



SAFETY ALERT 2020-10

Issue 01

Date of Issue: October 20, 2020

SUBJECT:

ACCIDENT INVESTIGATION RECOMMENDATIONS

REFERENCE PUBLICATION:

N/A

DESCRIPTION:

The UAE Air Accident Investigation Authority has published on the 6th of February 2020 the final report on the Aircraft Accident that took place on 3rd August 2016, 08:37:38 UTC at Dubai International Airport.

The investigation issued several Safety Recommendations, based on the conclusions of the Accident Investigation aiming at improving aviation safety.

The Air Accident Investigation Report and relevant Safety Recommendations can be found [here](#).

RECOMMENDATION 1: GENERAL

Accident Investigation Safety Recommendations are one of the main sources for Hazard Identification and Risk Management an Organization can utilize in their Safety Management System since they provide all Aviation organizations, and not only those affected by the Accident, with valuable information on new possible hazards which may affect their operations.

In addition to the Recommendations 2 to 5 in this Safety Alert, Aircraft Operators, Air Navigation Service Providers, and Aerodrome Operators should review the abovementioned Investigation Report and address within their own management systems hazards/risks highlighted in the report, as necessary.

For Organizations which were addressed by Safety Recommendations in abovementioned report, this Safety Alert does not waive the requirements to address and respond to the UAE Air Accident Investigation Sector Safety Recommendations as required by applicable Regulations.

RECOMMENDATION 2: COMMON RECOMMENDATIONS

Based on the analysis documented in section 2.10.2 of the investigation report, the GCAA recommends:

- a) Aircraft operators and Air Navigation Service Providers to ensure that Operational Flight Plans are submitted as per latest issues of ICAO Annex 2 and ICAO Doc 4444.
- b) Aircraft operators, Aerodrome Operators and Air Navigation Service Providers to be able to obtain and transmit to the search and rescue and firefighting services, information related to persons on board and dangerous goods for flights departing and arriving at United Arab Emirates airports within



an acceptable time. This should be aligned with recommended practices as stated in ICAO Doc 4444 chapter on Emergency Procedures and ICAO Doc 9137–Airport Services Manual, Part 7–Airport Emergency Planning.

RECOMMENDATION 3: AIRCRAFT OPERATORS

Based on the analysis documented in section 2.6 of the investigation report, the GCAA recommends

Aircraft operators to review their management system to ensure:

- a) Relevant common risks, safety defenses and related operational issues are monitored by FDM programmes (e.g. go around).
- b) Advanced techniques to investigate flight data are identified and implemented to define what is the abnormal/unacceptable occurrence rate as well as the desired target (improvement) rate for the indicator and to set appropriate FDM precursors with due consideration with relevant Human Factors.
- c) FDM is used to its fullest extent to support risk management and safety-monitoring activities within operator, in particular with the aim to enhance SOP and verify competence of the flight crew

Based on the analysis done in section 2.10.2 of the investigation report, the GCAA recommends

Aircraft Operators to:

- a) update passenger safety briefings and passenger safety cards to include clear instructions and illustrations that carry-on baggage must not be taken during an emergency situation and to leave carry-on baggage during an evacuation.
- b) refer to ICAO Document 10086–Manual on Information and Instructions for Passenger Safety.

RECOMMENDATION 4: AIR NAVIGATION SERVICES PROVIDERS

Based on the analysis documented in section 2.6 of the investigation report, the GCAA recommends

Air Navigation Service Providers to review their management system to:

- a) Assess their system against ICAO Annex 3 - Meteorological Service for International Air Navigation, including the forecasting and reporting of windshear, and report to their principal inspector by end of 2020 on the outcomes of their evaluation.
- b) ensure that meteorological information, including forecasting and reporting of windshear, is received in a manner and format compliant with ICAO Annex 3, and report to the Meteorological service provider any inconsistency detected.

Based on the analysis documented in section 2.7 of the investigation report, the GCAA recommends

Air Navigation Service Providers to:

- a) implement procedures and guidance that would limit the air traffic controller, to the maximum extent, from issuing instructions to flight crews that would modify the published missed approach procedures in case of go around with the sole exception of transmitting essential instructions to ensure air safety



- b) Emphasize the benefits of consistently applying the published missed approach procedure and the risks associated with modifications to such procedure at a time of high flight crew workload when potential for distraction must be minimized;
- c) Emphasize, during all phases of air traffic controller training, the importance of correctly timed, concise and effective communication to flight crew performing a missed approach; and
- d) Incorporate appropriate details of the accident described in the investigation report and the lessons learned into air traffic controller training.
- e) implement recommendations contained in Safety Alert 20016-09 – Reporting of windshear by Air Traffic Services Unit. This Safety Alert requires Air Traffic Control Units (ATCUs) to maintain pilot awareness and alertness of possible windshear conditions and to ensure that information about the operational effect of the windshear (speed loss or gain) in an area is effectively relayed to assist other pilots flying in the same area; and also included provisions to ensure training of air traffic services personnel includes a windshear program.

Note: It is to be noted that the GCAA has also updated the Civil Aviation Advisory Publication (CAAP) 69, the 'UAE Radiotelephony Standards' to include clear provisions related to transmissions to flight crew during the missed approaches, and an update of procedures related to the dissemination of wind shear information.

RECOMMENDATION 5: AERODROMES OPERATORS

Based on the analysis documented in section 2.8 of the investigation report, the GCAA recommends Aerodrome Operators, in coordination with Air Navigation Service Providers to review the current siting of anemometers and address existence of low-level wind-shear condition by means such as installation of low-level windshear and alerts system.

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