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REPORT

**ON SERIOUS INCIDENT TO
M/S JET AIRWAYS LTD B-737-800 AIRCRAFT VT-JGK WHILE
OPERATING FLIGHT 9W-481 (MUMBAI-CHENNAI) ON 14.10.2011**

**AIR SAFETY DIRECTORATE
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Foreword

This document has been prepared based upon the evidences collected during the investigation, opinion obtained from the experts. The investigation has been carried out in accordance with Annex. 13 to the Convention on International Civil Aviation and under the Aircraft Rule 77C of 1937. The investigation is conducted not to apportion blame or to assess individual or collective responsibility. The sole objective is to draw lessons from this Serious Incident which may help to prevent future accident or incident

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**REPORT ON SERIOUS INCIDENT TO
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OPERATING FLIGHT 9W-481 (MUMBAI-CHENNAI) ON 14.10.2011**

a) Aircraft

Type/ Model : B-737
Nationality : Indian
Registration : VT-JGK

b) Owner : Celestial Aviation trading limited,
Ireland

c) Operator : M/s Jet Airways (India) Ltd.

d) Date of Incident : 14.10.2011

e) Last Point of Departure : Mumbai

f) Point of Intended Landing : Chennai

g) Type of Operation : Scheduled Flight

h) Phase of Operation : Descent

(All timings in the report are in IST)

SYNOPSIS

On 14th October 2011, a trainee First officer was roistered as Supernumerary on M/s Jet Airways flight 9W-481(Mumbai to Chennai) being operated by Boeing 737-800 aircraft VT-JGK. While climbing through 20000ft. the trainee First officer occupied right hand seat in the cockpit till landing at the instance of Pilot in Command of the flight.

The incident was reported by the First officer to the Flight Safety department of M/s Jet Airways on 21.10.2011. The investigation was carried out by M/s Jet Airways and took disciplinary action against Pilot in Command and the Trainee First Officer. However the incident was not reported to DGCA. DGCA classified the occurrence as serious incident and instituted inquiry under the Rule 77C of Aircrafts Rule 1937.

1. FACTUAL INFORMATION

1.1 History of the Flight

On 14th October 2011, M/s Jet Airways Boeing 737-800 aircraft VT-JGK was involved in a serious incident while operating flight 9W-481(Mumbai to Chennai) as the trainee First Officer was on the Right hand Seat in the Cockpit till landing.

The trainee First Officer(Tr. F/O), who has the endorsement of Boeing 737-800 aircraft on her Commercial Pilot License and thereafter has flown around 192 hours as Supernumerary, requested roster and the Pilot In Command(PIC) for assigning her as Supernumerary on flight 9W-481 of 14th October 2011. On 14.10.2011, the Pilot in Command had already reached the Dispatch after operating flight in Mumbai. The First Officer (F/O) and the trainee first officer (Tr F/O) took the briefing in the dispatch and reviewed the flight documents. Thereafter both of them left for the aircraft. The PIC joined them in the aircraft after carrying out the external inspections. In the aircraft the trainee first officer carried out the preflight scan and it was monitored by the First officer. Practice briefing was carried out the Tr. F/O and was monitored by the PIC and the First officer. After completing the procedures Tr. F/O occupied the jump seat.

The Tr. F/O handled the radio telephony conversation with Air Traffic control during ground taxi and take off. After takeoff, while passing through 20,000 ft. the Tr. F/O switched the seat with the first officer, perhaps under the instructions of PIC. During the flight the PIC and the F/O helped the trainee to do the FMC procedures. During the cruise The RT conversation was handled by the First Officer/Trainee First Officer. The Tr. F/O did the pilot monitoring procedures such as callouts, checklist and monitoring of the aircraft parameters. The same was also being monitored by the First officer. The descent briefing was done by the PIC before commencement of the descent in which he briefed the first officer and the trainee F/O. He also discussed the emergencies. The descent checklist callouts were made by the trainee F/O.

During approach and landing, the first officer handled radio conversation and checklist items were called by him while occupying the jump seat and PIC carried out the action and replied back in confirmation for Pilot Flying actions. During landing till touchdown the trainee F/O continued to occupy the right hand seat in the Cockpit despite first officer insistence on change of seats as mentioned by him in his statement. The landing was uneventful and same is corroborated by the parameters recorded on the flight data recorder which does not indicate any discrepancy in the flight parameters during flight and landing.

