

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 2259
(To be answered on the 10th March 2016)**

AIR ACCIDENTS

2259. **ADV. SHARADKUMAR MARUTI BANSODE
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SHRI SUNIL KUMAR MONDAL**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) the number of aircraft accidents reported across the country during the last three years along with the details of enquiries conducted by the investigating agencies in this regard;
- (b) the country's ranking in the world index for aircraft security;
- (c) the steps taken/being taken by the Government for improving structure and style of functioning of Directorate General of Civil Aviation, especially with regard to aircraft security;
- (d) the action plan formulated by the Government for monitoring of upcoming commercial institutions for training of pilots in the country; and
- (e) the steps taken by the Government to avoid the misheppening and fatal accidents of ground and technical staff at aircraft?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

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- (a) During the last three years and the current year, a total of 24 accidents have been reported. Details are enclosed as annexure-A.
 - (b) to (c) International Civil Aviation Organization's (ICAO) under its Universal Security Audit Programme (USAP) carried out an audit of India's Civil Aviation Security activities from 5th to 9th October 2015 and has assessed India to be in very high degree of compliance with the prescribed norms for aviation security. Regular audits and inspections are done to ensure that security measures are taken care of by the airlines, airport and cargo operators. Further, the contingency plans have been prepared and implemented based on the threat perception.
 - (d) to (e) (i) DGCA has revised Civil Aviation Requirement Section-7 Series-D, Part-I on approval of Flying Training Organizations (FTOs).
 - (ii) All existing FTOs are subjected to re-certification as per the aforesaid Civil Aviation Requirement.
 - (iii) All FTOs are being subjected to surveillance as per surveillance schedule of DGCA.
 - (iv) DGCA carries out Safety Oversight activities at airports to ensure compliance of procedures laid down by aircraft manufacturer/ operator for working on the aircraft and its vicinity. This ensures safety and security of personnel.

ACCIDENTS TO INDIAN CIVIL & FOREIGN REGISTERED AIRCRAFTS & HELICOPTERS IN LAST THREE YEARS AND THE CURRENT YEAR

S/N	Date	Place	A/c Type	Helicopter Type	Operator	Category	Details of Accident	Status	Probable Cause
1	21.06.2013	Rambara, Utranchal	AS 350 B3		Prabharam Aviation	NSOP	While landing at make shift helipad, one main rotor blade hit the cliff. The helicopter turned 90° and tail also hit the cliff. Helicopter sustained substantial damage.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	During takeoff from temporary helipad by pilot to avoid sudden rush of unruly pilgrims, helicopter main rotor blades hit the mountain cliff resulting substantial damage to helicopter. Improper construction and location of temporary helipad along with improper crowd control was contributory factor to the accident.
2	28.06.2013	Harsil Helipad, Utranchal	Dauphin N3		Pawan Hans Pvt Ltd	NSOP	Dauphin N3 Helicopter made a hard landing at Harsil helipad during rescue operation at Utraktand.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	PIC while carrying out approach and landing under strong tail wind conditions, could not control the high rate of descent 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/reccurent training is a contributory factor to the accident.
3	29.06.2013	Baramati, Pune	Cessna 172		Carver Aviation	Flying Club	After touch down the aircraft veered to the right of the runway and entered into soft and wet ground and thereafter toppled upside down	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	The probable cause of accident was over correction of rudder given by the trainee pilot while landing in cross wind conditions. Winds was a contributory factor to the accident.
4	24.07.2013	Kedarnath, Uttrakhand	Bell 407		Trans Bharat Aviation	NSOP	The helicopter took off from Kedarnath Shrine helipad for Guptkashi and it met with an accident at Garud Chetti.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
5	07.08.2013	Deoghhar Airport, Jharkhand	Motor Glider		Govt. of Jharkhand	State	The aircraft just after take off from Deoghhar airport lost power at around 25 ft height above ground and in order to land back on runway went into high descent and crash landed just inside the airport premises.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	The instructor's actions of initiating 1800 right turn with no engine power at low height is non adherence to SOP for engine failure which resulted into sudden loss of height. Due which the right wing of the motor glider hit the boundary wall of the airfield resulting into the accident. perfunctory inspection schedule carried out by the AME/Maintenance Agency reflects poor maintenance of Motor glider/engine is a contributory factor

