

# DGCA SAFETY BULLETIN

# OCTOBER 2011

DGCA is starting SAFETY BULLETINS from this month onward. The SAFETY BULLETIN will contain informative reading materials. Initially this will be published quarterly. However, efforts will be made to convert it into monthly safety journal of DGCA. The aim of the DGCA SAFETY BULLETIN is to provide a short synopsis on requirements of safety. Any suggestion to improve the SAFETY BULLETIN will be highly appreciated.

*Informative  
Reading material*

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## **ATCOs – THE INTEGRAL PART OF THE SAFETY CHAIN**

Working in aviation means teamwork. The pilots and the ATCOs are all part of this team, even though they are not physically in the same place. It is therefore important that we all have the same mental model of a situation all the time.

A particular flight hazard – one which an ATCO can help to prevent, thus making an important contribution to safety.

**Un-stabilized Approaches**, which often lead to Approach and Landing Accidents (like CFIT or runway overruns or shortcomes). Possible clearances during the approach “*maintain 170/180kt to the outer marker,*” or “*maintain high speed during the approach*”.

Every flight **MUST** be stabilized on approach not later than 1000’ AGL. It is not meant as a goal – it is a hard limit! With a jet like the common B737 it requires you to start further configuring the aircraft from the intermediate flap setting no later than 2000’ AGL, which means around 7NM on finals – and, depending on actual weather and the environmental situation, further speed reduction may be necessary.

ATCO’s are expected to keep such factors in mind when dealing with high-density air traffic.

SEE ALSO OPERATIONS CIRCULAR

On

[www.dgca.nic.in](http://www.dgca.nic.in)



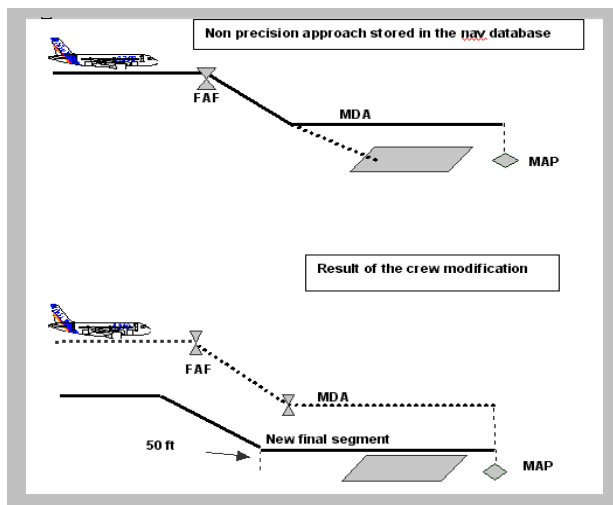
- 2/2011 - Altitude and Speed Constraints in Area Navigation (RNAV) Procedures.
- 5/2011 - Pilot Controller Communication
- 8/2001 - ATCO Workload

## FLYING A NON-PRECISION APPROACH

In spite of several ILS installations there are still non-precision approaches at many airfields. It has been researched that non-precision approaches increase the risk of an accident manifold. Of course it is quite true that every pilot should be able to fly such an approach. But a non-precision approach cannot be treated in the same way as a standard ILS approach. It should be treated as an abnormal procedure which requires a lot more situational awareness and working effort than a precision approach.

Once again it is the human factor that makes flying a non-precision approach critical. On most modern aircraft a pilot can use the autopilot to help him with such things as tracking. But you must constantly readjust the heading to keep on the final approach track. But together with descending along the prescribed glide path it is much more demanding, especially if you do not start the approach in the final configuration and speed due to a requirement to maintain high speed as long as practicable.

In this case, you will have to counteract for ballooning during flap extension and vertical speed adjustment due to speed change. All this, together with bad weather and may be manual flying, can turn an “easy” non-precision approach into a flight hazard.



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## RAMP BRIEF

As another winter season is approaching please ensure you are prepared. Now is the time to remove any equipment such as pallets, ballast, or carts used for storage, from around the gate areas.

During the winter operations REMEMBER to:

- Adjust your stopping distances for wet conditions
- Use extra caution when standing water is present
- Use personal protective equipment

Take care of the GROUND EQUIPMENT:

- Keep equipment protected from the elements when possible
- If equipment is damaged or will not start, contact your local GSE facility or vendor to have the equipment repaired
- Make sure lavatory and water trucks are winterized to prevent fluids from freezing
- In adverse weather, sloping ramp, chock the nose and both main gear tires – forward & aft of the tire.

Keep locations around the loading bridge, gates and terminal free from unnecessary equipment, FOD or anything else.

## **DISABLED AIRCRAFT REMOVAL**

*Guidance on removal of a disabled aircraft, including recovery equipment, is given in the ICAO Airport Services Manual, Part 5. See also ICAO Annex 13 concerning protection of evidence, custody and removal of aircraft.*

1. A plan for the removal of an aircraft disabled on, or adjacent to, the movement area shall be established for an aerodrome with a coordinator designated to implement the plan.
2. The disabled aircraft removal plan shall be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things:
  - a) A list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose; and
  - b) Arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.



## **CONTINUING AIRWORTHINESS REQUIREMENTS**

- (a) The continuing airworthiness of aircraft and components shall be ensured in accordance with the provisions of CAR-M.
- (b) Organizations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of CAR-M, CAR145 and requirements for licensing of aircraft maintenance personnel, as appropriate.
- (c) By derogation from paragraph (a), the continuing airworthiness of aircraft holding a Ferry Flight Permit shall be ensured on the basis of the specific continuing airworthiness arrangements as defined in the Ferry Flight Permit issued in accordance with CAR Sec-2, Series F Part VII.