

Flight Safety News Letter

- **In Focus** – Primary Objectives of Flight Safety Department
- **Station Emergency Response Plan**
- **Safety Action Group (SAG)**
- **Case Study-** Jeju Air Flight 2216
[COURTESY WIKIPEDIA]



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In Focus

Primary Objectives of Flight Safety Department

- Shall have a safety management system (SMS) that is implemented and integrated throughout the departments to address the safety of aircraft operations.
- To monitor procedures followed in aircraft operations and maintenance by Alliance Air vis-à-vis practices recommended by aircraft manufacturers and those followed in the industry and to make recommendations to enhance safety in the air and on the ground.
- Shall have a process for investigation of incidents/accidents involving Alliance Air aircraft, to include reporting of events to the regulatory authority and to prescribe remedial action and/or make suitable recommendations to improve safety standards.
- Should have processes for setting performance measures as a means to monitor the operational safety performance of the organization and to validate the effectiveness of safety risk controls.

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

In Focus

Primary Objectives of Flight Safety Department

- Should have a process to identify changes within or external to the organization that have potential to affect the safety of aircraft operation and for internal changes, ensure safety risk is considered before such changes are implemented. For external changes, evaluate the adequacy of existing risk control when such changes will affect the operational environment.
- To liaise, co-operate and co-ordinate with State Agencies investigating notifiable Incidents/Accidents.
- Shall have a flight safety analysis program that provides for the identification of hazards and the analysis of information and data associated with aircraft operation, to include
- Implementation of systematic processes for identifying and analyzing hazards and potentially hazardous conditions.
- Production of relevant analytical information and data for use of operational managers in the prevention of accidents and incidents.

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

In Focus

Primary Objectives of Flight Safety Department

- Shall have a program that includes a combination of reactive and proactive methods for safety data collection and analysis that are implemented and integrated throughout Alliance Air to ensure existing and potential hazards to aircraft operations are identified and analyzed.
- Shall have a safety risk assessment and mitigation program that includes processes implemented and integrated throughout the airline.
- Shall have an operational safety reporting system that is implemented throughout the organization
- Encourages and facilitates the feedback from personnel to report safety hazards, expose safety deficiencies and raise safety or security concerns
- Ensures mandatory reporting in accordance with DGCA regulations
- Includes analysis and management action as necessary to address safety issues identified through the reporting system

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

In Focus

Primary Objectives of Flight Safety Department

- To facilitate exchange of safety information with national and international Flight safety organizations and to disseminate relevant information to all concerned in Alliance Air.
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- To ensure SMS and Flight safety awareness is part of periodic refresher given to cockpit crew, cabin crew and ground staff.
- To convene interactive meet between Cockpit Crew, Cabin Crew And Engineers.
- To arrange Human Factors and Accident-Incident Prevention/Investigation awareness programme. CRM courses to enhance situational awareness, decision making process, communication and leadership qualities.

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

In Focus

Primary Objectives of Flight Safety Department

- To forward a report at periodic intervals on Investigations, inspections, internal safety audits indicating deficiencies, remedial action and recommendations, to the Chief Executive Officer.
- The Flight Safety Department shall ensure management system includes planning processes for flight safety activities which:
 - Define desired operational safety and security outcomes.
 - Address resource allocation requirements
 - Take into account requirements originating from applicable external sources including regulatory authorities and original equipment manufacturers.
- To ensure sufficient resources and desired safety outcome, the Flight Safety Department shall draw guidelines from Risk Assessments, Management Review etc.

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

Station Emergency Response Plan

INTRODUCTION

The Airport / Station Manager/Coordinator should pre-arrange detailed procedures and checklists based on the local requirements and conditions and to ensure that Alliance Air is in a position to effectively handle any emergency. The local emergency plan should include the required coordination and cooperation prior and during the incident and accident.

On finalizing the Local Procedures and the Checklists, the same should be sent to Head-Emergency Response Planning, for validation. The validated copy shall be maintained by the station as well as by the ERP-Admin Manager electronically.

RESPONSIBILITY

The Airport Manager/Coordinator shall be responsible for the administration of Local Station Emergency Response Plan in a given station. However, the Station Manager/Coordinator shall be responsible for overall administration.

In case of emergency, follow EMM- PART 'B' Action Guide and use for initial reporting the Section 2 in Part 'B' namely – 'Flight Despatch/Airport Manager/Coordinator'. Also, see Section 19 in Part 'B' which is 'Station Response Action Guide'. Alliance Veer, who are volunteers and are trained as 'Special Assistance Team Members' will support the Station during an emergency.

Station Emergency Response Plan

However, depending upon the location of the accident as well as variable circumstances, the Airport Manager/Coordinator must not be dependent on the 'Alliance veer' alone. Hence, this Chapter provides a lot of guidance and support material for preparing for any emergency situation.

