



**PRELIMINARY REPORT ON
SERIOUS INCIDENT TO M/s FLAPS AVIATION PVT. LTD.
BEECH KING AIR C-90A AIRCRAFT, VT-SLK
AT HISAR AIRPORT ON 14.07.2026**

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
AIRCRAFT ACCIDENT INVESTIGATION BUREAU**

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

FOREWORD

This document has been prepared based on the preliminary factual information and evidences collected during the initial stages of investigation. The information is preliminary and subject to change. Hence, unless and otherwise specified, no conclusion shall be drawn from the information provided in the document.

In accordance with Annex 13 to the Convention on International Civil Aviation Organization (ICAO) and Rule 3 of Aircraft (Investigation of Accidents and Incidents), Rules 2025, the sole objective of the investigation of an Accident/Incident shall be the prevention of accidents and incidents and not to apportion blame or liability. The investigation conducted in accordance with the provisions of the above said rules shall be separate from any judicial or administrative proceedings to apportion blame or liability.

Consequently, the use of this report for any purpose other than for the prevention of future accidents or incidents could lead to erroneous interpretations.



Preliminary Report: Serious Incident involving M/s Flaps Aviation Pvt. Ltd. C-90A aircraft VT-SLK at Hisar airport, Haryana, India on 14th July 2026.

1. General information:

1.	Aircraft	Type	BEECH KING AIR C-90A
		Nationality	Indian
		Registration	VT-SLK
2.	Operator		M/s FLAPS AVIATION PVT. LTD.
3	Pilot – In – Command		ATPL holder
	Extent of Injuries		Nil
4.	Co-pilot		CPL holder
	Extent of Injuries		Nil
5	Number of persons on board		02 Flight Crew and 02 Passengers
6	Date & Time of Incident		14.07.2025; 05:24 UTC
7	Place of Incident		Hisar Airport- VIHR
8	Co-ordinates of the incident site		29°10'45.5"N 75°45'19.9"E
9	Last point of Departure		Mumbai International Airport- VABB
10.	Intended landing place		Hisar airport- VIHR
11.	Phase of operation		Landing
12.	Type of Operation		Non-Scheduled Commercial Operations

2. Aircraft Information:

Beech King Air C-90A (VT-SLK) is a twin engine turboprop aircraft powered by PT6A-21 engines. The aircraft had a valid Certificate of Registration (C of R) and Airworthiness Review Certificate (ARC) as on date of the incident.

Aircraft Information:	
Owner	Flaps Aviation Pvt. Ltd.
Operator	Flaps Aviation Pvt. Ltd.
Aircraft Model	King Air C-90A
Aircraft Sl. No.	LJ-1270
Year of Manufacture	1991
C of R	2548/5
C of A	2048
Category	Normal (Passenger)
C of A Validity	Shall remain valid until unless suspended/cancelled and Airworthiness Review Certificate remain valid.
ARC issued on	24.04.2026
ARC valid upto	24.04.2027
Maximum All-up weight	4581 Kg
Engine Type	Turboprop PT6A-21
Status of MEL invoked	None

LH (Left Hand) Engine:	
Engine Type	Turboprop PT6A-21
LH Engine Sl. No.	PCE-PE-0236
LH Engine Date of Manufacture and Overhauls (if applicable)	Manufactured in March 1999 Last Overhaul on 25/02/2019 at 3697:41 Hrs
LH Engine Total Engine Hours (as on date of incident)	5976:21 hrs.
LH Engine Last Major Engine Inspection	Overhaul on 25/02/2019 at 3697:41 Hrs.
LH Engine Last inspection	Phase inspections carried out on 22/02/2026 at Engine Hrs.: 5904:06 & Cycles: 4195

RH (Right Hand) Engine:	
Engine Type	Turboprop PT6A-21
RH Engine Sl. No.	PCE-25326
RH Engine Date of Manufacture and Overhauls (if applicable)	Manufactured in July 1987 Last Overhaul on 07/04/2018 at 6703:38 Hrs.
RH Engine Total Engine Hours (as on date of incident)	9615:12 hrs.
RH Engine Last Major Engine Inspection	Overhaul on 07/04/2018 at 6703:38 Hrs
LH Engine Last inspection	Phase inspections carried out on 22/02/2026 at Eng. Hrs.: 9542:57 & Cycles: 8316

The aircraft is not installed with CVR and FDR units.

