

FLIGHT SAFETY NEWS LETTER / SAFETY BULLETIN

- In Focus – Safety Recommendation of Pre-Monsoon
- Safety Accountabilities and Responsibilities
- Investigation Methodology

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NEWS LETTER/SAFETY
BULLETIN ISSUED, UNDER
THE PROVISION OF DGCA
CAR SECTION 5 SERIES F,
PART I – APPENDIX-D

IN FOCUS

Safety Recommendation of Pre-Monsoon

- Minimum total cockpit experience should be maintained as per the requirements laid down in Alliance Air Operations Manual.
- Strict adherence to standard company procedures as laid down in Alliance Air Operations Manual and Manufacturer procedures as mentioned in FCOM/AFM/FCTM/QRH (ATR) or POH (Dornier).
- Flight preparation must include MEL briefing and all available NOTAMs to ensure safe operations.
- For Dispatch planning purpose Flight Safety encourages judicious use of all available sources to get latest weather information of departure, destination and alternate aerodromes. In addition the possibility of enroute weather deviations and inflight delays must be considered, Fuel planning should be done considering all these factors.

IN FOCUS

Safety Recommendation of Pre-Monsoon

- Precision approaches are to be preferred over non-precision and visual approaches. In case of non-precision approaches emphasis must be given to Continuous Descend Final Approaches (CDFA).
- Correct usage of weather radar for all weather detection and deviations must be carried out, as per the manufacturer recommendations.
- All weather deviations must be in coordination with ATC to avoid any traffic violations. If unable to coordinate before deviation, all attempts must be made to inform ATC as soon as possible.
- Subject to airspace and ATC limitations, the flight crew must endeavour to stay upwind when circumnavigating around a CB or thunderstorm and ensure sufficient safety margin.
- Anti-icing and De-icing systems must be used as per the manufacturer recommendations and AFM/FCOM procedures and limitations must be strictly adhered to.

IN FOCUS

Safety Recommendation of Pre-Monsoon

- Sterile cockpit policy must be strictly adhered to.
- Greater emphasis on stabilised approaches must be given. Any time an approach becomes unstabilised at or below its stabilisation gate a missed approach must be executed.
- Correct usage of weather radar for all weather detection and deviations must be carried out, as per the manufacturer recommendations.
- All weather deviations must be in coordination with ATC to avoid any traffic violations. If unable to coordinate before deviation, all attempts must be made to inform ATC as soon as possible.
- Subject to airspace and ATC limitations, the flight crew must endeavour to stay upwind when circumnavigating around a CB or thunderstorm and ensure sufficient safety margin.

IN FOCUS

Safety Recommendation of Pre-Monsoon

- Anti-icing and De-icing systems must be used as per the manufacturer recommendations and AFM/FCOM procedures and limitations must be strictly adhered to.
- Sterile cockpit policy must be strictly adhered to.
- Greater emphasis on stabilised approaches must be given. Any time an approach becomes unstabilised at or below its stabilisation gate a missed approach must be executed.

Safety Accountabilities and Responsibilities

Safety responsibility: the obligation to carry forward an assigned safety related task to its successful conclusion. With responsibility goes authority to direct and take the necessary action to ensure success.

Safety accountability: the obligation to demonstrate the task achievement and take responsibility for the safety performance in accordance with agreed expectations. Accountability is the obligation to answer for an action.

Objective

Clear and correctly allocated safety accountabilities and responsibilities are prerequisite for achieving the organisation's safety objectives and for implementing an effective safety management and safety improvement process.

Safety Accountabilities and Responsibilities

Description

Safety accountabilities and responsibilities should be allocated to the management and personnel involved in safety related tasks. This includes allocation of accountabilities and responsibilities for the safety of operations (safety performance of the organisation), but also for the implementation and operation of the safety management system (SMS) of the operator/service provider in line with the defined safety management roles. The former are often defined in a dedicated annex to the job description, whereas the latter are usually described in the Safety Management Manual (SMM) of the organisation.

Safety responsibility can be delegated, i.e. cascaded down, within the scope of the defined job responsibilities, provided such delegation is documented.

Safety Accountabilities and Responsibilities

Safety accountability can not be delegated. It defines the obligation of the responsible person to demonstrate the satisfactory discharge of his/her safety responsibilities.

Safety management accountabilities and responsibilities are allocated in accordance with the organisation's general management structure and SMS organisational structure. Normally, the SMS does not define safety accountabilities and responsibilities outside its scope. The SMM does not describe the general arrangement of delegation of responsibilities within the operational and technical departments and their internal safety administration. In many organisations, safety accountabilities and responsibilities in relation to SMS are restricted to managers and staff performing safety management functions only.

Safety Accountabilities and Responsibilities

According to the International Civil Aviation Organisation (ICAO) Annex 19 requirements relating to the implementation of SMS, the aviation service providers shall identify the accountable executive who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organisation, for the implementation and maintenance of the SMS. Service provider are also required to appoint a safety manager who is responsible for the implementation and maintenance of an effective SMS. The operators/service providers are also required to identify the safety accountabilities of all members of management, irrespective of other functions.

