



# SAFE *Wings*

*Dornier Aviation Nigeria AIEP Biannual Safety Magazine*

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*Dornier Aviation - Consolidating the gains of Excellent Performance*



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Dornier Aviation's Contract with NLNG and United Nations just got renewed and new Major maintenance Base in Abuja just got approved and functional. But normally reward for hard work means more work as these achievements need to be maintained, consolidated and improved upon for greater gains. And in that sense we need to be worried about complacency. There are many things that induce complacency e.g fatigue, dependency, Automation, Organization etc. Of all of these we should be more wary of Organizational induced complacency as it is the foundation of all the other forms of complacency. Management indeed plays an important role in preventing complacency. We do not want to get to a point where the following becomes the norm eg failing to hold people accountable for their wrong actions at work, Management becoming satisfied with mediocre performances, Workers have the propensity to break rules and take short cuts in performing their tasks as they will not be punished, permitting non-productive workers to continue working and keep making errors, Personnel stop reporting errors, Avoidable mistakes at work, Productive workers who are creative and care for the company also become complacent at their tasks, Good performing employees are not compensated or appreciated well while poor performing employees get away with it or even appreciated more etc. This is the passion behind our Cover Article : CONSOLIDATE GAINS BY FIGHTING COMPLACENCY.

How has Dornier used the power of flight to spread social and economic benefits to Nigerians and the host community of our Clients? The answer to this question is presented here.

Maintenance Sub-culture is the default setting of Engineers which can be summarized as saying that Engineers are trained problem solvers, they are committed to their own safety standards as they often doubt the need for all the procedures, rules and especially auditing. They see adversity as a challenge, they work in teams but as individuals not as team players and do not use the teams strength etc but how and who can manipulate this default setting for good, The Writer expresses a strong conviction on the Technical Manager's role in impacting correct Maintenance culture.

News of accidents and incidents involving Fixed and Rotary wing Airplanes send shivers down our spine and often times we wonder if the Operator of the Air Carrier I use do really learn anything from mistakes of other Operators with a view to preventing such from happening to them. Our Writer highlights the process of learning from other operators incidents as practised by Dornier Aviation.

The Industry has over the years introduced a whole lot of safety initiatives (like Safety Management System (SMS) etc and yet incidents and accidents still happen though one can say in reduced proportion. This is currently attributed to tangible and intangible elements in the

system. These elements are expressly highlighted by the Writer in Safety Leadership in a High Performance Environment as Aviation

For years, Safety Experts have tried to implement programs to prevent worker injuries and Safety Regulators have issued many regulations to help Operators enforce workplace safety. But all of the regulations, programs and rules in the world can't keep you from injuries if you don't think before you act. Our Writer presents what an Employee must know about thinking a Job through safely.

The risk areas for manual handling injuries have been shown by research to include related the stacking and the packing of bags inside the baggage hold due to the severely constrained posture and requirement to handle while kneeling, as well as the manual pushing and pulling of heavy GSE such as maintenance ladders etc, The Writer presents the risks, effects and controls required to protect our Baggage Handlers & Technicians from Injuries.

The 4th Edition of our Safe wing Magazine seeks to take us behind the scene of safety, back to the fundamentals of how Dornier Aviation achieved this height and the need for us not to remove the pressure from the pedals of progress but rather to set higher targets that will keep us on our toes thereby making room for more changes that ultimately refreshes our energies. You will indeed find this piece interesting.

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**INTERESTING AVIATION FACTS - Solomon Attah**

1. **SUVARNABHUMI INTERNATIONAL AIRPORT**, Thailand has the **WORLD'S TALLEST AIR TRAFFIC CONTROL (ATC) TOWER** standing 132.2m (434ft).
2. Angle matters the most: Airport control tower windows must be angled at precisely 15 degrees from vertical at the top to decrease reflections from both inside and outside the tower.
3. The Russian **ANTONOV AN-225 CARGO JET** is the **LARGEST PLANE IN THE WORLD**. It is nearly as big as a football field from nose to tail and wing tip to wing tip it was originally built to transport a space plane. It has 6 engines.
4. The **WORLD'S FASTEST AIRPLANE** is the **LOCKHEED SR-71 BLACKBIRD**, flying at 2,193 miles per hour. It has held the record for nearly 40 years. Here it is worth to mention that commercial jet has an average cruising speed of 550-580 mph.
5. **THE WORLD'S SMALLEST JET** is the **BD-5 MICRO**. Its wingspan is 14-21 feet and weighs just 358 pounds;
6. **THE LONGEST FLIGHT: SYDNEY TO DALLAS** on **QANTAS A380** is the world's longest flight by distance.
7. Tallest Man of the world: **THE WINGLETS ON AN AIRBUS A330-200** are the same height as the world's tallest man (2.4m).
8. **Air Travel Safest Mode of travel?** The answer is NO. Air travel is the second safest form or transportation. Only the elevator/escalator is safer, although it would take quite some time to travel 1,000 miles on an escalator.
9. **Theory of Water and Air**. Travelling by air can shed up to 1.5 liters of water from the body during an average 3 hour flight. So drink as much as possible water to keep dehydration at bay.
10. **Being on Ground ≠ Safety**: One the most deadly airplane accidents actually happened on the ground. In 1977, two fully loaded planes carrying a total of over 600 passengers collided head-on in the middle of the runway in what is now known as the **Tenerife Accident**, named after Tenerife Island where the accident occurred. Over 500 people died.
11. **LANGUAGE OF ATC AND PILOTS**: English is the international language of flight. All Air Traffic Controllers and all commercial pilots who fly on international flights are required to communicate in English. However this is not plain English. In ATC world, they call it **PHRASEOLOGY** which is a standard format used by ATCOs and Pilots all across the world.
12. **THE ENEMY OF AIRCRAFT**: Mercury is not allowed on a flight. Even a small amount of mercury can seriously damage Aluminum, which is what most planes are made from. Aircraft that are exposed to mercury are usually quarantined.
13. **AND THE BUSIEST AIRPORT IS .....**: Well, if your answer is London Heathrow then you are at the wrong end.  
-The world's busiest airport is the **HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT**, at over 96 million passengers a year. London Heathrow is at third spot.  
- **CHICAGO O'HARE INTERNATIONAL AIRPORT** is the busiest in the world in terms of take offs and landings.

