MANANG AIR
SAFETY BULLETIN 2022

SAFETY BULLETINS

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MESSAGE FROM ACCOUNTABLE MANAGER

This is my immense pleasure to publish 6th issue of Safety Bulletin 2022 as an Accountable Executive.

Safety, as an organization value, we ensure the safety of our customers, staffs, and machines. Our staffs' proactive role in participation of safety culture is constantly showing continuous progress in safety and demonstrated their engagement to the core of our service in these times of uncertainty.

COVID-19 impact and new Omicron variant has prompted to global travel restriction. Implementation of COVID-19 health standards has shown the best practice for best aviation services. Numerous COVID-19 patients were airlifted to and from different places by our Helicopters with the maximum standard of safety and quality. This is really admirable in Helicopter Emergency Medical Service.

We look forward to continuing the safest flights for travelers with excellent standards including health and hygiene for our valuable customers and staff.

As the helicopter company that never stopped flying during COVID-19 pandemic, we are very thankful to all the Aviation stakeholders and our own enthusiastic staffs for the support to stand firm since the beginning of the pandemic in 2020.

Mr. Rom Harsha Shrestha
Chief Executive Officer
(Accountable Manager)
★★★★★★★★★★

ABSTRACT

This bulletin is an effort to communicate safety information. The purpose is to continuously contribute to the safety issues for safe flight operations.

On behalf of Manang Air, we would like to thank all aviation stakeholders for their valuable contribution to enhance safety in company operations. We look forward for continuous support as usual for journey ahead.

UNDERSTANDING OF SAFETY CULTURE

-By Mr. Digamber Rajbhandari

Safety culture is the way safety is perceived, valued and prioritized in an organization. It reflects the real commitment to safety at all levels in the organization. It has also been described as 'how organization behaves when no one is watching'. Safety culture is something that requires a combined effect of 'organization culture', professional culture and often national culture...

HELICOPTER AIRMANSHIP

Good airmanship starts well before the commencement of the flight. Pilot should thoroughly plan the flight for expected and unexpected condition. Pilot should complete a comprehensive pre-flight, external and internal check of the helicopter and operate well within the limits and comply all regulations.

A helicopter has the unique ability. If find any difficulty pilot should land to a safe place and sort out the problem.

Airmanship is the consistent use of good judgement and well-developed knowledge, skills and attitudes…

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UNDERSTANDING OF SAFETY CULTURE

… (Continued from page 1)

It is very important to understand the different factors which influence the culture of your organization which can make a significant contribution to changing employee attitudes and behaviors in relation to workplace health and safety. The safety culture needs to be embraced and practiced from top level management to bottom level for safety culture to be successful in any organization.

A safety culture is in fact an organizational culture that places a high level of importance on Safety belief, Values and Attitudes, and these are shared by the majority of staff within the company or workplace. It can be characterized as "the way we do things around here".

As a safety leader you should ask yourself?

- How important is safety?
- Is safety important most of the time or all of the time?
- Is it okay to compromise on Safety if it's going to be more expensive?

The Safety Competency Framework identified nine broad behaviors, or culture actions that are considered essential to the development of a positive culture. You don't just want a safety culture but effective safety culture is important. So, some the key elements that you need to keep in mind when establishing a successful positive culture in your work place. These are listed below:

1. Communicate company values – Shared values
2. Leadership involvement
3. Clarify required and expected behavior
4. Personalize safety outcomes
5. Develop positive safety attitudes
6. Engage and own safety responsibilities and accountabilities
7. Increase hazard / risk awareness and preventives behaviors
8. Improve understanding and effective SMS implementation.
9. Monitor, review and reflect on personal effectiveness.

We already have an SMS, why do we need safety culture too?

SMS represents an organization's competency in the area of safety. It is important to have competent safety staff to execute SMS. To ensure the required commitment of safety organization leaders must show that safety is their priority. So, organization needs both SMS and healthy safety culture in order to achieve acceptable safety performance.

All organization will assume they are always safe unless serious accident occur which is very rare. Under – reporting of incident due to fear of punishment or different groups' not sharing information due to lack of mutual trust etc. it is always likely that there remains running risk.

If you want to remain safe, you have to know the realities of safety in organization by carrying safety culture survey. This safety survey shall attempts to measure safety level.

How do you measure safety culture?

Safety culture like any other culture is sometimes hard to see from inside. It is like a fish swimming in water. Fish does not really think too much about the water. Therefore, safety culture in most industries is usually the combination of internal and external perspectives. The experts within the organization act as an interface between the survey findings and staff at all level. The expert is usually the safety director and safety manager.

(Drill Exercise on Covid-19 Patient Airlifting Operations)

What does safety culture deliver?

The safety culture delivers a comprehensive picture of operational risk in all aspects of the activities of the organization. This is possible through the achievement of better information flow and effective dialogue within the organization about the safety performance as priority.

What does safety culture measurement cost?

Large organization will often be necessary to pay a specialist outside agency to design and undertake a survey. Euro control has built a web-based 'safety culture Tool box' which will help access potential survey resources. In addition to this, there will be an internal cost in staff time for employees to participate in a survey. There may also be an administrative cost of organizing survey participation.

HELICOPTER AIRMANSHIP

Roles of Airmanship in Accidents

All pilots should be aware of and try to put into practice:

- Perform risk assessment that might be expected to face during the flight.
- Carefully plan the flight and any mission activities - pay particular attention to the weather.
- Take own experience and capabilities into account - never be overconfident.
- Follow relevant rules, procedures and SOPs.
- Pay attention to flight control and handling.
- Look out for cues to help in decision making.

