

# **CIVIL AVIATION AIRCRAFT ACCIDENT SUMMARY** **FOR THE YEAR 1996**

## **1. INTRODUCTION**

The information contained in the publication is 47th in the series. "Notifiable accidents", which took place in India during the year 1996 have been listed in a classified chronological order along with the summary and the cause of the accidents.

There have been 7 accidents (including the Mid Air collision between Saudi Arabian Boeing 747 and Kazakhstan IL-76 aircraft near Delhi on 12.11.96) during the year. Two accidents have been investigated by the Court of Inquiries. Remaining 5 accidents have been investigated by Inspector of Accidents. Two accidents proved fatal resulting in death of 358 person including 36 crew members.

Incidents such as precautionary landings, forced landings, aborted take off, airmisses, 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/ gliding clubs and aerial operations is given in table - 1.

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 aircraft's 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 hospitalisation 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 accessors 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 jeopardise 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 Airlines, Air India, Alliance Air, SHOD (Indian Airlines), Jet Airways, Sahara Air and Air Taxi Operators.

### ii) **Non-Scheduled Operations :**

The operation include 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 license 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.

## AIRLINE OPERATION - 1

1. AIRCRAFT  
Type : L-410  
Registration : VT-ETB
2. DATE AND TIME : 18th May, 1996;  
07:38 Hrs. IST (Approx)
3. LOCATION : Kanpur Civil Aerodrome, Kanpur
4. TYPE OF OPERATION : Scheduled flight
5. PERSONS ON BOARD : Crew : 3 ; Passengers : 16
6. INJURY INDEX :

	Fatal	Serious	Minor/None
Crew	Nil	Nil	Nil
PAX	Nil	Nil	Nil
Others	Nil	Nil	Nil
7. DAMAGE TO AIRCRAFT : Substantial
8. PILOT-IN-COMMAND :

Licence	:	ALTP
Age	:	53 years
Total Hrs.	:	8237:50 hrs.

### SUMMARY

Archana Airways L-410 aircraft VT-ETB was operating a scheduled flight from Delhi to Kanpur civil aerodrome on 18.05.96. The flight from Delhi to Kanpur was uneventful. The aircraft took-off from Delhi with 19 persons including three flight crew. During landing, the aircraft touched down late and could not be stopped within the available runway length and went beyond the runway. The aircraft hit the boundary wall of the airport and came to halt. The aircraft sustained major damages. There was no fire and no injury to persons on board the aircraft

The probable cause of accident has been attributed to :

"The accident was caused due to late touch down at higher aircraft touchdown speed as a result of which the aircraft overshot the runway and suffered damage by impact with boundary wall."

"Wrong selection of runway, overloading of aircraft, non-deployment of spoilers and lower visibility conditions than the required, were the contributory factors."

**Factor :** Pilot - Disregard of procedures, regulations and instructions.

## AIRLINE OPERATION - 2

1. AIRCRAFT  
Type : L-410  
Registration : VT-ETC
2. DATE AND TIME : 11th July, 1996; 08.55 Hrs. IST (Approx)
3. LOCATION : Near Kulu
4. TYPE OF OPERATION : Scheduled flight
5. PERSONS ON BOARD : Crew : 3 ; Passengers : 6
6. INJURY INDEX :

	Fatal	Serious	Minor/None
Crew	3	Nil	Nil
PAX	6	Nil	Nil
Others	Nil	1	2
7. DAMAGE TO AIRCRAFT : Destroyed
8. PILOT-IN-COMMAND :

Licence	:	ALTP
Age	:	49 years
Total Hrs.	:	8912:25 hrs.

### SUMMARY

Archana Airways L-410 aircraft VT-ETC was operating flight on Delhi-Shimla-Bhunter-Delhi sector on 11.07.96. The flight upto Shimla was uneventful. The aircraft took-off from Shimla with 9 persons including three flight crew members. At 0855 hrs. aircraft hit and crashed into a hill and caught fire near Kanda village. The Aircraft was totally destroyed and all the persons on board received fatal injuries and three persons on ground have also suffered injuries.

The probable cause of accident has been attributed to :

"The accident to Archana Airways L-410 aircraft VT-ETC was due to a complete lack of safety awareness, proper supervision and operational control in the organisation."

