

INTRODUCTION

FROM OUR PRESIDENT & CEO



I would like to welcome you all to this new safety initiative 'Safety All Ways!' that we are launching to actively promote safety within NEXUS Flight Operations Services.

Safety is the most important aspect of our operation and affects all areas of the organization. Our ambition is to develop a proactive and positive safety culture with a focus on all the safety issues that will affect our business.

As you know we have recently introduced a formal Safety Management System (SMS) with processes and procedures that enable the identification of hazards, the analysis of risk and subsequently to implement defenses (mitigations) to reduce the risk to our passengers and crew. Clearly we cannot remove all risk due to the nature of our business, which involves operations in three dimensions, in all weathers, across different terrains and to any country our VIPs and passengers desire. All of us therefore need to do our utmost to reduce the risk to the lowest level practicable. To achieve this will require a new mind-set that requires all of us to execute our jobs with safety as our primary focus in everything that we do.

Our Vice President of Safety & Quality, Carl Flynn, has been entrusted to implement the safety program and work to ensure that safety becomes embedded within the culture of our organization.

Thank you for your support.

Abdullah Al Sayed *President & CEO*



SAFETY ALL WAYS! ABOUT OUR FIRST ISSUE:

Hello Everyone,

A very warm welcome to you all on this first issue of our Company Safety Newsletter 'Safety All Ways!'. I hope that there will be something for everyone in these newsletters and that you will find the contents useful, informative, and sometimes amusing.

It is our intention to publish 'Safety All Ways' every three months, so, whether you are a manager, crew member, or any member of staff, if any of you would like to say anything about safety or would like to contribute an article or a photo or a cartoon on safety, then please feel free to do so. A contribution from you would be very much appreciated. You can e-mail me on: cflynn@nexus.aero.

Thank You,

Carl Flynn
VP Safety & Quality

BIRD STRIKES: AN UNSEEN DANGER ON THE RISE

The latest information on Bird strikes from the CAA (UK) shows that bird strikes have caused engine fires, engine failures and emergency landings. The number of bird strikes in the UK has nearly doubled over the last few years. In 2013 more than 2,000 reports were recorded of such incidents in the UK alone, which is twice the number recorded in 2007.



Hazard: In the most serious of these incidents pilots have been forced to put out Mayday messages after birds flew in to their engines causing almost immediate engine failure. Other incidents have seen aeroplanes dumping fuel to make emergency landings and in other cases engines have caught fire and fumes entered the cabin.

You may recall that the most famous bird strike of modern times was that suffered by the A320 that landed in the Hudson river after being hit by a large flock of birds. The passengers may have got wet but all survived due to the excellent flying skills demonstrated by the pilot.

This is why it is so important that all bird strikes, whether causing damage to the aircraft or resulting in a flight safety hazard, must be reported to the CAA and GACA as soon as practicable and annual simulator training should include recovery from simulated bird strikes.



THE INCIDENT

How A Nice Quiet Overnight Atlantic Crossing Suddenly Turned Into An Emergency Situation. This Extract Is From A Recent Safety Investigation.

Following an uneventful North Atlantic crossing the aircraft a G450 was on a descent to destination and crew looking forward to a hassle free arrival and a nice warm hotel. With no warning, strong, heavy grey electrical smoke began streaming out from the headliner adjacent to the upper left corner of the pilot's forward window. Before the pilots could react up to 5 inch flames appeared along with the smoke.

The PM (Pilot Monitoring) quickly obtained the cockpit Halon fire extinguisher while the PF (Pilot Flying) donned his oxygen mask and switched off the windshield heat. The PM then fired the extinguishing agent into the smoke and flames and the fire was successfully extinguished. As soon as the fire was put out the level of smoke diminished. An emergency was declared with ATC and the transponder set to 7700. An immediate vector to the active landing runway final approach fix was requested and approved. The checklist was called for and completed. Shortly thereafter during the briefing to the Flight Attendant (FA) the inner pane of the pilot's forward windscreen cracked. The passengers were briefed once the event was stabilized. No visible smoke migrated into the cabin and passengers stated that they only noticed a slight smell of electrical smoke. The passengers were advised to expect to see Emergency

vehicles alongside the runway and ATC were advised that the situation was under control.

There were no injuries but some minor damage localised at the smoke and fire site and the cracked windscreen. The investigation found that the windshield heat caused an overheat situation and was the direct cause of the fire and smoke.

The lesson to be learnt in this incident is that regular Training Pays!

The crew were properly and regularly trained on fire and smoke actions and emergency procedures, which resulted in the quick and proper actions that they executed. The essential action taken here was in the PF turning off the windshield heat, which was part of their SOP (Standard Operating Procedure).

SAFETY COMMITTEE MEETING

All employees are invited to attend! Stop by and make your voice heard!

We now hold a safety committee meeting each month at our Jeddah HQ that is chaired by myself and in my absence by the Director Flight Operations, Captain Stephane Cottrell. Minutes of these meeting are taken and any staff are welcome to ask for a copy or if interested to bring up any matter related to safety of their work or safety of the operation to me directly, and I will present it to the committee and anonymously if you require. If anyone would like to drop by and sit in with us as an observer, you will be very welcome.



GENERAL HEALTH AND SAFETY MANUAL A PLAN FOR A SAFER, MORE EFFICIENT FUTURE

It is my intention to introduce a Health and Safety program for all our managers and staff. The manual will include issues covering:

- Fire Safety
- Electrical Safety
- First Aid
- Emergency Evacuation from all office areas
- Control of Substances Hazardous to Health
- Machinery
- Clear Desk Policy
- Security
- Cleanliness in the workplace
- Food Handling
- Visitors & Contractors
- Training

SAFETY ALL WAYS! A FINAL NOTE:

If anyone has other issues that they think should be considered, please let me know.

So, until next time – Please Fly Safe!

Carl Flynn
VP Safety & Quality