

Minutes of the 3rd JHSAT (India) Meeting held on 8 Feb '08 at AF Auditorium, Subroto Park, New Delhi-10

The 3rd JHSAT (INDIA) meeting was conducted during 1100-1430hrs under the aegis of RWSI at the Air Force Auditorium, Subroto Park on the 08 Feb 2008. The following persons attended the meeting:

Present

AVM K Sridharan, President, RWSI
Shri PK Chattopadhyaya, Former Jt DG, DGCA
Shri RP Sahi, Jt DG, DGCA & Head Helicopter Group
Shri Maneesh Kumar Dy Director Air Safety Dte, DGCA
Shri Mahendra Singh, Asst Director Air Safety Dte, DGCA
Shri Somen Chowdhary, Executive Member, IHST, Montreal, Canada
Air Cmde BS Siwach, Secy Gen, RWSI
Capt Ramesh Mallik Advisor ONGC
Capt Uday Gelli MD United Heli Charters Pvt Ltd
Capt DK Chand Director Training Global Vectra
Gp Capt KV Kunhikrishnan GM Agusta Westland Support Services
Gp Capt MK Labroo
Capt Sanjay Mittal Chief Pilot Heli Go Charters
Capt Sanjeev Dubey Chief Pilot Escorts

Appointment

Co-Chair JHSAT (India)
Co-Chair JHSAT (India)
Invitee
Invitee
Invitee
Invitee
Member
Invitee
Member
Member
Member
Tech Member RWSI
Invitee
Member Secretary

AVM K Sridharan Co-Chairman JHSAT (India) welcomed the members and outlined the objects of the JHSAT (India), a volunteer body established to analyse accidents to civil helicopters with a view to identify the causative factors with a view to help Joint Helicopter Safety Implementation Team(JHSIT),India to evolve mitigation strategies to reduce the accident rate. He then briefed the participants about the work done by JHSAT (India) during the previous meetings. He then requested Mr.Somen Chowdhary, Executive Member, IHST, Montreal, Canada to update the participants about the work being done by IHST.

Work being done by the IHST. Mr. Somen Chowdhury informed the participants that IHST has been able to share their concept with major regions of the world including North America, Europe, Latin America, India and Australasia. Mr.Liptek FAA who co-chaired the JHSAT (USA) was able to complete an analysis of the accident investigation reports for the year 2000 provided by NTSB, USA. The implementation of intervention strategies evolved by JHSIT (USA) helped in accident rate in North America to drop by 13-14%. He however regretted that Joint Helicopter Safety Analysis Team (JHSAT), India was yet to commence their work owing to non availability of the accident investigation reports.

Availability of the Accident Investigation Reports to JHSAT, India to Commence their Work. Mr Somen Chowdhury requested the DGCA to consider a base year and then release all the accident investigation reports related to the year to JHSAT, India to commence their work. After discussions, the DGCA representative agreed to make available all the major helicopter accident investigation reports related to the year 2003

once an official request is made to DGCA in this regard by JHSAT, India. It was also agreed that a web page / link will be created to serve the requirement of JHSAT (India).

National Air Safety Team (India)

It was proposed to DGCA that it may consider imbibing the mitigation strategies prepared by Joint Helicopter Safety Implementation Team (JHSIT), India since recommendations of CAST may not cover aspects related to helicopters. After discussions, the DGCA representative agreed to take up the matter with Jt DG (Air Safety) DGCA.

It was also proposed by Mr.Somen Chowdhury that NAST (India) may consider including RWSI representative in NAST (India) as RWSI is the nodal agency of the Industry and is represented in its members with helicopter operators and OEM representatives. After deliberations, Mr. RP Sahi, Jt DG, DGCA and Head Helicopter group agreed to take up the matter with Jt DG (Air Safety) DGCA.

Composition of JHSIT (India)

It was pointed out by AVM K Sridharan that a formal appointment of the team members of the JHSIT (India) was yet to be done. The point was agreed to and the following decisions were taken:-

A suitable JHSIT (India) will be created to include suitable members of RWSI amongst Pilots, AMEs, OEMs, Operators and Maintenance Organizations. Suitable representatives of AAI and Doctors will also be co-opted as and when situation demands. Suitable representatives qualified in ON-SHORE / OFF-SHORE will also be co-opted as and when situation demands. The formal declaration of the JHSIT (India) members was to be made by the DGCA / RWSI after suitable deliberations. In proposing various intervention and associated activities, JHSIT (India) will include the IHST proposed SMS toolkit.

Approval to RWSI for Building Capacity on SMS.

In view of the offer of Mr. Somen Chowdhury, Executive Member IHST to sponsor RWSI members for training on SMS at a course scheduled to be conducted by CHC at Montreal in Mar'08, DGCA was requested to give their view on making small helicopter operators compliant to SMS. Shri. RP Sahi, Jt DG, DGCA & Head Helicopter Group agreed to give a view on the subject shortly.

Analysis of Major Accidents / Incidents to 7 Civil Helicopters in the Calendar Year 2007 and another two in 2008.

AVM K Sridharan gave a preamble to the accidents in the civil helicopter industry since 1990 to date. He expressed the concern of the entire industry of the high rate of accidents in India well above the world averages. What was worrying, he said that there were same kinds of accidents taking place for the same reasons. He outlined the efforts of RWSI of conducting the Spl VFR capsules which had helped in arresting the accident rate related to single engine pilots who filed a Spl VFR flight plan and got into IMC and met with

Loss of Visual Reference Accidents. The accidents for 2007 were reviewed for the benefit of the meet by Capt Sanjeev Dubey.

Accident / Incident Summary 2007.

A total of 8 accidents / incidents took place in this period.

Pilot Error - 3, Technical – 1, Ground – 2, Under Investigation – 2 (Likely Technical).

By Injury / Damage. Fatal -1, damage / damage beyond repair – 7

By Crew Configuration.

1. Multi engine / multi crew – 4 (2 Pilot Error, 2 Technical)
2. Single Engine / single crew – 2 (1 Pilot Error, 1 Technical)
3. Ground – 2
By Operator Type.
4. Large Operator - 1
5. Small Operator – 7

The above analysis invited strong observations from all present and all reiterated the requirement of efforts to not only address the issues in whole but also take steps to effect change the culture and ethos of the entire rotary wing fraternity. Some suggested steps included speaking to most of the operators, maintenance organizations (which service majority of small operators) and adoption of third party audits. Air Cmde BS Siwach, Secy Gen, RWSI suggested that with the expertise available at its disposal it could be appointed as a nodal body for third party audits. The matter was left open for deliberation/decision by the DGCA.

Closing Remarks. Mr. RP Sahi, Jt DG DGCA thanked all present for their views and suggestions and assured that DGCA would provide all assistance to effect implementation of the JHSAT and JHSIT (India). He also reiterated that the Flight Safety was a matter that concerned all and needed their full co-operation. Purely issuing orders and instructions would not achieve the desired results. The aim was to recognize the ethics that are required to be followed to implement a FLY SAFE ethos.