Aviation Safety Report
2018

Civil Aviation Authority of Nepal

Published by:
Civil Aviation Safety Regulation Directorate
Civil Aviation Authority of Nepal
Head Office, Babarmahal
Kathmandu, Nepal

June 2018

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Foreword

With diverse virtues such as bringing people closer, promoting economic growth and facilitating tourism and trade, aviation plays a crucial role in the wider economic development of society. So as to ensure that air transport continues to play a major role in driving sustainable economic and social development, continuous improvement in aviation safety is essential. As a regulator of civil aviation activities in the country, the Civil Aviation Authority of Nepal (CAAN) is responsible for ensuring safety in Nepalese aviation arena. The Standards and Recommended Practices (SARPs) stipulated in Annexes to the Convention on International Civil Aviation are the basis of uniformly establishing safety in all contracting States. Based on these SARPs, CAAN develops requirements, directives, manuals and procedures for the maintenance of aviation safety in acceptable level.

The air transport industry needs to deliver safe services in accordance to these regulatory framework set up by CAAN. For delivery of safe services, an effective safety management system needs to be in place so that inherent risk can be identified and managed to an acceptable level. CAAN, as part of its oversight activities, verifies that the aviation industry complies with the regulatory framework through certifications, assessments, validations, inspections and enforcement.

Management of safety, thus, is the joint responsibility of CAAN and all the service providers. The journey towards a continuously safer aviation demands shared paces. CAAN is committed to put its best efforts in promoting safety and inculcating safety as a culture among all concerned.

This Safety Report is the second edition of the Aviation Safety Report, 2016. This Report has corrected some accidents data and also inserted a few data after verifying with ICAO and other international publications. This Report is based on guidance from Global Aviation Safety Plan, ICAO USOAP Audit Reports, Accident Investigation Reports and Mandatory and Voluntary Reports. It provides a brief overview of updates on safety indicators including the accidents that occurred during the last ten years (2008-2017) together with Nepal's status in USOAP Audit, safety priorities and safety challenges of Nepal.

(Sanjiv Gautam)
Director General

Contents

Executive Summary

Aviation in Nepal, with its diverse topography as well as weather, has its own constraints and challenges. Heterogeneity of aircraft in the domestic operations varying from small Cessna to bigger jets such as CRJ operated by 19 different domestic airline companies has added to these challenges. Small turbo-prop aircraft including DHC-6 300/400, LET 410, D228 and single engine Cessna- 208B operate mostly in the airports that are located in narrow valleys or hill tops.

The movement of aircraft in domestic operations registered a significant increase from 2015 to 2016 by 33.04 % and a notable increase of 13.51 % took place from 2016 to 2017.

During the period of 2008 to 2017, Nepalese registered aircraft witnessed 30 accidents which claimed 173 lives. Turbo Prop multi - engine aircraft with seat capacity of more than 19 did not witness any fatal accident during that period. Turbo-prop multi-engine aircraft with seat capacity 19 or less met with 13 accidents claiming 150 lives and single -engine turbo prop aircraft had 3 accidents resulting in 2 fatalities. Similarly, there were 10 helicopter- accidents with 16 fatalities and 3 recreational aircraft accidents with 5 fatalities. The diversity of weather patterns together with hostile topography are the main challenges surrounding aircraft operations in Nepal due to which, the number of accidents related to small aircraft having 19 seats or less and operating in STOL airfields seems comparatively higher.

As guided by ICAO Global Aviation Safety Plan, total aircraft accidents (except recreational flights) from 2008 to 2017 in Nepalese sky have been classified into six categories as: Controlled Flight into Terrain (CFIT), Loss of Control in Flight (LOC-I), Mid-Air Collision (MAC) Runway Incursion (RI), Runway Excursion (RE), and Wildlife Strike (WS). The highest risk of accident in Nepalese civil aviation is CFIT as it accounts for 37 % of total accident, LOC-I accounts for 33% and Runway Safety (incursion and excursion) accounts for 29% to stand as second and third risk factors respectively.

In 2016 total number of incidents reported was 192 whereas it was 159 in 2017. In both the years, the incidents related to Air Operation and Maintenance was found to be higher than other categories viz. ANS, wildlife strike, runway incursion and excursion, laser strike and ground safety. Similarly, the second highest number of incident reports received, in 2016 and also in 2017, was related to wildlife strike. The lowest number of incidents reported was related to laser strikes in 2016. In 2017, lowest number of incidents reported was about ground incidents and laser strikes.

Nepal has shown significant progress in the improvement in its safety oversight capability. Significant Safety Concern (SSC) issued by ICAO after ICVM in July 2013 has been resolved. Similarly, Effective Implementation (EI) of ICAO safety standards and guidance has also been raised above the global average. The effective implementation (EI) by CAAN was 43%, 55% and 66.08% in 2009, 2013 and 2017 respectively. ICVM 2017 identified CE4 and CE8 as safety deficient critical elements and ORG, AIG and ANS were identified as safety

deficient Areas in the state oversight capability system.

The implementation status of Recommendations issued by Accident Investigation Commission formed by Nepal Government in between 2008 to 2017 reveals that 81.17% of the total 154 recommendations have been complied, 8.44% have been partially complied, 7.79% not complied and 2.60% are not applicable.

In the context of growing activities in air transportation, and in light of anticipated increases in air travel, it is imperative to maintain a very strong focus on initiatives that will further improve safety outcomes in the future. CAAN is therefore continuously developing and refining more proactive methods to further reduce the accident rate and contribute in building safer sky.

1. Aircraft Operation in Nepal

Out of thirty international airline operators carrying out scheduled flights, three are Nepalese carriers namely Nepal Airlines Corporation, Buddha Air Pvt. Ltd. and Himalaya Airlines.

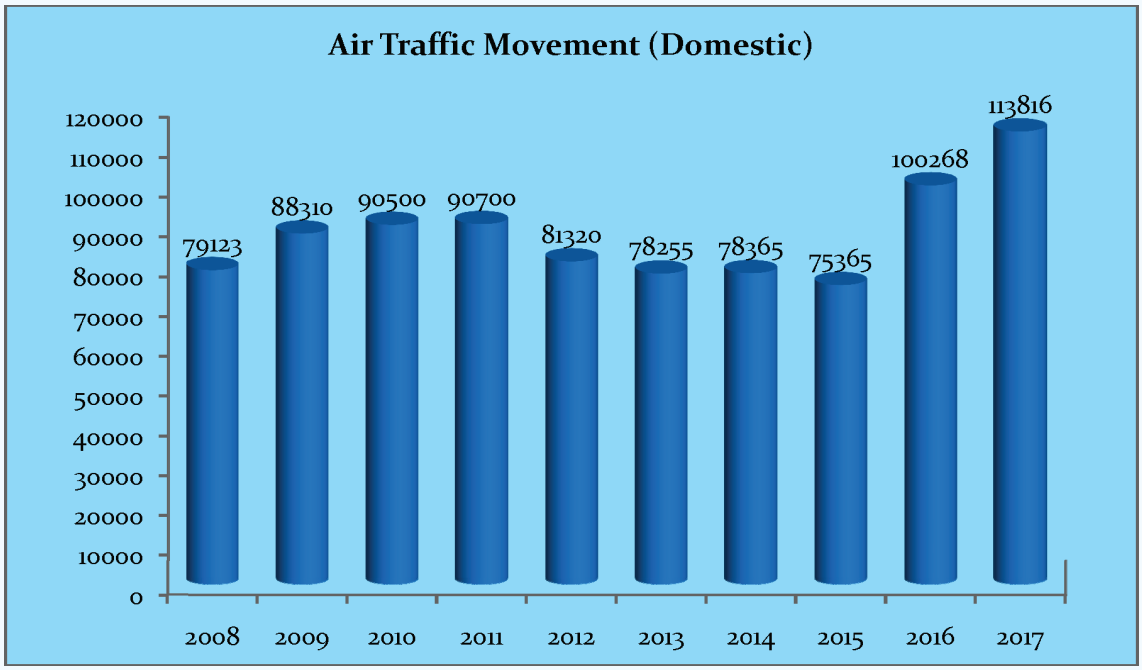
International (Sch.) 3	Domestic (Sch.) 9	Domestic (Non Sch.) 1	Helicopter 11	Recreational Ultra lights 4 Paragliding 59

Schedueld International	- Nepal Airlines Corporation - Buddha Air (International) - Himalaya Airlines
Scheduled Domestic	- Nepal Airlines Coorporation - Yei Airlines - Tara Air - Buddha Air - Simrik Airlines - Sita Air - Summit Air - Saurya Air - Shree Airlines
Non -Scheduled (dom.)	- Makalu Air
Helicopter	• Shree Airlines •Simrik Air •Fishtail Air • Air Dynasty •Mountain Air •Manang Air • Altitude Air •Heli Everest • VVIP • Kailash Helicopter •Prabhu Helicopter

