

# Flight Safety News Letter

- **In Focus** – Low Visibility Operations (LVP) at IGI Airport  
*[COURTESY GMR]*
- **Station Emergency Plan**
- **Aim of The Safety Management System**



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

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**November 2024**

# In Focus

## Low Visibility Operations (LVP) at IGI Airport

As we approach the Low Visibility Operations (LVP) period, which typically spans from December 15 to February 15, it is crucial to ensure that all airport stakeholders are prepared for the unique operational challenges posed by foggy conditions. During this period, visibility often falls below operational limits, affecting both aircraft and ground operations. Special attention is required to maintain safe and efficient airport activities.

### Importance of Low Visibility

Poor visibility has the potential to disrupt flight schedules, causing delays, diversions, and cancellations. Implementing LVP helps mitigate such disruptions by allowing continued, albeit restricted, operations. Low Visibility Procedures

(LVP) are implemented to maintain safe operations during adverse weather conditions such as fog, which can severely reduce visibility. LVPs ensure that all operations, both in the air and on the ground, are conducted safely, minimizing the risk of accidents and ensuring the smooth flow of traffic during Low visibility conditions.

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**COURTESY GMR**

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# In Focus

## Low Visibility Operations (LVP) at IGI Airport

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### Safeguarding Procedures

Safeguarding Procedures (SP) play a crucial role in ensuring that IGI Airport is fully prepared to handle Low Visibility Operations (LVO), particularly during the fog season between December and February. These procedures are comprehensive instructions and guidelines given to airport departments and airside operators to ensure that ground services, equipment, personnel and facilities are correctly positioned and configured when Low Visibility Procedures (LVP) are implemented.

- **Critical and Sensitive Area Protection:** LVP defines and protects ILS critical and sensitive areas. These are zones near the ILS antennas where the movement of vehicles and aircraft is tightly controlled to avoid interference with the ILS signals. This ensures that the ILS system continues to function correctly, providing uninterrupted guidance to aircraft during Low visibility.

# In Focus

## Low Visibility Operations (LVP) at IGI Airport

- **Readiness of Rescue and Fire fighting Teams:** During LVP activation, the Airport Rescue and Fire Fighting (ARFF) teams are on heightened alert, ready to respond to any incidents swiftly. The procedures include positioning these teams strategically to ensure they can reach any part of the airfield quickly, even in foggy conditions.
- **Training for Ground Staff:** Ground handling teams must undergo special training for LVP, ensuring that they understand how to move aircraft and vehicles safely when visibility is severely reduced. Training covers areas like vehicle movements on the apron, marshalling, and operating in sensitive areas of the airport during LVO.
- **Safe Taxiing and Ground Movements:** During LVO, pilots and ground crews rely heavily on ATC instructions and guidance from ASMGCS, as visibility is too poor for pilots to navigate the taxiways and runways safely on their own. Safeguarding procedures ensure that ground movements are carefully controlled and coordinated to prevent conflicts or accidents on the airfield.

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# In Focus

## Low Visibility Operations (LVP) at IGI Airport

- **Runway and Taxiway Inspections:** Regular inspections of the runway and taxiways are conducted to ensure that they are free of debris or other hazards that could pose a risk during LVP. If any hazards are found, safeguarding procedures ensure they are dealt with immediately.
- **Minimizing Delays and Diversions:** By activating LVP, the airport can safely manage arrivals and departures even during low visibility, minimizing delays. Without these procedures, flights would likely be cancelled or diverted, creating chaos for both airlines and passengers.
- **Operational Continuity:** LVP ensures the continuation of critical airport operations by enabling the safe landing and takeoff of aircraft. This helps maintain flight schedules and minimizes disruptions in passenger and cargo movement, thus contributing to operational continuity.
- **Effective Communication:** LVP protocols include precise communication procedures between ATC and pilots to ensure that instructions are clearly understood and followed. This prevents miscommunication that could lead to incidents during reduced visibility.

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# In Focus

## Low Visibility Operations (LVP) at IGI Airport

- **Stakeholder Engagement:** During Low visibility operations, it is vital that all stakeholders, such as ground handlers, airlines, emergency response teams, and airport operations, work in sync to implement LVP effectively. Regular communication ensures that everyone is aware of current weather conditions and operational statuses.
- **Monitoring and Adjustments:** Continuous monitoring of the airport's operational environment ensures that any changes in visibility or other factors are communicated to the relevant teams. Safeguarding procedures ensure that adjustments to operations, such as changing the runway in use or increasing ground vehicle restrictions, are made promptly.

Safeguarding Procedures (SP) are the backbone of ensuring that IGI Airport is ready to implement Low Visibility Procedures (LVP) seamlessly and effectively. By preparing ground services, protecting critical areas, training personnel, and ensuring precise coordination between stakeholders, SP guarantees that the airport can continue to operate safely even in challenging low visibility conditions.

