

CIVIL AVIATION AIRCRAFT ACCIDENT SUMMARY **FOR THE YEAR 2007**

1. INTRODUCTION

The information contained in the publication is 58th in the series. "Notifiable accidents", which took place in India during the year 2007, have been listed in a classified chronological order along with the summary and the cause of the accidents.

There have been six accidents during the year. All the accidents have been investigated by Inspector of Accidents. Three of the accidents were fatal in which three crewmember five passengers and one others received injuries.

Incidents such as precautionary landings, forced landings, aborted take off, air misses, bird strikes etc. are not listed in this publication, although all these have been investigated.

The recommendations emanating from all such investigations of accidents and incidents are being implemented for enhancing the level of air safety. Statistical data of accidents and fatalities in respect of airlines operations including flying clubs and aerial operations is given in table 1 to 16.

NOTE: All timings given in this publication are in IST (Indian Standard Time).

2. Definitions

i) **Accident**

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which

- a) A person is fatally or seriously injured as a result of being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- b) The aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected components, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories, or for damage limited to propellers, wing tips, antennas, Tyres, brakes, fairings, small dents or puncture holes in the aircrafts skin; or
- c) The aircraft is missing or is completely inaccessible.

NOTE: An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

ii) **Serious Injury:**

An injury which is sustained by a person in an accident and which:

- a) Require hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) Results in a fracture of any bone (except simple fractures of fingers, toes or nose);
or
- c) Involves lacerations which cause severe haemorrhage nerve, muscle or tendon damage; or
- d) Involves injury to any internal organ; or
- e) Involves second or third degree burns, or any burns affecting more than five percent of the body surface; or
- f) Involves verified exposure to infectious substances or injurious radiation.

3. INVESTIGATION OF ACCIDENTS

(Aircraft Rules, 1937)

Rule 71 - Inspector's Investigation:

The Director General may order the investigation of any accident involving an aircraft whether such accident is required to be notified under Rule 68 or not, and may, by general or special order, appoint any person (hereinafter referred to as an "Inspector of Accidents") for the purpose of carrying out such investigation.

Rule 74 - Committee of Inquiry:

The Central Government may, at its discretion, appoint a committee of Inquiry composed of two or more persons to hold an inquiry into an accident in which an aircraft is involved, and such a committee shall have the same powers as an Inspector of Accidents.

Rule 75 - Formal Investigations:

Where it appears to the Central Government that it is expedient to hold a formal investigation of an accident it may, whether or not an investigation or an inquiry has been made under Rule 71 or 74, by order direct a formal investigation to be held.

The Central Government shall appoint a competent person (referred as Court), to hold the investigation, and may appoint one or more persons possessing legal, aeronautical engineering or other special knowledge to act as accessory to the Court.

The Court shall hold the investigation in open Court in such manner and such conditions as the Court may think fit for ascertaining the causes and circumstances of the accident and for enabling it to make the report hereinafter mentioned:

Provided that where the Court is of opinion that holding the investigation is likely

- a) To be prejudicial to the interests of any country; or
- b) To jeopardize the personal safety of a person who is willing to make any statement or give evidence, the Court may hold in camera, the whole or part of the investigation.

4. TYPES OF FLYING

i) **Airline Operation:**

The operation include all scheduled, non-scheduled and non-revenue flying by Indian, Air India, Air India Express, Alliance Air, Jet Airways, Jet Lite, Air Deccan, Kingfisher Airlines, Go Air, Spicejet, Indigo and Paramount.

ii) **Non-Scheduled Operations:**

The operation includes all non-scheduled ferry; non-revenue, charter and test flying by other operators holding non-scheduled operators permit and engaged primarily in such operations.

iii) **Flying Training:**

Includes all flights for the purpose of initial issue of a flying licence, for conversion and practice flying or qualifying for renewal / endorsement of pilots licence and test and ferry flying by organisation engaged primarily in flying training.

iv) **Aerial Work:**

Includes aerial survey, aerial, mustering on a commercial basis, aerial ambulance, aerial agricultural operations etc. and test and ferry flying by organisation engaged principally in aerial work operations.

v) **Private and Business:**

Includes private, pleasure and business flying and practice flying when the flying is not directly connected with the purposes of obtaining a higher licence qualifications.