2. Air Traffic Movement

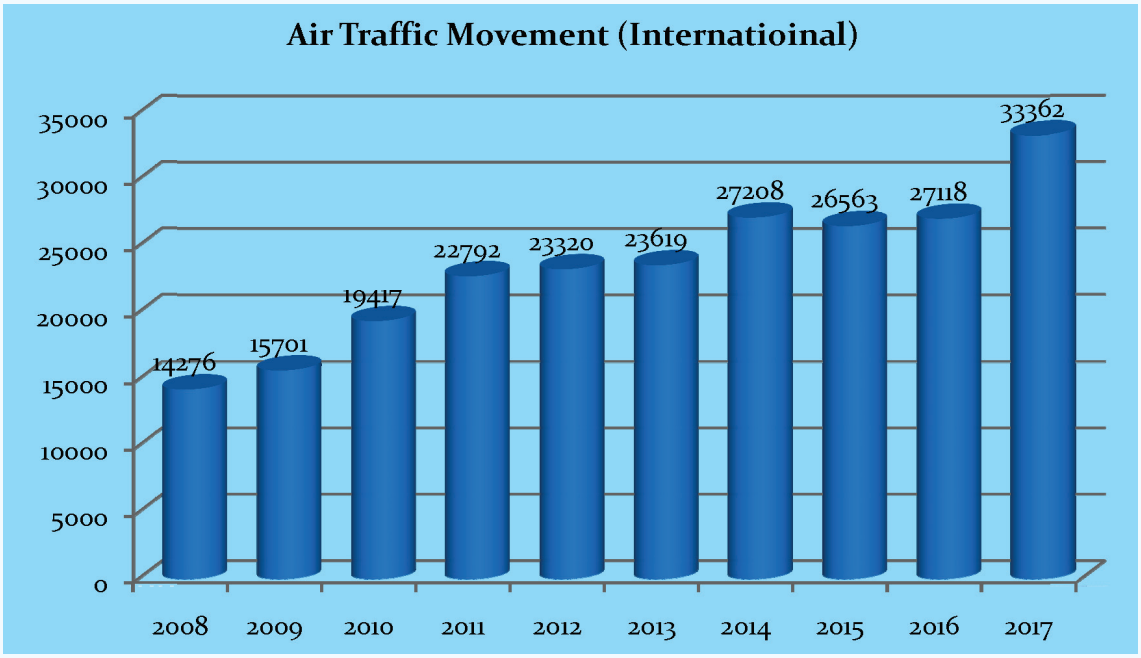
Domestic

The chart below depicts the movement of aircraft in domestic operations from 2008 to 2017, which shows an increase in aircraft movement in years 2009, 2010, 2011, 2016 and 2017. There was a significant increase from 2015 to 2016 by 33.04 % and a notable increase of 13.51 % took place in 2017 over 2016. The highest downturn in air traffic movement recorded for 2014-2015 can be attributed to the massive earthquake that hit the country in April 2015 impacting the entire tourism industry significantly.



International

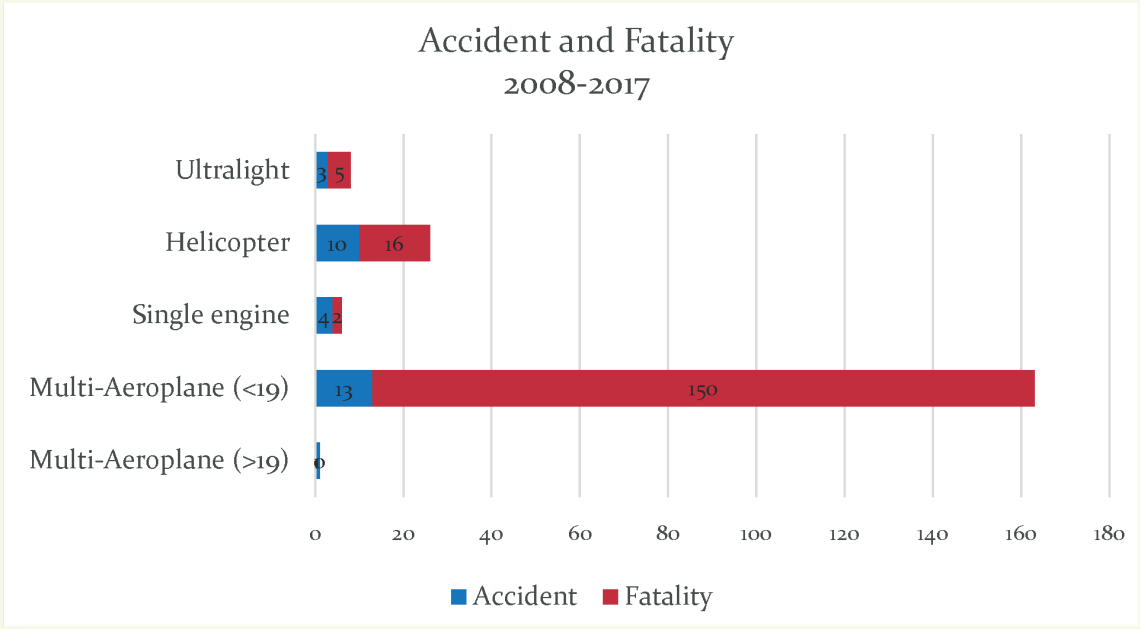
International aircraft movement shows annual decrease of 2.36 % from 2014 to 2015. Though the figure of 2014 surpasses the figure of 2013 by 12.46 %, the decrease in international aircraft movement in 2015 is also attributed in part to the devastating earthquake of April 2015. There is a significant increase of 23.02% in aircraft movement in 2017 over the year 2016.



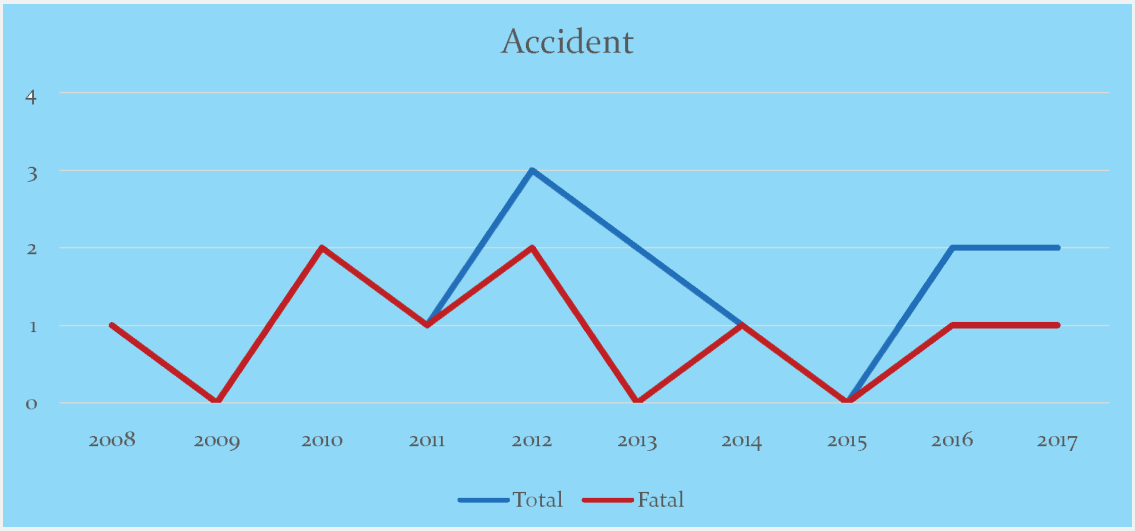
3. Aircraft Accident in Nepal

Review of accident from 2008 to 2017 (Nepalese Registered Aircraft Only)

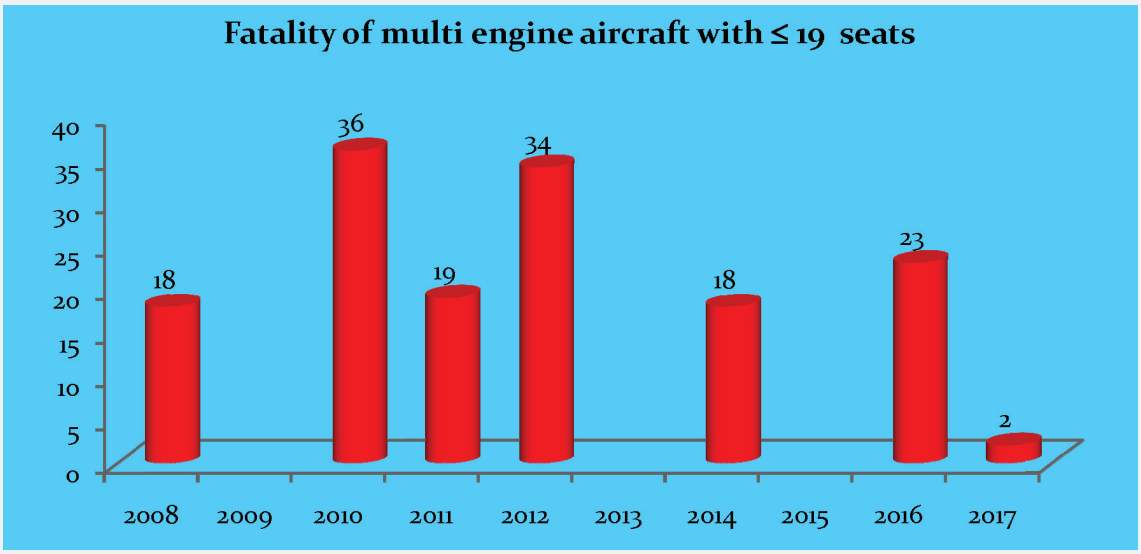
Nepalese registered aircraft witnessed 30 accidents which claimed 173 lives during the period of 2008 to 2017. Turbo Prop multi - engine aircraft with seat capacity of more than 19 had one non fatal accident during that period. Turbo-prop multi-engine aircraft with seat capacity of 19 or less witnessed 13 accidents with 150 fatalities, single -engine turbo prop aircraft met with 3 accidents resulting in 2 fatalities. Similarly, there were 10 helicopter-accidents with 16 fatalities and 3 recreational aircraft accidents with 5 fatalities.



3.1 Accident of Multi-engine aircraft



During the period of 2008 to 2017, there were total of 14 accidents of multi engine turbo-prop aeroplane among which 9 fatal and 4 non- fatal accidents were associated with aircraft having 19 or less seat capacity. Years 2010 and 2012 witnessed 2 fatal accidents each year, years 2008, 2011, 2014, 2016 and 2017 witnessed 1fatal accident each year, years 2012, 2014 and 2017 witnessed non –fatal accidents as well. Year 2009, 2013and 2015 did not register any accident.

