

## **Minutes of the 2<sup>nd</sup> Meeting of NAST held on 19.09.2008 at 11:00 hrs at the Conference Hall in the Office of DGCA(Hq)**

The 2nd meeting of the NAST was held on 19.09.2008 at DGCA (Hq) under the Chairmanship of Sh. A.K. Chopra JDG. The members as per the list enclosed as Annexure attended the meeting.

At the outset Chairman welcomed the members. He introduced Mr. B.K. Joshi, the representative of FAST and stated that from the next meeting the representative from Indian Air Force will also be invited as member of NAST. He assured members that in future meetings will be held more frequently.

He apprised members about the details of accidents of recent past.

In the recent accident involving Ran Air helicopter Bell 430 VT-REO the ELT failed to transmit. The impact should have resulted in its activation. He observed that if the equipment does not work when it is required to do so the utility of the equipment is lost. **He advised engineering sub-group to take up this issue and provide possible solutions.**

The next issue which emerged from this accident was about search and rescue operation. He informed the members that elaborate search and rescue has been conducted which involved equipment and machinery of State Government, Indian Air Force and the operator. However, the operation was carried out in most uncoordinated manner. There was no exchange of information. Same area was repeatedly searched by the different agencies without much time gap. He advised the ATC sub-group to look into the matter and formulate necessary guidelines for coordinated search and rescue. **He advised Sh. Bakshish Singh EDAS, AAI, to hold discussions on this issue and prepare the guidelines.**

It was the seventh helicopter accident attributable to weather conditions. He observed that most of the helicopter pilots are not trained for flying in VMC conditions, there is poor flight planning and lack of attitude. He advised Helicopter sub-group to look into the issue and provide possible suggestions to make helicopter operation more safer and to avoid this type of accidents.

While informing about the accident to Andhra Pradesh Flying Club Cessna 152 Aircraft VT-EMR. He observed that most of the aircrafts of Flying Club are single engine. The aircraft had crashed in the thickly populated area. He asked the members whether local flying area for aircraft of the flying club should be enmarked for the training flights. He advised the General Aviation sub-group to look into the issue and also address whether the training programme or syllabus needs to be revised.

### **Agenda Item 1: ACTION ON THE DECISIONS OF NAST**

Chairman apprised members of the actions taken on the decisions made during the first meeting of NAST.

## **I. Issue of ID and Password to NAST Members.**

Ms. Tuhinanshu DDAW informed the members that as decided in the first meeting a separate site has been created for the NAST. It contains all the information such as minutes of the meeting, order for its incorporation etc. Chairman informed the members that all SARAST recommendations will also be put on the website. The password and user name are as follow:

User Name : nast  
Password : tsan001

## **II. Online Accident/Incident Reporting System**

Chairman informed the members that the system has been made operational and all airlines are encouraged to submit the data online.

## **III. Use of near similar call signs by different Airlines Operators**

Chairman informed the members that to resolve the issue a meeting was held with all the operators. All the operators have agreed to change their flight nos. based upon the DGCA guidelines. The new system will be implemented from the next schedules.

## **IV. Voluntary Reporting System**

He informed the members that AIC 4 of 2008 has been issued for Voluntary Reporting System, however, only few reports have been received. He advised members to give publicity regarding this AIC in their respective organization so that meaningful information can be generated by this process. Capt. Ranbir Singh from Jet Airways stated that they are receiving lots of voluntary reports. He asked Chairman whether they are required to be submitted to DGCA. Chairman informed the members that all voluntary reports received by airlines are to be dealt by airlines and a record of same has to be kept after the deidentification. He further advised members that the information gathered from the voluntary reports can be published in the Flight Safety Magazine to make the information widespread.