The powerful accident prevention measures are as follows:

- Prepare flights carefully
- Practice manual flying
- Avoid complacency

Recurrent training

- Study the Aircraft Flight Manual (AFM)
- Know normal, abnormal and emergency procedures, and weight and balance calculations.
- If you have not current, re-familiarise with cockpit layout, normal/abnormal/emergency checklist drills.
- Know and respect own level of competence, experience and operational limitations.

Prepare the flight

Weather

- Ensure you get aviation weather and make a carefully reasoned GO/NO GO decision.
- Don't let self-induced or pax pressure influence on judgement.
- Establish clearly in your mind en-route conditions and possible diversions in case of deteriorating weather.

VFR Navigation

- Check from an authorised source NOTAMs, AICs etc.
- Prepare route plan with particular reference to transit altitudes, safety altitudes and suitable diversions. Familiarise yourself with geographical features, way points, airspace and any helicopter special procedures.

Weight and Balance

- Use the AFM empty weight and CG.
- Recalculate centre of gravity changes when loading or off-loading passengers or baggage.

Performance

- Use the recommended take-off and landing profiles.
- Avoid or minimise flight within the avoid areas of the height-velocity diagram.

Fuel planning

- Know hourly fuel consumption of helicopter; in flight, check that the gauge(s) agree with your calculations.

Destination

- Check for any special procedures at your destination.

Pre-flight

- Remove and stow blade tie-downs, pitot and engine covers before completing a thorough pre-flight, external and internal inspection in accordance with the checklist.
- Check engine and transmission oil levels.
- Check the surrounding area for loose objects.

Fuelling

- Sample the fuel for water and other contamination.
- Personally supervise refuelling.
- Be aware of the danger of static electricity.
- Only conduct rotor running refuelling when absolutely necessary and approved to do so.

Passengers and baggage

- Brief location and use of doors, emergency exits, safety harnesses and emergency procedures.
- Check that doors and hatches are secure
- Beware of passengers' behaviour.
- Properly secure any baggage.
- Ensure all doors are properly closed and locked

Take-off

- Perform power check in the hover to assess take-off profiles available.
- Consider crosswind and downwind limits.

En-route

- Always keep a good look-out.
- Remember the Rules of the Air

En-route diversion

- Circle around your known position
- Estimate the distance, time and fuel to the alternate.
- Check the terrain and hazards.

Control considerations

- Fly at a safe speed in relation to visibility
- Stay out of the height velocity avoid curve
- Recover by reducing speed and pitch.
- Avoid flight in turbulent and windy conditions
- Know the recommended airspeed for turbulent conditions.

Circuit procedures

- Check circuit height and altimeter settings
- Maintain a listening watch at all times
- Remember pre-landing checks.

Landing

- Monitor your Rate of Descent (ROD), power margin and closing speed.
- Avoid conditions likely to result in Vortex Ring,
- Don't land in tall dry grass. The hot exhaust could start a fire.
- The flight isn't over until the engine(s) are shut-down and all checks completed and the rotors have stopped.

MANANG AIR SAFETY ACTIVITIES

*Manang Air has conducted various extra safety activities as below in 2021.*

- Safety Bulletin 5th Issue Published on January 2021.
- Familiarization Training on AS350 B3e/ 2D conducted on 11th & 12th January 2021.
- Familiarization of Continuing Airworthiness Management Exposition (CAME) conducted on 27th January 2021.
- Familiarization of Maintenance Organization Exposition (MOE) conducted on 8th February 2021.
- Ramp Safety and Ground Handling Training Conducted on 11th February 2021.
- Meteorology Briefing conducted on 7th March 2021.
- Goods Inward Inspection Procedure Conducted on 29th March 2021.
- Safety Survey on Safe Climate /Environment for Pilots conducted on 22nd August 2021.
- Emergency Response Plan (ERP) refresher training conducted on 24th August 2021.
- Emergency Response Plan (ERP) Drill Exercise conducted on 26th August 2021.
- Fire Drill Exercise conducted on 26th August 2021.
- Aviation Security Training conducted on 19th September 2021.
- SMS Refresher Training Conducted on 26th September 2021.
- SMS for Accountable Executive and Senior Managers Training conducted on 10th October 2021.
- N4- Time and Continuing Airworthiness records certification of data entries in log book conducted on 15th November 2021.
- Safety Survey conducted on 6th December 2021 among the staffs for the subject "Allotment of Responsibility to Suitable Company Personnel for Emergency Response to Accident/ Incident."
- High Altitude and Safety Helicopter Operations Briefing for AS350 Helicopter Operations conducted on 10th December 2021.

POST BIRD STRIKE RECOMMENDATIONS…

- The Helicopter should get priority on landing. If in case on holding by ATC the pilot should re-request for priority landing.
- Bird activity prone areas should be avoided as far as possible irrespective of the long usage of the Helicopter.
- PIC should press 'EMERG' button on V2 Track to alert company personnel.
- Company shall initiate the procedures for the Crisis Management as per the company Emergency Response Plan.

Safety Survey August-2021

Overall Safety

25% Very Safe
75% Safe
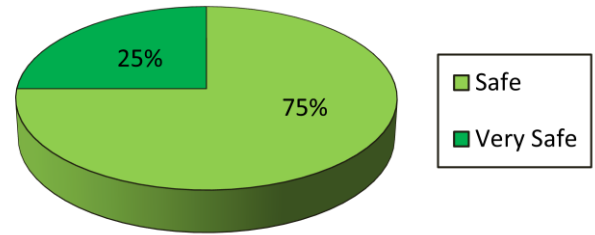
FLYING OPERATIONS IN MANANG AIR IS SAFE

ERP DRILL EXERCISE AUGUST 2021

(Scenario Briefing to Crew, Paramedics & Staffs for Covid-19 Patient Airlifting Operations Emergency Drill Exercise)

"Always be responsible for the safety of yourself and others."