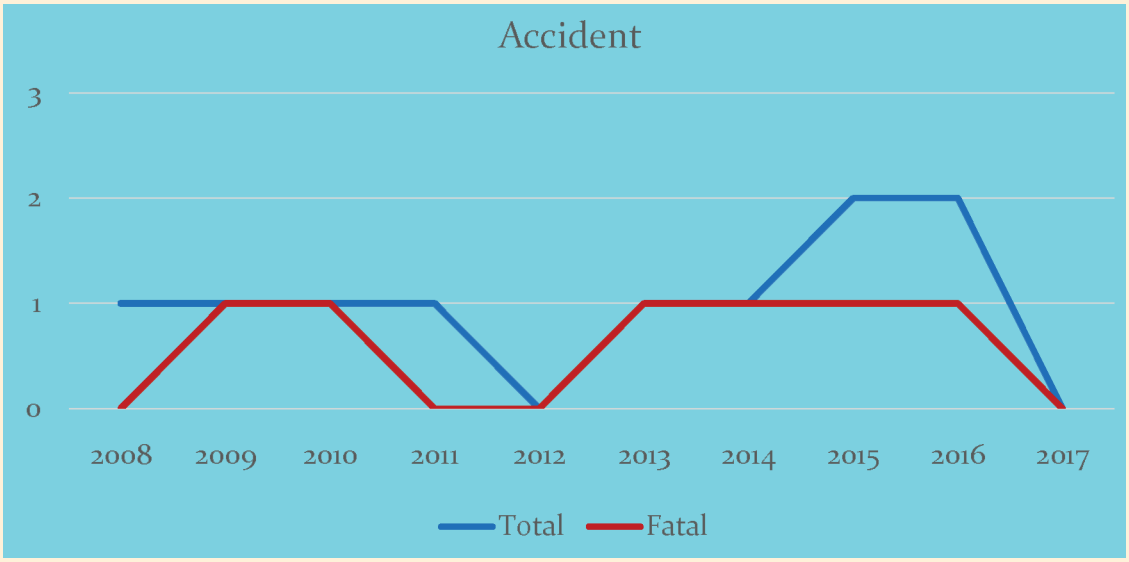


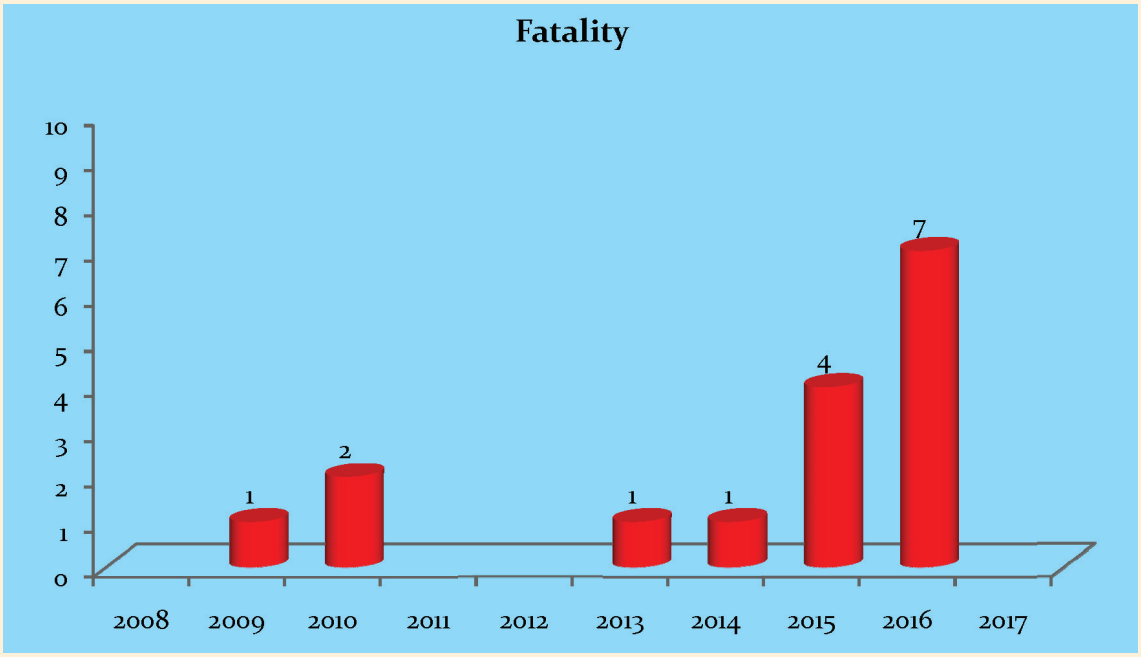
During the period of 2008 to 2017 there were total 150 fatalities that resulted from 9 accidents of turbo prop multi-engine aircraft with 19 or less seats capacity.

Year 2010 witnessed the highest number of fatality of 36 and years 2009, 2013 and 2015 witnessed no fatal accidents.

3.2 Accident of Helicopters

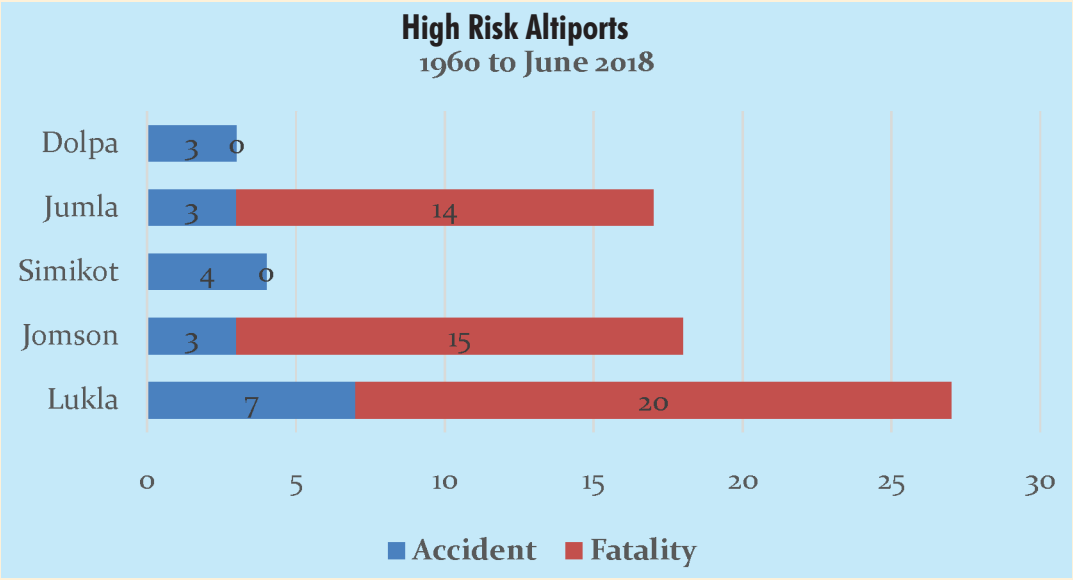
During the period of 2008 to 2017 total 10 helicopter accidents occurred out of which 6 were fatal and 4 were non-fatal. No accident was recorded in the years 2012 and 2017.





The helicopter accidents that occurred during the 10 years period accounted for 16 fatalities with the highest number of fatality of 7 in 2016. Years 2008, 2011, 2012 and 2017 did not have any fatal accident.

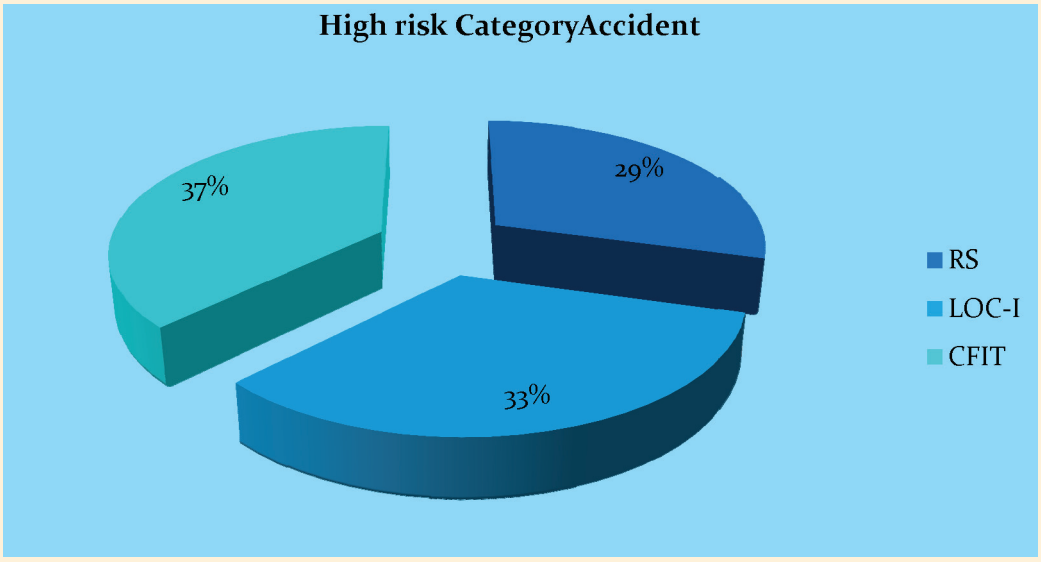
3.3 Accident by area of operation



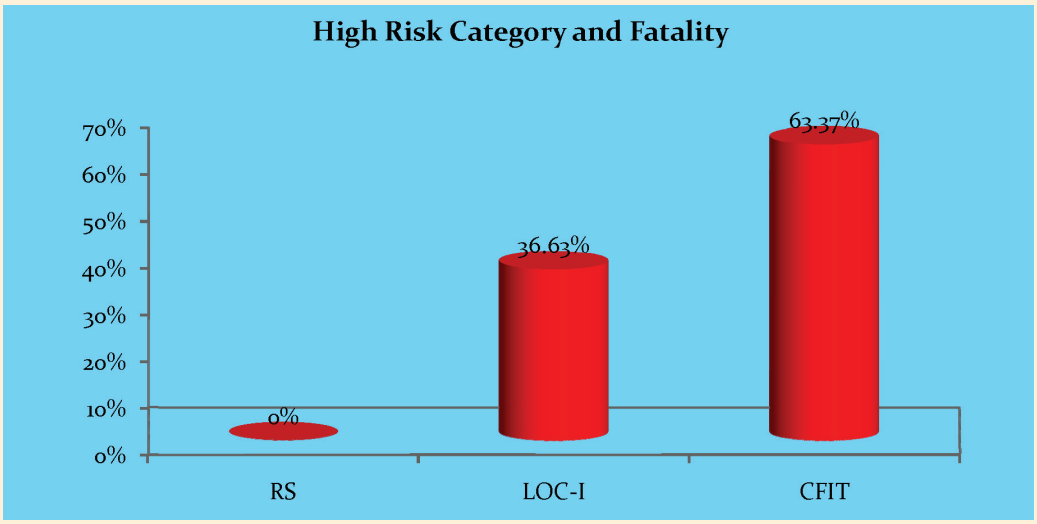
Observing the number of accidents and fatality since 1960 to June 2018 related to multi engine aeroplane of 19 seat or less, five airports namely Lukla, Jomsom, Jumla, Simikot and Dolpa can be categorized as the top five Altiports with respect to the risk associated with them. The accident record from 1960 to June 2018 reveals that Lukla airport alone has witnessed 7 accidents with 20 fatalities. Similarly, Jomsom airport stands second with respect to number of fatality having lost 15 lives in 3 accidents. Jumla airport has registered 3 accidents with 14 fatalities. During this period, Dolpa and Simikot did not have any fatality with 3 and 4 non- fatal accidents respectively.

