

Tel: 95 1 663814 Ext 209  
Fax: 95 1 665124  
AFTN: VYYYYOYX  
eMail: < [ats@dca.gov.mm](mailto:ats@dca.gov.mm) >

**Department of Civil Aviation**  
**Aeronautical Information Services**  
ATC Operations Building  
Yangon International Airport  
Mingaladon, Yangon 11021  
**MYANMAR**

**AIC**  
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## **GUIDANCE TO AIR OPERATORS IN ESTABLISHING A FLIGHT SAFETY DOCUMENTS SYSTEM**

### **1. PURPOSE**

- 1.1 This AIC is issued to provide air operators with guidance on the establishment of an effective flight safety documents system for the use and guidance of operational personnel.

### **2. RELATED CIVIL AVIATION REGULATIONS**

- a) The Union of Myanmar Aircraft Act (1934)  
b) The Union of Myanmar Aircraft Rules (1937)

### **3. BACKGROUND**

- 3.1 The findings of the ICAO Universal Safety Oversight Audit Programme (USOAP) include, among others, deficiencies in compliance with Standards and Recommended Practices (SARPs) regarding operational documents required by Annex 6. These specific findings refer to deficiencies in operations manuals and maintenance control manuals.
- 3.2 Analysis of accident information revealed that in three accident reports involving international commercial air transport aircraft and in 1061 incident reports, deficiencies in operational documents were considered contributing factor to the events.
- 3.3 The International Civil Aviation Organization has adopted a new Standard in Annex 6, Operations of Aircraft, Part I, requiring that an operator establish a flight safety documents system for the use and guidance of operational personnel as part of its accident prevention and flight safety programme.

### **4. SCOPE**

- 4.1 The scope of this AIC is to provide guidance on the development and organization of a flight safety documents system.
- 4.2 That air operator manual(s) include the duties, responsibilities, and authority of the Director of Safety.
- 4.3 The qualifications of an individual serving as a full time Director of Safety are similar to those outlined above.

### **5. FLIGHT SAFETY DOCUMENTS SYSTEM**

- 5.1 It should be understood that the development of a flight safety documents system is a complete process, and that changes to each document comprising the system may affect the entire system. Guidelines applicable to the development of operational documents have been produced by DCA and are available to air operators. Nevertheless, it may be difficult for operators to make the best use of these guidelines, since they are distributed across a number of publications.
- 5.2 Furthermore, guidelines applicable to operational documents development tends to focus on a single aspect of documents design, for example, formatting and typography. Guidelines rarely cover the entire process of operational documents development.
- 5.3 It is important for operational documents to be consistent with each other, and consistent with regulations, manufacturer requirements and Human Factors principles. It is also necessary to ensure consistency across departments as well as consistency in application. Hence the emphasis should be placed on an integrated approach, based on the notion of the operational documents as a complete system.

5.4 The guidelines in this AIC address the major aspects of an operator's flight safety documents system development process, with the aim of ensuring compliance with CAR XXX (insert regulation number). The guidelines are based not only upon scientific research, but also upon current best industry practices, with an emphasis on a high degree of operational relevance.

## **6. ORGANIZATION**

6.1 A flight safety documents system should be organized according to criteria which ensure easy access to information required for flight and ground operations contained in the various operational documents comprising the system and which facilitate management of the distribution and revision of operational documents.

6.2 Information contained in a flight safety documents system should be grouped according to the importance and use of the information, as follows:

- 1) Time critical information, e.g., information that can jeopardize the safety of the operation if not immediately available;
- 2) Time sensitive information, e.g., information that can affect the level of safety or delay the operation if not available in a short time period;
- 3) Frequently used information;
- 4) Reference information, e.g., information that is required for the operation but does not fall under 1) or 2) above; and
- 5) Information that can be grouped based on the phase of operation in which it is used.

6.3 Time critical information should be placed early and prominently in the flight safety documents system.

6.4 Time critical information, time sensitive information, and frequently used information should be placed in cards and quick-reference guides.

6.5 The flight safety documents system should be validated before deployment, under realistic conditions. Validation should involve the critical aspects of the information use, in order to verify its effectiveness. Interactions among all groups that can occur during operations should also be included in the validation process.

6.6 A flight safety documents system should maintain consistency in terminology and in the use of standard terms for common items and actions.

6.7 Operational documents should include a glossary of terms, acronyms and their standard definition, updated on a regular basis to ensure access to the most recent terminology. All significant terms, acronyms and abbreviations included in the flight documents system should be defined.

6.8 A flight safety documents system should ensure standardization across document types, including writing style, terminology, use of graphics and symbols, and formatting across documents. This includes a consistent location of specific types of information, consistent use of units of measurement and consistent use of codes.

6.9 A flight safety documents system needs to include a verification mechanism to ensure that, whenever a section of a document is amended, all other documents likely to be affected are identified and that consequential amendments are duly coordinated and agreed to by the responsible departments before the amendment is processed.

## **7. APPLICABILITY**

7.1 Air operators who have yet to establish a flight safety documents system should utilize the information contained in this AIC in establishing such a system. Air operators who have established such a system should verify that the functionality of their system is in compliance with the concepts outlined in this AIC. DCA inspectors will be conducting a review of the flight safety documents system to ensure that it is effective in providing vital safety information to flight crew in a timely manner.