ICAO Doc 9859 - Safety Management Manual advises aircraft operators and aviation service providers to maintain, regardless of the scope of their operation, a formal statement of safety

Safety Accountabilities and Responsibilities

responsibilities and accountabilities. This statement should clarify the formal and informal reporting lines of the organisational structure and should specify accountabilities for particular activities. For example, the Safety manager could be accountable to the top management (the Executive Director) for the discharge of his/her safety responsibilities (development, maintenance, monitoring of SMS; preparation of specific safety procedures; etc.).

In order to ensure the needed safety awareness and commitment of all personnel involved in safety related tasks, the safety accountabilities and responsibilities shall be clearly and comprehensively defined, documented and communicated throughout the organisation.

Investigation Methodology

The field phase of an investigation is used to identify and validate perceived safety hazards. Competent safety analysis is required to assess the risks, and effective communications are required to control the risks. In other words, effective safety management requires an integrated and structured approach to safety investigations.

Some occurrences and hazards originate from material failures or occur in unique environmental conditions. However, the majority of unsafe conditions are generated through human errors. When considering human error, an understanding of the conditions that may have affected human performance or decision-making is required. These unsafe conditions may be indicative of systemic hazards that put the entire aviation system at risk. Consistent with the systems approach to safety, an integrated and structured approach to safety investigations considers all aspects that may have contributed to unsafe behavior or created unsafe conditions.

Investigation Methodology

The logic flow for an integrated process for safety investigations is depicted in Figure 1 — Integrated Safety Investigation Methodology (ISIM). Using this type of model can guide the safety investigator from the initial hazard or incident notification through to the communication of safety lessons learned.

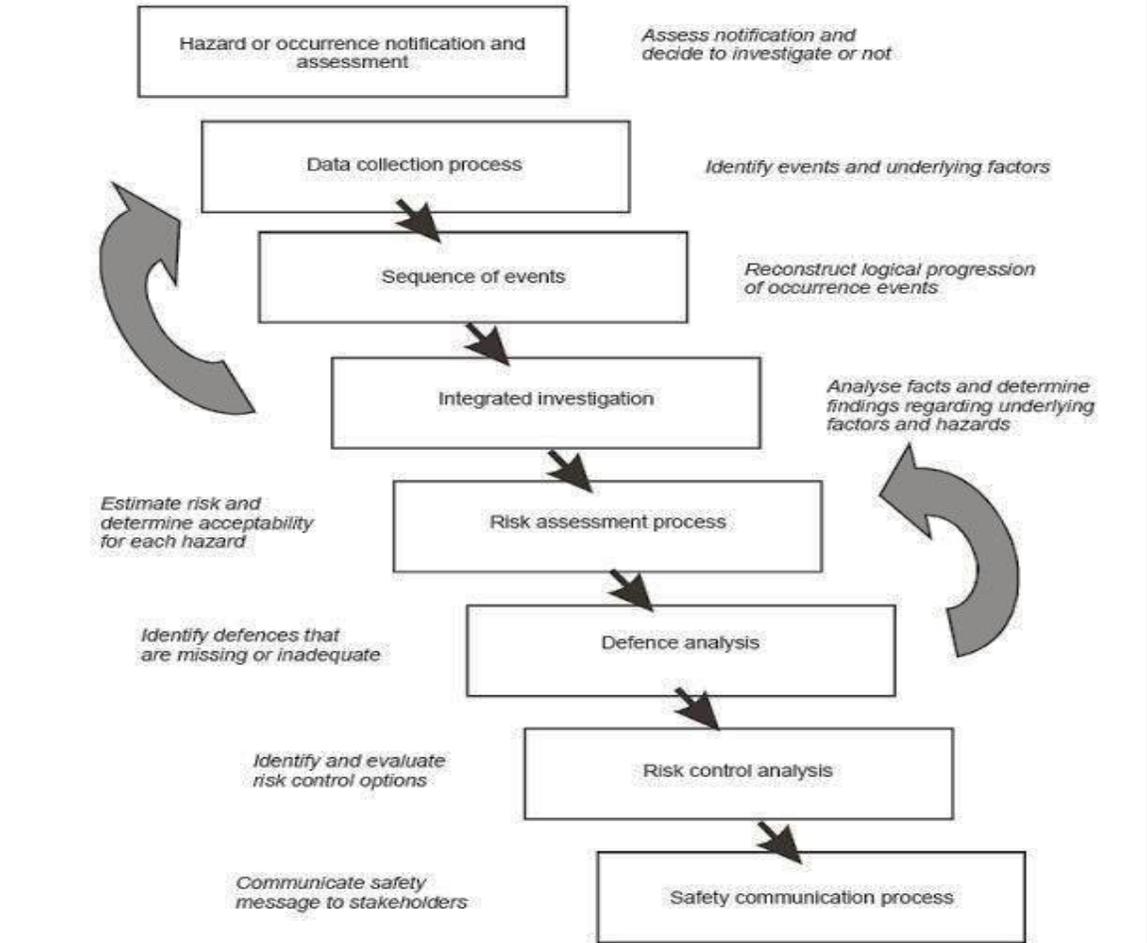


Figure 1 — Integrated Safety Investigation Methodology (ISIM)

OUR FLEET

ATR 72-600

ATR 42-600

HAL Do-228





सादर/ Regards,

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एलाइंस एअर / Alliance Air

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FLIGHT SAFETY DEPARTMENT, AAAL