Dec/Jan ECUP Newsletter #5

What's on in this issue!

Welcome to the fifth ECUP Newsletter!! For those of you who aren't aware, ECUP stands for The Engineering Capability Uplift Program which was launched at the end of May, 2019.

In this issue we take a look at how we are working with CASA PNG to define and gain approval for organisational changes across Engineering and Maintenance, the recent performance in our Heavy Maintenance delivery, and some new first wave reporting.

Measuring ECUP Impact

		ACTUAL / TARGET
ANG OTP	Overall , inc Boeing (Prev mth 77%)	77% / 85%
Link PNG OTP	Overall (Prev mth 72%)	72% / 85%
Fokker	Availability vs Schedule (Prev 86%)	86% / 100%
Dash 8	Availability vs Schedule (Prev 83%)	82% / 100%
FOKKER C-CHECK	TURN TIME (Pre ECUP 208)	109 days / 90 days
DASH 8 C-CHECK	TURN TIME (Pre ECUP 65)	43 days / 45 days

Data YTD as at Feb 9, 2020

Meet the ECUP Core Team

If you are interested in becoming more involved please reach out to one of the ECUP Core Team or Tim Gent or Mark Pigram from TG Aviation Solution

Sponsor: **Alan Milne**
Owner: **Benedict Oraka**
Program Director: **Heidi Duvun**
Program Director: **Daisy Pumwa**
Program Director: **William Soiat**

Champion Heavy Maintenance: **Richard Woolcock**
Champion Line Maintenance: **McJones Endiken**
Champion Link PNG: **Jeremiah Age**
Champion Maintenance Workshops: **Ricky Tongope**
Champion Line Maintenance: **Simm Kangadab**
Champion Line Maintenance: **Patrick Benjamin**

Air Niugini and CASA PNG working together

Over the Christmas and New Year period the ECUP team has been working on defining the details of the proposed structural changes across Engineering and Maintenance so they can be shared with CASA PNG. These changes will involve developing a functional organisational design where accountabilities for maintenance delivery, continuing airworthiness and general business management can be better aligned.

Air Niugini and CASA PNG are meeting to initiate the review process for these changes in early February after which further details will be shared across Engineering and Maintenance. The review process with CASA PNG involves a number of steps to ensure any proposed changes align with continuing airworthiness requirements and the relevant parts of the CASA PNG act.

Through a collaborative approach with CASA PNG, we will adjust our proposed functional organisation design a little as we go through the process. Once the alignment becomes clearer we will be sharing the details with the people in our teams so stay tuned!

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Heavy Maintenance performance continues to improve

When this newsletter goes to print we will have just completed the second full Fokker C-Check in house utilising the ECUP Heavy Maintenance framework. This framework has enabled us to apply a more structured and disciplined approach to how we plan and execute our C-Checks.

A large part of the framework places emphasis on regular collaborative meetings in the lead up to and through the execution phase of each C-Check. This ensures internal stakeholders to the C-Check as well as the broader business are kept up to date with each C-Check's critical path activities and any shifts in Return to Service dates.

The stats below tell the story of how we are evolving and improving our Heavy Maintenance performance which is testament to the Heavy Maintenance team for being so open and willing to embrace the new ways of working!!

Pre-ECUP Fokker Turn Time (avg)

208 days

Post-ECUP Fokker Turn Time (avg)

109 days

P2-ANU : 94 day turn time P2-ANV : 124 day turn time

Pre-ECUP Dash 8 Turn Time (avg)

65 days

Post-ECUP Dash 8 Turn Time (avg)

43 days*

(* based on a predicted RTS for P2-ANM of 23 Feb 2020 which is the current on track RTS date)
(Turn Time = duration from aircraft C-Check induction date to aircraft Return to Service date)

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Daily automated First Wave reporting has commenced

The first wave is the the term we use to describe how efficiently we dispatch the first flights out of each port each day. If we can ensure our first wave performance is good, we have set up the flying day with the best chance of being on time throughout the day.

Our normal measure for On Time Performance (OTP) is achieved if we push back from the gate between 0 - 15min from the scheduled departure time. For First Wave performance however we also like to look at OTP for 0 - 3min from the scheduled departure time. By measuring and driving performance to a tighter metric (OTP 0-3min) we are aiming to ensure our First Wave performance is better than the rest of the flying day. If we can achieve this First Wave performance then every subsequent sector throughout the day has a greater chance of meeting our OTP 0 - 15min target.

Over the past few weeks a cross functional team has been working on developing an automated report using specific operational data to generate First Wave performance charts. These automated reports have been tested and launched this week so key leaders throughout the business are aware of the performance each day. With this automated reporting being circulated on a daily basis we will be able to see and investigate trends in First Wave performance and continually learn which activities are benefiting or negatively impacting First Wave performance.

Some examples of the First Wave reports that have been developed are shown below. A huge thank you to Raymond Edoni, Arthur Bullen, Peter Moaina and William Soiat for driving this initiative and achieving such a great result!!