



OIL & NATURAL GAS CORPORATION (WOU) KARMACHARI SANGHTANA

AFFILIATED TO - PETROLIUM & GAS WORKERS' FEDERATION OF INDIA

Reg. No. (By - II - 8268)

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REF. : ONGC/KS/022/2020

DATE 26/09/2020

To,
The CMD,
ONGC,
PDDU Urja Bhawan,
5, Nelson Mandela Marg,
Vasant Kunj,
New Delhi 110001.

The Director (Offshore)

The Director (HR)

The Director (T&FS)

The Director (Onshore)

**Subject: Complaint of Major Technical Snag in chopper VT – RRE of
Global Vectra while travelling to MLQ platform on 12th Sept.
2020 and to constitute a high level fact finding committee.**

Respected Sir,

This has reference to the incident happened due to Technical snag in chopper **VT-RRE** of "**Global Vectra**" while travelling to **MLQ platform on 12th Sept. 2020**. There were total ten passengers in the chopper. Please find attached written complaint given by all the passengers addressed to GGM – Head Air Logistics at helibase.

In the enclosed copy of complaint an incident has been elaborated and following are observations noted.

- Initially chopper with call sign VT-GVR was allotted and was mentioned on the boarding pass also, without giving any information to the crew members, chopper with call sign VT-RRE allotted them to travel to MLQ platform. But boarding passes remain unchanged.
- While take off time chopper took two jerks but it was neglected by pilots and took off.
- There was heavy noise in the machine with lot of vibrations of chopper and chopper was deeping, tilting to left and right even losing control intermittently.

Contd... 2

- After a journey of around 15 to 20 minutes when pilots found that chopper is having lot of problems, they decided to return back to helibase.
- While landing at helibase again there was problem and helicopter took jerk, but pilot could land the chopper at helibase.

Following are the serious questions arising in our mind.

- Why chopper VT-RRE took off when there were problems while taking off. Why pilots took a risk to fly the helicopter.
- Why chopper was changed at the last movement and it was not informed to the crew members.
- In absence of appropriate authorities, it is difficult to register such serious issues, even Head Logistics could not be traced at helibase on 12th Sept. 2020.
- Are our safety officers visiting to **Global Vectra or Heligo** at their workshop for checking safety aspects of helicopters?
- Is there any established system followed by ONGC? whether these helicopter service providing companies are strictly following the safety rules?

Very painful and unfortunate to note that all safety rules are on paper only. We have lost number of lives in helicopter accidents in last 45 years, even then we are not learning any lessons, this is mainly because no one is held accountable.

The crew members in chopper went to control room to lodge the complaint as no responsible senior officers nor **Air Safety Officers** were available at the helibase. Why we are paying such high salaries to these irresponsible officers when they don't want to shoulder the responsibility? As usual we are sure no action will be taken against these officers, those who were not present at the helibase.

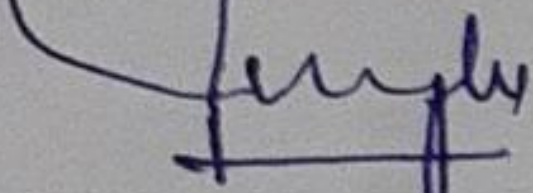
To whom offshore going employees should believe for their safe journey. We must appreciate even after experiencing such a horrible incident, all crew members went to offshore on the same day, not refusing their duties. We always expect such dedication from offshore going employees only. What is the role of support services at the base?

Our union demand the enquiry of pilots operating the chopper by the competent authority of ONGC as well as by the Govt. Are we going to wait and leave things to console ourselves with CSSS?

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Gauging the seriousness of the incident we request your esteemed authority to kindly give direction to **constitute a high level fact finding committee** at least one member should be either GGM or ED, to conduct the enquiry and report with reasons should be made available to the employees who are putting their lives in danger to perform the duty sincerely with unparalleled dedication to maintain oil and gas production in offshore, leaving behind their families.

