

United Nations  Nations Unies

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28 June 2013

Dear Sir/Madame,

We refer to our letter of 11 June 2013 concerning the review of risk mitigating measures in aviation safety. The purpose of this communication is to inform you of the decision of the United Nations to make **MANDATORY, starting 01 December 2013, the requirement to install a Ground Proximity Warning System with a forward-looking terrain avoidance function, generally referred to as Enhanced Ground Proximity Warning System (EGPWS), also known as Terrain Awareness and Warning System (TAWS), on board all Rotary-Wing (RW) aircraft under UN Long-Term Air Charter Agreements and Letter Of Assist (LOA), as specified below.**

This decision is based on the recommendation of ICAO Annex 6, Part III Chapter 4. Para 4.4.4, stating **“A helicopter when operating in accordance with IFR (Instrument Flight Rules) and which has a maximum certificated take-off mass in excess of 3,175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.”**

As a part of the aviation quality assurance programme that benefits aviation safety, contract management and mitigate risk in United Nations air transportation operations, and in line with aviation industry best practices, the Department of Field Support (DFS) has conducted an extensive review of technical and contractual arrangements, in order to further reduce the risk associated with Controlled Flight into Terrain (CFIT). This internal study incorporates the industry best practices existing safety and regulatory regimes of civil aviation authorities, equipment availability, as well as due consideration on any operation and financial implications. This analysis is based on various criteria (a) the completion of UN technical evaluation of the suitability of such equipment (i.e. how effective is the “look ahead”, the upkeep of software on which EGPWS/TAWS depends, as well as the obstacle, runway and terrain data base, the reliability of digitized data in remote locations like Eastern DRC and various other field missions), (b) implications/benefits of such avionic systems and (c) timeframe for contractors to install the new equipment, mandatory training and certification issues.


The upcoming five-month period prior to the implementation of the requirement should allow UN Flight Vendors (AOC Holders) to obtain the necessary authorizations from their respective National Civil Aviation Authorities approving the design and the model proposed by the aircraft/equipment manufacturer in connection with any Supplement Type Certificate (STC) process or approval modification, when applicable, in line with the standards specified her above and further on to purchase and complete the installation of the equipment.

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UN Flight Vendors will also be requested to provide in due time the necessary documentations and Standard Operation Procedures associated with the use of this specific equipment, and appropriate crew training procedures/programmes and awareness particularly when regular update of database is not available or undermined by the lack of suitable navigational inputs. The new requirement for EGPWS/TAWS for military helicopters will be addressed separately by DFS with respective Troop Contributing Countries under the same framework.

Thank you in advance for your cooperation.

Yours Sincerely,



Dmitri Dovgopoly
Director
Procurement Division

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