

Flight Safety News Letter

- **In Focus** – Accident/Incident Prevention Program
- Safety Analysis Group
- **Emergency Response Planning (ERP)** - Requirements of Emergency Management
- **Upcoming Event** – SRBM (Safety Review Board Meeting) on 13th August 2024 & Table Top Meeting for ERP on 28th August 2024



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

For Flight Safety, kindly Contact :-

Phone & Email ID :- 01125671574 & aasl.flightsafety@allianceair.in

For ERP, kindly Contact :-

Phone & Email ID:- 01125672289, 08800744303, 09871149284 & emergency.response@allianceair.in

July 2024

In Focus Accident/Incident Prevention Program

Ref:- CAR Section 5
Series F, part I &
ICAO Annex 13 Doc
9156

Alliance Air has an accident prevention program and a safety risk management programme that includes a combination of proactive and reactive methods for safety data collection and analysis that are implemented and integrated throughout the organization to ensure existing and potential hazards to aircraft operation are identified and analyzed.

To promote Flight safety, a proactive rather than a reactive approach is recommended. The salient features of Proactive and Reactive measures, undertaken by Alliance Air are mentioned in detail in following pages. Proactive measures are aimed at identifying problem areas and implementing corrective measures before events become incidents and accidents. The aim is to nurture a safety culture in the airline and ensure the existence of the necessary facilities, workspace, equipment and supporting services, as well as work environment, to satisfy operational safety and security requirements. The procedures followed by the Flight Safety Department include the following

In Focus

Proactive Program

The proactive programme is aimed to detect the weak areas in the system through various measures as mentioned below. To recognise weaknesses in a system or organisation and to take corrective measures are the key factors to ensure safety. This way the potential hazards and problem areas shall be detected and nipped in the earlier stages itself. Necessary records of all the checks are maintained by organisation. While the Alliance Air evolve their own detailed accident/incident prevention programme keeping in view the nature and scope of their operations, the following salient measures form part of safety programme. All irregularities or other non-routine operational occurrences that might be precursors to an aircraft accident or incident shall be identified and investigated by the following Proactive Program and through Hazard Risk Management processes.

Safety Audit, FDMA Program, Periodic SAG Meeting, Cockpit & Cabin Surveillance, Spot Checks of different are, FDTL, SRM and SRBM are the part of Proactive Program .

In Focus

Proactive Program

SAFETY AWARENESS - The safety culture in the organization shall be promoted by safety awareness programme. Imparting safety awareness amongst the personnel of an organization is an important step for enhancing safety in aviation. Sustained education of these personnel will go a long way in achieving this objective. Without prejudice to the generality of this measure, the Safety Awareness Programme of an organization shall have the following minimum features:

- All flight crew, maintenance engineers, cabin crew and other key personnel shall be given periodical refresher courses to update their knowledge.
- The organization shall organize periodic safety seminars for the benefit of their personnel. Specialists in the field of safety may be invited to give presentations so that lessons could be learnt from the experience of others.
- Pilots, engineers and safety managers of the operators should participate in the safety seminars organized by the DGCA and other agencies in the country and abroad.
- Safety journals/ safety posters/safety bulletins/ news letter shall be developed and circulated.

In Focus

Reactive Program

Ref:- CAR Section 5
Series F, part I &
ICAO Annex 13 Doc
9156

REPORTING OF ACCIDENTS/ INCIDENTS: In accordance with Aircraft Rules, 1937 & Rules of 2017, all operators are required to report notifiable incidents / accidents to the office of DGCA. In case of an incident, the duly Flight Safety Report shall be sent to Flight Safety Department by the station manager / duty manager of despatch office. In addition to this, the captain of the flight shall raise an FSR online within the time stipulated by the regulatory authority.

PERMANENT INVESTIGATION BOARD: The Flight Safety Department shall constitute Permanent Investigation Board to investigate all incidents involving our aircraft, including incidents on ground. A routine PIB shall be scheduled as per the stipulated timeline and a special PIB shall be constituted by the Chief of Flight Safety for incidents which require detailed investigation where crew & other concerned personnel need to be called.