**Factor :** Operator - Non-Compliance of Safety Requirements.

### AIRLINE OPERATION - 3

1. AIRCRAFT  
Type : B-747 & IL-76  
Registration : SV-763 & KZ-1907
2. DATE AND TIME : 12.11.96; 1840 Hrs. IST
3. LOCATION : Near Delhi
4. TYPE OF OPERATION : Scheduled & Non Scheduled
5. PERSONS ON BOARD : Crew : 33 ; Passengers : 316  
(Both the aircraft)
6. INJURY INDEX SV-763 :

	Fatal	Serious	Minor/None
Crew	23	Nil	Nil
PAX	289	Nil	Nil
Others	Nil	Nil	Nil
7. INJURY INDEX KZ-1907 :

	Fatal	Serious	Minor/None
Crew	10	Nil	Nil
PAX	27	Nil	Nil
Others	Nil	Nil	Nil
8. DAMAGE TO AIRCRAFT : Destroyed (both the aircrafts)
9. PILOT-IN-COMMAND KZ-1907 :

Licence	:	Ist class Pilot
Age	:	44 years
Total Hrs.	:	9229 hrs
10. PILOT-IN-COMMAND SV-763 :

Licence	:	ALTP
Age	:	45 years
Total Hrs.	:	9837 hrs.

### SUMMARY

A Saudi Arabian Boeing 747 aircraft and Kazakhstan IL-76 aircraft collided in mid-air about 40 miles west of Delhi on 12th November, 1996. All the 312 occupants of Saudi Boeing 747 and 37 occupants of Kazakhstan IL-76 aircraft lost their lives. The Saudi Boeing 747 aircraft was on a scheduled passenger flight from Delhi to Dahrán and the Kazakhstan aircraft was operating a non-scheduled flight from Chímkent, Kazakhstan to Delhi. After take off from Delhi, Delhi Approach had instructed the Saudi Boeing 747 aircraft to climb and maintain FL-140 (14,000 feet). The Kazakhstan aircraft had been instructed by Delhi Approach to descend and maintain FL-150 (15,000 feet). Suddenly at 1840 hours the blips of the two aircraft disappeared from the radar screen, as the two aircraft had collided. There was no casualty on the ground. The wreckage of

Saudi Boeing 747 aircraft fell near village Dhani in Bhiwani District of Haryana and that of Kazakhstan IL-76 aircraft was lying near village Birohar in Rohtak District. Standing crops at the site of accident were damaged due to fire, impact and rescue operations.

The probable cause of accident has been attributed to :

"The root and approximate cause of the collision was the unauthorised descending by the Kazak aircraft to FL-140 and failure to maintain the assigned FL-150".

**Factor :** Pilot - Disregard of ATC instructions by the Kazak aircraft.



## NON - SCHEDULED OPERATION - 1

1. AIRCRAFT  
Type : B-737  
Registration : VT-EDS
2. DATE AND TIME : 28th December, 1996; 06:10 hrs. IST
3. LOCATION : Bangalore
4. TYPE OF OPERATION : Cargo flight
5. PERSONS ON BOARD : Crew : 2 ; Passengers : Nil
6. INJURY INDEX :

	Fatal	Serious	Minor/None
Crew	Nil	Nil	Nil
PAX	Nil	Nil	Nil
Others	Nil	Nil	Nil
7. DAMAGE TO AIRCRAFT : Substantial
8. PILOT-IN-COMMAND :

Licence	:	ALTP
Age	:	45 years
Total Hrs.	:	9173 hrs.

### SUMMARY

Blue Dart Boeing 737 aircraft VT-EDS was operating cargo flight (Calcutta-Delhi-Bombay-Bangalore) on 27/28-12-96. The aircraft took-off from Bombay on 28.12.1996 with two cockpit crew members. During Bombay-Bangalore sector, the flight was uneventful. While landing at Bangalore, the pilot could not align the aircraft with RWY centre line. The aircraft touched the runway surface just after the threshold and 40 ft. right side of RWY centre line with high rate of descent and high speed. The port under carriage got sheered off and the aircraft dragged with port engine touching the runway. The aircraft veered towards left of the runway. The aircraft sustained substantial damage. The crew escaped unhurt.

The probable cause of accident has been attributed to :

"The accident was caused due to lapse on the part of pilot-in-command to make landing when the approach was not stabilised and also the aircraft was not aligned with the runway. As a result, the aircraft impacted the runway surface just after threshold on its left side at higher speed and rate of descent leading to substantial damage to its left landing gear and aircraft rolling out of the runway surface on to the left side strip".