1.2 Injuries to Persons:

Injuries	Crew	Passengers	Others
Fatal	Nil	Nil	Nil
Serious	Nil	Nil	Nil
Minor/None	Nil	Nil	

1.3 Damage to Aircraft

Nil

1.4 Other Damage

Nil

1.5 Personnel information

1.5.1 Pilot-in-Command

1.5.1.1 License Details:

License type	:	ATPL
ATPL Valid up to	:	01/11/2013
Date of Initial Issue	:	02/11/2007
Date of Birth	:	02/02/1978
Medical Valid up to	:	03/01/2012
FRTOL	:	Valid till 21/09/2016
Date of last IR Check	:	26/08/2011
Date of last Route Check	:	12/07/2011
PPC	:	26/08/2011

1.5.1.2 Aircraft Ratings:

As PIC	:	B-737-700/800/900
Date of Endorsement on	:	10.04.08
Boeing Series	:	
Other Aircraft endorsed	:	Cessna 152 A, Piper PA23-250

1.5.1.3 Flying Experience

Total flying hours on B737NG	:	8372:29
As Captain on B737NG	:	3551:13 Hours
As First officer on B737NG	:	4821:16 Hours

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Flying hours in last 12 months : 936:44 Hours
Flying hours in last 30 days : 80:13 Hours
Flying hours in last 7 DAYS : 28:24 Hours
Flying during last 24 hrs. : 5:05 hours
He was cleared by M/s Jet Airway for giving supervised takeoff and landing.

1.5.2 First Officer:

First Officer underwent initial endorsement training for Boeing 737-800 aircraft at M/s Jet Airways training academy as per DGCA approved type training course. His familiarization flight was carried out on 17.06.2010. He was cleared to fly as First Officer on 26.09.2011.

1.5.2.1 License Details:

License type	:	CPL
Valid up to	:	18/03/2015
Date of Initial Issue	:	19/03/2010
Date of Birth	:	10/04/1980
Medical Valid up to	:	17/11/2011
FRTOL No, valid till	:	valid till 21/09/2016
Date of last IR Check	:	08/05/2011
Date of last Route Check	:	26/09/2011 (For release as F/O)

1.5.2.2 Aircraft Ratings:

As PIC	:	Cessna 152 A, Piper PA34
As Co-pilot	:	B-737-700/800/900
Date of Endorsement on	:	20.05.11
Boeing Series	:	
Last technical Refresher	:	16 th August 2011 to 19 th August 2011

1.5.2.3 Flying Experience

Total flying Experience	:	302:43 Hours
Total on B737NG	:	99:13 Hours
Flying hours in last 12 months	:	99:13 Hours
Flying hours in last 30 days	:	40:34 Hours
Flying hours in last 7 days	:	22:49 Hours
Flying during last 24 hrs.	:	6:48 Hours

1.5.3 Trainee First Officer

The Trainee F/O joined M/s Jet Airways on 07th March 2011. The Trainee F/O underwent type training course on Boeing 737-800 type aircraft from R.J. Flight

Academy, Sweden at their training center/Simulator at Dubai as per JAA Approved type rating course. She completed her type training on 30th December 2010. The Trainee F/O Supernumery flying commenced from 18.04.2011

1.5.3.1 License Details:

License type	:	CPL
CPL Valid up to	:	14/01/2015
Date of Initial Issue	:	15/01/2010
Date of Birth	:	07/08/1989
Medical valid up to	:	10/10/2012
IR check	:	27/12/2010
FRTOL	:	Valid up to 14.01.2015

1.5.3.2 Aircraft Ratings:

As PIC	:	Piper Seneca PA-34, PA 28-140 Cherokee
As Co-Pilot	:	B-737-800
		date of Endorsement 6.01.2011

1.5.3.3 Flying Experience

Total Flying Experience	:	222 hrs
Supernumery Flying on B737-800	:	190:16 hrs.

