

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1897
(To be answered on the 10th December 2015)**

HELICOPTER CRASHES

1897. **SHRI ANTO ANTONY**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government has any record regarding the number of Pawan Hans helicopter crashes occurred in the country during each of the last three years and the current year;
- (b) if so, the details thereof;
- (c) whether there are no whereabouts of a Pawan Hans Pilot after a helicopter crash occurred in the oil and gas field of ONGC in the Mumbai offshore;
- (d) if so, the details thereof and the steps being taken by the Government to trace him; and
- (e) whether the Government is concerned about the frequent crashes of the Pawan Hans helicopters in the country and if so, the remedial steps being taken by the Government in this regard?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

(a) & (b) Five accidents of helicopters belonging to M/s Pawan Hans Ltd. have taken place in the country during the years 2012 to 2015 (till November 2015). Details of the accidents are placed as annexure.

(c) & (d) In the helicopter accident on 4.11.2015 in the ONGC offshore gas field, 02 most experienced pilot had been flying the helicopter. While body of Capt. T.K. Guha was recovered on 9.11.2015, the body of Capt. E. Samuel could not be traced inspite of 24x7 search & rescue operations for 14 days by Indian Navy, Indian Coast Guard, ONGC and Pawan Hans. Based on circumstantial evidence, Capt. E. Samuel has been presumed to be dead by the State Police.

(e) Yes Madam. The pilots of Pawan Hans are mostly taken from Defence Forces and they are trained as per Directorate General of Civil Aviation

Rules. For offshore helicopter operations Pawan Hans is also complying with Aviation Standard-4 (AS-4) requirements of ONGC. The Pilots have also been given training on Simulator at France, Russia, HATSOFF at Bangalore. The Instrument Rating of Pilots is also carried out by Directorate General of Civil Aviation(DGCA) approved examiners. Periodic Safety Audit of the bases is conducted as per DGCA Guidelines. Further, the following remedial measures have been taken to improve safety by Pawan Hans Ltd. are as under:-

- i) Pawan Hans has undertaken Safety Initiatives by implementing Safety Management System (SMS) for its operations and maintenance activities as per DGCA guidelines and has already implemented two phases of SMS out of four.**
- ii) Pawan Hans has taken steps to introduce Flight Operations Quality Assurance(FOQA) system in its operations to analyze and monitor (Cockpit Voice Recorder(CVR) and Flight Data Recorder(FDR) data of helicopters.**
- iii) Safety Policy of the company has also been revised to include Safety as a core activity with 'Zero Tolerance in Safety' as Company Policy.**
- iv) Third Party Safety Audit has been introduced in the Company.**
- v) Pawan Hans has decided to phase out more than 28 years old Dauphin N helicopters fleet.**

Details of Pawan Hans Helicopters Accidents in the years 2012-2014 and 2015 (November 2015)

S. No.	Date of Occurrence	Place of Occurrence	Type and registration of aircraft	Manufacturer	Details of the Accident
Year 2012					
1.	30.12.2012	Near Katra J&K	Bell 407 VT-PHH	Bell Helicopter Textron USA	The helicopter carried out an emergency landing on a river bed at Katra due power loss. On ground fire signs were observed. The main and tail rotor blades of the helicopter were damaged including Tail boom.
Year 2013					
1.	28.06.2013	Harsil Uttrakhand	Dauphin N3 VT-PHZ	Eurocopter France	PIC while carrying out approach and landing under strong tail wind conditions, could not control the high rate of descend with the available reserve power (Max collective power). The helicopter entering into vortex ring state, becoming uncontrollable which eventually resulted into the heavy landing accident. Deployment of cockpit crew to operate in hilly/mountainous terrain by PHL operations without requisite hill flying training/recurrent training is a contributory factor to the accident. No casualty.

Year 2014 – NIL

Year 2015

1.	04.08.2015	Khonsa, Arunachal Pradesh	Dauphin N3 VT-PHK	Eurocopter France	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.
2.	04.11.2015	Mumbai (Offshore)	Dauphin N3 VT-PWF	Eurocopter France	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.
3.	24.11.2015	Melluri, Nagaland	Dauphin N VT-ELJ	Eurocopter France	Helicopter just after took-off from dimapur with 4 passengers onboard and just after 35 minutes of flight the helicopter made a crash landing. Helicopter rear portion caught fire due impact.