

AIR DYNASTY HELI SERVICES

SAFETY BULLETIN

Issue No. 01, April 2019



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MESSAGE FROM MANAGING DIRECTOR/ ACCOUNTABLE MANAGER

It is indeed a great pride for me and Air Dynasty to have begun the publication of its Safety Bulletin, which I am confident, will contribute towards the awareness of the SMS within the organization and will help to promote Safety Culture within the organization. The 1st issue of Safety Bulletin has been published with an intention/scope to ameliorate the safety culture within organization by identification of hazards or unsafe acts around the operational area and providing of safety related critical information through Voluntary Information Reporting System.

The safety bulletin is a part of safety communication which comes under crucial element of safety promotion and is a communication tool of our safety department and this should be used to disseminate information to each and every staffs, managers and directors. I hope this safety bulletin will help in promoting a healthy safety culture within the organization and each and every staff gets informed of company's safety issues, safety training and safety related activities.

Through this message, I would like to call upon all the staff of the company to work together as a team and to ensure that they are aware of the safety issues and its mitigation so that the organization can move ahead in a confident manner.

In the end; I would like to thank the Safety Department for coming up with the publication of the Safety Bulletin and I am confident that they will give continuity to this program.

— Pavitra Kumar Karki
Managing Director/ Accountable Manager

ABSTRACT

Air Dynasty is proud to publish its 1st issue of Safety Bulletin as a formal means of safety communication, to enable a continuous improvement in safety culture within organization and also to ensure each and every staff are fully aware of the SMS of the organization.

This bulletin aims to encourage each and every staff to identify safety deficiencies and hazards which have potential to damage equipment, vehicles, aircraft and serious injuries to people around their operational area and convey critical safety information within the organization and to mitigate these safety issues.

The Safety Bulletin will henceforth be published every four months and there will be three publications within a year.



HAZARD IDENTIFICATION AND VIRS

Air Dynasty has a Safety Management System (SMS) with structured Hazard/ Voluntary Information Reporting System (VIRS). The purpose of a VIRS is to allow employees to submit hazard, error or events reports without fear of reprisal or retribution from management..... (Continued on Page 2)

WEATHER HAZARD

Weather is a serious consideration when it comes to helicopter performance. Light rain, fog, snow, dense haze and wind contribute as obstruction in visibility to flying crew and impact during take-off and landing..... (Continued on Page 3)

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SAFETY ACTIVITIES BY AIR DYNASTY

- Safety Survey conducted on 3rd February 2019
- SMS Training orientation class conducted to corporate and airport staffs on 19th April 2018
- Operational and Safety briefing conducted to line flight dispatcher and operation officer on 10th and 21st March 2019
- Safety awareness and weather threats briefing class conducted to flying crew on 9th March 2019
- Safety culture and safety awareness briefing conducted to airport staffs on 21st April 2019



HAZARD IDENTIFICATION AND VIRS

Air Dynasty has a Safety Management System (SMS) with structured Hazard/ Voluntary Information Reporting System (VIRS). The purpose of a VIRS is to allow employees to submit hazard, error or events reports without fear of reprisal or retribution from management.

HAZARD: A hazard is defined as a condition, object or an activity with the potential to cause injuries to personnel, damage to equipment or structures, loss of material or reduction of ability to perform a prescribed function.

A just culture has been established and implemented in order to this concept to work.

The reports that you submit serve a very important purpose.

They allow safety managers to be informed about things that they may not see themselves; after all they cannot be everywhere. Therefore, you become "the eyes on the frontline" and while you might think that some hazards or events trivial and not worth reporting that those seemingly unimportant hazards and events can be very well at the surface of the top of the metaphorical iceberg which may be your next incident or accident. In fact, you could very well be "trigger puller" or "enabler" for that incident or accident.

So, each and every staff of Air dynasty is responsible for operational safety and has a duty to report hazards when there are evident of its existence.

Note: The Safety Policy and Voluntary Information Reporting forms; Voluntary and mandatory forms are incorporated in SMS Manual, 2nd edition 2019. Also, the Voluntary Hazard Reporting form is available in www.airdynastyheli.com

WHAT IS SAFETY CULTURE?

Safety Culture is the way safety is perceived, valued and prioritised in an organisation. It reflects the real commitment to safety at all levels in the organisation. It has also been described as "how an organisation behaves when no one is watching" and extent to which every individual and every group of the organization is aware of the risks and unknown hazards induced by its activities.



Reporting Culture, which encourages each and every employee to divulge information about all safety hazards and deficiencies that they encounter around their working area without fear of being punished for disclosing the information.

Just Culture, a culture in which front-line personnel and other employees are not punished for actions, omissions or decisions taken by them which are commensurate with their experience and training, i.e. encourages and recommend for providing essential safety-related information, but where gross negligence, willful violations and destructive acts are not tolerated.

RECENT HELICOPTER ACCIDENT



On 4th April, 2019, a Robinson R44 helicopter which was undergoing maintenance repairs, suffered engine failure and crash landed onto a busy Tampa, Florida street, killing a 72-year-old passenger inside a pickup truck and injuring one person on ground by the aircraft's spinning rotor blades, as it touched down and stroked the passing truck.

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WEATHER HAZARD

Weather is a serious consideration when it comes to helicopter performance. Light rain, fog, snow, dense haze and wind contribute as obstruction in visibility to flying crew and impact during take-off and landing. While weather conditions may be favorable at departure sector, dangerous conditions at the designated sector can be equally detrimental to flight safety.