During the last 10 years, STOL sector has seen comparatively more number of accidents than the trunk sector. Out of 14 accidents that occurred during this period, 12 occurred in the STOL sector rendering it comparatively riskier. Out of 12 accidents, 8 were fatal whereas Trunk sector had only one fatal accident out of two accidents of Turbo-Prop multi-engine aircraft.

3.4 High Risk Category (HRC) Accident



As guided by ICAO Global Aviation Safety Plan and Nepal Aviation Safety Plan, total aircraft accidents (except recreational flights) from 2008 to 2017 in Nepalese sky have been broadly classified into three categories as: Controlled Flight into Terrain (CFIT), Loss of Control in Flight (LOC-I), Mid-Air Collision (MAC) Runway Safety (Runway Incursion (RI) and Runway Excursion (RE)), and Wildlife Strike (WS). The highest risk of accident in Nepalese civil aviation is CFIT as it accounts for 37 % of total accident, LOC-I accounts for 33% and RS accounts for 29% to stand as second and third risk factors respectively.

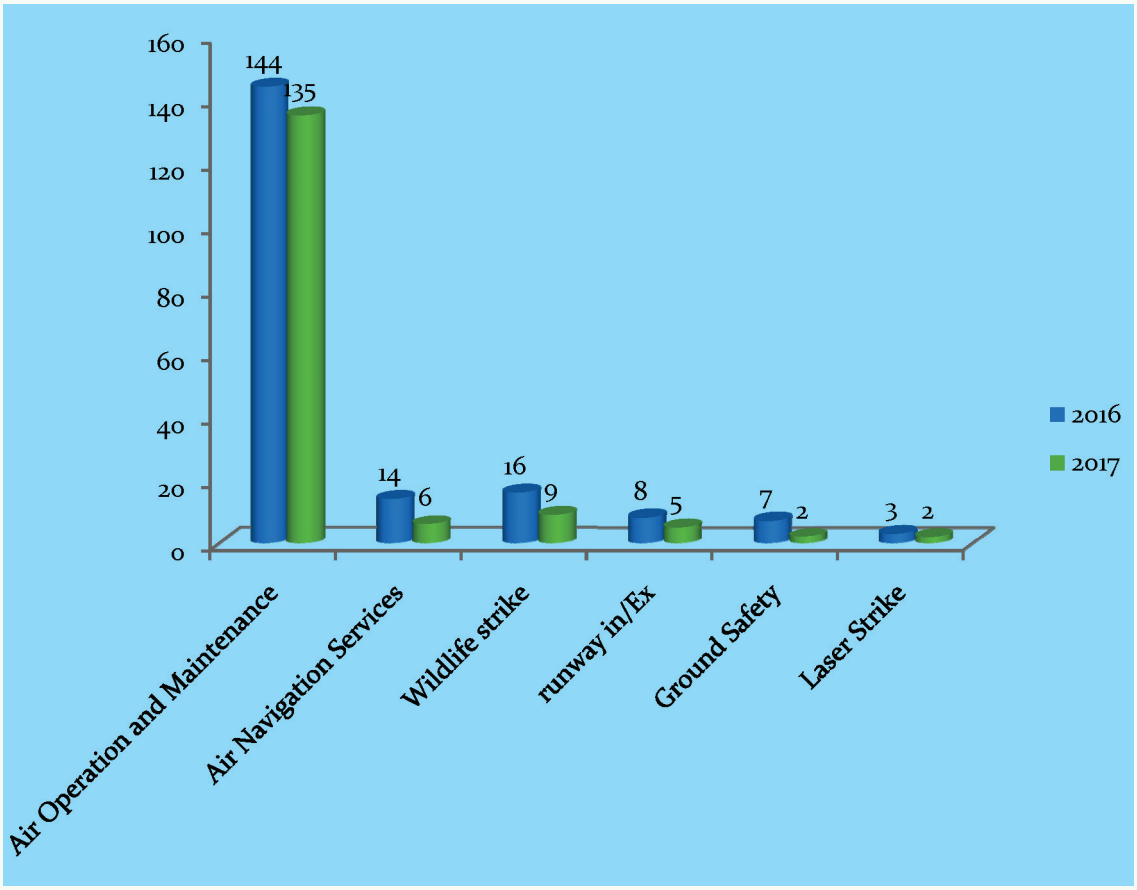


Controlled Flight Into Terrain (CFIT) accounted for the highest percentage of 63.37 of the total fatality in Nepalese Air accidents and remaining 36.63% was due to the Loss of Control – in Fight (LOC-I).

4. Safety Reporting

4.1 Incident reporting in 2016 and 2017

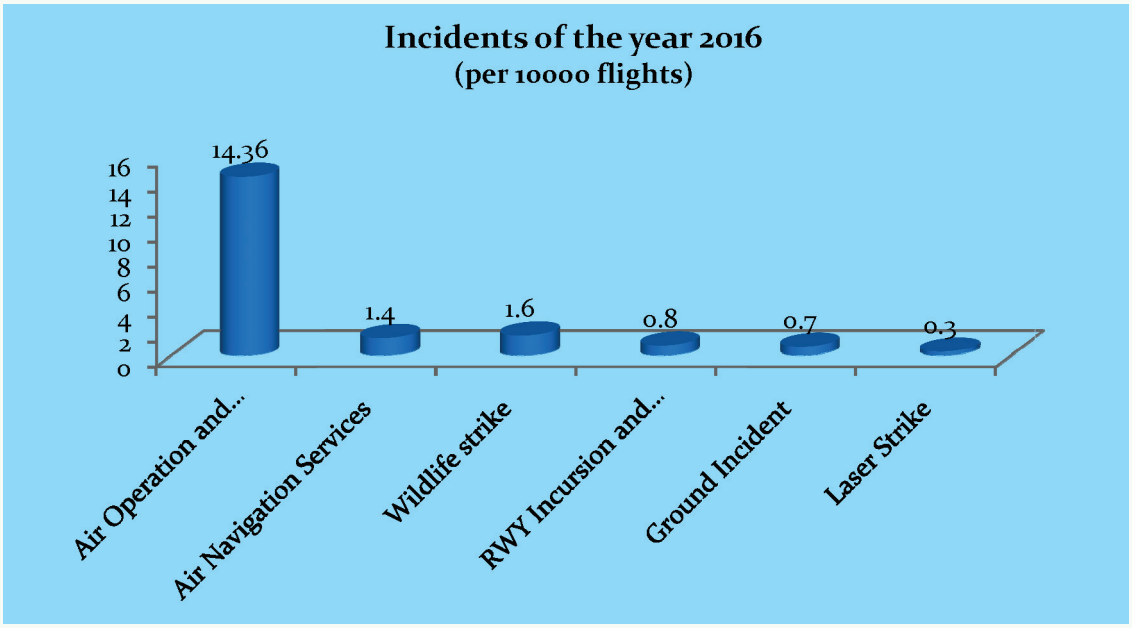
Mandatory incident Reporting:



In 2016, there were 144 incidents reported about Air Operation and Maintenance; 14 reporting were about Air Navigation Services, predominantly about AIRPOX (aircraft Proximity) incidents; 16 reports were about wildlife strike; 8 reports were about Runway incursion and excursion; 7 reports were about Ground incidents and 3 were about Laser strikes.

Similarly, in 2017,135 incidents reported about Air Operation and Maintenance, 6 reports were about Air Navigation Services predominantly about AIRPOX; 9 reports were about wildlife strike; 5 reports were about Runway incursion and excursion; 2 reports were about Ground incidents and 2 were about Laser strikes.