PREPAREDNESS

As part of the 'Preparedness' – The Airport Manager/Station Manager/Coordinator shall seek and compile all required information related to the station in line with the overall 'Preparedness' program detailed in Chapter 3 of this Manual. The areas for 'preparedness' are provided in this Chapter through checklists and templates. A specific Emergency activation plan is to be in place giving specific duties to various manning posts during the hours of operation (for ex. communicating to various agencies including local agencies.)

Further, the various actions, checklists and templates that can be used are provided in this Chapter from 6.4 onwards. However, in an emergency, they could be exhaustive, which may lead to non-adherence of certain critical activities. Hence, for timely response as well as to ensure that no critical action is missed, it is mandatory to follow Section 2 & 19 of Part 'B' of EMM. However, time permitting, it is expected that additional checklists as provided in this chapter are used to support the emergency actions.

Safety Action Group (SAG)

Safety Action Group meeting will be conducted department wise on monthly basis. Nodal officer of respective departments will prepare the agenda in house for the SAG meeting. During the meeting the risk is analysed based on the hazard identified. The meeting is coordinated by SMS Nodal Officer of respective department. The minutes of the meeting and agenda of meeting is circulated to flight safety department.

Following are the agenda points for the meeting:

- Outcome of audit/ surveillance
- Applicable CAR revisions
- Change management aspects
- Hazard report received at department

News Letter/Safety
Bulletin issued, under
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section 5 series F,
part I – Appendix-D

Safety Action Group (SAG)

- Oversees operational safety performance within each department of Alliance Air and ensures that appropriate safety risk management activities are carried out with staff involvement as necessary to build up safety awareness;
- Coordinates the resolution of mitigation strategies for the identified consequences of hazards and ensures that satisfactory arrangements exist for safety data capture and employee feedback;
- Coordinates the implementation of corrective action plans and ensures that corrective action is taken in a timely manner;
- Reviews the effectiveness of previous safety recommendations; and

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

Safety Action Group (SAG)

- Oversees safety promotion activities as necessary to increase employee awareness of safety issues and to ensure that they are provided appropriate opportunities to participate in safety management activities.
- If the resource required for implementation is limited with Chief of Department, the matter will be taken up with higher authority.
- If the risk factor is above tolerable, the meeting will escalate the matter to higher authority to take necessary action.
- Preparation and monitoring of departmental SPI's with action Plan.

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

Case Study

Jeju Air Flight 2216 [COURTESY WIKIPEDIA]

News Letter/Safety
Bulletin issued, under
the provision of CAR
section 5 series F,
part I – Appendix-D

Jeju Air Flight 2216 was a scheduled international passenger flight operated by Jeju Air from Suvarnabhumi Airport in Bangkok, Thailand, to Muan International Airport in Muan County, South Korea. On 29 December 2024, the Boeing 737-800 operating the flight suffered a bird strike. The pilots issued a mayday alert, performed a go-around, and on the second landing attempt, the landing gear did not deploy and the airplane belly landed well beyond the normal touchdown zone. It overran the runway and crashed into a berm encasing a concrete structure that supported an antenna array for the instrument landing system. The collision killed all 175 passengers and 4 of 6 crew members. The surviving 2 cabin crew were seated in the rear of the plane, which detached from the fuselage, and were rescued with injuries.

The accident is the deadliest aviation disaster involving a South Korean airliner since the 1997 crash of Korean Air Flight 801 in Guam and became the deadliest aviation accident on South Korean soil, surpassing the 2002 crash of Air China Flight 129 that killed 129 people. This was the first fatal accident in the 19-year-history of Jeju Air.

The crash is the deadliest aviation accident involving a Boeing 737 Next Generation aircraft and the deadliest aviation accident since the crash of Lion Air Flight 610 in 2018.

Case Study

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News Letter/Safety
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section 5 series F,
part I – Appendix-D

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December 2024

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News Letter/Safety
Bulletin issued, under
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section 5 series F,
part I – Appendix-D

Passengers and crew

Of the 175 passengers, 2 were Thai nationals, and the other 173 were South Korean. The oldest on board was born in 1946, and the youngest in 2021. Nine members of the same family that included the three-year-old child were also on board. Of the 181 people on board, 82 were male and 93 were female. There were 5 passengers under the age of 10. The captain was an employee of Jeju Air since 2019 and had accumulated over 6,820 hours of flight experience; the first officer had over 1,650 hours. The crew also included four flight attendants.

Most passengers were returning home from a five-day Christmas package tour to Bangkok. Thirteen passengers were reported to be active or former government officials on a provincial or local/municipal level, eight were current or former civil servants from Hwasun County, and five were administrative officers of the Jeonnam Provincial Office of Education. Eighty-one passengers were residents of Gwangju, while 76 others, including one Thai national, resided in South Jeolla Province. The remaining passengers originated from North Jeolla Province, Gyeonggi Province, Seoul, Jeju Island, South Gyeongsang Province and South Chungcheong Province.