## **V. Duty Time Limitations for ATCO, Operation Staff, Drivers, Equipment Operators**

He informed members the issue about ATCOs and other persons operating at aerodrome as raised during the first meeting has to be kept pending for some time till the FDTL of the flight crew members is finalized. He informed members, a committee constituted by Ministry is already carrying out modification in the Civil Aviation Requirements concerning the Flight Crew FDTL/FTL. It was agreed that the committee be requested to expedite its work. JDG (RPS) suggested that we may go ahead with formulating the necessary guidelines and issue them as advisory. Mr. B.K. Joshi representative from the FAST dwelt on the issue of recruitment training and facilities for ATCOs. He also submitted that FAST had commissioned a study on these issues.

## **Decision Taken**

It was agreed that the necessary guidelines to this effect will be made.

FAST was also advised to submit its report.

## **Agenda Item 2: ACTIONS ON THE RECOMMENDATIONS OF SUB- GROUP (MAINTENANCE)**

The convener of engineering sub-committee Mr. Ashwani Sharma informed the members that they had two meetings in the intervening period and read out the minutes of the two meetings.

### **I. Ground Incidents**

The Committee made note of an alarming increase in incidents involving aircraft and ground equipments. The Committee recommended:

1. Installation of speed governors on all ground equipments
2. Breath Analyser for all ground staff
3. Operator should be given a strict time frame for implementing measures for reduction in ground incidents.

Chairman informed members that regarding apron incidents number of meetings have been held with aerodrome operators, airlines and other agencies operating at airport and series of measures have been taken. The suggestion of committee regarding installation of speed governors on the vehicle has already been implemented at Delhi and Mumbai Airport. The programme will be implemented at other airports also in phased manner.

Second suggestion regarding introduction of alcohol check for aerodrome operators requires introduction of regulation.

### **Decision Taken**

It was decided to device general guidelines for apron operation in the form of Civil Aviation Requirements.

### **II. Investigation Board Recommendations**

Group expressed concern that operators often do not comply with various recommendations made by statutory investigation boards. The Committee therefore, recommended that NAST should commission a survey of a randomly chosen operator to study investigation done in preceding two years.

### **Decision Taken**

A sub-committee will be constituted to review the investigation, work of all airlines for preceeding two years.

### **III. Marshalling of Aircraft**

The group recommended for DGCA to come out with a detailed circular giving complete information on all aspects of marshalling activities due to non-uniformity in practices of different operators.

#### **IV. Nodal Officers**

Group expressed the opinion that there should be a nodal officer in each schedule and non-schedule operator who shall be single point contact for all issues relating to all aspects of safety.

#### **V. Use of Mobile Phone while working on the Apron/carrying out maintenance activity**

Convener of the engineering committee and Mr. C.S. Tomar submitted that a regulation may be issued to stop the use of mobile phone during working at airport, may it be ground handling or engineering maintenance activity. As it causes distraction and may affect the work.

#### **Decision Taken**

It was felt that it is matter of airlines, therefore, all airlines may be requested to issue necessary instructions in this regard.

#### **Agenda Item 3: ACTIONS ON THE RECOMMENDATIONS OF SUB-GROUP (OPERATIONS)**

Chairman informed the members that during the intervening period Operation Group organized one meeting during which following decisions were taken/accomplished:

##### **I. Cabin Crew Injury Reduction during Turbulence**

As per the decision taken in the first meeting on the basis of SARAST circular on cabin crew safety a circular has been issued for compliance by all airlines. Also cabin crew sub-committee is working on standardization of training programme of cabin crew across the airlines.

##### **II. Monsoon Circular**

The team constituted could not meet and produced comprehensive guidelines. The team was again requested to collect all the data and prepare comprehensive guidelines for monsoon operation.

##### **III. Pre-flight Dispatch Briefing**

No inspection has yet been carried out.

##### **IV. Engine Start during Push Back**

It was observed that ATC does not give permission for engine start during push back, as at Delhi Airport vehicular lane and taxi way pass through push back area. It may result into damage to equipment and life.

## **Decision Taken**

Mr. D.C. Sharma, Dy. Director Ops. to coordinate with Airports Authority and aerodrome operator to study feasibility. Also engineering sub-group to prepare comprehensive guidelines.