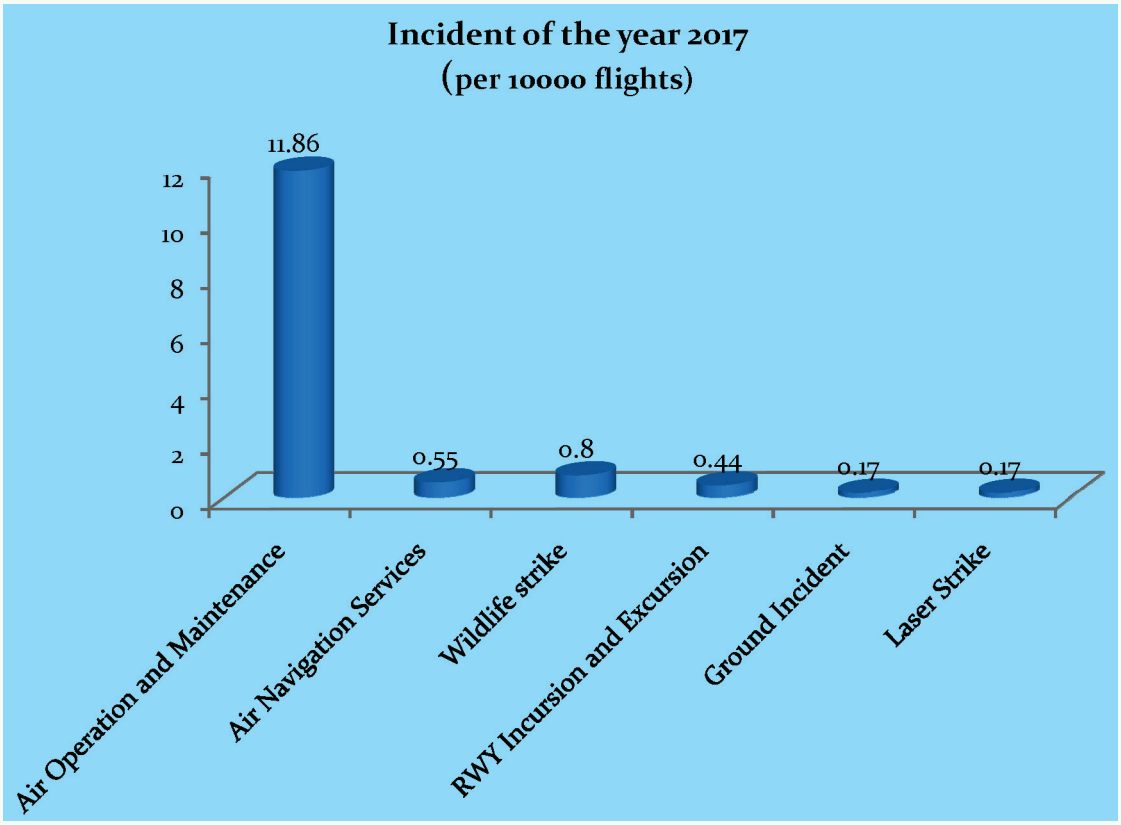
4.2 Incident Analysis of the year 2016



The incidents related to Air Operation and Maintenance was found to be overwhelmingly higher than other categories viz. ANS, wildlife strike, runway incursion and excursion, laser strike and ground safety. The second highest number of incident reports received in 2016 was related to wildlife strike. The lowest number of incidents reported was related to laser strikes.

4.3 Incident Analysis of the year 2017

The incidents related to the Air Operation and maintenance was far higher than other categories; the second highest number of incidents received in 2017 was related to wildlife strike. The lowest number of incidents reported was about ground incidents and laser strikes.



5. Universal Safety Oversight Audit Programme (USOAP)

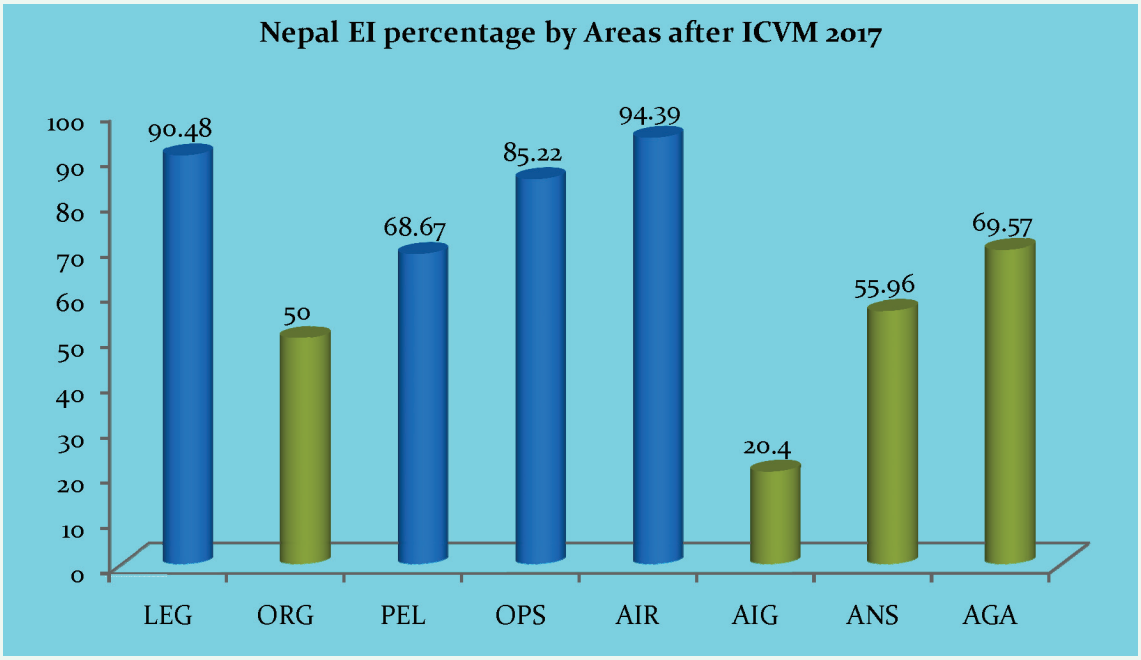
5.1 ICAO Coordinated Validation Mission (ICVM) 2017

32nd session of the ICAO Assembly held in 1998 through Resolution A32-11 mandated ICAO to carry out safety oversight audit of its Member States under Universal Safety Oversight Audit Programme (USOAP). Through USOAP ICAO assesses the implementation status of safety-related Standards and Recommended Practices, associated procedures, guidance material and practices by its Member States. USOAP audit results are considered to be the benchmark of the status of safety in a State.

ICAO audited Nepal's oversight capability through its USOAP in 2009, 2013, 2016 and lately in 2017.

The ICVM team reviewed the progress in addressing 89 PQs in the areas of LEG, ORG, OPS and AIR. Following this review the status of some PQs was changed. The status of 58 PQs changed to satisfactory and 1 PQ to not applicable, resulting in an updated overall EI of 66.08 per cent.

The ICVM did not cover the areas of PEL, AIG, ANS and AGA.

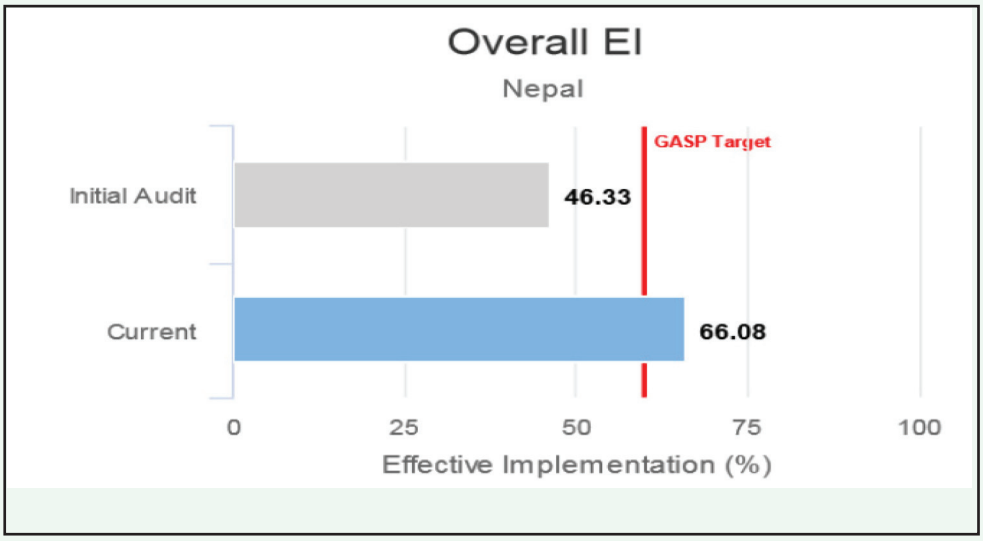


CEs with the lowest EIs after the ICVM are:

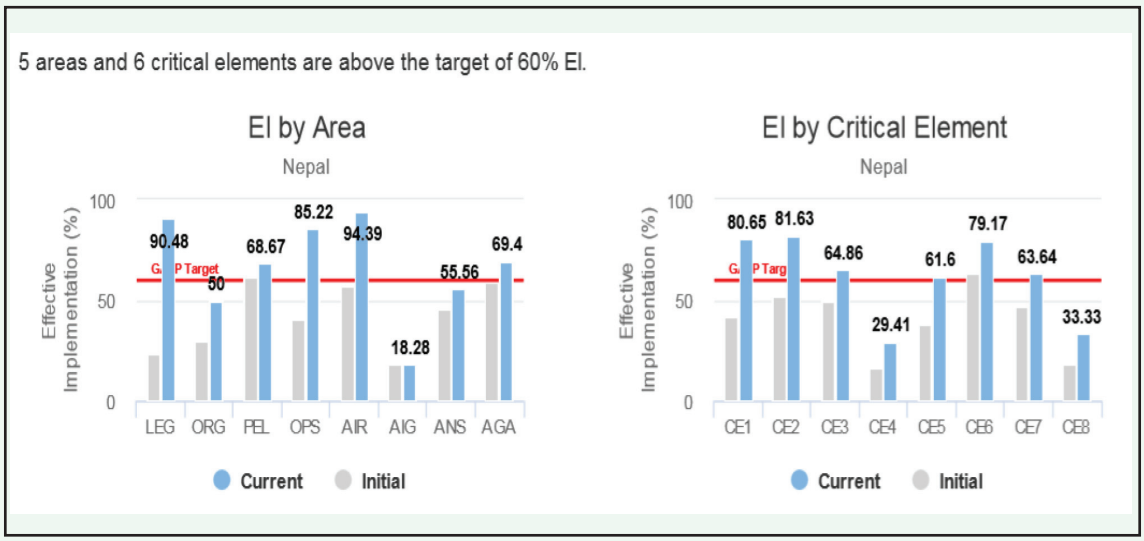
a) CE-4, Qualified technical personnel, at 29.41 per cent;
b) CE-8, Resolution of safety issues, at 33.33 per cent; and
c) CE-5, Technical guidance, tools and provision of safety-critical information, at 61.6 per cent.

5.2 Overall EI Score after ICVM 2017

Nepal is ranked 17/36 in RASG-APAC with respect to overall effective implementation. Within this group, 58.33% have reached the target of 60% EI with an average EI of 61.63%. Nepal rates above the average of RASG-APAC.