Case Study

Accident

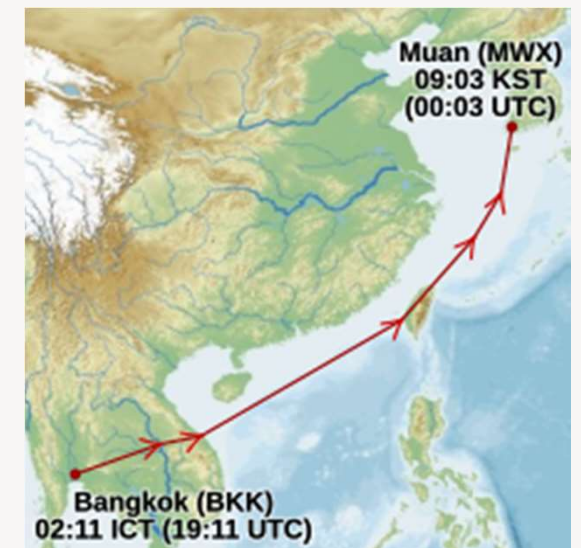
On 29 December, the aircraft took off from Suvarnabhumi Airport at 2:28 a.m ICT (UTC+7). Kerati Kijmanawat, the director of Airports of Thailand, stated that no abnormalities regarding the aircraft nor the runway had been reported.

At 8:54 a.m. KST (UTC+9), the plane was authorized to land at Muan International Airport in South Korea. As the plane was preparing to land, it was warned at 8:57 a.m. about the potential for a bird strike. Shortly thereafter, the pilots broadcast a mayday alert and advised they were going around. This was followed by an authorization to land in the opposite direction after the landing gear was not deployed.

Emergency services received multiple calls around 9:03 a.m., and the fire response issued a level-3 emergency, its highest alert. According to the National Fire Agency and the Ministry of National Defense, 1,562 personnel, including 490 firefighters, 500 military personnel and 455 police officers, were dispatched. One of the survivors was rescued at 9:23 a.m., and the other was rescued from the tail section at 9:50 a.m. The fire was extinguished within 43 minutes of the crash, and the flight recorders were retrieved within the day.

Jeju Air Flight 2216 [COURTESY WIKIPEDIA]

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D



December 2024

Case Study

Jeju Air Flight 2216 *[COURTESY WIKIPEDIA]*

News Letter/Safety
Bulletin issued, under
the provision of CAR
section 5 series F,
part I – Appendix-D

The flight data recorder was found partially damaged without a connector linking its data storage unit to the power supply, while the cockpit voice recorder (CVR) was intact.

The two flight attendants seated in the aft jump seats were the only survivors of the crash and were conscious. Hydraulic equipment was used to rescue one of the survivors, who had been pinned down by a fallen cabinet. They both sustained moderate to serious wounds, one with fractures to his ribs, shoulder blade and upper spine, and the other with injuries to her ankle and head. Both received medical treatment at separate hospitals in Mokpo before being transferred to a hospital in Seoul. Both survivors appeared to be disoriented and were unable to remember what had happened immediately following the landing.

By 1:36 p.m., the firefighters had switched to search operations to recover bodies. A temporary morgue was set up in an airport hangar to handle the bodies recovered from the wreckage, and a waiting room was created for family members of the occupants at the airport with civil servants assigned to each family for support while they awaited news from the crash. Tents were also erected inside of the airport to temporarily house arriving family members.[52] Later at night, the family members were temporarily accommodated at the dormitories of Mokpo National University.

Case Study

Jeju Air Flight 2216 [COURTESY WIKIPEDIA]

News Letter/Safety Bulletin issued, under the provision of CAR section 5 series F, part I – Appendix-D

Investigation

At a press conference, Lee Jeong-hyun, Muan County fire chief, said that the cause of the landing gear failure was presumed to have been adverse weather combined with a bird strike; the weather around the airport at the time of the crash was favorable with almost no wind, rain or clouds, and visibility was 9 kilometers (5.6 mi).

The United States deployed investigators from the US National Transportation Safety Board, Federal Aviation Administration and the aircraft manufacturer, Boeing, to South Korea so they can assist in the Aviation and Railway Accident Investigation Board's inquiry into the crash. Eight investigators arrived at the crash site on 31 December. GE Aerospace, which co-produced the engines on the plane in its CFM International joint venture, has joined the investigation.

On 7 January, the director of the Aviation and Railway Accident Investigation Board resigned. The Transport Ministry's head of aviation policy was removed from the board's investigation and all its activities.



December 2024

News Letter/Safety
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Our Fleet

ATR 72-600

ATR 42-600

HAL Do-228



Flight Safety Department



सादर/ Regards,

विकास शर्मा / Vikas Sharma

उड़ान संरक्षा प्रमुख / Chief of Flight Safety, Head-ERP

एलाइंस एअर / Alliance Air