### **V. Training of Fire & Rescue Personnel**

Chairman informed members after the privatization of aerodromes. Number of private aerodrome operators have come up, therefore, there is need to prepare guidelines for the initial training, recurrent training and assessment of personnel.

## **Decision Taken**

ATC sub-group to look into the matter and prepare comprehensive guidelines.

Chairman requested other groups also to take up issues and suggest necessary measures to NAST for implementation.

## **ANY OTHER ISSUE**

### **I. Difficulty in obtaining ATC and Met Briefings**

Capt. Siwach of Rotary Wing Society submitted that introduction of speed governors have increased the time required to go to ATC for obtaining necessary clearances from the Terminal 1. This often results in frustration of the pilots. Clearance desk of ATC may be established in the domestic area.

Chairman informed the members that the flight plans are already being accepted by fax. MET Department has agreed to provide a drop line for receiving met information. One of the agencies has already volunteered to have tie up with the MET Department for general aviation. However, it was felt that electronic mode of transmission of flight plan is most efficient process. But due to technical modalities in the ATC set-up the electronic filing of flight plan cannot be introduced at this stage.

## **Decision Taken**

ATC sub-group to monitor and look into the matter.

### **II. Use of VHF Frequency up to three decimals at IGI Airport**

Mr. V. P. Messy referred to the instructions of M/s Airports Authority of India regarding use of VHF frequency up to three decimal place for air traffic control purposes at IGI Airport.

Chairman informed that further details would be obtained and matter will be looked into.

III. **Next Meeting of NAST**

It was decided that the next meeting of NAST will be held within two months and it may be coincided with the Seminar on Reduction of approach and Landing Accident.

IV. **Addition of New Members**

Chairman informed the Hosue that due to retirement or other purposes few new members will be added to the NAST and list for the same will be circulated and put on DGCA website.

The meeting ended with Vote of Thanks to Chair.

**MEMBERS PRESENT:**

1. Mr. A.K. Chopra, JDG, DGCA NAST Leader
2. Mr. R.P. Sahi, JDG, DGCA
3. Mr. A. Sharma, DGM (Quality),NACIL-A
4. Capt. Ranbir Singh, Sr. G.M (AS), Jet Airways
5. Mr. C.S. Tomar,VP(Engg & Maint.), Kingfisher Airlines
6. Mr. O.P. Ahuja,VP(Ops), Spicejet
7. Capt. U. Gelli, MD, UHPL
8. Mr. P. Raj Menon, Director,Global Vectra Helicorp
9. Air Commodore B.S. Siwach, Sec Gen, RWSI
10. Mr. Pragyesh Misra, U.P. Govt.
11. Capt. Irshad Ahmed, FOI(H), DGCA
12. Ms. Tuhinanshu Sharma, DDAW, DGCA Focal Point, India  
COSCAP-SA
13. Mr. Maneesh Kumar, DDAS, DGCA Member Secretary

## **OTHER INVITEES PRESENT:**

1. Mr. A.K. Sharan, DDG, DGCA
2. Mr. B. K. Joshi, Secretary General, Foundation for Aviation Safety and Sustainable Tourism (FAST)
3. Sh. Bakshish Singh EDAS, Airports Authority of India
4. Mr. V.P. Massey, DDAW, DGCA
5. Mr. D. C. Sharma, DD (Ops.), DGCA
6. Mr. M. T. Bokade, DD (Ops.), DGCA
7. Mr. S. S. Verma, GM (AS), Airports Authority of India
8. Mr. Bir Singh Rai, DAS, DGCA
9. Mr. R.S. Passi, DDAS, DGCA
10. Ms. Sandhya Saxena, SAWO, DGCA
11. Capt. R.S. Sandhu, Dy. GM (Ops.), NACIL-I
12. Mr. Amit Gupta,ASO(E), DGCA