5.3 USOAP current Vs initial result in audit areas and Critical Elements (CEs)



5.4 Open USOAP Protocol Findings

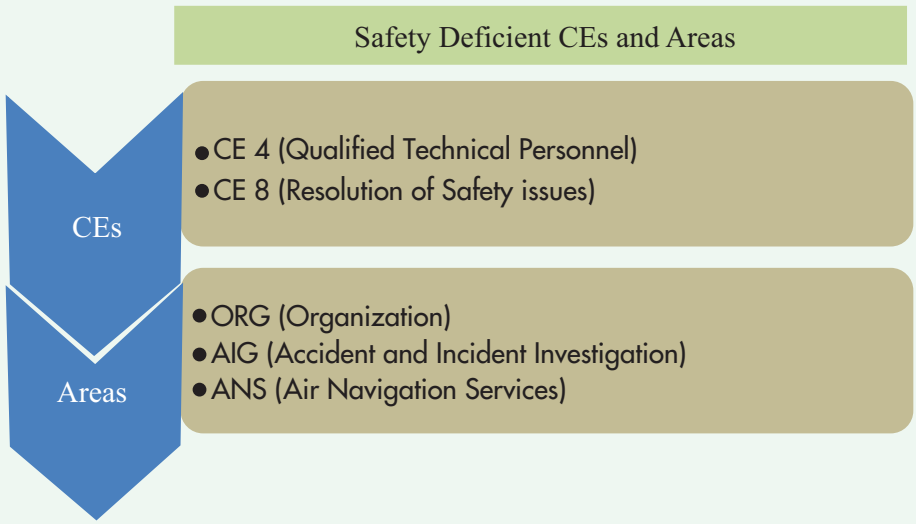
Nepal currently has 249 open USOAP protocol findings. The highest number of protocol findings (39) concern Technical Guidance, Tools and the Provision of Safety-Critical Information (CE-5) in the area of Accident Investigation (AIG).

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1		1				5		
CE-2	2		3	1		7	3	2
CE-3		4	1	1	1	7	10	2
CE-4			4	4	1	6	29	4
CE-5			1		1	39	3	4
CE-6			10	5	1		18	11
CE-7			4	4	1		9	10
CE-8			3	2	1	12	4	8

Protocol findings by Area and Critical Element intersection

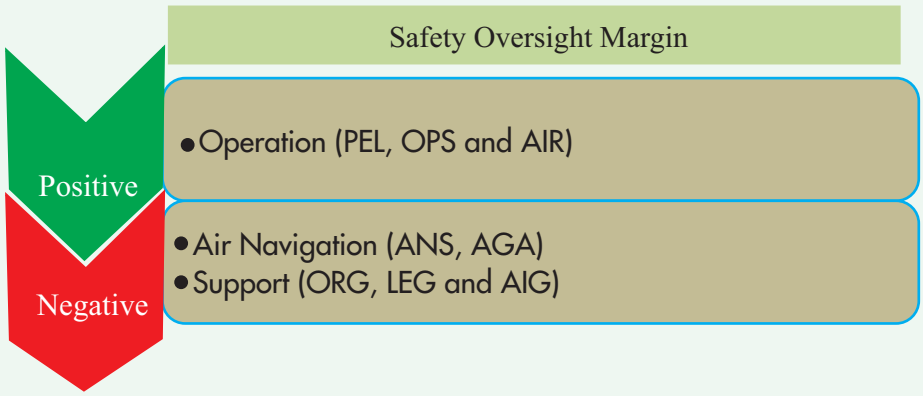
5.5 Safety Deficient CEs and Areas

USOAP 2017 identified CE4 and CE8 as safety deficient critical elements and ORG, AIG and ANS were identified as safety deficient Areas in the state oversight capability system.

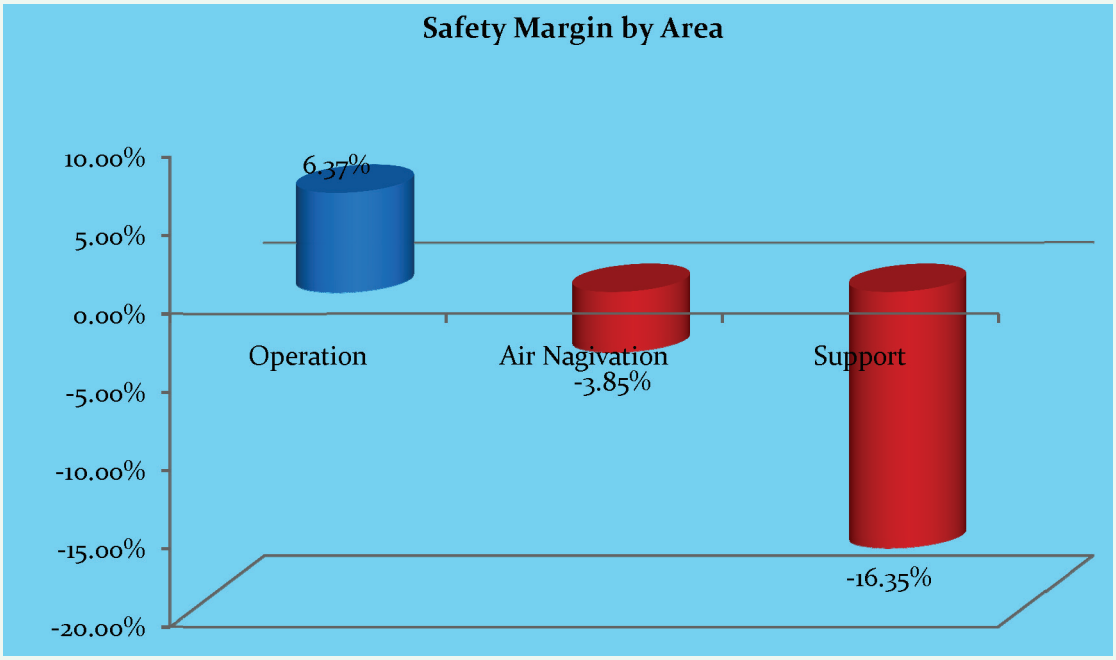


5.6 Nepal Safety Oversight Margin

Safety Margins provide a risk-based prioritization of operational, air navigation and support related USOAP areas. Safety margin is calculated based on a global linear regression of traffic versus effective implementation of Nepal in the given areas.

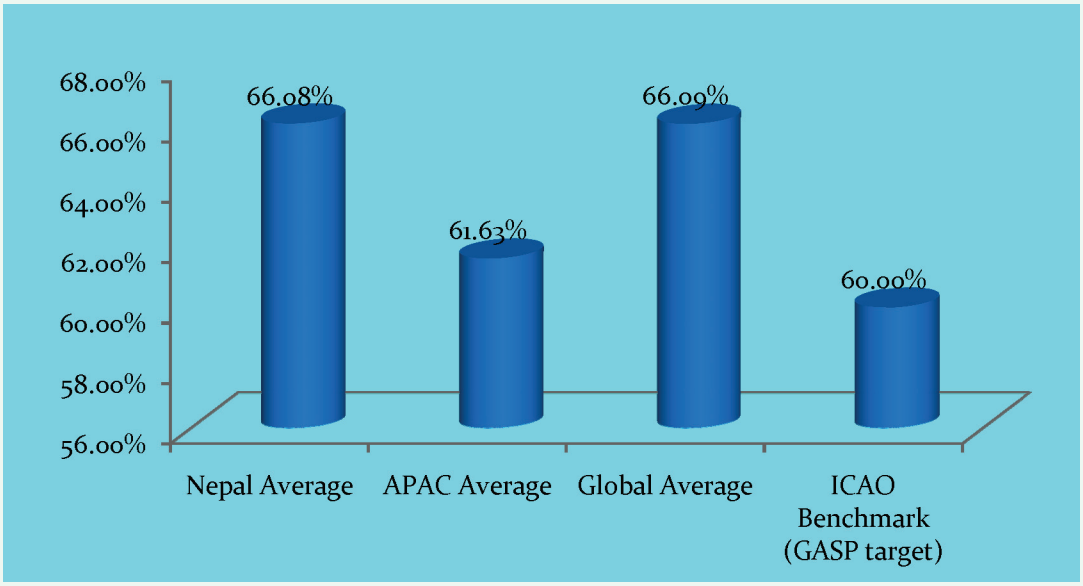


Nepal has a positive Safety Margin in only one area.
In the area of support (LEG/ORG/AIG), the EI should be increased at least by **16.35%.**
In the area of air navigation (ANS/AGA), the EI should be increased at least by **3.85%.**

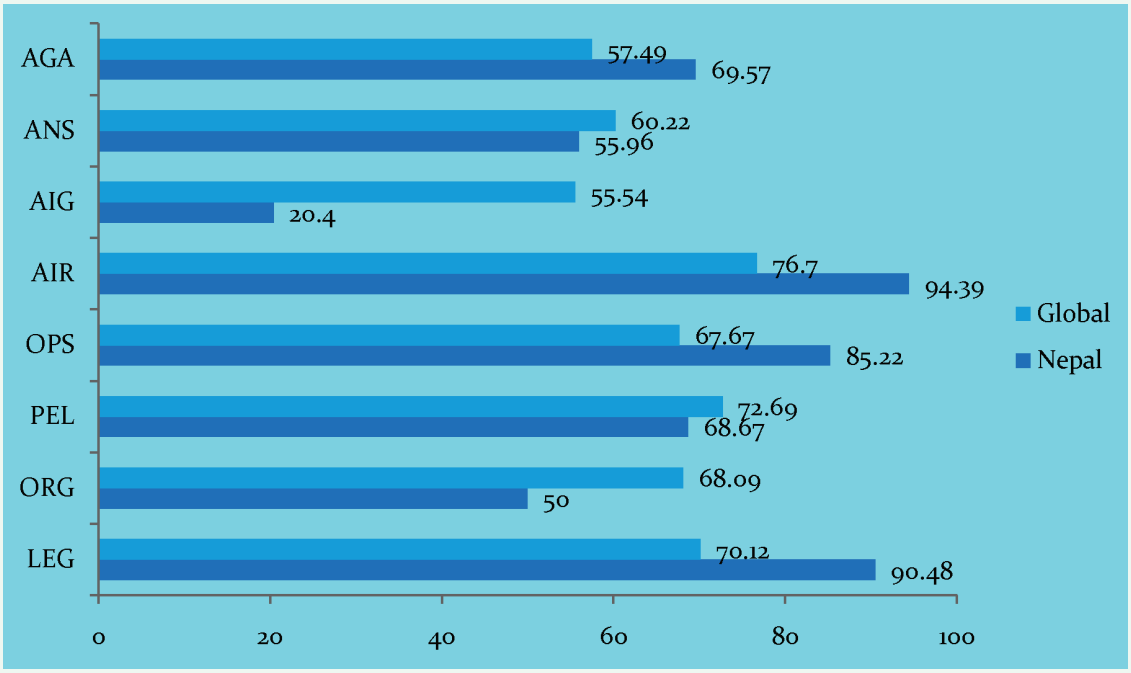


5.7 Comparative EI level in Audit Areas

Nepal has scored the EI percentage of 66.08 which is above the EI of Asia Pacific Region and Global Benchmark (Target set by Global Aviation Safety Plan (GASP)) and is slightly below the Global average of 66.09 (as of 20 May 2018).



