

July ECUP Newsletter #1



What's on in this issue!

Welcome to the inaugural ECUP Monthly 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. You can find out more in the ECUP Overview section of this newsletter. We will also provide an update on some of the key initiatives we have kicked off, introduce the ECUP Team and provide an update on some of the progress that has already been made.

Measuring ECUP Impact

ACTUAL / TARGET

ANG OTP
Link PNG OTP

(Overall , inc Boeing)
(Overall)

71% / 85%
76% / 85%

Fokker
Dash 8

Availability vs Schedule
Availability vs Schedule

84% / 100%
84% / 100%

FOKKER C-CHECK
DASH 8 C-CHECK

TURN TIME
TURN TIME

208 days / 90 days
65 days / 45 days

Data As At June 30, 2019

Meet the ECUP Core Team

The ECUP Core Team is made up of the following people

Sponsor: Alan Milne
Owner: Benedict Oraka
Program Director: Heidi Duvun
Program Director: Daisy Pumwa
Champion Heavy Maintenance: Richard Woolcock
Champion Ground Ops: William Soiat
Champion Line Maintenance: McJones Endiken
Champion Link PNG: Jeremiah Age
Champion Maintenance Workshops: Ricky Tongope

The ECUP Program Directors are taking a lead role in driving ECUP across Air Niugini with support from TG Aviation Solution

The ECUP Champions will be helping implement specific improvement initiatives in their departments in conjunction with their regular roles

You will also see Tim Gent and Mark Pigram from TG Aviation Solution supporting the ECUP Core Team

ECUP Overview, what's it all about?



1. Clearly articulate the Leadership
2. Implement common Measurements
3. Identify Clear Objectives
4. Drive a Culture of Accountability

ECUP is a structured program being delivered in the Engineering and Maintenance Department as part of the Higher Altitudes Program.

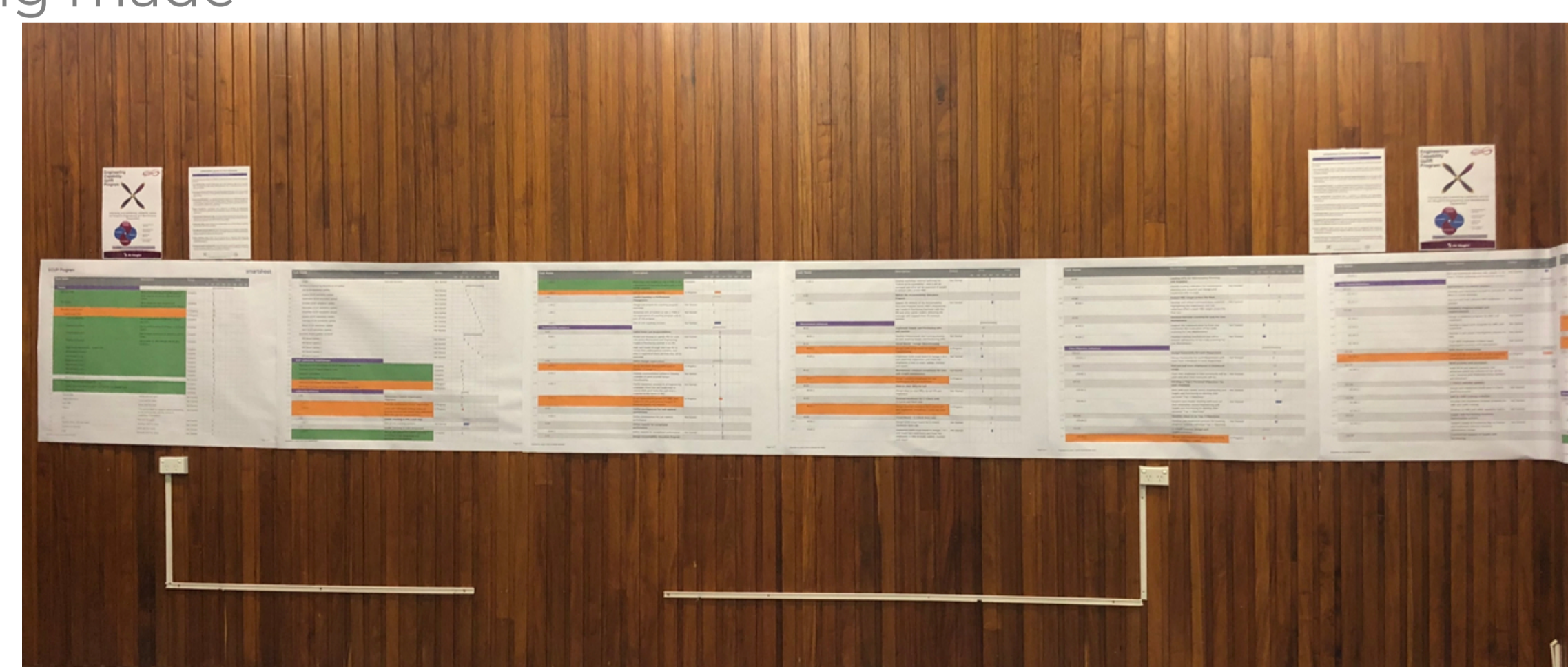
The four key focus areas of ECUP are shown here and they align directly with the Higher Altitudes pillars of People and Customer and Operational Excellence

