



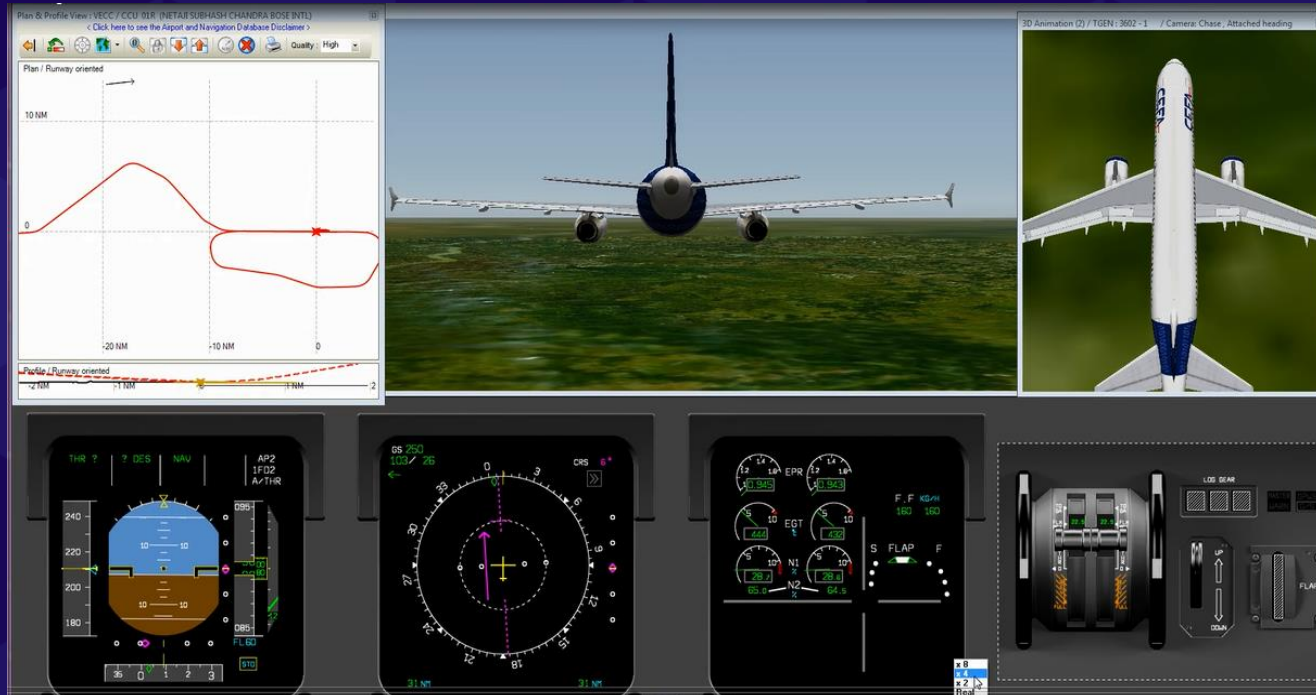
# SMS In Daily Operations

By

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# De-identified Video

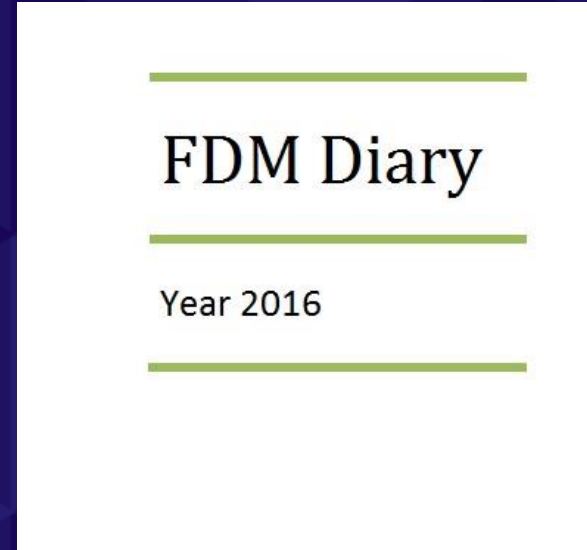


Fortnightly De-identified Video shared with all Crew



# FDM Diary

- Annual FDM Diary shared with all Crew:



## AHMEDABAD (AMD)

RISK LEVEL		
BIRD/ANIMAL MENACE		HIGH
UNSTABLE APPROACH	RWY 05	NO TREND
	RWY 23	MEDIUM
HIGH G LANDING	ALL RWYs	LOW
LONG LANDING	ALL RWYs	LOW
HARSH BRAKING	ALL RWYs	NO TREND
GO-AROUND	RWY 05	HIGH
	RWY 23	MEDIUM

Station specific trends are highlighted.

# De-identified Report



**INVESTIGATION REPORT ON PRECAUTIONARY LANDING AT ABC DUE TO 'PARTIAL COMMUNICATION FAILURE (TRANSMISSION ONLY) ON FLIGHT XXX (ABC-DEF) OPERATED BY XXX AIRCRAFT**

**Synopsis:**

Flight XXX (ABC-DEF) was involved in a precautionary landing incident in ABC due to Partial Communication Failure (Transmission Only) during flight. The aircraft was released for further flights after necessary rectification in ABC.

