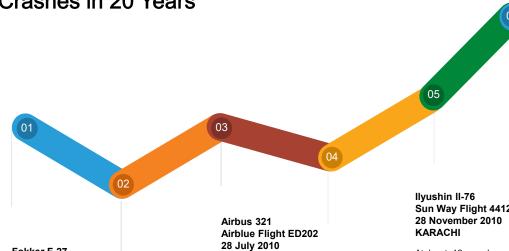




Junaid Hamid
Founding Member & General Secy – ACVFFI
President – Air Crash Affectees Association – ACAA

A Timeline of Major Air Crashes in Pakistan after year 2000 8 Crashes in 20 Years



Fokker F-27 **Pakistan Air Force** 20 February 2003 KOHAT

An air force Fokker F27 crashed in fogshrouded mountains near Kohat, killing 17 air force personnel.

Fokker F-27 **PIA Flight PK688** 10 July 2006 MULTAN

A PIA flight bound for Lahore crashed into a field and bursts into shortly after takeoff from Multan, killing all passengers and four crew

ISLAMABAD

A flight operated by the private airline Airblue flying from Karachi crashes into hills outside Islamabad as a case of CFIT while preparing to land, killing all 152 people on board

Beechcraft 1900 JS Flight 201 KARACHI

operated Pakistani charter JS Air carrying staff from an Italian oil company crashed shortly after take-off in Karachi, killing all 21 people on board

Ilyushin II-76

At least 12 people are when Russian-made cargo 5 November 2010 plane operated Georgian airline Sunway crashed in a fireball A twin-engine plane seconds after taking off by from Karachi airport.

Boeing 737-200 **Bhoja Air Flight 213** 20 April 2012 **ISLAMABAD**

The flight originated from Karachi and came down in bad weather Sun Way Flight 4412 near Islamabad, killing all 121 passengers and 6 crew members

ATR 42-500 PIA Flight PK661 7 December 2016 **HAVELIAN**

The aircraft crashed enroute from Chitral to Islamabad. The crash claimed lives of all 48 passengers and crew.

Airbus 320 PIA Flight PK8303 22 May 2020 KARACHI

The plane crashed in a densely populated residential area only a few km's from the runway, while on a second approach after a failed landing. Of the 91 passengers and 8 crew on board the aircraft, 97 were killed, and passengers survived with injuries.

IN THE AFTERMATH OF A CRASH

After the AirBlue crash of July 28, 2010 and subsequent crashes of Bhoja Air Flight 213 (2012), PIA Flights PK661 (2018) & PK8303 (2020), the victims families of all these mishaps experienced utter disappointment.

- Complete mismanagement led to the families getting frustrated, mishandles and ridiculed. Families joined hands to form a pressure group.
- This group became the guiding light for all further crashes.
- Created history by forcing the CAA to publish the investigation report a historic first.
- Moved courts, fought legal battles, pressurized the Govt. to adopt the covenants of 1999 **Montreal Convention**
- Table and pass legislature in the form of Carriage by Air Act 2012.

2010

ACAA PAKISTAN OBJECTIVES

In all these crashes, the victims' families experienced utter disappointment and frustration due to indifferent attitude and incompetent handling of the disasters by the concerned authorities. After AirBlue crash of July 28, 2010, the victims' families formed the ACAA.

- Strive to make Pakistani Skies Safer by persuading the regulators and carriers to ensure adherence / ICAO recommendations compliance with international safety standards
- Advocate, promote and protect the rights of air travelers in Pakistan
- Provide a platform to air crash victims and their families to address their grievances and to safeguard their legal rights.
- Campaign for establishing an independent and fully autonomous investigation authority in Pakistan in accordance with globally accepted practices / standards.
- Campaign for appropriate legislation for grant of fair compensation to victims according to international standards.
- Act as a watch dog for compliance of air safety standards and passenger rights.
- More human approach on aviation

2015 **ACVFFI** aims



The air disaster's consequences are similar for all parties involved, regardless of where it took place. In our experience, more often than not, we had to deal with

- the inefficiencies of the authorities.
- the indifference of airlines,
- the unresponsiveness of the air industry and the greed of insurance companies.

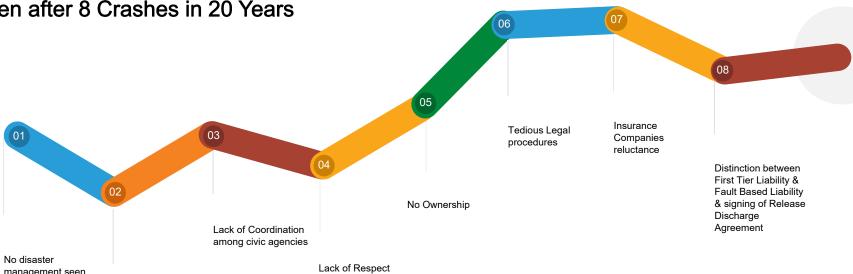
Consequently, we think that a 'unique voice' which is heard by the aviation community is the only way to change this reality.



Lack of SoP

S ICAO AAAVF202

management seen



for the departed (DNA)

REGULATORY FRAMEWORK

Carriage by Air Act 2012

Despite multiple aviation disasters, the Pakistani aviation industry has failed to institute any meaningful measures to avoid fatal crashes. In addition to holding the airline industry to strict safety standards, we must also protect the rights of those who travel by air by implementing, at a bare minimum, the following steps:

- CbAA 2012 should be mandatorily reviewed and revised every 3 years.
- Necessary legislation should be introduced to recognize families association as stake holders in future policy matters and be made part of all legal and management level decision making.
- The protection of the families rights must be prioritized as prescribed by ICAO Doc 9988 and 9973. These should be implemented in letter and spirit.
- Necessary legislature should be introduced to mandate airlines to deposit the amount of First Tier Liability into Courts within 30 days of the occurrence of any incident.
- Insurance companies should be made liable to pay Based Compensation as per the Montreal Convention and background of individual victims.
- AAIB should be reconstituted with independent specialists and qualified personnel, along with reps of this pressure group

LESSONS LEARNED



- Accident investigations lack independence, rigor and professionalism
- Unequal and chaotic attendance, ICAO Policy Doc 9998 and Doc 9973 are not implemented.
- Insurers are not fulfilling obligations to victim families.
- Airports without family assistance plans.
- Final Reports are delayed and not understandable to victim families.
- Institutions have no training to assist victim families in the post-crisis.
- Sometimes States do not support victim families in front of the public and private institutions.

NEXT STEPS

VICTIMS HELPING VICTIMS

- Become aware of our objectives, we have shown our interest in the common good.
- Learn from family assistance applied in our disasters, taking into account our voices and experiences around the world
- Support our activity international forums because it is another way to improve security