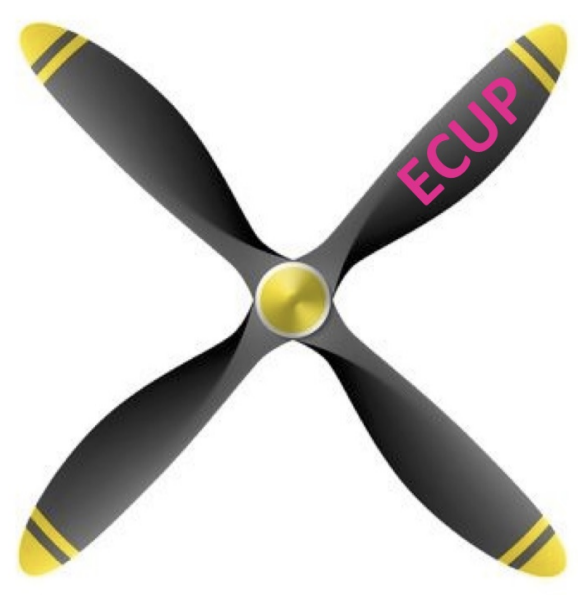
Welcome to the EIC - The ECUP Innovation Centre!!

The Hangar 2 Conference Room has been rebadged as the EIC, The ECUP Innovation Centre!

This will be the heart of ECUP, a safe environment, open to all where we will gather, share ideas, progress initiatives and see the progress being made

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Getting started with some training

One of the first initiatives Engineering and Maintenance employees have been exposed to is some training in Task Assignment using the CPORT Framework.

By breaking down a task using the CPORT Framework before you assign the task to someone, you can ensure your request is clear and concise for the receiver. This enables the receiver to complete the task more efficiently and accurately with less potential for rework.

CPORT stands for C-Context, P-Purpose, O-Output, R-Resource and T-Time

Here are some photos of the team at the CPORT training. Over 50 Air Niugini employees have completed the training so far



Developing Tools that help us work more efficiently

Air Niugini has many excellent tools and processes which are used in day to day operations. The ECUP Team identified early on that many of these tools and processes rely on manual inputs which can make them more difficult and time consuming to use.

A good example of this is the Air Niugini Risk Assessment Template which was recently applied to the upcoming Solomon Airlines C-Check readiness. The existing template uses MSWord and many of the tables required to accurately complete a risk assessment are housed in separate documents. This includes items such as the severity rating for different consequences and the escalation requirements for various levels of identified risk from the Corporate Safety Management System Manual.

The ECUP Team has developed an Excel based Risk Assessment Tool which applies the exact same process as the existing MSWord based tool however it automatically populates and colour codes the risk for each scenario as well as automatically includes the required escalation notifications

PROJECT/ PROGRAM OR ACTIVITY OBJECTIVE		ECUP Risk Ranking Tool										Residual Risk Rating									
DATE OF RISK ASSESSMENT												Residual Risk Rating (Revised date with new controls in place, assuming effective)									
WORKSHOP PARTICIPANTS (Sub-headers)												Residual Risk Rating									
PROJECT/ACTIVITY BACKGROUND												Residual Risk Rating									
REFERENCES												Residual Risk Rating									
Identify Risks		Analyse and Evaluate					Treat and Control					Residual Risk Rating									
NOTE: This risk ranking has been developed based on an assumption that a worst case scenario will be considered for implementation and that some risks may be scenario dependent if a result is to be considered in a decision.												Residual Risk Rating									
No.	Risk Theme/Category	Risk Description	Causes	Impacts	Existing Controls @ date	Effectiveness of Control (Function (E), Priority (P), Ineffective (I))	Primary consequence scale used	Comments on chance	Current consequence	Current likelihood	Current risk rating	Mitigation Strategy/Action (what are you planning to put in place to mitigate the risk?)	Action owner	When	Residual consequence	Residual likelihood	Residual Risk	Urgency of Action	Action approved by	Action reported to	Process
1									Moderate	Almost certain	High				Catastrophic	Likely	High	Immediate	Managing Director	Board Safety Sub-Committee	Relevant operations are stopped until corrective action is taken (transiting). The MD is responsible for corrective and preventative actions being completed within the timeframes shown. Deviate corrective and/or preventative actions are immediately reported by Quality and Safety to the MD.
2										High					Insignificant	Likely	Medium	Normal	Manager		The Department Head is responsible for corrective and preventative actions being completed by the due date. Being kept informed by their managers and supervisors of all corrective and preventative actions they are carrying out and of progress in completing those actions by the due date. Deviate corrective or preventative actions are reported by Quality and Safety to the monthly Quality and Safety Committee meetings and, as considered necessary by the MD, to the Board Safety Sub-Committee.
3										Medium							Low	FALSE	FALSE	FALSE	
4										Low							Low	FALSE	FALSE	FALSE	
5										Low							Low	FALSE	FALSE	FALSE	
6										Low							Low	FALSE	FALSE	FALSE	
7										Low							Low	FALSE	FALSE	FALSE	
8										Low							Low	FALSE	FALSE	FALSE	
9										Low							Low	FALSE	FALSE	FALSE	
10										Low							Low	FALSE	FALSE	FALSE	
11										Low							Low	FALSE	FALSE	FALSE	
12										Low							Low	FALSE	FALSE	FALSE	



