एलाइंस एयर
ALLIANCE AIR
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FLIGHT SAFETY NEWS LETTER

In Focus

Our Commitments: Conducted Safety Awareness week in Nov'2023

Organized Health Camp during safety awareness week.

Meetings/Engagements: ERP Table Top Exercise Scheduled on 27th December 2023

Kindly Contact for ERP on 01125672289, 08800744303, 09871149284.

ERP Email Address: emergency.response@allianceair.in

Safety Bulletin: ATRs Information on CFIT.

In Focus

Flight Safety Awareness Week

6th November to 10th November 2023

Our Commitments: Flight Safety Awareness Week

6th November to 10th November 2023.

i) Interactive meet/Safety seminar through Webex for Pilots/Cabin Crew/Engineers
ii) Our dedicated members have participated in SMS programs
iii) We have shared essential safety tips, emergency procedure, and information that will help us to have a safe organisation.
iv) We have engaged in campaign designed to induct and involve our employees in Aviation Safety.

Meetings/Engagements

CFIT – Controlled Flight Into Terrain

By *Sébastien SELLEM, Flight Safety Director, Accident/Incident Investigator*

Event date : 10 May 2021
Place : Airport MATSU, TAIWAN RCFG
(elevation 232ft)
Time : 02:06 UTC (10:06 LT)
Aircraft : ATR 72-600
An ATR72-600 performed a go-around on its approach to runway 21 at Nangan Airport. During the go-around, the left and right main wheels and tail skid of the aircraft collided with the top outer edge of the pre-threshold area of runway 21.
We have captured the key points from the final investigation report and provided our recommendations to prevent re-occurrence. We draw your attention to the Decision making during the approach.
(Ref: article July 2022 - ***https://safety.atr-aircraft.com/2021/07/29/decision-makingduring-***

1. WEATHER INFORMATION

METAR:

RCFG 100200Z 17005KT 110V230 4500 BR SCT003 BKN025 24/23 Q1011 NOSIG RMK 23006KT/R03 MAX WND 08KT/R21 19005KT/NJL

SPECI RCFG 100209Z 17005KT 140V210 4000 BR SCT003 BKN025 24/23 Q1010 NOSIG RMK 23006KT/R03 MAX WND 08KT/R2119005KT/NJL

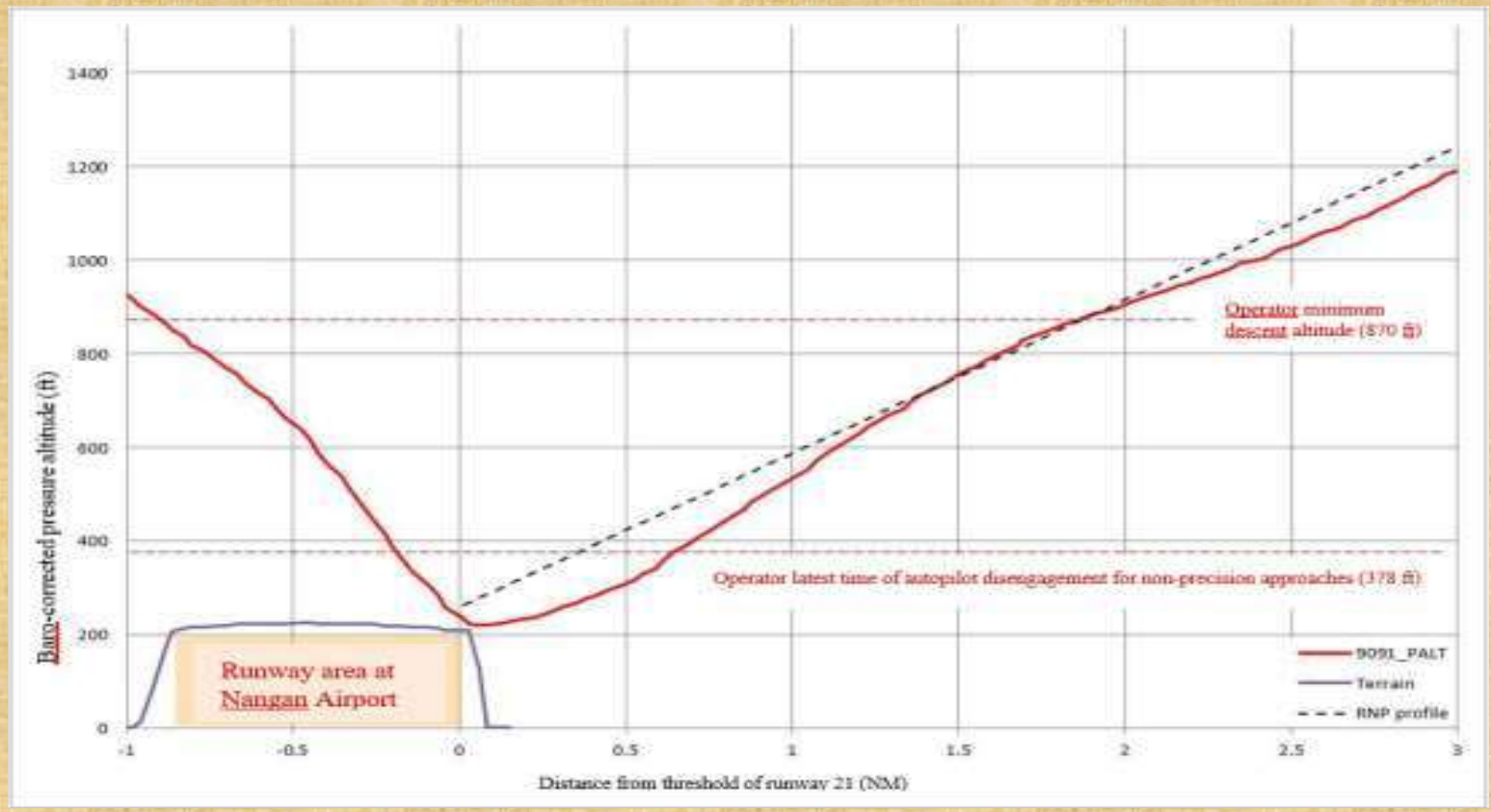
About 30 minutes before and after the aircraft touched down, there were low clouds (the cloud base was lower than the airport height). Fog on the sea to the east and north of the airport, moving to the north could be seen about 1.5 km northeast of the tower platform on Huangguan Islet.

2. SERIOUS INCIDENT DESCRIPTION

The scheduled flight B7-9091 performed a non-precision approach to runway 21 of Nangan Airport, the pre-threshold area was obscured by low clouds or marine fog. During the final approach, the pilot flying used the autopilot lateral navigation (LNAV) mode and vertical speed (VS) mode for the approach.
At 1006 LT, the aircraft penetrated the low cloud/fog not far from the threshold of runway 21 *(orange circle on the picture below).*

The pilot flying lost situational awareness of the aircraft position and did not realize that the aircraft altitude was very close to the runway threshold elevation. When the aircraft entered low clouds and was unable to maintain visual contact with the runway below the MDA, the pilot flying did not follow the procedure of immediate execution of a go-around but continued using the autopilot for the approach. The pilot monitoring did not remind the pilot flying to execute or call for a go-around.

When the pilot flying decided to perform a go-around, the aircraft had reached an altitude of 229 ft, 11 ft above the runway threshold elevation (THR RWY213 Elev: 218 ft). Because the altitude was too low, before the aircraft could establish an effective positive rate of climb, the aircraft's main wheels and tail skid collided with the top outer edge of the pre-threshold area of runway 21, causing substantial damage to the aircraft.



3. SAFETY ACTION FROM THE REPORT

Safety recommendation to the operator:

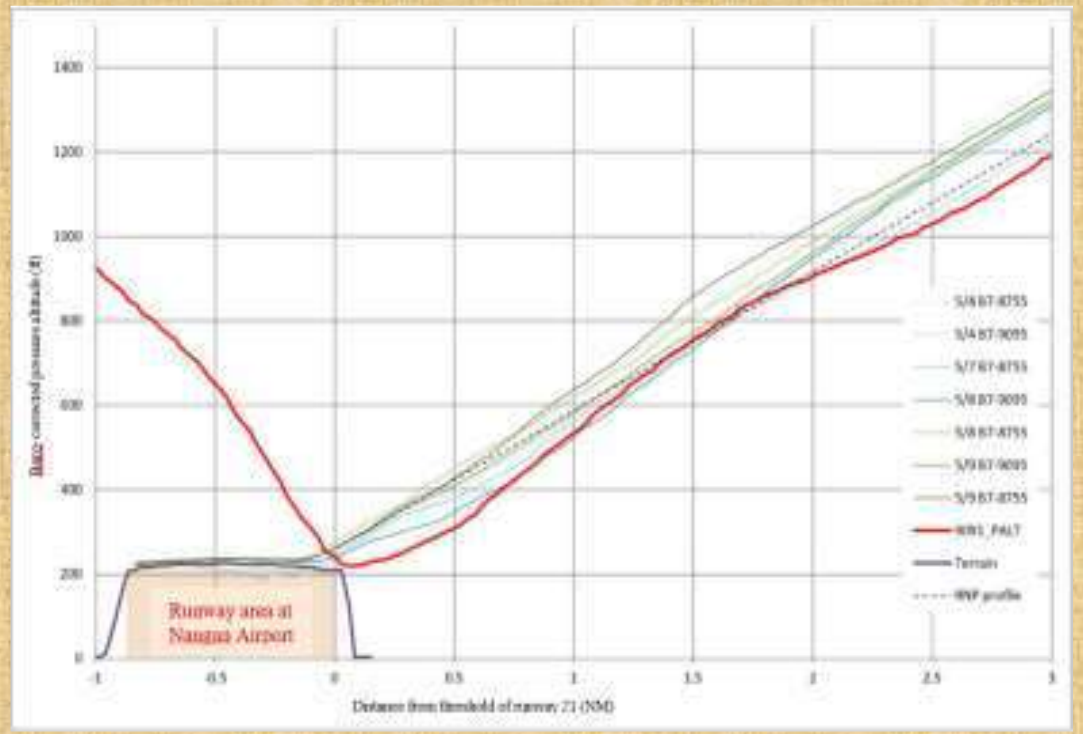
1. Strengthen the safety monitoring mechanism, identify and prevent the flight crew from deviating from the standard operating procedures (SOPs), and require the pilot monitoring to achieve the functions of team cooperation, reminder and correction, to reduce the risk of flight operations.
2. Review and strengthen Controlled Flight Into Terrain (CFIT) risk control and preventive measures based on organizational characteristics, operational patterns, and safety data analysis results, including: identification and monitoring of relevant hazards, establishment of safety performance indicators and goals, and enhancement of risk awareness among the flight crew, etc. to prevent the recurrence of similar occurrence.

Safety recommendation to Civil Aeronautics administration:

1. Supervise *the operator* to strengthen the safety monitoring mechanism to:

- Identify and prevent the flight crew from deviating from the standard operating procedures (SOPs), and require the pilot monitoring to achieve the functions of team cooperation, reminder and correction.
- Review and strengthen Controlled Flight Into Terrain (CFIT) risk control and preventive measures, including: identification and monitoring of relevant hazards, establishment of safety performance indicators and goals, and enhancement of risk awareness among the flight crew, etc. to reduce the risk of flight operations

2. Evaluate the installation of relevant auxiliary equipment at Nangan Airport, or provide meteorological observation guidance to assist meteorologists in observing and reporting marine fog or low clouds on the outer side of the runway threshold.
3. Review Nangan Airport's runway end safety area and declared runway distances in accordance with the Civil Aerodrome Design and Operation Standards. In addition, examine whether any other affiliated airport has a similar configuration.



Extract from the final report. The red line is the flight B7-9091. The dashed line is the RNP profile. The other colors are different flight

The safety margins are reduced if:

 The crew fly in short final below the flight path (as duck & dive).

 The crew continue the approach with loss of visibility or unstabilized approach.

“Do not Duck & Dive.”

 Respect the **STABILIZATION CRITERIA.**

Stabilized approach equals stabilized all the way to touchdown.

 BE prepared for a GO-AROUND

- Review the main task sharing (PM & PF) in a short briefing.
- Identify the Threat(s) on this specific approach. (Complex trajectory, congested airport, …)
- Identify the Threat(s) that could destabilize the approach (low visibility, wind, ATC runway change, …).

Our Fleet

सादर/Regards,

विकास शर्मा/Vikas Sharma
उड़ान संरक्षा प्रमुख/Chief of Flight Safety, Head-ERP
एलाइंस एअर/Alliance Air

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