5.8 Nepal Vs Global EI in CEs



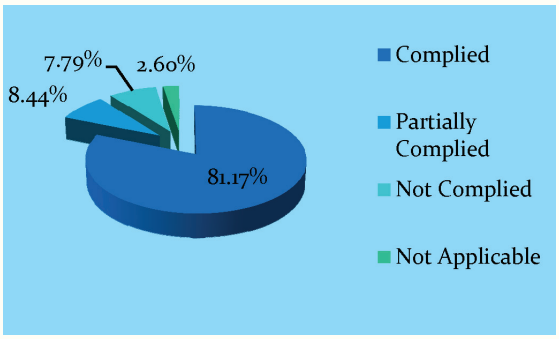
6. Implementation of Safety Recommendations

6. Implementation of Safety Recommendations (2008 to 2017)

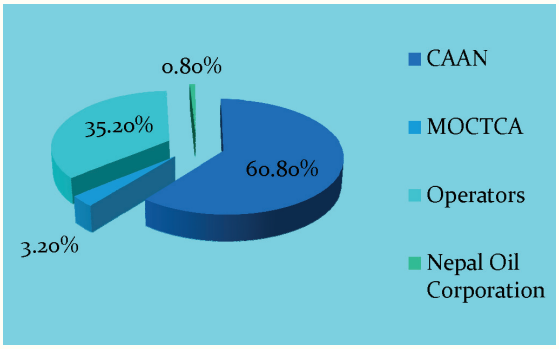
The implementation status of Recommendations issued by Accident Investigation Commission formed by Nepal Government in between 2008 to 2017 has been classified into 4 parts as compiled, partially complied, not complied and not applicable which have been illustrated in the following pie charts though various approaches.

Total Recommendations:	**154**
Complied:	125
Partially complied:	13
Not Complied:	12
Not Applicable**:	4

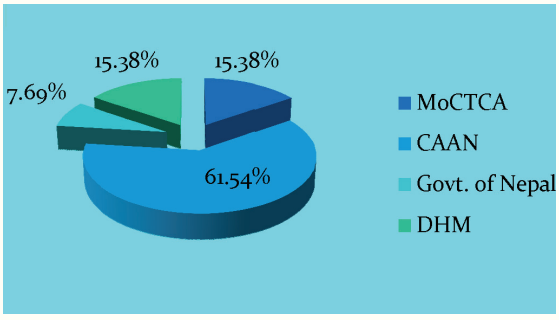
** not counted for any entity



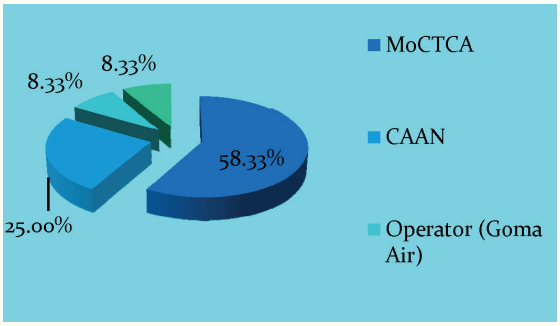
Total Complied:	**125**
CAAN:	76
MoCTCA:	4
Operator:	44
Nepal Oil Corporation:	1



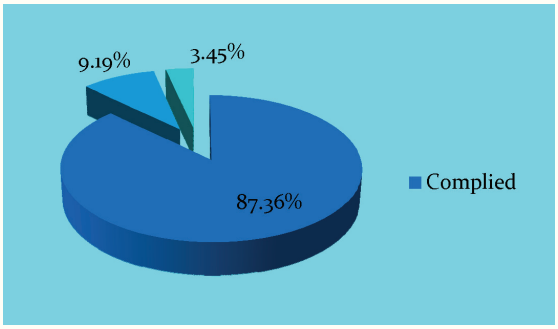
Partial Complied:	**13**
MoCTCA:	2
CAAN:	8
Govt. of Nepal:	1
Dept. of Hydrology and Meteorology:	2



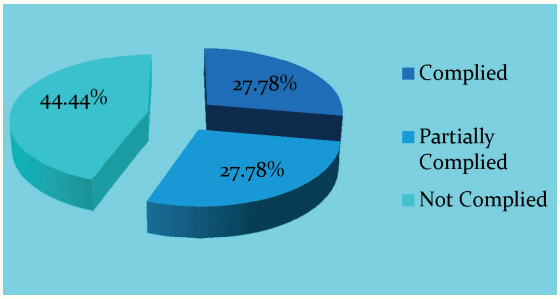
Not Complied:	**12**
CAAN:	3
MoCTCA:	7
Dept. of Hydrology and Meteorology:	1
Operator (Goma Air):	1



Directed to CAAN	
Total Recommendations:	**87**
Complied:	76
Partially complied:	8
Not Complied:	3



Directed to MOCTCA and other Govt. Entities	
Total Recommendations:	**18**
Complied:	5
Partially complied:	5
Not Complied:	8



Acronyms

AIR	Airworthiness
Airpox	Aircraft Proximity
ANS	Air Navigation Services
APAC	Asia Pacific
ATM	Air Traffic Management
CAAN	Civil Aviation Authority of Nepal
CEs	Critical Elements
CFIT	Controlled Flight Into Terrain
DHM	Department of Hydrology and Meteorology
EI	Effective Implementation
GASP	Global Aviation Safety Plan
HRC	High Risk Category
ICAO	International Civil Aviation Organization
ICVM	ICAO Coordinated Validation Mission
LEG	Legislation
LOC-I	Loss of Control- In Flight
MAC	Mid Air Collision
MoCTCA	Ministry of Culture, Tourism and Civil Aviation
MTOW:	Maximum Take Off Weight
OPS	Operation
ORG	Organization
PEL	Personal Licensing
PQs	Protocol Questions
RASG	Regional Aviation Safety Group
RE	Runway Excursion
RI	Runway Incursion
RS	Runway Safety
Sch	Schedule
USOAP	Universal Safety oversight Audit Programme
WS	Wildlife Strike

Accident of Nepalese registered multi-engine Aeroplanes

S.N.	Date	Registration	Type of A/C	Operator	Operation	Place	Fatality	Survival
1	5 Nov 1960	9N-AAD	DC-3	Nepal Airlines	Scheduled	Bhairahwa	4	None
2	1 Aug 1962	9N-AAH	DC-3	Nepal Airlines	Scheduled	Tulachan Dhuri	10	None
3	12 July 1969	9N-AAP	DC-3	Nepal Airlines	Scheduled	Near Heatauda	35	None
4	25 Jan 1970	9N-AAR	F-27	Nepal Airlines	Scheduled	New Delhi	1	22
5	15 Oct 1973	9N-ABG	DHC-6/300	Nepal Airlines	Scheduled	Lukla	None	6
6	22 Dec 1984	9N-ABH	DHC-6	Nepal Airlines	Scheduled	Cheklatidanda	15	8
7	02 May 1986	9N-ABI	DHC-6	Nepal Airlines	Scheduled	Sanfebagar Airport	None	
8	19 Aug 1987	9N-ABB	DHC-6	Nepal Airlines	Scheduled	Dolpa	None	
9	9 Jun 1991	9N-ABA	DHC-6	Nepal Airlines	Scheduled	Lukla	None	
10	20 Jun 1991	9N-ABS	DHC-6	ATSC, DCA	Charter	Simikot	None	2
11	26 Sep 1992	9N-ACI	Y-12	Nepal Airways	Scheduled	Lukla	None	
12	08 Nov 1993	9N-ACS	Y-12 II	Nepal Airways	Scheduled	Jomsom	None	
13	31 Jul 1993	9N-ACL	DO-228	Everest Air	Scheduled	Solighopte	19	None
14	17 Jan 1995	9N-ABI	DHC-6	Nepal Airlines	Scheduled	Kathmandu Airport	2	23
15	15 Jul 1995	9N-ADB	Y-12	Nepal Airways	Scheduled	Bharatpur	None	
16	25 Apr 1996	9N-ABR	HS-748	Nepal Airlines	Scheduled	Meghauli	None	
17	28 Jul 1996	9N-ACC	DHC-6/300	ATSC, DCA	Charter	Simikot	None	2
18	23 Dec 1996	9N-ACF	Y-12	Nepal Airways	Scheduled	Dolpa	None	
19	21 Aug 1998	9N-ACC	DHC-6	Lumbini Airlines	Scheduled	Chuchche Khark, Myagdi	18	None
20	05 Sept 1999	9N-AEG	HS-748	Necon Air	Scheduled	Thankot, Kathmandu	15	
21	25 Dec 1999	9N-AFL	DHC-6	Skyline Airways	Scheduled	Burjo Lake, Makwanpur	10	
22	26 Feb 2000	9N-ABO	DHC-6	Nepal Airlines	Scheduled	Bajhang	+1	
23	27 Jul 2000	9N-ABP	DHC-6	Nepal Airlines	Scheduled	Jogbuda, Dadeldhura	25	None