1.6 Aircraft Information

1.6.1

Manufacturer	Boeing Commercial Airplane Group, USA
Type	Boeing 737-83N Aircraft
Constructor's S.NO.	32579
Year of Manufacturer	2001
Certificate of Airworthiness	No. 2655, date of initial Issue: 27.06.2005 <i>(Revalidated on the strength of Irish Export C of A No. 1899E dated 22.06.2005)</i> Valid up to 27.11.2013
Airworthiness Review Certificate	Reference :JGK/2655/ARC 2 nd /2011/459 Date of issue: 23.11.2011 Date of Expiry:27.11.2012
Category	Normal

Sub Division	Passenger/Mail/Goods
Certificate of Registration	No. 3246, Category 'A', Issued on 27.06.2005 Valid up to 14.04.2015
Owner	Celestial Aviation trading limited Aviation House, Shannon, County Clare, Ireland
Operator	M/s Jet Airways (India) Ltd. S.M. Centre, Andheri Kurla Road, Andheri East, Mumbai
Minimum Crew Required	Two
Maximum All Up Weight Authorised	70533 kg
Last Major Inspection	C1 Inspection Schedule (6000 flt hr/4000 flt cycles/24 months Elapsed time which ever is earlier) From 01.03.2011 to 15.03.2011
Air frame Hrs. Since New	26531:42 hrs.

1.6.2 Scrutiny of record

Except for the snag pertaining to bleed system no significant snag reported on the aircraft on the day of incident and subsequent period of 15 days.

1.6.3 Weight and Balance

There were total of 132 passengers, departure fuel: 13453 kg, T/O WT 69741 kg, MACTOW 21.97

1.7 Meteorological Information

N/A

1.8 Aids to Navigation:

N/A

1.9 Communications :

N/A

1.10 Aerodrome Information:

Chennai International Airport is owned and operated by Airport Authority of India. The elevation of airport above mean sea level is 34 ft; Co-ordinates are Latitude 125937N, Longitude 0801037E. The airport has two runways 07/25 and 12/30 out of which 07/25 is operational. The length of runway 07/25 is 3658m. The airport is equipped with DVOR, VOR, DME and NDB navigation.

1.11 Flight Recorders:

1.11.1 Cockpit Voice Recorder:

CVR was not replaced as the information of the incident was submitted by the first officer on 21.10.2011 i.e. on 7th day after the occurrence.

1.11.2 Digital Flight Data Recorder:

During descent the autopilot was disconnected at 3300 ft and had flown the aircraft manually to come on profile. Auto throttle was in active mode from radio altitude of 2169 ft to radio altitude of 156ft. It was flap 30 landing. The touchdown speed was 146 knots (CAS) with corresponding g value of 1.53. The rate of descent was at touchdown was -46 ft/min. There was no exceedence of any of the flight parameters during the flight.

1.12 Wreckage and Impact Information.

N/A

1.13 Medical and Pathological Information:

N/A

1.14 Fire:

There was no fire.

1.15 Survival Aspects:

The incident was survivable.

1.16 Tests and Research:

Nil

1.17 Organizational and Management Information:

M/s Jet Airways (India) is a scheduled airline. It has scheduled operator permit No. S-6A issued on 13.02.1995. The aircraft fleet consists of B737-700/800/900, B777-300ER, A330 and ATR 72-212A types of aircraft.

1.17.1 Training Establishment

M/s jet airways has DGCA approved training centre for the theoretical classroom training of the flight crew and operations personnel for ATR 72 , B737, B777 and A330/340 airplanes. For the conduct of the training, they have DGCA approved training manual.

Initial Endorsement Course B737-400/700/800/900.

As per Para 2.5 of the Training Manual the training course/Syllabus for Initial Endorsement Course B737-400/700/800/900.

- Ground Training

A trainee pilot with CPL is given training on the following subjects.

Jet Orientation, Basic Technical, General Performance, Jeppesen manual charts, Air Legislation, Meteorology and Navigation- 60 Hours

B737 – Technical Endorsement -120 Hours,

Specific Performance- 60 Hours

- Supernumerary- 50 hrs

- Simulator Training

Endorsement simulator training on B737- at the institutions approved by DGCA.
(Training and check details of simulator sessions and exercises)

	PF	PNF
Fixed Training Device 5 sessions [2hrs]	10:00 hrs	10:00 hrs.
Full flight simulator 14 sessions [2hrs]	28:00 hrs	28:00 hrs
Circuits landings 3 sessions [2hrs]	06:00 hrs	06:00 hrs
LOFT exercise	01:00 hrs	01:00 hrs
CA40 A (J) skill test DAY + STL	02:30 hrs	
CA40 A (J) IR/LR NIGHT	02:30 hrs	

Low Visibility session and check	CAT II	CAT III
	04:00 hrs	03:00 hrs

-Aircraft Training

Familiarization flight of 45 minutes duration, consisting of at least 3 landings [1 instrument approach mandatory].

