



Oct/Nov ECUP Newsletter #4



What's on in this issue!

Welcome to the fourth 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.

In this issue we take a look at improvements in our Heavy Maintenance delivery, new ways of measuring performance in Purchasing and Supply, working with CASA PNG and the new E&M Training Matrix

Measuring ECUP Impact

ANG OTP
Link PNG OTP

Overall , inc Boeing (Prev mth 77%)
Overall (Prev mth 72%)

77% / 85%
72% / 85%

Fokker
Dash 8

Availability vs Schedule (Prev 87%)
Availability vs Schedule (Prev 84%)

86% / 100%
83% / 100%

FOKKER C-CHECK
DASH 8 C-CHECK

TURN TIME (Prev mth 208)
TURN TIME (Prev mth 65)

88 days / 90 days
43 days / 45 days

Data YTD as at Nov 19, 2019

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**

Working with CASA PNG as part of ECUP



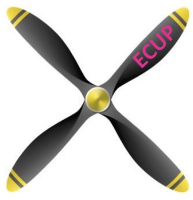
Over the past several months Air Niugini's Engineering and Maintenance Department has been working closely with CASA PNG as part of the roll out of ECUP across the business.

As part of the ECUP communication plan, CASA PNG and Air Niugini Engineering and Maintenance meet regularly to discuss how CASA PNG can improve their airworthiness regulations. In parallel we have been able to keep them updated on the progress of the ECUP Program and the improvements being made.

A number of ECUP initiatives are focussed on improving leadership accountability and alignment, as well as improving our airworthiness focus. In order to successfully implement these initiatives we are proposing a range of changes to the way we currently function as an Engineering and Maintenance organisation.

CASA PNG has seen the proposed changes at Air Niugini as an opportunity to better align with global industry standards. By submitting these changes to the regulator as what is known as a 'significant change' we will be able to formally document to CASA PNG how the changes align with those global industry standards.

A working group is being formed with CASA PNG to look at improved ways of how the focus on airworthiness can be moved forward into the regulations in the future.



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Talking KPIs in Purchasing and Supply

Jeremiah Age and William Soiat have been working with James Tira and his Purchasing and Supply team over the past few weeks and have finalised the new KPI suite for the department. Each KPI has been set up with the following details to enable clear and consistent tracking in the future:

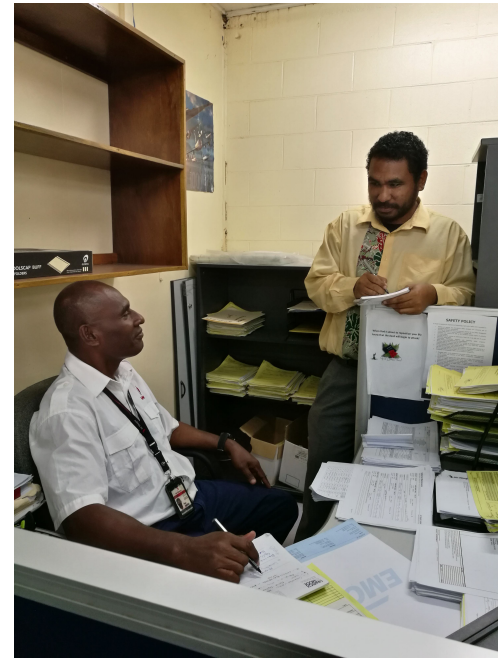
The KPI title, the target performance measure, where the data is located (which system), what existing tracking is being performed, the date of each measure, the person responsible for capturing the data and the frequency of that data capture.



This initiative has shown some great collaboration between different parts of the Air Niugini business with Jeremiah Age (shown here working with Joyce Samoa and Max Samoa)

Jeremiah is from Link PNG and prior to becoming a ECUP Champion had not had much to do with Purchasing and Supply

His involvement in this initiative has brought a fresh set of eyes to the Purchasing and Supply KPIs as well as increased his knowledge in the broader business



Engineering & Maintenance Training Matrix Consolidated and Simplified

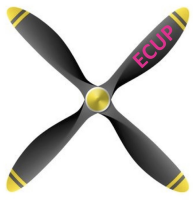
Some great work has been done by Ricky Tongope and Takasam Anetel in recent weeks to consolidate and simplify how our training is tracked across Engineering and Maintenance.

Previously, multiple excel worksheets with multiple tabs were used making it somewhat difficult to maintain and also challenging to get a single view of training across the department.

We now have a single filterable file with all E&M employees and all training requirements which is outlined below

Employee Surname	Employee First Name	Staff #	Section	Crew/Shift/Team	Licence/Rating	CASA PNG Lic # & QC AUTHORIZATION #
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TYPE REFRESHER CURRENCY DUE						EGR REFRESHER CURRENCY DUE					Category						RTS Certified				
Dash 8	Fokker 100	Fokker 70	Falcon 900	B737 NG	B767	MRM CURRENCY DUE	PROCS & DOCS (Last Allowed)	SMS CURRENCY DUE	Dash 8	Falcon 900	Fokker 100/70	B737 NG	B767	Mechanical - Airframe	Mechanical - Powerplant	Avionics - Electrical	Avionics - Instrument	Avionics - Radio	Avionics - LRU	RTS CERTIFIED AND AUTHORIZATIONS	EDTO & ETOPS Refresher Currency Due
These columns come from Aircraft RTS column O per aircraft type for each sheet except for 737 NG for which it is in Column P						These 3 columns come from Authorisation and Licensing Matrix columns XYZ per aircraft type for each sheet			EGR comes from Authorisation and Licensing matrix columns A&B					These categories are from Aircraft return to service matrix columns E-J						RTS dates are from the Aircraft RTS matrix column K and are common for all aircraft type. Except for EDTO/ETOPS which comes from column O	
Cross check and mark off one by one						Copy direct from the Authorisation and Licensing Matrix			Copy direct from the Authorisation and Licensing Matrix					Cross check and mark off one by one						Cross check and mark off one by one	
16-Oct-21	28-Aug-21	28-Aug-21		26/8/22		17/10/20	10/8/15	11/12/20												14-Jul-22	29-Nov-19
30-Apr-21	24-Jun-22	24-Jun-22				18/10/20	10/8/15	25/7/20												8-Apr-21	30-Oct-21
23-Oct-21	29-Apr-22	29-Apr-22		26-Aug-22		17-Oct-20	10-Aug-15	24-Sep-20												11-May-21	29-Nov-19
30-Apr-21	18-Jan-22	18-Jan-22				14-Feb-21	10-Aug-15	30-Jan-21												21-Jul-22	
9-May-21	17-Mar-20	17-Mar-20				19-Mar-20	10-Aug-15	14-Jun-20												9-Nov-21	29-Nov-19
9-Mar-21	7-Apr-20	7-Apr-20		26-Aug-22		18-Oct-20	10-Aug-15	24-Sep-20												31-Oct-21	
	21-Mar-20	21-Mar-21				04-Oct-20	13-Oct-16	05-Oct-20												19-Dec-18	



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P2-ANU has all but completed it's C-Check in record time!!

After many months of detailed planning and execution P2-ANU's C-Check is all but complete. The team faced some challenges towards the end of the Check however with perseverance they found a way forward to maintain compliance and will be returning the aircraft to service with a turn time of approximately 90 days!!

To put that turn time into perspective, the last 3 Fokker C-Checks completed in house have on average taken 208 days. Below are a number of photos of the aircraft during it's C-Check taken in September and October