24	03 Nov 2000	9N-ACV	DO-228	Gorkha Airlines	Scheduled	Lukla	None	
25	19 Nov 2000	9N-AFS	DO-228	Cosmic Air	Scheduled	Tumlingtar	None	
26	05 Apr 2001	9N-AEV	DHC-6/300	Yeti Airlines	Scheduled	Tumlingtar	None	3
27	17 Jul 2002	9N-AGF	DHC-6/300	Skyline Airlines	Scheduled	GadgadeDanda, Surkhet	4	None
28	22 Aug 2002	9N-AFR	DHC-6/300	Shangrila Air	Scheduled	Pokhara	18	None
29	21 Apr 2004	9N-AEK	B 1900D	Buddha Air	Scheduled	TIA Airport	1	None
30	25 May 2004	9N-AFD	DHC-6/300	Yeti Airlines	Scheduled	Lamjura, Solukhumbu	3	None
31	30 June 2005	9N-AEO	DO-228	Gorkha Airlines	Scheduled	Lukla Airport	None	13
32	21 June 2006	9N-AEQ	DHC-6/310	Yeti Airlines	Scheduled	Jumla Airport	9	None
33	03 July /2006	9N-AFE	DHC-6/310	Yeti Airlines	Scheduled	Bajura Airport	None	3
34	08 Oct 2008	9N-AFE	DHC-6/300	Yeti Airlines	Scheduled	Lukla Airport	18	1
35	24 Aug 2010	9N-AHE	DO-228	Agni Air	Scheduled	Sikharpur, Makawanpur	14	None
36	15 Dec 2010	9N-AFX	DHC-6/300	Tara Air	Scheduled	Okhaldhunga,	22	None
37	25 Sept 2011	9N-AEK	Beech 1900D	Buddha Air	Scheduled	Kotdanda, Lalitapur	19	None
38	14 May 2012	9N-AIG	DO-228	Agni Air	Scheduled	Jomsom Airport	15	6
39	21 Sept 2012	9N-ABQ	DHC6	Tara Air	Scheduled	Dolpa	None	7
40	28/ Sept 2012	9N-AHA	DO-228	Sita Air	Scheduled	Manohara, Bhaktapur	19	None
41	16 May 2013	9N-ABO	DHC-6/300	Nepal Airlines	Scheduled	Jomsom Airport	None	22
42	01 June 2013	9N-AHB	DO-228	Sita Air	Scheduled	Simikot Airport	None	7
43	16 Feb 2014	9N-ABB	DHC-6/300	Nepal Airlines	Scheduled	Masinelek, Arghakhanchi	18	None
44	24 Feb 2016	9N-AHH	DHC-6/400	Tara Air	Scheduled	Dana, Myagdi	23	None
45	24 Sept 2016	9N-AIB	J 41	Yeti Ailrines	Scheduled	Bhairahawa	None	32
46	27 May 2017	9N-AKY	Let 410	Summit Air	Cargo	Lukla Airport	2	1
47	28 Nov 2017	9N-ABM	DHC-6/300	Tara Air	Shceduled	Simikot	None	16
48	9 June 2018	9N-AEV	DHC-6/300	Tara Air	Shceduled	Jumla	None	21

Accident of single-engine Aeroplanes

S.N.	Date of Accident	A/C Reg. No.	Type of A/C	Operator/Owner	Type of Operation	Place	Fatality	Survival
1	31 Mar 1975	9N-AAZ	PC-6	Nepal Airlines	Charter	Bouddha, Kathmandu	5	None
2	30 Oct 1981	9N-ABJ	PC-6	Nepal Airlines	Charter	Biratnagar	10	None
3	20 Nov 1998	9N-ABK	PC-6/B2-H4	Nepal Airlines	Charter	Phakding	1	None
4	17 Jan 1999	9N-ADA	Cessna-208	Necon Air	Charter	Jumla	5	7
5	21 Nov 2011	9N-AJM	Cessna-208	Makalu Air	Cargo	Talcha Airport	None	None
6	26 Feb 2016	9N-AJB	PAC750XL	Air Kashthamandap	Charter	Chilkhaya, Kalikot	2	9
7	08 Apr 2016	9N-AKC	Cessna-208	Makalu Air	Cargo	Near Simikot	None	2
8	16 May 2018	9N-AJU	Cessna-208	Makalu Air	Cargo	Simikot Pass	2	None

Accident Record of Helicopters

S.N.	Date of Accident	A/C Reg. No.	Type of A/C	Operator/Owner	Place of Accident	Fatality	Survival
1	27 Dec 1979	9N-RAE	Allutte-III	VVIP	Langtang	6	None
2	27 Apr 1993	9N-ACK	Bell-206	Himalayan Helicopter	Langtang	None	
3	24 Jan 1996	9N-ADM	MI-17	Nepal Airways	Sotang	None	3
4	30 Sep 1997	9N-AEC	AS-350	Karnali Air	Thupten Choling	1	4
5	13 Dec 1997	9N-ADT	MI-17	Gorkha Airlines	Kalikot	None	
6	04 Jan 1998	9N-RAL	Bell-206	VVIP Flight	Dipayal		
7	24 Oct 1998	9N-ACY	AS-350B	Asian Airlines	Mul Khark	3	None
8	30 Apr 1999	9N-AEJ	AS-350BA	Karnali Air	Lisunkhu, Sindhupalchowk	None	
9	31 May 1999	9N-ADI	AS-350B2	Manakamana Airways	Ramechhap	None	
10	11 Sep 2001	9N-ADK	MI-17	Air Ananya	Mimi	None	5
11	12 Nov 2001	9N-AFP	AS-350B	Fishtail Air	Rara Lake, Mugu	4	2
12	12 May 2002	9N-AGE	AS 350B2	Karnali Air	Makalu Base Camp	None	1
13	30 Sep 2002	9N-ACU	MI-17 (MI8-MTV)	Asian Airlines	Sholumkhumbu*	11	None
14	28 may 2003	9N-ADP	MI-17 IV	Simrik Air	Everest Base Camp	2	6
15	04 Jan 2005	9N-AGG	AS-350BA	Air Dynasty Heli Service	Thhose VDC, Ramechhap	3	None
16	02 Jun 2005	9N-ADN	MI-17	Shree Airlines	Everest Base Camp.	None	7
17	07 May 2006	9N-ADT	MI-17 MTV1	Heli Hansa Services	Dhawalagiri Base Camp	None	7
18	08 Aug 2006	9N-AGS	MI-17	Karnali Air	TI Airport, KTM	None	5
19	03 Sep 2006	9N-ACR	AS-350BA	Air Dynasty Heli Service	Dhawalagiri Base Camp	None	1
20	23 Sep 2006	9N-AHJ	MI-17	Shree Airlines	Ghunsa, Taplejung	24	None
21	23 Nov 2006	9N-ADO	MI-17	Simrik Air	Raralihi, Jumla	None	4
22	29 Jun 2008	9N-AIA	AS-350	Fishtail Air	Annapurna Base Camp	None	4
23	15 Nov 2009	9N-AHT	MI-8	Manang Air	Rudikot, Humla District	1	5
24	07 Nov 2010	9N-AIX	AS 350B3	Fishtail Air	Amadablam Mountain	2	None
25	29 Nov 2011	9N-AIK	AS 350B	Fishtail Air	Solukhumbu	None	2
26	19 Jun 2013	I-VIEW	AS 350B3	Fishtail Air	Simikot, Muchu	1	5
27	03 Aug 2014	9N-AJI	AS 350B3	Fishtail Air	Sindhupalchok	1	None
28	02 Jun 2015	9N-AJP	AS 350B3	Mountain Helicopter	Yamuna Danda, Sindhupalchok	4	None
29	22 Jun 2015	9N-AKF	AS 350B3e	Simrik Air	Samdo, Gorkha	None	5
30	17 Mar 2016	9N-AJI	AS 350B3	Fishtail Air	Langtang	None	1
31	08 Aug 2016	9N-AKA	AS 350B3	Fishtail Air	Betani, Nuwakot	7	None
32	30 June 2018	9N-ALR	AS 350B2	Simrik Air	Grandy Roof-top Helipad	None	1

Appendix-4

Accident of Foreign Registered Aircraft in Nepal

S.No.	Date	Registration	Type	Operation	Airline	Place of Accident	Fatality	Survival
1	30 Aug 1955	VT-AZX	DC-3	Scheduled	Kalinga Air	Simara	2	1
2	15 May 1956	VT-DBA	DC-3	Scheduled	Indian airlines	Kathmandu	14	19
3	24 Mar 1958	VT-CYN	DC-3	Scheduled	Indian Airlines	Patnebhnajyang	20	None
4	10 May 1972	HS-TGU	DC-8-33	Scheduled	Thai Airways International	TIA	0+1	110
5	31 Jul 1992	HS-TID	A 310	Scheduled	Thai Airways	Gyangphedi	113	None
6	28 Sep 1992	AP-BCP	A 310	Scheduled	Pakistan International Airlines	Bhattedanda	167	None
7	07 Jul 1999	VT-LCI	B727(200)	Cargo	Lufthansa	Bhasmasur Hill, Kathmandu	5	None
8	4 Mar 2015	TC-JOC	A330-300	Scheduled	Turkish Airlines	TIA	None	235
9	12 Mar 2018	S2 - AGU	DHC 8 D	Scheduled	US Bangla	TIA	51	20

Appendix-5

Accident of Recreational Aircraft

S.No.	Date	Registration	Type	Operation	Airline	Place of Accident	Fatality	Survival
1	03 Oct 2013	9N-AJY	A-22L2	Sports	Avia Club	Santi Stupa, Pokhara	2	None
2	10 Aug 2015	9N-ALI	Aeros 2	Sports	Pokhara Ultralight	Machhapuchhre VDC, Kaski	2	None
3	23 Nov 2016	9N-ALL	Ultralight	Sports	Avia club	Pokhara	1	1Ê

Note: The accidents data have been corrected and updated in this Edition.

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