-Line Training

Initial route check with TRE/TRI with SAFETY PILOT on board. SLF with CHECK PILOT /TRI/TRE for 50 hrs. First 4 sectors with Safety Pilot. A minimum of 5 sectors by night.

-Release Route Check with Instructor/Examiner

1.17.2 Reporting & Investigation of Incident and Release of the Crew

The incident was reported by the First officer to the Chief of Flight Safety of M/s Jet Airways on 21.10.2011. The investigation into the incident was instituted by the Fleet office. The investigation team comprised of B737 Fleet Captain, Chief of Flight Safety and V.P Human Resource. During the investigation by the Jet Airways team it was confirmed that the trainee First Officer occupied the Right hand seat during the flight till landing. Based on the findings of the inquiry both the PIC and the trainee First officer were taken off the flying duties w.e.f 22nd October 2011 for a period of three months and handed over warning letters. This was done with the concurrence of the Chief Operating Officer of the Company. However the incident was not reported to the DGCA.

Before the expiry of three months, the Fleet captain issued instructions on 04/01/2012 to the rostering department to Roster PIC and trainee first officer for the flights subject to training requirements. Fleet captain took this decision as he felt a lenient view needs to be taken as the investigation team has been able to reach the above conclusion based on the acceptance of the facts by both PIC and the trainee First officer. However the approval of the Chief Operating Officer was not taken before for reducing the grounding period.

Accordingly the PIC underwent his **Recency Route Check on 4th Jan 2012. He started his line flight w.e.f 5th Jan 2012.**

1.17.3 Voluntary Reporting System

1.17.3.1 Regulatory Instructions:

Regulatory instructions for the Voluntary reporting system are contained in AIC 8 of 2011. The AIC requires as follows

Anyone who witnesses or is involved or has knowledge of an occurrence, hazard or situation which he or she believes posses potential threat to flight safety reports the same. Once detailed report is obtained, Name & Address of the reporter and all identifying information are to be destroyed. An acknowledgement is to be sent to the reporter. After de-identifying, the information is be analyzed by a select group of officers who will decide the follow up action to be taken. De-identified Reports only will form part of data bank

Actions learnt from such reports are to be circulated to Members of aviation community by a DGCA Safety Bulletin. Specific problems or trend are to be brought to the attention of the appropriate authorities and preventive measures followed up.

AIC assures that no punitive action will be taken on such voluntary reporting made unless infringement relates to unlawful / criminal /deliberate gross negligent unsafe action.

1.17.3.2 Jet Airways Policy:

M/s Jet Airways has casted their policy for the voluntary reporting system in the company flight safety Manual. It requires every employee of Jet Airways to bring to light all incidents/ unsafe practices they might come across which are potential hazard to safety of aircraft or personnel without fear of any punishment. The policy further assures that

"Confidentiality of the report will be maintained within the Flight Safety Department and the identity of the author will only be used to acknowledge the report and to give feedback. Thereafter it will be deleted from the data".

During the annual recurrent training the crew undergoes instructions on the flight safety matter which also include the Voluntary reporting system. A review of the course material indicates that the focus is more on the mandatory reporting system.

1.17.4 Duties and Responsibilities

1.17.4.1 Para 1.3.4 of the Jet Airways Operations Manual inter alia defines duties and responsibilities of Chief Operating Officer as following:

- He is overall responsible for ensuring safe efficient, economic effective operations of the Company's aircraft fleet and towards this will define strategic operational goals for the department and provide the necessary direction to attain these goals.
- To ensure effectiveness of safety management system for flight Operations and Engineering activities complying with Jet Airways policies and Operations specifications.
- Conduct benchmarking exercises and establish standards in respect of :
 - Crew utilization
 - Training.
- Formulate policies in respect of
 - Crew recruitment
 - Crew utilization
 - Minimum training standards
 - Safety standards and procedures
 - Operational efficiency
- Develop and maintain a strong two-way communication program for harmonious relationships within and between departments.
- **Direct and initiate action towards an amicable settlement of employee issues.**
- Chairman of Panel of Executives

1.18 Additional Information:

Nil

1.19 Useful or Effective Investigation Techniques:

Nil

2. ANALYSIS

2.1 Trainee First Officer Qualification and Handling of Controls

The Trainee F/O underwent type training course on Boeing 737-800 type aircraft from R.J. Flight Academy, Sweden at their training center/Simulator at Dubai as per JAA Approved type rating course. Accordingly CPL license of the trainee F/O has been endorsed with B-737-800 type aircraft as Co-Pilot.