6	14.08.2013	Ahmedabad	Robinson R44	Pinnacle Airways	NSOP	The helicopter when approximately at 3 miles south of Ahmedabad gave MAY DAY calls and made an forced emergency landing at Gomtipur Kabrasan (Cemetry), Ahmedabad.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
7	29.09.2013	Murbad (Thane)	Bell 212	United Heli Charters Pvt Ltd	NSOP	The helicopter under VFR flight took off from Juhu airport and after 33 minutes of flight crashed into a hilly terrain in Murbad (Thane District).	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	The accident was caused due pilot continuing the flight in very poor visibility conditions with insufficient ground clearance and hitting the hill due to spatial disorientation. Non-functioning of the weather radar and non-familiarity of the pilot with the terrain along with lack of currency on the specific type contributed to the accident.
8	24.12.2013	Chindwara (MP)	DA-40	Indira Gandhi Rashtriya Udan Academy	Flying Training School	The aircraft was under solo long VFR navigational cross country training flight took off from Gondia and after about 35 minutes of flight there was no contact with aircraft. The aircraft was not traceable. Search & Rescure was initiated and the aircraft wreckage was finally traced with fatally injured trainee pilot on 25.12.2013.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	The cadet pilot deviated from his flight path and while flying low over the hills misjudged the heights of the tall trees over the hill top and while attempting to clear the obstacles hit the top of a tree and resulted into the fatal accident.
9	20.03.2014	Fursatganj	Cessna 152	Trans Bharat	NSOP	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.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
10	27.03.2014	Chandigarh	B-200	Govt. of Haryana	NSOP	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.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	The accident occurred due to stalling of left wing of the aircraft at a very low height. The contributory factors were: <input type="checkbox"/> 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. <input type="checkbox"/> Checklist not being carried out by the crew members. <input type="checkbox"/> Not putting off the Rudder Boost. <input type="checkbox"/> Speeds call outs not made by co-pilot. <input type="checkbox"/> Not abandoning the take-off at lower speed (before V1). <input type="checkbox"/> Failure of CRM in the cockpit in case of emergency. <input type="checkbox"/> Early rotation and haste to take-off.
11	03.09.2014	Kanpur	Cessna 152	Garg Aviation Ltd.	Flying Training School	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.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress

12	06.11.2014	Surat	B737-800	Spicejet	Scheduled	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,	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
13	19.11.2014	Indore	Cessna 152	MP Flying Club.	Flying Training School	Aircraft was involved in circuit & landing exercise and completed 02 sorties. During 3rd sortie immediately after take-off the aircraft crashed on the left side of the runway.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
14	28.11.2014	Guwahati	Pilatus PC-12/45	Deccan Aviation Ltd	NSOP	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.	Committee Has been formed under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012	In Progress
15	08.03.2015	Hubli	Q-400	Spice Jet	SOP	After landing at Hubli aircraft veered toward the left side of the runway and in the process over run the runway edge light followed by LH gear collapsed. Thereafter the aircraft exited the runway to its left side on Kutcha and came to the final stop at around 52 m away from the runway center line.	Committee has been formed by MoCA	In Progress
16	13.04.2015	Khajuraho	B 737-800	Jet Airways	SOP	The LH landing gear collapsed during landing roll. The crew carried out emergency evacuation.	Committee has been formed by MoCA in June 2015	In Progress
17	02.05.2015	Begurkoli, Coorg	ZENAIR STOL CH 701	Private	Private	Sh. CS Ramesh Rao planned for a local sortie along with his friend and took off from Begurkoli at 1245hrs heading 310 from runway 31' After completing the local sortie of about 2 hours L5 minutes the microlight aircraft returned at around 1400 hours and approached the grass strip heading 130. The microlight aircraft touched down but could not stop until 3/4th of the grass strip length when the pilot decided to go around and took off again. After take-off the aircraft climbed to about 50 to 60 feet turned left when it suddenly lost lift and fell on the ground impacting on nose first	Committee has been formed by MoCA in July 2015	In Progress

18	04.08.2015	Arunachal Pradesh	Dauphin N 3	Pawan Hans Ltd	Non Schedule	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.	Committee has been formed by MoCA in August 2015	In Progress
19	04.11.2015	Bombay High (Mumbai)	Dauphin N 3	Pawan Hans Ltd	Non Schedule	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.	Committee has been formed by MoCA in December 2015	In Progress
20	23.11.2015	Katra (Jammu)	AS350B3	Himalayan Heli Services	Non Schedule	Helicopter just after take-off from Katra helipad suddenly made a turn back and in the process lost control and started descending and finally crash landed on an open field. The helicopter got entangled with the electric wires, toppled and caught fire before impacting with ground. A dead Vulture was found along with the wreckage at the accident site which got burnt along with helicopter.	Committee has been formed by MoCA in December 2015	In Progress
21	24.11.2015	Nagaland	Dauphin 365N	Pawan Hans Ltd	Non Schedule	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.	Committee has been formed by MoCA in December 2015	In Progress
22	04.11.2015	Jabalpur	Q400	SpiceJet Ltd.	Schedule	The aircraft just after touch down hit wild boars on runway. The aircraft skidded left of the runway and entered Kutcha. The aircraft received substantial damage.	Committee has been formed by MoCA in December 2015	In Progress

23	16.12.2015	Mumbai	A319	Air India	Schedule	The aircraft after push back started moving for taxi with RH engine power. The technician standing below the nose of the aircraft did not realise the aircraft movement and sucked into the RH Engine and received fatal injury.	Committee has been formed by MoCA in December 2015	In Progress
24	22.12.2015	Delhi	B200	Border Security Force	Non - Schedule	The aircraft just after take off took a 180 degree left turn and crash landed on a water treatment tank short of the airport boundary.	Committee has been formed by MoCA in December 2015	In Progress