**1. Factual Information:**

**1.1 History of Flight:**

Flight XXX (ABC-DEF) operated by XXX aircraft was scheduled to depart from ABC. The aircraft departed from ABC.


Crew reported intermittent loss of communication during the previous sector (GHI-ABC). However, flight crew did not document the intermittent loss of communication in the Techlog after landing and only verbally reported an intermittent malfunction in P1 side handmike after




Fortnightly De-identified Report shared with all Crew

# IndiGo Ramp Safety Flyers

- Flyers are available on AOCs Home Page in the IndiGo Portal.

### Ramp Safety Awareness



- Always ensure availability of Wing Walker on arrival and departure of flight.
- Always use appropriate hand signals during the day and illuminated wands during night / low visibility conditions.
- Always maintain eye contact with Aircraft Marshaller

### Follow SOP....Be Safe !!!




**"Have you checked your loading and followed your checklist"**




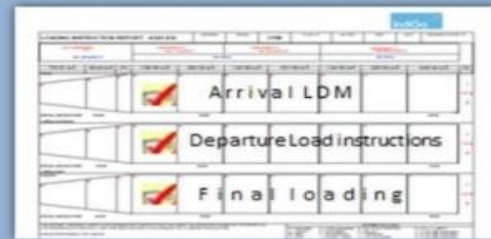


- Ensure to carry necessary documents like ramp checklist, Arrival LDM, UIR authorized by L&T staff and plan your flight accordingly.
- Ensure briefings are conducted with staff and loaders allocated on ramp.
- Follow your checklist and monitor operations.
- Do Not overload and remember to lash your loadings before you close the holds.

### Follow SOP....Be Safe !!!



**"Have you checked your loading and followed your checklist"**

<input checked="" type="checkbox"/>	Arrival LDM	
<input checked="" type="checkbox"/>	Departure Load instructions	
<input checked="" type="checkbox"/>	Final loading	

- Ensure to carry necessary documents like ramp checklist, Arrival LDM, UIR authorized by L&T staff and plan your flight accordingly.
- Ensure briefings are conducted with staff and loaders allocated on ramp.
- Follow your checklist and monitor operations.
- Follow SOP and ensure safe operations at all allocations.

# IndiGo Safety Journal/Safety Bulletins

- Bimonthly IndSafe magazines released to all IndiGo staff.
- Safety Bulletins and Safety Circulars released periodically.



## **Safety Bulletin # 4 of 2017:**

### **B739, Singapore, 2013**

#### **Summary**

On 26 May 2013, about 20 minutes after arrival at Singapore for a turn round expected to last about an hour and with crew members on board, a Boeing 737-900 was suddenly rotated approximately 30 degrees about its main gear by a relatively modest wind gust and damaged by consequent impacts. The investigation concluded that the movement had been due to the failure to follow manufacturer's guidance on both adequate chocking of the aircraft wheels and the order of hold loading. It was found that the Operator had not ensured that its ground handling agent at Singapore was properly instructed

#### **Description**

On 26 May 2013, a [Boeing 737-900](#) (PK-LHQ) being operated by Lion Air had just arrived at Singapore Changi Airport on a scheduled passenger flight. Passengers had disembarked and baggage for the next flight [was being loaded](#) during the approximately one hour turn round when the aircraft nose was suddenly moved 3.5 metres to the right by the prevailing [wind](#) during a [tropical storm](#). Impact damage was caused to the aircraft, the attached air bridge and adjacent baggage loading equipment. None of those on board or adjacent to the aircraft were injured.

# Safety Management System

- An online safety optimization platform which is reliable and faster.
- Business Intelligence
- Predictive Analytics
- GIS & Spatial Reporting
- Controlled Document Management
- Incident & Investigation Management
- Audit & Inspection Management
- Controlled Document Management
- Compliance Management
- Risk & Control Management

**A Hazard reported today is an  
Accident prevented tomorrow**

 Occurrence Report (FSF-001)	 Bird Strike Form (FSF-002)	 Pilot Observer RA (FSF-004)	 Air Traffic Incident Form (FSF-005)
 On Board Incident Form (FSF-006/007)	 Anonymous/Voluntary /Confidential Incident Report (FSF-008)	 Hazard (FSF-009)	 Ground Incident Form (FSF-010)
 Dangerous Goods Incident Form (FSF-011)	 EGPWS Occurrence Form (FSF-012)	 Accident Notification Form (FSF-013)	 Unruly Passenger Form (FSF-014)
 Flight Medical Form	 FDM Event Form	 Cabin Safety Report	 Runway Incursion Initial Report Form

# Safety Trainings



- SMS Training
- LSAG Training
- SAG Training
- Safety Refreshers
- Fatigue Management Classes
- Auditor Training
- Emergency Response Training
- Accident/Incident Investigation Training.





Thank You

