

FLIGHT SAFETY NEWS LETTER / SAFETY BULLETIN

- **In Focus** - Emergency response plan in the event of Incident/ Accident
- **Contracted Service Provider (CSP)**
- **'Climb'** RAs and Performance Limitations
- **Event** - Safety Awareness Week from 13th-17th October 2025



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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

Emergency response plan in the event of Incident/ Accident

In the event of a major accident or incident occurring to an aircraft, ground transport, or other facilities owned by, or leased to Alliance Air, it is our intent to provide all practical humanitarian assistance to the victims of such an event.

The Emergency Response Plan provides for:

- A transition from normal to emergency procedures
- A return to normal operations
- Coordination with all relevant external organizations during the course of ERP execution.

The Emergency Response Plan ensures provision of resources to be immediately available to provide in the event of an emergency.

- a) The establishment of local emergency command centres at line stations or remote locations;
- b) A telephone enquiry centre capable of handling the potential volume of calls expected with emergency events;

IN FOCUS

Emergency response plan in the event of Incident/ Accident

- c) Dedicated equipment and material necessary for successful execution of the ERP.
- d) The dispatch on short notice of humanitarian teams to appropriate location(s) to attend to individuals in need of assistance.

Refer EMM for emergency response plan manual in case of emergency Copy of Emergency Contact List is updated monthly by ERP Department and is circulated to all concerned.

Flight Safety is responsible for providing all necessary support to regulatory authorities and DGCA in accident investigation as per CAR Section 5 Series C Part I Issue II Rev 5 dated 10th Jun 2022.

The Chief of Flight Safety shall be responsible for compliance with the requirements of the DGCA India and the Regulatory Authorities of the State /Country in which the emergency has taken place. The Technical Investigation and Support Team shall be guided by the Chief of Flight Safety.

Contracted Service Provider (CSP)

While Alliance Air fully recognizes that the primary responsibility for accident response activities rests with the airline, however, due to specialization that is required and the vast geographical area of operations where an emergency can take place, with a view to mitigate the pain and provide relief to the affected personnel, Alliance Air shall avail the services of the Contracted Service Providers.

Alliance Air has contracted the services of Contracted Service Provider with M/s Blake Emergency Services division of Airline Training Associated Limited whose registered office situate at 29/30 Fitzroy Square, London who is in the business of providing emergency and consulting services in the event of disaster.

Under the provisions of this contract, Alliance Air may engage the contracted Service provider to provide wholly or part of such emergency services as detailed in the Service Agreement between Alliance Air and Contracted service provider.

Contracted Service Provider (CSP)

The Head- Emergency Response Planning and other available Members of EMST shall decide on the types of services that are to be availed from Service Provider .The Emergency Command Team (ECT) will quickly evaluate the following factors while deciding on services that are to be availed from Contracted Service Provider

- a) Nature/Type of emergency;
- b) Location/Area of emergency;
- c) Specialization required;
- d) Required personnel, equipment and other resources;
- e) Logistics feasibility and challenges

The Head- Emergency Response Planning (ERP) will decide about the specific requirement of services that are to be provided by the Contacted Service Provider (CSP).

‘Climb’ RAs and Performance Limitations

If an ACAS RA occurs when the aircraft is at the maximum altitude for its current weight, the pilots should not assume that they cannot comply with a climb RA because of that. In these cases it is acceptable and assumed that speed will be traded for height. Some aircraft types have built-in inhibits which will preclude Climb RAs at maximum altitudes.

Whether or not inhibits apply, it is still possible in some cases for an RA to exceed the capabilities of the aircraft. If a Stall Warning is generated, it takes precedence over an ACAS RA. ACAS II will not make any aural TA or RA annunciations when a Stall Warning has been activated and it will automatically be placed into TA-only mode (the functionalities of TCAS traffic displayed will not be lost).

Pilots must respond to all RAs in a timely manner, applying the vertical rate required by the RA as accurately as possible in the circumstances and must never manoeuvre opposite to a RA.

Contracted Service Provider (CSP)

In case the Head- Emergency Response Planning is not reachable/ contactable, the Senior Most official designated by CEO who could be contacted is authorized to accord such approvals.

The Emergency Command Team (ECT) shall specifically advise the Contracted Service Provider to activate the required response activities. The Emergency Management Team shall also forward a copy of the “Initial Report on Emergency”, as per the prescribed format.

EVENT

Safety / Quality / Health Awareness Week
from 13th - 17th October 2025

OUR FLEET

ATR 72-600

ATR 42-600

HAL Do-228





सादर/ Regards,

उड़ान संरक्षा विभाग / Flight Safety Department

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