

Accident to Pilatus PC-12/45 aircraft VT-ACF of M/s Air Charter Services Ltd. on 25.05.2011 at Faridabad

Implementation Status of Recommendations:

<u>S. No.</u>	<u>Recommendation</u>	<u>Action Taken</u>
01	Weather information received by IMD from DWR (Doppler Weather Radar) in real time should be duplicated at the working consoles of the Air Traffic Controllers. This would help them ensure a proactive approach in their controlling to avoid aircraft entering severe weather conditions.	<i>IMD (Indian Meteorological Department) has provided one display in ATC (Air Traffic Control) at I.G.I. Airport through internet.</i>
02	It must be ensured that all air crew are made to undergo realistic training to include low speed handling and unusual altitudes and recovery from such flight conditions for aircraft types flown. The necessity for manual flying training cannot be over emphasized.	<i>The recommended training requirements are covered in Para 2.1(d) of CAR Section 7, Series B, Part VII. Pilots also undergo endorsement training on type as per syllabus proposed by the manufacturer / TRTO (Type Rating Training Organisation) and approved by DGCA.</i>
03	DGCA may issue necessary amendments to CAR Section 3, Series 'C', Part III to ensure that its interpretation is unambiguous with respect to single engine aircraft for Medical Evacuation Missions. There is no specific CAR that has been issued for Air Ambulance Operations. Considering that the traffic in this role is likely to expand rapidly, it needs to be regulated.	<i>DGCA has issued CAR Section 8 Series S Part VII, on Air Ambulance Operation.</i>
04	Accident/Incident Investigation is difficult and often speculative in the absence of flight data recorders. All aircraft irrespective of all up weight category should be equipped with CVR/FDR or any other recording device for purposes of accident/incident investigation.	<i>Action with regard to installation of CVR (Cockpit Voice Recorder) & FDR (Flight Data Recorder) in aeroplanes and helicopters has been taken by issuance of following Civil Aviation Requirements:</i> <ol style="list-style-type: none"> 1. <i>CAR Sec 2 Series I Part V, Issue II dated 23.01.2013 on "FDR, Combination Recorders, DLR, AIR & ADRS"</i>

		<p>2. CAR Sec 2 Series I Part VI, Issue II dated. 31st October 2012 on "CVR & Cockpit Audio Recording System"</p> <p>The above CARs are available on DGCA website for reference, further installation of CVR & FDR as per the target dates given in the above CARs are also being monitored.</p>
05	<p>It is recommended that a "Civil Aviation Authority" be commissioned which would have the following mandate:-</p> <ol style="list-style-type: none"> Independent examining boards for Air Crew, Ground Crew and Cabin Crew. Independent financial powers including powers to hire staff at prevailing commercial rates. Independent functional control with the administrative control under the ministry of Civil Aviation. 	<p>DGCA has hired a number Aviation Experts to strengthen the Flight Standards Directorate for regular examine of Flight Crew, Cabin Crew and Ground crew.</p>
06	<p>Central government should setup an independent "Accident Investigation Bureau" in accordance with International Standards for investigations of accidents and serious incidents. Further the Accident Investigation Bureau should have financial and administrative independence.</p>	<p>Independent Aircraft Accident Investigation Bureau (AAIB) has been formed by the Central Govt. under Aircraft (Investigation of Accident & Incidents) Rules, 2012.</p>
07	<p>Defence procurement policy of year 2010 has been modified to include Commercial Aviation in the offset clause. This implies that defence offset investment could also be utilised to the optimal level in the Civil Aviation Sphere.</p>	<p>The recommendation has been noted.</p>