IMPLEMENTATION OF RECCOMENDATIONS OF INVESTIGATOR IN-CHARGE /COMMITTEE OF INQUIRY AND COURT OFINQUIRY: The Flight Safety Department shall ensure that the recommendations of Investigator In Charge /committee of inquiry/court of inquiry are implemented. Specific audits shall be conducted to ensure that the recommendations are implemented.

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Safety Analysis Group

Ref:- CAR Section 5
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A. This group will be headed by Chief of Flight Safety assisted by other officers of Flight Safety Department, will be constituted by Chief of Flight Safety. This group will analyse all safety issue and will conduct a quarterly review meeting to analyse the data collected from various sources viz. findings/safety issues arising out of audits, spot checks, FDAP exceedances / trends, various other reports (HIR, Voluntary, Anonymous, Confidential, etc. of Proactive Program and incidents (PIB/SPIB)/ other issues of Reactive program conducted by Flight Safety Department and initiate appropriate actions as necessary. This group also addresses the findings that result from Internal Audits and/or Audits conducted by External Agencies to ensure :-

Identification of root causes

- i. Development of corrective actions as appropriate to address findings
- ii. Implementation of corrective action in appropriate areas.
- iii. Evaluate of corrective action to determine effectiveness.

The group shall analyse the incidents, accidents, SMS data, audit findings and review the ATR for its adequacy and effectiveness.

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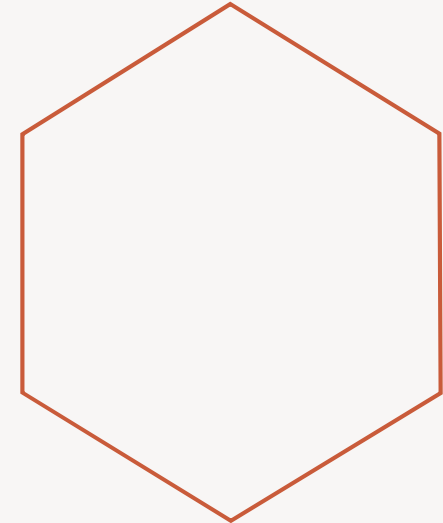
Safety Analysis Group

Ref:- CAR Section 5
Series F, part I &
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This group will obtain the data from the Data Management Group and Flight Safety and shall be the responsible for SMS Records management.