AIRLINES OPERATION - 01

1.	Aircraft Type		ATR-72 Aircraft			
	Registration		VT-JCE			
2.	Date and Time		1.07.2007, 1946 Hrs IST Approx			
3.	Location		Indore Aerodrome			
4.	Persons on board		Crew	4		
			Passengers	49		
5.	Injury index		Fatal	Serious	Minor/None	
			Crew	Nil	01	03
			Passenger	Nil	01	48
			Others	Nil	Nil	-----
6.	Damage to Aircraft		substantial			
7.	Pilot-in-Command		License	ALTP No. 1682		
			Age	61 yrs Approx.		
			Total Hrs	10169:00 Hrs		

SUMMARY

ATR 72-212A aircraft VT-JCE operated by M/s Jet Airways was operating schedule flight sectors Delhi–Bhopal–Indore–Delhi on 1.7.2007. The flight up-till approach to land at Indore was normal. On coming to the runway the aircraft touched down moderately hard and bounced high. The Pilots were perhaps determined to salvage the abnormal situation and added Power to the Engines with intention to cushion the sink-rate and settle the runway. On the contrary, aircraft came hard on the RWY and bounced once again. This got followed with a series of bounces in succession. While bouncing the aircraft migrated from the runway and finally came to full halt on right side close to airport boundary wall. There was no fire in the accident.

The probable cause of the accident:

The Pilot-in-Command in absence of bounce recovery guidance adopted self-perceived technique and kept on adding engine power along with aircraft Pitch manipulations to salvage the aircraft from the bounce on landing, and gravely damaged the aircraft structure

Factor: Pilot.

NON SCHEDULED OPERATION - 01

1.	Aircraft Type Registration		Chetak Helicopter VT-EGK		
2.	Date and Time		22.05.2007; 0930 Hrs IST Approx.		
3.	Location		Shri Kedarnathji Helipad		
4.	Persons on board		Crew	01	
			Passengers	06	
5.	Injury index		Fatal	Serious	Minor/None
		Crew	Nil	Nil	01
		Passenger	Nil	Nil	06
		Others	01	Nil	-----
6.	Damage to Aircraft		Minor		
7.	Pilot-in- Command	Licence	CHPL 620		
		Age	36 Yrs.		
		Total Hrs	2250 Hrs.		

SUMMARY

Chetak Helicopter VT- EGK owned and operated by M/s Prabhatam Aviation Pvt Ltd Delhi was involved in non scheduled operation on 22.05.2007 and carrying the pilgrims to Shri Kedarnathji from Phata helipad. The helicopter took off from Phata successfully with seven persons on board including one pilot. The flight en-route and approach to Shri Kedarnathji was normal. It landed at Phata normally. However before disembarking the passengers, while rotor was running one of the ground crew approached the helicopter from the front. During the process he got hit by one of the main rotor and succumbed to injuries. All the occupant could come out unhurt. There was no evidence of fire.

The probable cause of the accident: One of the ground crew was hit by the main rotor blade while approaching from the front side of the helicopter immediately after landing.

Factor: Non adherence of procedure by the ground crew.

FLYING TRAINING– 01

1.	Aircraft Type		Schweizer Helicopter		
	Registration		VT-HAI		
2.	Date and Time		19.01.2007; 1510 Hrs IST.		
3.	Location		Bangalore Airport.		
4.	Persons on board		Crew	02	
			Passengers	NIL	
5.	Injury index		Fatal	Serious	Minor/None
			Crew	NIL	NIL
			Passenger	NIL	NIL
			Others	NIL	NIL
6.	Damage to Aircraft		Substantial.		
7.	Pilot-in-Command	Licence	CHPL No. 444		
		Age	52 years		
		Total Hrs	6133:50 Hrs		

SUMMARY

Schweizer 300C Helicopter VT-HAI operated by M/s Rotary Wing Academy, Hindustan Aeronautics Limited, Helicopter Division, Bangalore was operating a training flight on 19.01.2007 at Bangalore Airport. The Pilot Instructor along with a Trainee Pilot was on board the helicopter. General training exercise for about 25-30 minutes of flight was uneventful. While on the hover exercise the trainee pilot could not control the movement of the helicopter and it started uncontrollably moving to the right. By the time instructor took over the controls, it was too late to be recovered and it finally toppled to right & stopped. Both the occupant could come out unhurt. There was no evidence of fire.