MONSOON FLYING PRECAUTIONS TO CREW

1. Proper weather information of the destination and en-route sector before every flight.
2. Briefing of low pressure system and its trough to be briefed on pre-monsoon period.
3. It must be ensured that following system are kept serviceable
 - Anti skid system
 - Wind shield wiper system
 - VHF system (may get disturbed during flight in rain)
4. Fuel system shall be regularly checked for water contamination during every refueling and night check.
5. All ground vehicles, step ladders and baggage trolleys should be kept in serviceable condition and parked away from the aircraft maneuvering area. Whenever these equipments are in use these should be properly locked and not left unattended.
6. Latest meteorological briefing be taken and avoid possibility of entering into severe weather conditions.
7. Strictly adhere to the approved weather minima.
8. Pilots should not hesitate to divert in case of un-stabilized condition and hold for improvement of weather.
9. Special precautions to be taken to ensure the safety of passengers in case in-flight turbulence is expected. Passenger must be properly briefed.
10. Proper recce must be done during every landing even if that is a known helipad. Look out for wet mud landing spot and long grasses.
11. During the period the bird activities is likely to increase so there is urgent need to take proactive preventive measures.
12. Proper communication to be maintained with the ATC for traffic separation or on alternate frequency to communicate with other aircraft.
13. Proper ground contact must be made during flight; flying in low altitude is advisable.
14. Always remain in VFR condition.

SAFETY TIPS FOR CREW DURING FLIGHT

1. Always use pre-departure checklist. The checklist should include detailed weather forecast of en-route, destination and alternate sector, fuel information, details about the helicopter's equipment and maintenance clearance.
2. Always pre-check passenger manifest, weight records, load sheet calculation and CG Balance chart.
3. Employ the **IMSAFE** checklist to ensure you are fit to fly (Illness, Medication, Stress, Alcohol, Fatigue, Emotion)
4. If the weather or conditions are questionable, do not fly. Make sure the weather information is received from reliable sources.
5. Ascertain the likely cloud base that could be encountered and determine the maximum attitude to be cruised. Maximum altitude can be planned at least 1000 feet above the terrain and minimum VFR altitude at least 500 ft above terrain. If this is not possible then alternate routes can be taken or cancel the flight due to weather.



SAFETY TIPS

Safety alert while approaching a helicopter/ helipad

1. The turning blades can be nearly invisible and if contacted whilst they are turning can cause serious injury and death. Maintain your separation from moving blades.



2. On sloping ground, always approach or leave on the down side for maximum rotor clearance.



3. Blowing debris such as dust particles, or other loose objects during downwash effects of helicopter can cause discomfort to eyes or injuries. Ensure that the designing helicopter movement areas away from people and loose objects. If blinded by swirling dust or grit, STOP-crouch lower or sit down and await assistance.



4. Always carry objects horizontally below waist level and never upright or on the shoulder, if not can hit the turning blades, damage equipments, aircrafts structures and even injuries to someone nearby.





MAINTENANCE SAFETY NETS

1. Communications

Logbooks are to be used to communicate and remove doubts. Discuss work to be done and what has been completed to the one taking over from you. Never assume anything, always check.

2. Complacency



Train yourself to expect to find a fault and to consistently look out for these faults or hazards. Never sign for anything you didn't do.

3. Knowledge

Don't rely on memory and consult the relevant up to date manuals. Always ask if you are in doubt.

4. Distraction

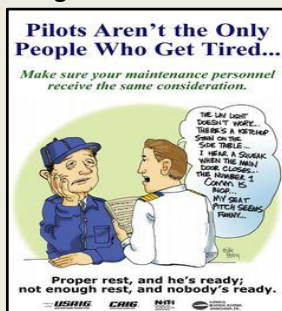
Always finish the job. If not, Document it and handover the uncompleted work. When you return to the job, re-inspect by another or always go back three steps by yourself. Use a detailed check sheet.

5. Teamwork



Discuss what, who and how a job is to be done. Be sure that everyone understands and agrees through good communications and co-ordination with team members. Look out for one another.

6. Fatigue



Be aware of the symptoms and look for them in yourself and others. Plan to avoid complex tasks when you are physically exhausted. Sleep and exercise regularly. Ask others to check your work. If you are fatigued, take a break.

7. Resources

Check suspect areas at the beginning of the inspection. Order and stock anticipated parts before they are required. Know all available parts sources and arrange for pooling or loaning. Maintain a standard and if doubt ground the aircraft. Preserve all equipment through proper maintenance.

8. Pressure

Be sure the pressure isn't self induced. Communicate your concerns and request for assistance. Just say no.

9. Assertiveness

Be assertive and provide clear feedback when danger is perceived. If it's not critical, record it in the journey log book and only sign for what is serviceable. Refuse to compromise your standards. Allow team members to give their opinions and accept criticisms positively.

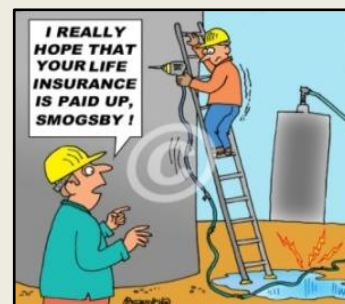


10. Stress

Be wary of the effects of stress on your performance. Stop and look rationally at the problem. Determine a rational course of action and follow it. Take time off or at least have a short break. Discuss it with someone. Ask fellow workers to monitor your work. Exercise your body. Ensure sufficient rest at all times.

11. Awareness

Think of what may occur in the event of an accident. Check to see if your work will conflict with an existing modification or repair. Ask others if they can see any problem with the work done by checking periodically to ensure correct work procedures.



12. Norms

Always comply with defined work procedures. Be aware that "norms" don't make it right.

— Yachnit Rana, Engineer

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