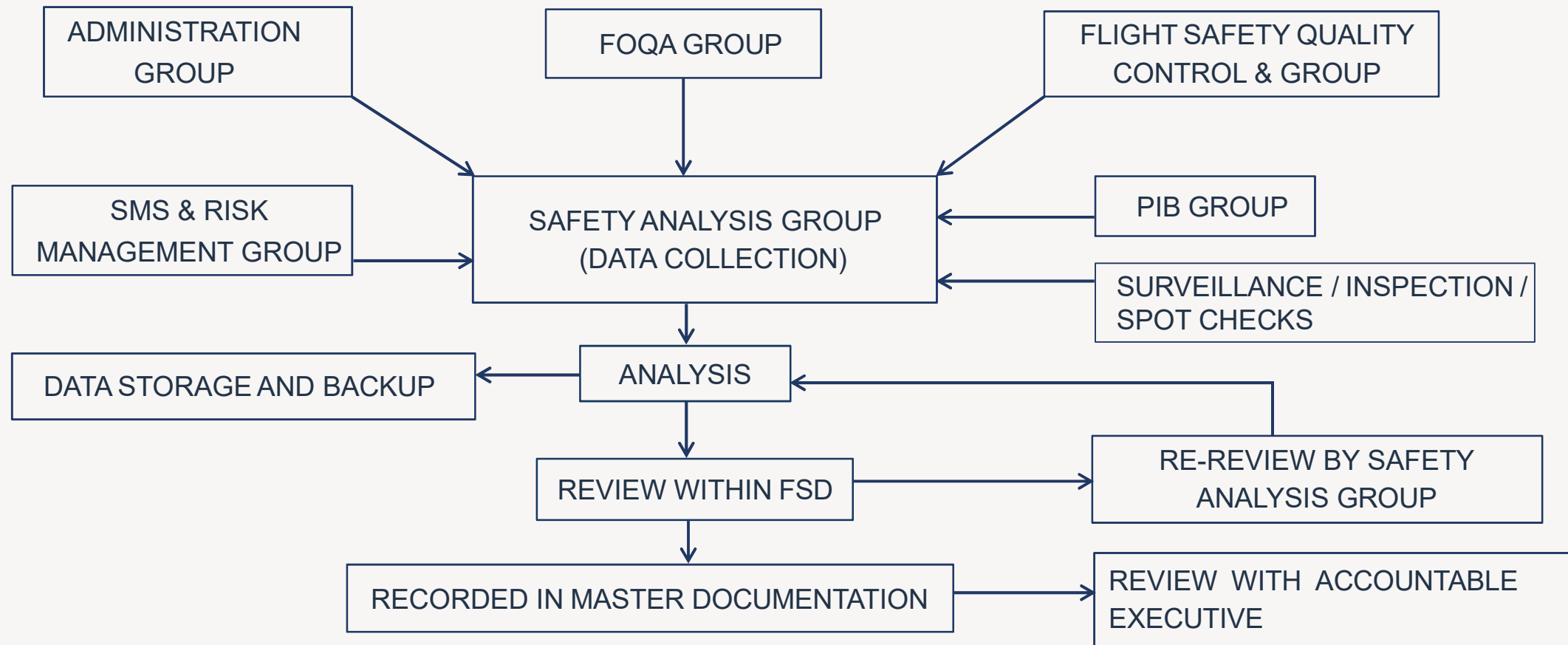
B. The analysis shall include among others the review of Flight Safety Analysis including details of Aircraft Accidents & Incidents; PIB recommendations and internal safety investigations; irregularities and other non-routine operational occurrences that might be precursors to aircraft accidents/incident, FDAP Data, Trend Analysis, CVR analysis, LOSA review, Safety Management Systems and Hazard Identification Program, Operational Safety Reporting System, Proactive and Reactive Reports, Action taken on mandatory and voluntary and confidential Voluntary Reports, Safety Risk Assessments & mitigation, SPIs – setting and monitoring targets for validating effectiveness of safety risk controls, Safety Audit Reports, Spot Checks Review, Quality Assurance findings, Identification of Changes external and internal affecting the level of safety risks, feedback through interviews and interactions with personnel, Aircraft Engineering and maintenance reports, QC & Compliance Monitoring. These meetings will involve key safety and SMS Personnel and will be chaired by the Chief of Flight Safety/Dy. Chief of Flight Safety.

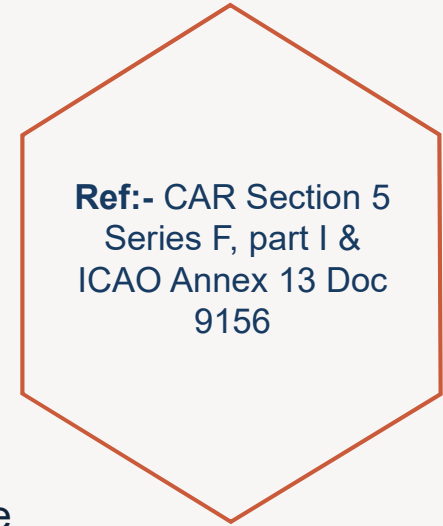
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Safety Analysis Group

Process Flow chart of Safety Analysis Group is given below:





Emergency Response Planning (ERP)

Requirements of Emergency Management

The primary requirement in Emergency Management is to keep the organization in preparedness to face the challenges arising due to any emergency.

All designated personnel are required to be fully prepared to handle an emergency and effect recovery in their area of work in the event of an emergency.

The Head- Emergency Response Planning is responsible for the ERP and has to meet the requisite qualification of having undergone the five-day Emergency Response Training, is current with Refresher Training, has participated in Mock drills, familiar with the EMM and has the requisite knowledge in Emergency Response principles. He / She should also have aviation experience of minimum 10 years.

It is essential that all personnel involved in the response to an emergency are fully aware of the procedures that are to be followed. It is the responsibility of the Departmental Head to ensure that they keep their staff up to date and that their own internal procedures or check lists are conveniently set up.

Department Heads should ensure that they test their own department's ability to perform the procedures required, as published in this manual. The Head- Emergency Response Planning shall be available for guidance and training support.

Alliance Air will ensure all personnel with responsibilities under the ERP are appropriately trained and qualified to execute applicable procedures.

