

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 4660
(To be answered on the 30th March 2017)**

AIR ACCIDENTS

4660. SHRI HARIOM SINGH RATHORE

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) the number of air accidents that took place in the country during the last three years and the current year along with the names of States where these accidents took place;**
- (b) the main reasons behind these accidents;**
- (c) the details of loss of life and property suffered in these accidents and the measures being taken to prevent these accidents and the action taken against personnels found responsible for these accidents and the number of persons found guilty; and**
- (d) the details of punishment awarded to them?**

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) & (b) 24 accidents took place in the country in the last three years and the current year. The details of accident, year-wise and state-wise, is attached as Annexure-A. Investigation of 10 accidents have been completed. The probable cause for the accidents is attached as Annexure-B.

(c) & (d) 28 fatalities have occurred in these accidents. The recommendations emanating from the investigations are taken up with the concerned authorities for implementation. As per the Rule 03 (01) of the Aircraft (Investigation of Accidents and Incidents) Rules, 2012, "The sole objective of the investigation of an incident or accident shall be the prevention of incidents and accidents and not to apportion blame or liability". However, the concerned personnel involved in the accident are off rostered or the privileges of the license are withdrawn pending investigation. On the basis of review of the findings, suitable corrective actions are decided such as training of personnel, change in procedures etc.

Details of Accidents in India Year-wise and State-wise:

S. No.	State	Year				Total
		2014	2015	2016	2017 (Till Feb)	
1.	Maharashtra	-	2	3	-	5
2.	Tamil Nadu	-	-	1	-	1
3.	Goa	-	-	1	-	1
4.	Karnataka	-	2	-	-	2
5.	Haryana	1	-	-	-	1
6.	Uttar Pradesh	2	-	-	-	2
7.	Arunachal Pradesh	-	1	-	-	1
8.	Delhi	-	1	1	-	2
9.	Madhya Pradesh	1	2	1	-	4
10.	Jammu and Kashmir	-	1	-	-	1
11.	Rajasthan	1	-	-	-	1
12.	Gujarat	1	-	-	-	1
13.	Nagaland		1	-	-	1
14.	Assam	1	-	-	-	1
	Total	7	10	7	0	24

2

Probable Cause of the Accident

S. No.	Date	Place / State	Regn.	Operator	Fatality	Damage Details	Details of Accident	Probable Cause of the Accident
1	05.01.2014	Jaipur / Rajasthan	VT-ESH	Air India	Nil	Minor	The aircraft was diverted to Jaipur due low visibility at Delhi. The aircraft landed on soft ground, 30 mt left of the runway center line. The aircraft further deviated towards the left and in the process cut 07 trees. The aircraft sustained damage to its left wing. No. 1 main wheel got deflated.	<p>The cause below has been given considering events as a combination of organizational factors and human error.</p> <ul style="list-style-type: none"> The flight crew made an erroneous decision of diverting & continuing to an airfield with reducing visibility. The flight crew attempted a manual landing in below minima conditions. Lack of operational supervision and desired ground support to flight. Internal quality assurance not capturing the hazards which slipped through due complacency Lack of oversight of the flight operations <p>The Committee of inquiry determined the probable cause of accident as "Improper fuel planning resulted in fuel starvation and loss of engine power which caused forced landing of aircraft in a paddy field".</p>
2	20.03.2014	Fursatganj / Uttar Pradesh	VT-CAX	Trans Bharat	Nil	Substantial	There was a fuel starvation and at about 6 NM before Fursatganj Airfield the pilot carried out Forced landing in a paddy field at a village Salon near Fursatganj.	<p>Contributory factor</p> <p>Lack of Supervision by M/s Transbharat Aviation and ferry flight by pilots who are pre occupied with other duties.</p> <p>The accident occurred due to stalling of left wing of the aircraft at a very low height. The contributory factors were:</p> <ul style="list-style-type: none"> - Failure on the part of the crew to effectively put off the yaw damp so as to release the rudder stiffness as per the emergency checklist. - Checklist not being carried out by the crew members. - Not putting off the Rudder Boost. - Speeds call outs not made by co-pilot. - Not abandoning the take-off at lower speed (before V1). - Failure of CRM in the cockpit in case of emergency. - Early rotation and haste to take-off.
3	27.03.2014	Chandigarh / Haryana	VT-HRA	Govt. of Haryana	Nil	Substantial	Just before getting airborne stiffness was found in rudder control by the pilot. The aircraft had lifted upto 10-15 feet. After lift-off, immediately the left rudder got locked in forward position resulting in the aircraft yawing and rolling to the left and within 3-4 seconds of getting airborne the aircraft impacted the ground in left bank attitude.	
4	03.09.2014	Kanpur / Uttar Pradesh	VT-SGN	Garg Aviation Ltd.	Nil	Substantial	On final approach ATC cleared the aircraft for landing and the aircraft suddenly veered off to the right from the approach track and declared MAY DAY. The ATC controller immediately activated the emergency services for search and rescue. The aircraft was finally located on a roof top of an abandoned house.	<p>The probable cause of accident is improper handling of the controls by trainee pilot during final approach which resulted into crash landing of the aircraft on roof top of the abandoned building.</p> <p>Contributory factor:</p> <p>a) Deviation from flight path due to bird activities in the approach.</p> <p>b) Inappropriate corrective action for stall warning by trainee pilot.</p>
5	06.11.2014	Surat / Gujarat	VT-SGK	Spicejet	Nil	Substantial	Aircraft during Take-off roll reported rejected Take-off at 90 kts after hitting Wildlife (Buffalo). The incident took place at approx. 1336 UTC. Buffalo hit was on lower right side (aft looking forward) of LH Engine of the aircraft. Take-off was abandoned and aircraft brought back to Apron. There was damage to the Aircraft Engine body.	<p>The accident was caused as the aircraft during its initial take-off roll hit an animal (buffalo) standing on the runway, resulting in damage to its engine. The animal entered the operational area and the runway because of several breaches in the boundary wall.</p>