Thanking You,
Yours faithfully,



(Pradeep Mayekar)
General Secretary

Copy to :

1. ED – Chief ER, ONGC, Gr. Hills, Tel bhavan, Dehradun.
2. ED – MH Asset, Vasudhara Bhavan, Bandra (E), Mumbai 51.
3. ED – N & H Asset, Vasudhara Bhavan, Bandra (E), Mumbai 51.
4. ED – B & S Asset, Vasudhara Bhavan, Bandra (E), Mumbai 51.
5. ED – CDS, 11 High, Sion – Bandra Link Rd., Mumbai 17.
6. ED – HDS, 11 High, Sion – Bandra Link Rd., Mumbai 17.
7. ED – Deep Water, 11 High, Sion – Bandra Link Rd., Mumbai 17.
8. ED- Head Offshore Safety, ONGX, WOU, Gr Hts Bandra (E), Mumbai 51.
9. GGM - HRO, Gr. Heights, BKC, Bandra (E), Mumbai 51.
10. GGM- Head Air Logistics, ONGC, WOU, Helibase, Vile Parle (W), Mum 56.
11. M I/c HR-ER, MH Asset, Vasudhara Bhavan, Bandra (E), Mumbai 51.
12. CGM I/c HR-ER, Services, 11 High, Sion – Bandra Link Rd., Mumbai 17.
13. GM I/c IR, Gr. Heights, BKC, Bandra (E), Mumbai 51.
14. Director General of Civil Aviation (DGCA), Govt. of India.,
Opp. Safdarjung Airport, New Delhi 110003.
15. Dy. Director General of Civil Aviation, Regional Mumbai Office,
DGCA Integrated Office Complex, Opp. To Parshiwada, Vileparle (East),
Mumbai 400009. Off. Tel. 022 28393807.

Date: 12.09.2020.

To,
The Head Air Logistic,
ONAC, Juhu Helibase,
Mumbai.

Sub: Major Technical Snag in chopper VT-RRE of
Global Vectra.

Sir / Madam,

This is reference to our journey - offshore duty from Helibase to MRC through VT-RRE. First point is that we were given chopper call sign as VT-RRE (Without inform us) while in boarding pass it was written VT-GVR. Even we reported to co-ordinator, he said it is ok and he also modified in manifest copy by cutting earlier call sign. However call sign in boarding pass remain unchanged.

Secondly during take-off, there were two jerk sudden however it is neglected and finally took-off. During 10-15 minutes we were feared as chopper having too much vibration, tilting left and right and even losing control intermittently.

Finally, pilot announced that we were returning to Helibase. The same fearful situation was experienced during returning.

May please look into the matter.

Copy to:

1. ED - MH Asset, ONAC, WOU, Vasudhara Bhavan, Bandra (E), Mumbai
2. ED - NH Asset, ONAC, WOU, Vasudhara Bhavan, Bandra (E), Mumbai
3. ED - B & S Asset, ONAC, WOU, Vasudhara Bhavan, Bandra (E), Mumbai
4. CGM - HR / ER MH Asset, ONAC, WOU, Vasudhara Bhavan, Bandra (E), Mumbai

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To
Head - Air Logistics
ONGC Helibase
Mumbai

Dt. 12/9/2020

Sub: Technical Snag in chopper.

Sir,

I am writing to report a very terrifying experience that I had onboard MLA-bound chopper (VT-RRE). There were ten passengers on board. The chopper had a very troubled take-off in third attempt. As soon as it took off we could feel there was something wrong with it but the pilots went ahead regardless. Ten minutes into the flight, pilots finally took a call to return apparently because they could sense the magnitude of the snag. All along the flight time of 20 minutes the helicopter kept dipping and tilting sideways. We were so terrified that all we were praying for was at least a crash landing on land.

May I point out that a similar incident occurred with me in 2018. We made a written representation to your office in writing but we were never informed about the enquiry and actions taken. Today's incident was much more terrifying than the one in 2018.

In the interest of life and safety of all offshore personnel, I urge you to conduct a thorough enquiry and make its finding public so that such life-threatening accidents don't keep occurring.