Para 2.5 of the Training Manual of Jet Airways lists the training course/Syllabus for Initial Endorsement Course B737-400/700/800/900. During the type training course, the trainee First officer had completed the ground training & assessment and Simulator Training & assessment. As per the syllabus the trainee F/O had to undergo

- 50 hrs of Supernumerary flying
- Familiarization flight of 45 minutes duration, consisting of at least 3 landings [1 instrument approach mandatory]
- Line training consisting of Initial route check with TRE/TRI with Safety Pilot on board. SLF with Check Pilot /TRI/TRE for 50 hrs. First 4 sectors with Safety Pilot and a minimum of 5 sectors by night.
- Finally release route check with Instructor/Examiner.

Against the above requirements the trainee F/O had undergone 190:16 hrs of Supernumerary flying which is much in excess of the requirements of the 50 hrs. However she had yet to undergo Familiarization flight, line training and the release route check.

Thus from above it is concluded that the trainee F/O qualification was not complete to perform the functions of first officer (Pilot Monitoring).

After takeoff while passing through 20,000 ft. the Tr. F/O switched the seat with the first officer and continue to occupy that seat till touchdown. During the flight the PIC and the F/O helped the trainee to do the FMC procedures. During the cruise The RT conversation was handled by the First Officer/Trainee First Officer. The Tr. F/O did the pilot monitoring procedures such as callouts, checklist and monitoring of the aircraft parameters. The same was also being monitored by the First officer. The descent briefing was done by the PIC before commencement of the descent in which he briefed the first officer and the trainee F/O. He also discussed the emergencies. The descent checklist callouts were made by the trainee F/O.

During approach and landing, the first officer handled radio conversation and checklist items were called by him while occupying the jump seat and PIC carried out the action and replied back in confirmation for Pilot Flying actions. PIC is the in charge of the aircraft during the flight. The first officer was also a newly released First Officer. The authority gradient in the Cockpit was steep. Therefore this switching of the seats and permitting the Trainee First Officer to carryout pilot monitoring functions cannot happen without the expressed permission of the PIC or his instructions.

Thus it can be safety concluded the Trainee F/o occupied the right hand seat in the Cockpit at the instructions of the PIC although there may have been desire on the part of the trainee F/O also in view of long waiting for remaining procedure for the release as First officer.

The landing was uneventful and same is corroborated by the parameters recorded on the flight data recorder. Though the First officer has stated that the trainee first officer also had hands on the control besides the PIC. However same cannot be verified by independent evidence. Neither this fact can be verified by the DFDR recording. As the information was received after an elapse of seven days, the CVR data could not be obtained. Thus it is not possible to say that trainee first officer had hands on the control while landing the aircraft.

2.2 **Investigation of Occurrence and Release of the Crew**

The incident was reported by the First officer to the Chief of Flight Safety of M/s Jet Airways on 21.10.2011. The investigation into the incident was instituted by the Fleet office. The investigation team comprised of B737 Fleet Captain, Chief of Flight Safety and V.P Human Resource. Although as per the M/s Jet Airways policy as reflected in the Flight Safety Manual, it is the duty of the Flight Safety Department of the organisation to investigate all the voluntary reports to ensure that the person providing information is protected. However it was treated as administrative matter and the DGCA was not informed. **Making public the name of the person reporting unsafe act has its pitfalls as it may invite retribution from peers and seniors. Thus it would discourage the flow of information with resultant loss to safety.**

During the investigation by the Jet Airways team, it was confirmed that the trainee First officer occupied the Right hand seat during the flight till landing. Based on the findings of the inquiry both the PIC and the trainee First officer were taken off the

flying duties w.e.f 22nd October 2011 for a period of three months. This was done with the concurrence of the Chief Operating officer of the Company.

Before the expiry of three months, the Fleet captain issued instructions 04/01/2012 to the rostering department to Roster PIC and trainee first officer for the flights subject to training requirements. Fleet captain took this decision as he felt a lenient view needs to be taken as the investigation team has been able to reach the above conclusion based on the acceptance of the facts by both PIC and the trainee First officer. Para 1.3.4 of the Jet Airways Operations Manual inter alia states that Chief Operating Officer (COO) is Chairman of Panel of Executives **and he has to direct and initiate action towards an amicable settlement of employee issues.** Therefore the Chief Operating Officer is overall responsible for the operation of entire fleet and appellate authority against the decisions of the fleet captains.