**Factor :** Pilot - Disregard of procedures, regulations and instructions.

## FLYING TRAINING - 1

1. AIRCRAFT :  
Type : Cessna  
Registration : VT-EUR
2. DATE AND TIME : 10.05.96; 0940 hrs. IST
3. LOCATION : Buckingham canal, near Pondicherry
4. TYPE OF OPERATION : General Flying
5. PERSONS ON BOARD : Crew : 1 ; Passengers : Nil
6. INJURY INDEX : Fatal Serious Minor/None  
Crew Nil Nil 1  
PAX Nil Nil Nil  
Others Nil Nil Nil
7. DAMAGE TO AIRCRAFT : Substantial
8. PILOT-IN-COMMAND : Licence : SPL  
Age : 20 years  
Total Hrs. : 89 hrs.

### SUMMARY

Orient flight school Cessna aircraft VT-EUR was engaged in a general flying at Pondicherry aerodrome on 10.05.96. After take off from Pondicherry aerodrome the aircraft went 15 miles away from the aerodrome near Buckingham canal. While flying low unauthorisedly over the canal, its undercarriage got entangled with the telephone wires. The aircraft as a result got inverted and crashed into the canal. There was no fire. The pilot escaped with minor injuries.

The probable cause of accident has been attributed to :

"The accident was caused due to undisciplined attitude of the trainee pilot flying of the aircraft at very low altitude and hitting with the telephone wires and falling into the canal water."

**Factor :** Pilot - Disregard of regulations.

## FLYING TRAINING - 2

1. AIRCRAFT  
Type : Cessna  
Registration : VT-AAM
2. DATE AND TIME : 5.11.96; 1358 Hrs. IST
3. LOCATION : Ahmadabad Airport
4. TYPE OF OPERATION : Training
5. PERSONS ON BOARD : Crew : 1 ; Passengers : Nil
6. INJURY INDEX : Fatal Serious Minor/None  
Crew Nil Nil Nil  
PAX Nil Nil Nil  
Others Nil Nil Nil
7. DAMAGE TO AIRCRAFT : Destroyed
8. PILOT-IN-COMMAND : Licence : SPL  
Age : 19 years  
Total Hrs. : 14.30 hrs.

### SUMMARY

Ahmadabad Aviation Academy Ltd. Cessna aircraft VT-AAM was engaged in a training flight at Ahmadabad airport on 05.11.96. The aircraft had completed three touch and go exercise uneventfully. During the forth circuit for touch and go exercise, when the aircraft contacted the runway, nose landing gear of the aircraft collapsed rearward and the aircraft dragged rupturing the fuel lines of the carburettor before came to final rest. Aircraft destroyed due post impact fire. Student pilot, who was the sole occupant of the aircraft escaped unhurt.

The probable cause of accident has been attributed to :

"Improper handling by the student pilot engaged in unauthorised touch and go exercise led to aircraft contacting the runway first with the nose wheel causing nose landing gear collapse and damage to its engine mount and severing of the fuel lines to carburetor. The leaking fuel from the damaged fuel lines caused post impact fire to the aircraft."

**Factor :** Pilot - Disregard of procedures.

## PRIVATE - 1

1. AIRCRAFT  
Type : Chetak Helicopter  
Registration : VT-ERT
2. DATE AND TIME : 25.08.96; 1730 Hrs. IST
3. LOCATION : Sirani village
4. TYPE OF OPERATION : Flood relief
5. PERSONS ON BOARD : Crew : 2 ; Passengers : 4
6. INJURY INDEX : Fatal Serious Minor/None  
Crew Nil Nil 2  
PAX Nil Nil 4  
Others Nil Nil Nil
7. DAMAGE TO AIRCRAFT : Substantial
8. PILOT-IN-COMMAND : Licence : CHPL  
Age : 49 years  
Total Hrs. : 6771 hrs.

## SUMMARY

Madhya Pradesh Government Chetak helicopter VT-ERT was operating a flight from Gwalior to Bhopal on 25.08.96. There were a total of 4+2 person on board the aircraft including crew members. At about 90 NM from Gwalior 'Red Light' for engine oil low pressure warning came 'ON' oil pressure gauge indicated 'Zero' oil pressure, followed by failure of engine governor indicated by high engine rpm and rotor rpm fluctuation. Due vicious yawing of the helicopter, the pilot decided to land & made a force landing in slushy harvested paddy field of Sirni Village. The aircraft crashed on landing and hit the ground heavily and bounced to have second impact before came to rest. Aircraft was substantially damaged. All six persons received minor injuries and there was no fire.

The probable cause of accident has been attributed to :

"Loss of engine oil pressure in-flight was due to the fatigue failure of the dual banjo union which was having manufacturing defect."

"Improper handling of the controls by the captain during the power-off auto rotative landing led to the main rotor blade chaffing the tail boom resulting in heavy impact of the helicopter."

