SAFETY ALERT 2019-03
Issue 01
Date of Issue: 4th November 2019

SUBJECT:
NON-ROUTINE OPERATIONS FOR ANSPs AND AIRCRAFT OPERATORS

REFERENCE PUBLICATIONS:
N/A

REASON:
In review of the outcomes of the accident occurred on 16th May 2019 related to a loss of control on approach during runway lighting calibration flight, there is opportunity for enhancing the management of non-routine operations.

This Safety Alert is to issue recommendations to Air Navigation Service Providers & Aircraft Operators.

‘Non-routine operations’ are by nature operations that require additional focus, such as but not limited to:
- Acrobatic/Aerobatic flights
- Aerial work, such as agriculture, construction, photography, surveying, aerial advertisement etc.
- Air shows/events
- Airship
- Calibration flights
- Cross-country flight
- Experimental and Test flights
- Formation flights
- Military Exercises
- Parachute Jumping Exercises
- RPAS, UAS, UAV and Drones and similar
- Spaceflights, e.g. space-tourism or high-speed transport
- Special events
- Special Head of State and VVIP/VIP flights
- Subsonic/Supersonic flights
- Unmanned free balloon
- Wingman

RECOMMENDATION 1:

a) Air Navigation Service Providers should ensure that their management system takes into consideration the management of non-routine operations, based on a management of change process to determine:
   1) the type of flight rules that will be used, i.e. IFR or VFR (including SVFR);
2) the conditions for provision of air traffic services and flight information services in applicable airspace classes;
3) applicable separation minima to be applied;
4) priorities in respect to all other traffic;
5) need for sterilisation and protection of affected areas;
6) arrival, departure and sector capacity;
7) dedicated frequency to be used to reduce or prevent frequency congestion;
8) requirement of passing of traffic information;
9) requirement of issuing traffic information;
10) any necessary wake turbulence procedures;
11) phraseology guidelines with examples; and
12) the level of training and competences required by ATCO when engaged in such types of operations.

b) When necessary, pre-flight briefings should be held with relevant flight crew, ground staff and affected ATS personnel prior to the commencement to ensure they have a solid understanding of the operations, and their roles and responsibilities; and

c) Air Navigation Service Providers should ensure that they have the ultimate authority to delay or suspend the operation.

**RECOMMENDATION 2:**
Aircraft operators engaged in non-routine operations should:

a) have a mechanism to enhance collaboration with ANSP to ensure safe operations;

b) conduct a risk assessment to provide adequate information to ATS on which to base management of change processes; and

c) comply with all ATC requirements.

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