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- Adhere strictly to the established LVP SOPs and guidelines to ensure safety.
- Wear appropriate PPE to enhance visibility and safety when moving around the airside.
- Keep communication lines open with relevant departments / agencies to stay updated on operational changes.
- Use aeronautical ground lighting and follow visual aids to navigate safely in low visibility.
- Ensure all ground support equipment and vehicles are in good working condition and equipped with functional lights.
- Stay informed about current visibility conditions and adjust operations accordingly.
- Respond quickly to directives from ATC, as their instructions are critical for maintaining safety during low visibility.
- Stay alert to any movements of aircraft, vehicles, and personnel around you.
- Engage in regular training for LVP to improve readiness and response.
- Regularly check all ground equipment, including trolleys, dollies, stepladders, and ramp ladders, for serviceability, proper braking, and restraining devices. Use reflective tapes on equipment to improve visibility.
- Each operator must ensure that a minimum number of vehicles are utilized in the operational area to reduce the congestion and hence the risk of ground incidents.
- Aircraft must be parked with the required number of chokes and proper placement of safety cones.
- All vehicles in the airside must strictly adhere to vehicular lanes and speed limits and should be equipped with identification markings and anti-collision lights.
- All personnel, including security staff, working or moving in the operational area must wear high-visibility jackets to enhance their visibility to others.

# DO's

# In Focus

## Low Visibility Operations (LVP) at IGI Airport

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- Never underestimate the effects of low visibility; always assume that conditions are more challenging than they appear.
- Avoid operating any ground vehicles or equipment without headlights and other illumination.
- Do not bypass established procedures or take shortcuts, as this can compromise safety.
- Avoid using personal phones or devices while performing airside duties to minimize distractions.
- Do not allow unauthorized personnel or equipment into sensitive areas or near active runways.
- Do not ignore the latest weather forecasts and visibility updates; these are crucial for safe operations.
- Do not assume that visibility will get better; prepare for sustained low visibility conditions.
- Avoid neglecting necessary documentation and logs; maintain accurate records of actions taken during LVP.
- Never ignore emergency procedures or alerts; be prepared to respond appropriately in case of incidents.
- Avoid rushing during operations; taking time to adhere to safety measures is essential, especially in low visibility conditions.
- Do not leave any equipment or tools unattended in the operational area, as this could create potential hazards.
- Do not remove or obscure safety signage or lighting, as clear visibility is crucial during LVP.

# DON'Ts

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# Station Emergency Plan

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The Airport Manager/Coordinator, in line with the template provided in Chapter 6, shall draw the Station Emergency Plan of the Station.

The responsibilities of the station during an emergency are as follows:

- a) To act as information conduit between airline and site.
- b) Represent the airline at site command post.
- c) Represent the airline at airport emergency control centre.
- d) Assistance to survivors / uninjured passengers.
- e) Information and assistance to families.
- f) Retrieve and secure documents.
- g) Arrange for logistics requirements for the “Go-Team”.
- h) Direct media, volunteers, etc.
- i) Continuing carrying out local operations.

# Station Emergency Plan

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The Station Emergency Plan of a station shall be made considering the Emergency Response procedures of the respective airport or terminal authorities and shall include the following:

- a) Local police administration requirements and the contact details;
- b) Hospital and Medical Services available and the contact details;
- c) Emergency Services available and contact details of the key personnel including beyond office-hours telephone details;
- d) Contact details for key personnel in all required local agencies including Ground Handling Agents;
- e) Arrangements (including agreements with handling agents) to ensure that the duties and responsibilities of the Station as detailed in this Manual can be effectively undertaken/delivered by the handling agent at any time;
- f) Location of the Station Emergency Response Center (SERC). This Center must have appropriate communications facilities. It shall be in located in a position that the emergency can be handled with minimum disruption to normal operations;

# Station Emergency Plan

- g) Where other Indian operator(s) and or code-share and or alliance partners are co-located at the same Airport, the Airport Managers/Coordinator shall liaise with their counterparts and ensure that their plans include provisions for combining resources and efforts during any incident;
- h) Arrangements for transit/visiting staff who are able to assist;
- i) Arrangements for requesting staff from in/near station(s) to assist;
- j) Arrangements for close liaison with the local Airport Authority and or terminal operator(s), other operators in the same airport. The Airport Manager/Station Manager/Coordinator or any another representative of Alliance Air shall attend all local airport emergency meeting(s) or equivalent forums. Where it is not possible to gain membership in such forums, the Airport Manager/Coordinator shall ensure that he/she remain aware of emergency planning issues and that Alliance Air' s views are represented at these meetings through the nominated delegate of the local Combined Airline Operators Committee (AOC);
- k) Arrangements for handling enquiries from the public and the media locally;
- l) Measures that meet local potential emergency situations;

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- m) Arrangements to comply with local regulations, customs and practices;
- n) Arrangements for the well-being and relief of staff
- o) Arrangements to participate in local Airport Authority and or terminal operator's emergency response drills and exercises;
- p) If applicable, arrangements for close liaison with the Civil Aviation Authority (CAA) of the country in relation to Family Support/Assistance requirements of the country;
- q) The following areas but not limited to, would normally be considered in developing plans for liaison with external entities associated with any event:
  - Fire;
  - Ambulance;
  - Coast guard and other rescue agencies;
  - Medical specialists;
  - Civil Aviation or Defense agencies;
  - Poison control centers;
  - Chemical or radiation specialists;
  - Environmental agencies
  - Insurance Companies

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# Aim of The Safety Management System

With a view to oversee the safe operation of its aircraft, Alliance Air has established a working group for Safety Management System under Flight Safety Department. Flight Safety Department is responsible for the safety oversight program in order to identify Safety Hazards in all operational areas and to ensure that actions are taken to mitigate these hazards and associated risks.

The processes in place include the active involvement of all staff through planning and review; will drive efforts for continuing improvement in safety and safety performance. The key focus is the safe operations of airworthy aircraft and safe training environment. Safety audits are essential components of the Safety Management Plan. Audits review systems, identify safety issues, prioritize safety issues, and involve all personnel to work towards enhancing the safety of operations.



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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