The probable cause of the accident:

Uncontrolled movement of Helicopter during hover exercise & delayed corrective action by instructor resulted in crash landing of helicopter.

Factor: pilot.

FLYING TRAINING– 02

1.	Aircraft Type Registration		Cessna 152, Aircraft VT-RGB		
2.	Date and Time		03.02.2007; 1500 Hrs IST.		
3.	Location		Near Nadirgul Aerodrome.		
4.	Persons on board		Crew	02	
			Passengers	Nil	
5.	Injury index		Fatal	Serious	Minor/None
		Crew	NIL	NIL	02
		Passenger	NIL	NIL	NIL
		Others	NIL	NIL	-----
6.	Damage to Aircraft		Substantial		
7.	Pilot-in- Command		Licence	CPL No. 3196	
			Age	32 yrs	
			Total Hrs	approx 450 hrs	

SUMMARY

Cessna 152, Aircraft VT-RGB operated by M/s M/s. Wings Aviation Private Ltd. Hyderabad was planned to operate a training flight on 03.02.2007 at Nadirgul Aerodrome. The Pilot Instructor along with a Trainee Pilot was on board the aircraft. The take off of the aircraft was normal. Immediately after the lift off they spotted a bird just rising in front of aircraft. The pilots tried to keep away from the bird but the bird dived downwards and hit the canopy, damaged it and injured the trainee pilot. The instructor thereafter tried to make a short circuit and land back. However he could not maintain the height and force landed out side the boundary wall of the aerodrome. There was no post or pre impact fire. Both the occupants could escape with minor injuries.

The probable cause of the accident:

After bird hit, due to increased drag and low height, the instructor could not make to the runway hence force landed in open field.

Factor: Bird Hit.

PRIVATE AND BUSINESS – 01

1.	Aircraft Type Registration	EC135 T1 Helicopter VT-CGH			
2.	Date and Time	14.07.2007; 1248 Hrs IST.			
3.	Location	Near Lanji, Raipur			
4.	Persons on board	Crew	02		
		Passengers	02		
5.	Injury index	Fatal	Serious	Minor/None	
		Crew	02	Nil	Nil
		Passenger	02	Nil	Nil
		Others	Nil	Nil	---
6.	Damage to Aircraft	Destroyed			
7.	Pilot-in-Command	Licence	CPL (H) 541		
		Age	58 yrs approx		
		Total Hrs	6774:47 Hrs		

SUMMARY

Eurocopter EC-135 helicopter VT-CGH owned and operated by State Government of Chattisgarh was operating flight from Bhopal-Raipur on 14.07.2007. The prevailing weather at Raipur and enroute was overcast with low clouds and rain. The flight crew could not change over from VFR to IFR flight in absence of appropriate qualification and experience. The helicopter had left the track and was flying south of the track to avoid the weather. As soon as the helicopter entered the hills of Balaghat it crashed by hitting a hill. The helicopter caught fire and got burnt. All the occupants got charred and their bodies were recovered in mutilated condition.

Probable cause of the accident:

The probable cause of accident was non adherence of the SOP wherein the flight crew failed to maintain adequate terrain clearance.

Bad weather and improper crew detailing who were not qualified for such operation was the contributory factor.

- Factor:**
- i. Pilot: non adherence of the SOP.
 - ii. Weather.