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Checking in on our C-Check Planning and Delivery Processes

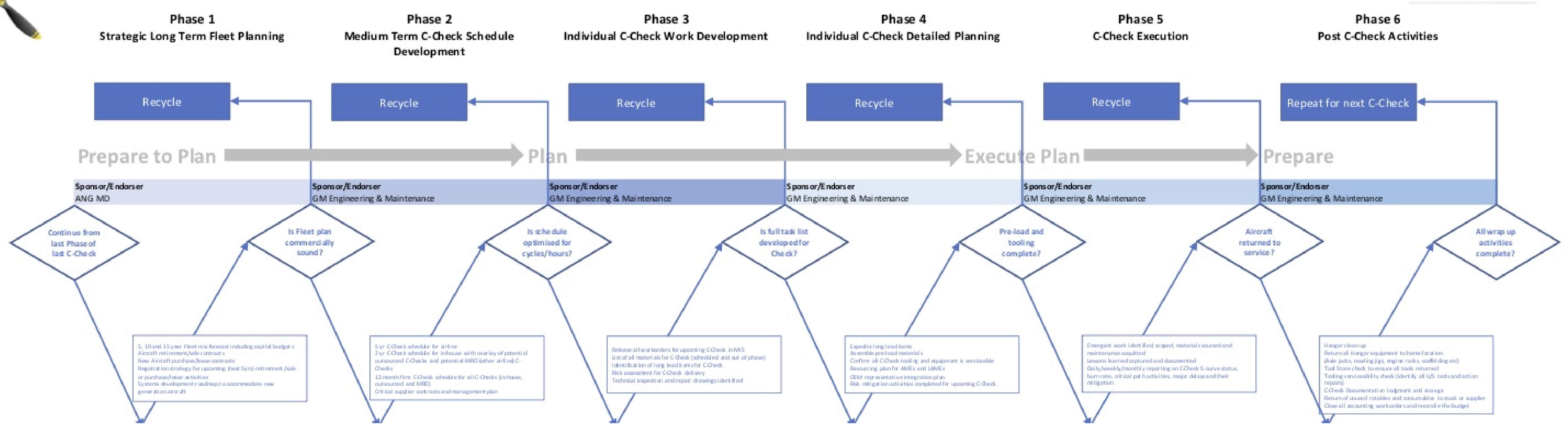
ECUP has several separate initiatives looking at improving our C-Check performance. The broadest initiative involves reviewing and designing how we plan for our C-Checks over a longer timeframe. At present, many of the planning activities for our C-Checks don't begin until several weeks before the Check is due to commence. Waiting this long doesn't always allow us enough time to source all the consumables and parts we need which can then lead to delays in in Check duration.

The ECUP team has attacked this area by designing an overarching Heavy Maintenance Framework which draws on best practice planning and execution delivery. This framework encompasses long term fleet planning, medium term heavy maintenance scheduling, detailed individual C-Check planning and execution and close out.

The overview of the process is provided below and we are taking the opportunity to apply some elements of the process to the Solomon Airlines Dash 8 check Air Niugini is executing.



Air Niugini Heavy Maintenance Planning and Delivery Framework



P2-ANV and P2-ANU C-Check Preparations

As well as applying some of the Heavy Maintenance Framework to the Solomon Airlines check delivery we are also applying it to the pre-check preparations for the upcoming P2-ANV and P2-ANU C-Checks which are due to begin in Sep and Oct 2019.

We used the CPORT Task Assignment Framework to set up a mini cross-functional team to deliver the following:

- Enter all MPD man hours into WinAir for both Checks;
- Early release (2-3 months prior to check) of all scheduled and unscheduled maintenance tasks for each Check;
- Collation of all required consumables, rotatables, component parts and special tooling for each Check;
- Early market engagement to source the required materials for both Checks with a view to seeking discounts for volume a purchase; and
- Planning and implementation of a suitable location for all pre-load materials to be safely and securely located prior to the commencement of each Check

These activities have us making fantastic progress towards the earliest preparations for a Fokker C-Check to date. Many thanks to the team who has been working so hard on this ECUP initiative including: Nagalingam Kulantha, Wilfred Kamblijambi, Noel Kerenga, James Tira, Joyce Samoa and Gloria Kelebi

