surfaces of the flaps, ailerons and rudder and the nose radome.



Oil System Contamination



Objective

This article aims to address the various predictive, proactive and reactive actions that are being taken by various Departments of Air Niugini to ensure safe operations to and via volcanic eruption affected airports and routes.

Reactive Measures

Network Ops is on the mailing list of Rabaul Volcanological Observatory (RVO) and Volcanic Ash Advisory Center (VAAC) Darwin. Any information received on volcanic activity is captured and shared. CQ&S calls for a risk assessment (RA) to consider continued operations to the affected ports and/or routes, both for day operations and for night halts. Representatives from Flight Ops, Network Ops, Ground Ops, Maintenance, Network planning, Security and CQ&S form part of the RA Committee. Decision of the RA is communicated to all stakeholders. The decisions may include suspension of operations and/or suspension of night halts, change of routes and/or flight levels. Affected port managers play a key role in updating the ground position of the airport in terms of volcanic ash/dust exposure to the airport. An independent assessment of the airport affected by volcanic ash/dust is arranged in coordination with port managers after NAC declares that the port is fit for operations and lifts the NOTAM, if any. Similarly, pilots operating to and through such areas file regular reports with Despatch. Duty Managers of Network Ops are aware of the procedure for calling for emergency response when the situation is deemed warranted. Similarly, Ground Ops also has documented the procedure for port managers in case of night halts. Maintenance has checklists for inspection and maintenance of aircraft suspected exposed to volcanic ash/dust.

Pro-active Measures

The Company continues to monitor the volcanic situation even after the eruption ceases but volcano is predicted by RVO to be active or dynamic. These measures and any restrictions applied by RA will continue till the volcano situation improves.

Predictive Measures

Based on the current seismic activity, RVO predicts likelihood or otherwise of future volcanic eruptions. Thereafter, a risk assessment is carried out by Air Niugini and decisions taken for continued operations to that Port/area based on this prediction



Photos taken at Hoskins Airport showing ash/dust