PRIVATE AND BUSINESS – 02

1.	Aircraft Type		P 68 C Aircraft			
	Registration		VT-JOY			
2.	Date and Time		08.09.2007; 1524 Hrs IST.			
3.	Location		Gawdanapalya Lake, near Bangalore Airport			
4.	Persons on board		Crew	01		
			Passengers	03		
5.	Injury index		Fatal	Serious	Minor/None	
			Crew	01	Nil	Nil
			Passenger	03	Nil	Nil
			Others	Nil	Nil	---
6.	Damage to Aircraft		Destroyed			
7.	Pilot-in-Command		Licence	CPL No: 2973		
			Age	32 yrs approx.		
			Total Hrs	3140:10 hrs		

SUMMARY

Vulcanair P68C aircraft VT-JOY operated by M/s Joy Alukkas Traders (I) pvt Ltd, Cochin operating flight from Bangalore Airport to Cochin on 08.9.2007 after refueling at Bangalore. Its took-off from Bangalore airport runway 27 at approx 1514 Hrs normally. At about 1520 Hrs IST the aircraft wanted to return back due technical. However it could not make it as it was losing the engine power very fast. Subsequently Radar contact with the aircraft was lost and the aircraft crashed onto the lakebed of Gawdanapalya Lake, about 5NM Southwest of Bangalore airport. All the persons onboard received fatal injuries. There was no evidence of fire. Aircraft was completely destroyed

Probable cause of the accident: Refueling of the aircraft with wrong fuel ATF instead of requisite AVGAS 100LL is the cause for the engine power loss immediately after take-off resulting in crash of the aircraft.

Contributory factors: a) Low experience of pilot on type. b) Non-compliance of correct refueling procedure and its supervision by IOC personnel and pilot or operator's representative.

Factor: pilot

TABLE – 1**CLASSIFICATION OF ACCIDENTS (POWERED AIRCRAFT) BY NATURE OF FLIGHT
FOR THE YEAR 2007**

Nature of Flight	No. of Accidents	No. of Fatal Accidents	Crew		Passengers		Others		Aircraft Damage		
			Killed	Seriously Injured	Killed	Seriously Injured	Killed	Seriously Injured	Destroyed	Substantial	Minor/Nil
1	2	3	4	5	6	7	8	9	10	11	12
Airlines Operation	01	NIL	NIL	01	NIL	01	NIL	NIL	NIL	01	NIL
Non Scheduled Operation	01	01	NIL	NIL	NIL	NIL	01	NIL	NIL		01
Aerial Work	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Flying Training	02	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	02	NIL
Private & Business`	02	02	03	NIL	05	NIL	NIL	NIL	02	NIL	NIL
Total	06	03	03	01	05	01	01	NIL	02	03	01

TABLE – 2**ACCIDENT STATISTICS AND FATALITY RATE OF AIR INDIA FOR THE
YEAR 2007**

Type of Operation	Scheduled, Domestic/ International
Hours Flown (No.)	17984/133234
Passengers carried (No.)	680780/3382881
Kilometers flown (in thousand)	9168/98180
Passenger Kilometers flown (in thousand)	621476/17877161
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident per 100,000 Hours flown	NIL

TABLE – 3**ACCIDENT STATISTICS AND FATALITY RATE OF AIR INDIA EXPRESS FOR
THE YEAR 2007**

Type of Operation	Scheduled, Domestic/ International
Hours Flown (No.)	5524/38919
Passengers carried (No.)	129184/1371165
Kilometers flown (in thousand)	2175/26815
Passenger Kilometers flown (in thousand)	128778/3602126
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 4**ACCIDENT STATISTICS AND FATALITY RATE OF INDIAN AIRLINES FOR
THE YEAR 2007**

Type of Operation	Scheduled, Domestic/ International
Hours Flown (No.)	135450/79404
Passengers carried (No.)	7084370/2462776
Kilometers flown (in thousand)	70129/54177
Passenger Kilometers flown (in thousand)	7073246/5929372
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 5**ACCIDENT STATISTICS AND FATALITY RATE OF ALLIANCE AIR FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic
Hours Flown (No.)	18566
Passengers carried (No.)	689801
Kilometers flown (in thousand)	7804
Passenger Kilometers flown (in thousand)	475792
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 6**ACCIDENT STATISTICS AND FATALITY RATE OF JET AIRWAYS FOR THE YEAR 2007**

Type of Operation	Scheduled, Domestic/ International
Hours Flown (No.)	190989/57415
Passengers carried (No.)	9660673/1288822
Kilometers flown (in thousand)	89541/41120
Passenger Kilometers flown (in thousand)	8444547/6403664
Total Number of Accidents	01
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	0.765
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	0.402
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 7**ACCIDENT STATISTICS AND FATALITY RATE OF JET LITE FOR THE YEAR 2007**

