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**WORKING PAPER**

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(Information paper)  
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**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Other issues to be considered by the Technical Commission**

**ACCIDENT TO M/S AIR INDIA EXPRESS' BOEING 737-800 AIRCRAFT VT-AXH AT  
KOZHIKODE, INDIA ON 07.08.2020**

(Presented by India)

**EXECUTIVE SUMMARY**

Air India Express aircraft VT-AXH was involved in an accident while landing at Kozhikode Airport on 07 Aug 2020. The aircraft after making a delayed touchdown overshot the runway and then slid down the slope of the table top runway. 21 people including cockpit crew received fatal injuries and 76 people received serious injuries in the accident.

AAIB, India ordered an Annex 13 investigation into the causes of the accident and appointed a 5-member Investigation team comprising an experienced Air Accident Investigator Type Rated Pilot, Type Rated Engineer, Aerodrome Expert and Aviation Medicine Specialist.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	There are no financial implications.
<i>References:</i>	Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Final Investigation Report on accident involving M/s Air India Express' B737-800 aircraft VT-AXH on 07 Aug 2020 at Kozhikode

## 1. INTRODUCTION

1.1 After Covid-19 related restrictions were eased, Air India Express Limited resumed operations in May 2020. Flight AXB 1343/1344 was planned to operate on Kozhikode-Dubai-Kozhikode sector under Vande Bharat Mission.

1.2 Kozhikode Airport is located in Mallapuram district of Kerala and is one of the six table top runways in the country (other being Lingui, Kannur, Mangalore, Pakyong and Shimla).

1.3 The flight was under command of an ATPL holder pilot-in-command and who was assisted by a CPL holder co-pilot in the cockpit and 04 cabin crew. There were 184 passengers on the flight.

1.4 Scheduled departure of Flight AXB 1344 from Dubai was at 0930 UTC but it got delayed and departed at 1000 UTC. Aircraft came in contact of Kozhikode ATC at 1903 IST.

1.5 Being in the midst of monsoon season, the airport was experiencing continuous rain and overcast sky. Visibility ranged from 1 500 m to 2 000 m and aerodrome warning for thunderstorm and rain was issued by IMD which was valid up to 1645 IST.

1.6 Owing to the wind direction, the Runway 28 was in use.

## 2. DISCUSSION

2.1 Aircraft was cleared for landing on Runway 28 (from east side over land) by the Kozhikode air traffic control (ATC). While on approach for Runway 28, the pilots were able to sight the airport lead-in lights at 1921 IST. Immediately thereafter, the windshield wiper on pilot-in-command side stopped functioning.

2.2 Aircraft descended till decision height but pilots could not sight the runway and carried out a go-around.

2.3 Director General of Civil Aviation (DGCA) regulations and airlines standard operating procedures (SOP) do not permit landing in rains with windshield wiper unserviceable.

2.4 Meanwhile on ground, Delhi bound Air India flight AIC425 was getting ready for departure. AIC425 requested permission from ATC to take-off from Runway 10 in place of Runway 28 (which was in use at that time). ATC permitted AIC425 for use of Runway 10 and also enquired from AXB1344 if it would also like to attempt landing on Runway 10.

2.5 After enquiring about weather and visibility, AXB1344 now confirmed its preference for Runway 10 and started preparation for landing on Runway 10. Landing distance available at Kozhikode was 8858 feet.

2.6 Crew were indecisive about selection of landing flaps and flaps 30 was selected late into the approach. Crew disengaged autopilot at about 500 feet altitude but autothrottle was not disengaged.

2.7 The approach became un-stabilised but pilot-in-command continued with the approach.

2.8 Co-pilot drew attention of pilot-in-command to rate of descend but did not call for go-around. Power was added to arrest the rate of descend and aircraft Pitch was increased. The aircraft, however, overcorrected.

2.9 It was at 92 feet radio altitude as it approached the threshold. As aircraft floated above the runway for nearly 10 seconds, Co-pilot again tried to draw attention of pilot-in-command with a non-standard call, but pilot-in-command continued with the landing.

2.10 Just before touchdown, co-pilot gave a go-around call, but the same was also ignored by pilot-in-command.

2.11 After touchdown, manual brakes were applied and thrust reversers deployed, but crew possibly thought of go-around and released brake and stowed the thrust reversers. In state of indecisiveness and confusion, crew again applied brakes and deployed thrust reversers (for the second time) before stowing the thrust reversers again in the end.

2.12 Repeated deployment and stowing of thrust reverser did not aid in braking but rather contributed to accelerating the aircraft.

2.13 The aircraft overshot the runway and fell down the tabletop.

2.14 The investigation into the accident has been summarized into 57 findings.

2.15 The report also has highlighted 15 contributory factors.

2.16 The cause of accident as per the investigation report was “Non adherence to SOP by the PF, wherein, he continued an unstabilized approach and landed beyond the touchdown zone, half way down the runway, inspite of ‘go-around’ call by PM which warranted a mandatory ‘go-around and the failure of PM to take over controls and execute a go-around.”

2.17 Safety recommendations have been given to address various systemic and safety deficiencies.

### 3. CONCLUSION

3.1 The meeting may note the information given in this paper.

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