

GOVERNMENT OF INDIA
O/O DIRECTOR GENERAL OF CIVIL AVIATION

AIR SAFETY CIRCULAR No. 04 Of 2001
(F.No. DG/Misc/2001)

Subject: Enhancement of Safety in General Aviation and Charter Operations.

Safety review of air transport operations in India carried out by this office has revealed the following:

- i.) Nearly 60% of accidents occur in approach and landing phases of flight.
 - ii.) About 60% accidents occur due to flight crew errors.
 - iii.) 50% of accidents are Controlled Flight Into Terrain (CFIT) accidents, which account for about 80% of fatalities. 90% of these accidents occur in poor weather conditions and 60% occur in hilly terrain.
 - iv.) Most accidents were caused due to non-compliance of the laid down operating procedures and in poor weather conditions.
2. Majority of general aviation and charter operations take place from small airports/airstrips not equipped with precision landing aids. It, therefore, becomes very essential to adhere to weather minima and the laid down operating procedures.
3. A number of steps have been taken to reduce the accidents in general aviation and charter operations. To reduce CFIT accidents, Installation of Ground Proximity Warning Systems (GPWS), even in aircraft having less than 10 seats which are powered by twin turbine engines, though more stringent than the ICAO requirements, has been made mandatory by us keeping in view our operating environment. The safety benefits of GPWS, however can only be derived by prompt action on the part of flight crew whenever GPWS warning is activated. To reduce approach and landing accidents, instructions already exist that flight crew should not hesitate to go-round if the approach is not stabilized. This needs strict compliance. A task force under the Chief Flight Operations Inspector of DGCA is engaged in implementation of Approach and Landing Accident Reduction (ALAR) tool kit developed by ICAO, IATA, Flight Safety Foundation, IFALPA and airlines.

4. There is, however, considerable scope for improvement of safety in general aviation and charter operations. Operation of aircraft within the limits of weather minima and scope of Minimum Equipment List is very essential. There may be sometimes pressure to operate or continue flights even when the weather conditions are below the weather minima or snags in the aircraft may be beyond the scope of MEL. In such cases, Pilots/Engineers should politely advise the occupants and company managers that the weather and MEL regulations have been framed for the safety of travelers and must be respected. Lives have been lost when compromises in safety regulations were made. Chief Executive Officers of the operators must ensure that commercial considerations do not out - weigh the safety requirements. They must clearly give message down the line that safety is of prime importance and must not be compromised by any one. The fear of any action for non-operating a flight when safety considerations demand so, must be removed from the minds of all concerned. The CEOs should strengthen the internal safety systems in their organizations. Operators should also make full use of the safety training courses periodically organized by DGCA under COSCAP and other programmes. Effective action on the findings of safety audits conducted by DGCA must be taken urgently so that deficiencies are not allowed to remain in the safety systems.

5. In order to monitor compliance of the safety regulations, DGCA officers and Flight Operations Inspectors are intensifying their surveillance and spot checks and strict action would be taken in case of safety violations.

6. It is re-emphasized that all concerned must ensure compliance of the safety regulations and develop a culture to enhance safety in aviation.

(H S Khola)
Director General of Civil Aviation

New Delhi
23.10.2001

To,

The Chief Executive Officers of all Non-Scheduled and Charter Operators.