**Factor :** Pilot - Disregard of procedures.  
Manufacturer - Material failure (Manufacturing defect).



**TABLE - 2**  
**ACCIDENT STATISTICS AND FATALITY RATE OF AIR INDIA FOR THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic / International</b>
Hours Flown (No.)	12393 / 79788
Passengers carried (No.)	558437 / 2311908
Kilometers flown (in thousand)	6888 / 56915
Passenger Kilometers flown (in thousand)	592889 / 10952031
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 INDIAN AIRLINES FOR THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic / International</b>
Hours Flown (No.)	85634 / 21471
Passengers carried (No.)	64406580 / 915971
Kilometers flown (in thousand)	49632 / 11277
Passenger Kilometers flown (in thousand)	5866504 / 1246122
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 ALLIANCE AIR FOR THE YEAR**  
**1996**

<b>Type of Operation</b>	<b>Scheduled Domestic / International</b>
Hours Flown (No.)	9810
Passengers carried (No.)	617135
Kilometers flown (in thousand)	5301
Passenger Kilometers flown (in thousand)	458195
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 - 5**  
**ACCIDENT STATISTICS AND FATALITY RATE OF JET AIRWAYS FOR THE YEAR**  
**1996**

<b>Type of Operation</b>	<b>Scheduled Domestic</b>
Hours Flown (No.)	38132
Passengers carried (No.)	2172560
Kilometers flown (in thousand)	21213
Passenger Kilometers flown (in thousand)	2081386
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 rate per 100,000 Hours flown	Nil

**TABLE - 6**  
**ACCIDENT STATISTICS AND FATALITY RATE OF SAHARA AIRLINES FOR THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic</b>
Hours Flown (No.)	9934
Passengers carried (No.)	313647
Kilometers flown (in thousand)	5501
Passenger Kilometers flown (in thousand)	362578
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 - 7**  
**ACCIDENT STATISTICS AND FATALITY RATE OF ARCHANA AIRWAYS FOR THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic</b>
Hours Flown (No.)	2996
Passengers carried (No.)	18669
Kilometers flown (in thousand)	758
Passenger Kilometers flown (in thousand)	7534
Total Number of Accidents	2
Number of Fatal Accidents	1
Crew fatalities	3
Passenger fatalities	6
Fatality rate per 100 million passenger Km (crew)	39.81948
Fatality rate per 100 million passenger Km (passenger)	79.63897
Accident rate per 100 million Km. Flown	263.85224
Fatal Accident per 100 million passenger Km flown	13.27316
Accident rate per 100,000 Hours flown	66.75556
Fatal Accidents rate per 100,000 Hours flown	33.37783



**TABLE - 8**  
**ACCIDENT STATISTICS AND FATALITY RATE OF SKYLINE NEPC AIRLINES FOR**  
**THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic</b>
Hours Flown (No.)	12778
Passengers carried (No.)	414040
Kilometers flown (in thousand)	4325
Passenger Kilometers flown (in thousand)	147960
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 - 9**  
**ACCIDENT STATISTICS AND FATALITY RATE OF SKYLINE NEPC (DAMANIA**  
**AIRWAYS) FOR THE YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled Domestic</b>
Hours Flown (No.)	11866
Passengers carried (No.)	598030
Kilometers flown (in thousand)	8109
Passenger Kilometers flown (in thousand)	1100780
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 rate per 100,000 Hours flown	Nil

**TABLE - 10**  
**ACCIDENT STATISTICS AND FATALITY RATE OF AIR INDIA, INDIAN AIRLINES,**  
**ALLIANCE AIR, JET AIRWAYS, SAHARA AIRLINES, ARCHANA AIRWAYS,**  
**SKYLINE NEPC AIRLINES AND SKYLINE NEPC (DAMANIA AIRWAYS) FOR THE**  
**YEAR 1996**

<b>Type of Operation</b>	<b>Scheduled International &amp; Domestic</b>
Hours Flown (No.)	284802
Passengers carried (No.)	14326977
Kilometers flown (in thousand)	169919
Passenger Kilometers flown (in thousand)	22815979
Total Number of Accidents	2
Number of Fatal Accidents	1
Crew fatalities	3
Passenger fatalities	6
Fatality rate per 100 million passenger Km (crew)	0.01314
Fatality rate per 100 million passenger Km (passenger)	0.02629
Accident rate per 100 million Km. Flown	1.1770
Fatal Accident per 100 million passenger Km flown	0.004438
Accident rate per 100,000 Hours flown	0.70224
Fatal Accidents per 100,000 Hours flown	0.35112