6	28.11.2014	Guwahati / Assam	VT-DAR	Deccan Aviation Ltd	Nil	Substantial	During landing, spark and smoke from the aircraft was observed by the ATC. It was further observed that the nose wheel assembly got broke and separated from the aircraft and the aircraft was resting on its nose oleo leg. There were no injuries reported to any of the occupants. There was no evidence of fire.	After landing the aircraft bounced twice and the aircraft pitch was fairly high at a low height. The PIC possibly lowered the attitude of the aircraft and in the process the aircraft landed on its nose landing gear which eventually resulted in to accident.
7	04.08.2015	Khonsa / Arunachal Pradesh,	VT-PHK	Pawan Hans Ltd	3	Substantial	The helicopter was scheduled to operate flight Dibrugarh-Khonsa-Longding-Changlang-Dibrugarh. The helicopter started up at Dibrugarh at 0421 UTC and took off at 0425 UTC for Khonsa under Special VFR. Subsequent after the take-off, helicopter informed ATC Dibrugarh ETA Khonsa 0447 UTC and changed over to Chabua ATC at 0429 UTC. At 0457 UTC the pilot of VT-PHK informed ATC Chabua that they got airborne from Khonsa and climbing to 4500 ft and estimating Longding at 0508 UTC. At 0508 UTC ATC Chabua called up to VT-PHK but did not get any reply. Subsequently search and rescue operations started. On 13.08.2015, the helicopter was located and bodies were recovered from the crash site.	The helicopter after taking off in bad weather and while trying to negotiate weather flew on alternate route getting disoriented resultantly hitting hill in the area. Non familiarity with the topography around alternate route, in the absence of route maps and charts, contributed to the accident. Lack of supervision & absence of flight follow up in the organisation as required by SOP contributed to the accident.
8	04.11.2015	Bombay High (Mumbai) / Maharashtra	VT-PWF	Pawan Hans Ltd	2	Substantial	The helicopter was operating a training flight for night recency of Capt. Tarun Kanti Guha. Helicopter took off from rig "WIS" at 07:15PM IST. While landing at "RONTAP MEYER" it met with an accident. After impact ELT has triggered. Search and Rescue was carried out by Indian Coast Guard and Indian Navy. The Cockpit door has been found at the last known position of helicopter i.e. 19 Deg 16 N and 71deg and 27E around 77 NM.	The helicopter impacted into the sea at high velocity, as The pilot on controls, who had a long break in right offshore flying, got into complete spatial disorientation, as a result of black hole phenomenon, while approaching a helideck at high speed in tail winds on a dark night, and The PIC did not take over controls when the helicopter descended below critical height
9	24.11.2015	Meluri/ Nagaland	VT-ELJ	Pawan Hans Ltd	Nil	Substantial	Helicopter after took-off from Dimapur with 4 passengers onboard and after 35 minutes of flight the helicopter made a crash landing. Helicopter rear portion caught fire due impact.	While landing, due to the rotor downwash, a huge dust bowl engulfed the helicopter thus reducing crew visibility. The crew got disoriented and initiated go around from hover with no visual contact with the ground/ obstructions and hit the hillock. Contributory factor a) Helipad condition and management. b) The pilot did not follow the SOP procedure of approaching the helipad from bearing 110/290 as it gives a clear way in case of aborted landing is a factor to the accident.
10	16.12.2015	Mumbai / Maharashtra	VT-SCQ	Air India.	01 (On ground)	Minor	The aircraft after push back started moving for taxi with RH engine power. The technician standing below the nose of the aircraft did not realize the aircraft movement and sucked into the RH Engine and received fatal injury.	"Non-adherence to Standard Operating procedures (SOP) & delayed departure of flight due improper rostering of crew resulted in the accident."

4