Emergency Response Planning (ERP)

Requirements of Emergency Management

Training for personnel with responsibilities under the ERP could be conducted externally or in-house by an operator's own qualified Instructors, and will include drills, table top exercises, and/or simulations. Attendees include both management and operational personnel and, as applicable to the operator's structure, station locations.

Training programs are generally tailored for personnel based on the role performed under the ERP. Typically, persons involved in family assistance and crisis communications, as well as members of the emergency response group or committee (as applicable), would be required to complete ERP training.

The curriculum for ERP training normally includes general subjects associated with emergency response management, as well as role-specific subjects that address issues associated with:

- Family assistance/special assistance;
- Cultural sensitivity;
- Telephone enquiry;
- Team call-out and assembly;
- Crash site discipline;
- Effects retrieval.

Ref:- CAR Section 1
Series C, part I &
ICAO Annex 12 & 13

Emergency Response Planning (ERP)

Requirements of Emergency Management

The Head- Emergency Response Planning will coordinate the Emergency Response training. The content of all training will be based on the Emergency Response Manual, Emergency Response Action Guide and the industry best practices in emergency Response. Major training activities for the subsequent calendar year shall be published in December of the preceding calendar year. The ERP Coordinator, Volunteers for Special Assistance Team, GO TEAM members, Airport / Station Managers/Coordinator shall undergo initial training and refresher training once in three years. The planning and coordination of training will be carried out by the ERP Admin. Manager/Coordinator.

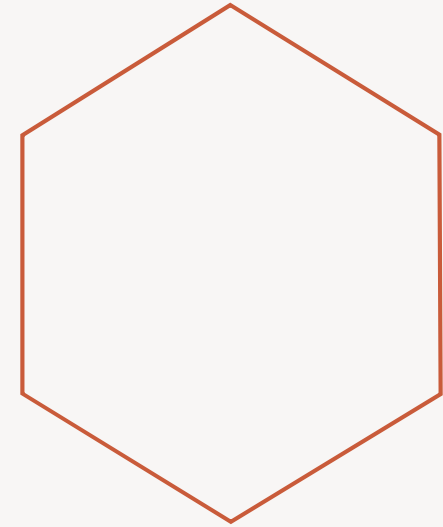
Emergency Response Planning trainers must also undergo days of training as per EMM on emergency response followed by refresher in two years. In addition, the individual must also have relevant experience in respective fields and also must have participated in mock drills and table top exercises.

Ref:- CAR Section 1
Series C, part I &
ICAO Annex 12 & 13

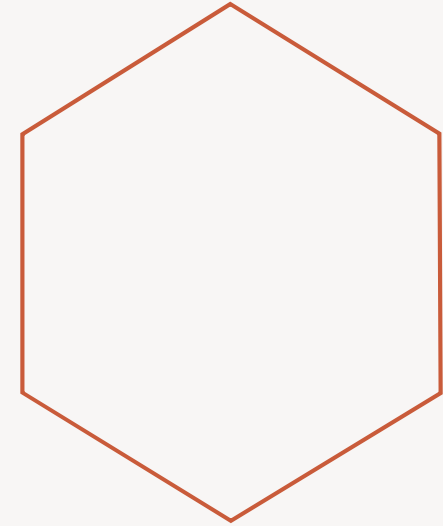
Meeting and Engagement

Cockpit Crew / Cabin Crew / Engineer

Interactive Meet Conducted on 15th July 2024



Upcoming Event

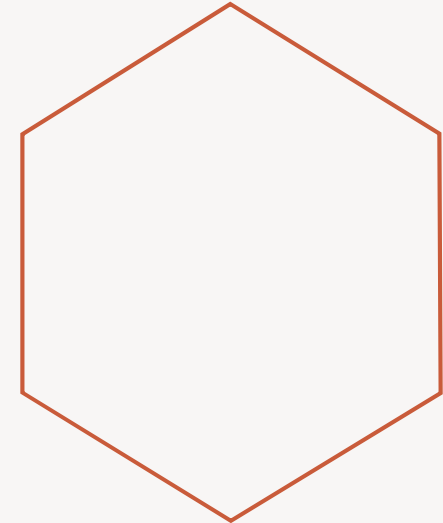


SRBM (Safety Review Board Meeting) on 13th August 2024

&

Table Top Exercise for ERP on 28th August 2024

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