B737 Fleet Captain believed that only against the inappropriate administrative action the matter can be raised before the COO and not for reducing the administrative action. Though the Company Operations manual is not emphatic on the issue; however, this being a serious issue, where the safety of the passengers was jeopardized, the matter should have been placed before the COO before reducing the grounding period.

Thus the decision of the B737 fleet captain to reduce the grounding period of PIC and the trainee First Officer is inappropriate.

2.3 Training Policy of M/s Jet Airways

M/s Jet Airways has its own training establishment for the pilots and other operations personnel. In case of the ab initio pilots, after completing the ground training, they have to undergo 50 hrs of Supernumerary flying. During the Supernumerary flying they have to get the progress report signed from each pilot they fly with, however during investigation it was observed that that document is not being signed by the pilots. After completing 50 hrs of Supernumerary flying they may continue to fly as Supernumerary depending upon the backlog in the training after personally contacting rostering and the PIC concerned. However this process is not monitored either by the training department or by the Fleet office. This may lead to trainee getting inordinately delayed in getting in the remaining phase of the training and their performance not being monitored. This makes the situation ripe for the trainee first officer seeking up gradation to the pilot monitoring function.

Thus M/s Jet Airways should ensure that each phase of the training is coordinated and monitored by a particular department.

3. CONCLUSIONS:

3.1 Findings:

- 3.1.1 The trainee F/O qualification was not complete to perform the functions of first officer (Pilot Monitoring).
- 3.1.2 the Trainee F/o occupied the right hand seat in the Cockpit at the instructions of the PIC although there may have been desire on the part of the trainee F/O also in view of long waiting for remaining procedure for the release as First officer.
- 3.1.3 The Trainee First Officer carried out pilot monitoring functions during the flight. However in absence of independent evidence it is not possible to say that trainee first officer had hands on the control while landing the aircraft.
- 3.1.4 Investigation of the Voluntary report was carried out as administrative matter.
- 3.1.5 The incident was not reported to DGCA
- 3.1.6 B7373 Fleet captain of M/s Jet Airways took decision to reduce the grounding period of the crew without the consent of the Chief Operating Officer (COO) of the company. Though the Company Operations manual is not emphatic on the issue; however this being a serious issue, where the safety of the passengers was jeopardized, the matter should have been placed before the COO before reducing the grounding period. The decision of the B737 fleet captain to reduce the grounding period is inappropriate.
- 3.1.7 The process of Supernumery flying during Abinitio pilot training is not monitored either by the training department or by the Fleet office

3.2 Probable Cause of the Serious Incident:

The incident occurred due to PIC instructing trainee first officer to occupy right hand seat in the cockpit and permitting the trainee F/O to be there till landing. Contributory factor is the lack in the monitoring of the training specially Supernumery flying.

4. SAFETY RECOMMENDATIONS:

- 4.1 M/s Jet Airways should ensure due coordination and monitoring of the Supernumery and flying training of the trainee pilots during the ab initio training. This should also ensure that the backlog in the training is reduced to minimum.
- 4.2 M/s Jet Airways should clearly lay down the authority sharing between the Fleet office and the Chief Operating Officer.
- 4.3 Action as deemed fit may be taken against the Fleet Captain for reducing the grounding period of the trainee First Officer and the PIC.
- 4.4 Jet Airways should ensure that its voluntary reporting system and investigation is independent.
- 4.5 Action as deemed fit may be taken against the PIC for permitting trainee F/O to occupy right hand seat in the cockpit and the trainee F/O.

Place: New Delhi

Date: 14.05.2012



(Maneesh Kumar)
Inquiry Officer (VT-JGK)

GLOSSARY OF ABBREVIATIONS

AIC	:	Aeronautical Information Circulars
ATC	:	Air Traffic Control
ATPL	:	Airline Transport Pilot License.
CPL	:	Commercial Pilot License
COO	:	Chief Operating Officer
DGCA	:	Directorate General of Civil Aviation
F/O	:	First Officer
FRTOL	:	Flight Radio Telephony Operators License
FMC	:	Flight Management Computer
IR	:	Instrument Rating
JAA	:	Joint Aviation Authority
Kg	:	Kilogram
PF	:	Pilot Flying
PNF	:	Pilot not Flying
PIC	:	Pilot in Command
PPC	:	Pilot Proficiency Check
IST	:	Indian Standard Time
PIC	:	Pilot in Command
RT	:	Radio Telephony
TRI	:	Type Rated Instructor
TRE	:	Type Rated Examiner