

**GOVERNMENT OF INDIA
DIRECTORATE GENERAL OF CIVIL AVIATION
AIR SAFETY DIRECTORATE**

Air Safety Circular No. 5 of 2006

Subject: Safety Precautions – Review of general aviation aircraft/helicopters accidents.

General aviation aircraft/helicopter accidents during the five-year period were reviewed and based on the same all operators are disseminated the following safety information for information and compliance so as to prevent similar avoidable accidents in future:

- ***Overloading:***

In most of the cases it was observed that aircraft/Helicopter was loaded beyond permissible limits. Though preparation of Load and Trim Sheet is mandatory for all flights it was observed that same was either not prepared or was incorrectly reflecting the actual weight. **Therefore all operators are hereby advised to instruct their pilots that before each flight a Load and Trim Sheet on approved performa is to be prepared in duplicate. It should reflect the actual weight of the aircraft and C of G computed accordingly.** Flight Safety Department/Pilot of the operator should ensure compliance of these instructions prior to every flight departure.

- ***SOPs:***

In some of the cases it was observed that Standard Operating Procedures were not followed and pilots executed steep turn at low levels. It may be emphasized that Standard Operating Procedures are formulated after keeping all operating conditions/hazards in view and are meant to ensure safety of aircraft and its occupants. Therefore, **it is mandatory that pilots follow the Standard Operating Procedures meticulously** unless a grave emergency exists which forces pilot to deviate from it. Operators should ensure that all pilots are advised accordingly. During technical refreshers pilots be explained the importance of adhering to SOPs and to avoid steep turns at low level.

- ***Dual Control deactivation:***

It was observed in number of cases that passenger was carried on co-pilot seat without deactivation of the controls. Instructions had already been issued that **passenger can be carried on co-pilot seat only if controls are deactivated.** It should be appreciated that in case of emergency, probability of passenger holding

on to controls and freezing the same is very high, which may create a dangerous situation for the pilot. **All operators are therefore advised to ensure that this mandatory proviso of deactivation of the controls, if passenger is carried on co-pilot seat, must be ensured.** The Flight Safety Department/Pilot and Quality Control/Accountable Manager of the Operator are personally required to ensure the compliance whenever passenger is required to be carried on co-pilot seat.

- ***Non familiarity with landing site:***

In few of the cases it was found that pilots were not familiar with the landing helipad or the surroundings thereof especially when these Helipads were on offshore or in the mountainous area. Need to carry ground reccee or a familiarization flight with an instructor familiar with the area needs no emphasis. Operators should therefore **ensure that whenever a pilot is rostered for the first time to a new helipad in critical area or on a route, which has special features he must carry out a reccee flight to familiarize with the helipad/on route environment.**

The Accountable Manager of every General Aviation/Non-schedule operator must ensure compliance of the above safety-oriented instructions. DGCA officers are also required to carry out surveillance checks to ensure compliance of the above instructions by the operators.

Cooperation of all operators, pilots is solicited to enhance safety of General Aviation/Non-schedule aircraft/Helicopter operations.

Dated 1st September 2006

Sd/-
(A.K. Chopra)
Deputy Director General

Distribution: Non-Scheduled / Private/Helicopter Operators.

Internal Distribution: As per list