Type of Operation	Scheduled, Domestic/ International
Hours Flown (No.)	72578/5061
Passengers carried (No.)	3136942/212550
Kilometers flown (in thousand)	38830/3118
Passenger Kilometers flown (in thousand)	3824967/303626
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 8

**ACCIDENT STATISTICS AND FATALITY RATE OF AIR DECCAN FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic
Hours Flown (No.)	107344
Passengers carried (No.)	7335167
Kilometers flown (in thousand)	57671
Passenger Kilometers flown (in thousand)	6283176
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 9

**ACCIDENT STATISTICS AND FATALITY RATE OF KINGFISHER FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic
Hours Flown (No.)	104879
Passengers carried (No.)	5231345
Kilometers flown (in thousand)	71401
Passenger Kilometers flown (in thousand)	4655064
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 10

**ACCIDENT STATISTICS AND FATALITY RATE OF GO AIR FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic
Hours Flown (No.)	19202
Passengers carried (No.)	1786300
Kilometers flown (in thousand)	11059
Passenger Kilometers flown (in thousand)	1569993
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 11

**ACCIDENT STATISTICS AND FATALITY RATE OF SPICEJET FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic
Hours Flown (No.)	45406
Passengers carried (No.)	3755519
Kilometers flown (in thousand)	28598
Passenger Kilometers flown (in thousand)	3929422
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 12

ACCIDENT STATISTICS AND FATALITY RATE OF PARAMOUNT FOR THE YEAR 2007

Type of Operation	Scheduled Domestic
Hours Flown (No.)	12324
Passengers carried (No.)	642178
Kilometers flown (in thousand)	6224
Passenger Kilometers flown (in thousand)	291108
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. Flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accident rate per 100,000 Hours flown	NIL

TABLE – 13

ACCIDENT STATISTICS AND FATALITY RATE OF INDIGO FOR THE YEAR 2007

Type of Operation	Scheduled Domestic
Hours Flown (No.)	44674
Passengers carried (No.)	3240076
Kilometers flown (in thousand)	24476
Passenger Kilometers flown (in thousand)	3232247
Total Number of Accidents	NIL
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	NIL
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	NIL
Fatal Accidents per 100,000 Hours flown	NIL

TABLE - 14

**ACCIDENT STATISTICS AND FATALITY RATE OF AIRLINE OPERATORS FOR THE
YEAR 2007**

Type of Operation	Scheduled Domestic/ International
Hours Flown (No.)	774920/314033
Passengers carried (No.)	43372335/8718194
Kilometers flown (in thousand)	417076/223410
Passenger Kilometers flown (in thousand)	40529816/34115949
Total Number of Accidents	01
Number of Fatal Accidents	NIL
Crew fatalities	NIL
Passenger fatalities	NIL
Fatality rate per 100 million passenger Km (crew)	NIL
Fatality rate per 100 million passenger Km (passenger)	NIL
Accident rate per 100 million Km. flown	0.156
Fatal Accident per 100 million passenger Km flown	NIL
Accident rate per 100,000 Hours flown	0.091
Fatal Accidents per 100,000 Hours flown	NIL

TABLE - 15

**POWERED AIRCRAFT ACCIDENTS BY CLASS OF PILOTS LICENCE (PIC)
FOR THE YEAR 2007**

CLASS OF LICENCE HELD	TOTAL ACCIDENTS	FATAL ACCIDENTS
SPL	NIL	NIL
PPL	NIL	NIL
CPL/CHPL	05	03
ALTP	01	NIL
TOTAL	06	03

TABLE - 16

AIRCRAFT ACCIDENTS BY PHASE OF OPERATION
FOR THE YEAR 2007

PHASE OF OPERATION	TOTAL INVOLVEMENT	PERCENTAGE OF TOTAL
STATIC	NIL	NIL
TAXI TAKE-OFF	NIL 02	NIL 33.33%
IN-FLIGHT	02	33.33%
LANDING	02	33.33%