2.1 Damage to Aircraft:

The aircraft RH (Right hand) MLG wheel touched down at 602.7m from the beginning of the abandoned runway. The aircraft wheels made contact with the approach lights for RWY30 installed on the abandoned runway.

General visual damage assessment [FIG 1 to FIG 4] carried out by operator's AME post-incident and following observations are as follows:

1. RH Nose L/G door hinge broken & deformation/dent in the RH door.
2. Cracks, dents & 02 punctures in skin of RH nose fuselage below RH avionics panel.
3. LH (Left Hand) engine intake lip and cowling damage, rivets shear out on side and deep depression on intake lip.
4. Damage (Metal loss) on all the blades on LH propeller leading edge. Damage (Metal loss) and bends on all the blades on LH propeller.
5. RH outer wing leading edge dent & deformed.
6. Dent on RH outer wing lower skin.
7. RH fixed aileron trim tab broken.
8. RH aileron damaged.
9. Dent on right side of Nose avionics panel and structure.
10. Dent and deformation of skin on RH forward lower cowling.
11. Dent on nose in front of condenser intake.
12. RH Front lower cowling.
13. Nose wheel with multiple cuts.
14. Cuts on RH main wheel.
15. Nose landing gear RH trunnion bolt blank panel and adjacent skin damaged.

Few photographs of the damaged aircraft are appended.

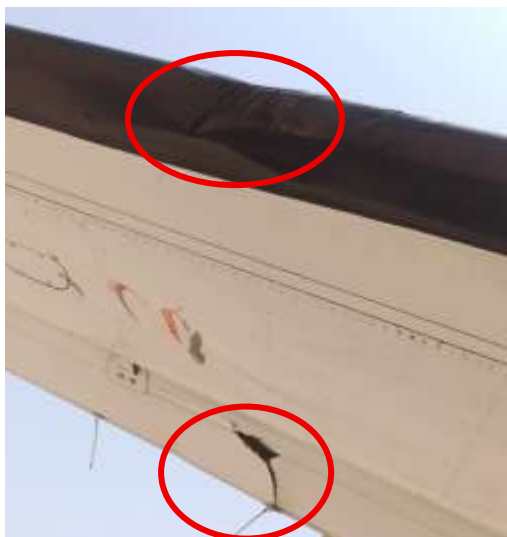


FIG 1: Damage to RH Wing and Aileron



FIG 2: Damage to RH Propeller



FIG 3: Damage to LH engine intake and propeller



FIG 4: Damage to Nose L/G



FIG 5



FIG 6

Final Position of the aircraft

3. Personnel Information

Crew	License Type & No.	Medical
PIC	ATPL holder (valid till 11.05.2036) Age: 58 years Aircraft Ratings as PIC: a) BE 90/99/100/200, b) TB 20, c) BE 200, d) HA 4T Aircraft Ratings as Co-Pilot: a) G-150	Type of Medical: Class I Valid till 26.06.2027
Co-Pilot	CPL holder (valid till 18.03.2034) Age: 26 years Aircraft Ratings as PIC: a) C 172, b) PA-34, c) BE 90/99/100/200	Type of Medical: Class I Valid till 28.11.2026

4. Aerodrome Information

Hisar airport [VIHR]: The airport is under the ownership of Civil Aviation Dept. Govt of Haryana. The airport is operated by Airports Authority of India [AAI], under an agreement between Govt. of Haryana and Airports Authority of India, AAI obtained an Aerodrome license from DGCA under Public use category on 13.03.2025. The license is valid till 12.03.2030.

The aerodrome information of HISAR [VIHR] was published by AAI in AIP India as per standards. The aerodrome has Runway with designations RWY12 and RWY30, the dimensions of which are 3000m X 45m.

The approach available at Hisar airport is non-precision approach. VOR instrument approach procedures have been developed and published for RWY 12 and RWY30.

There is an old abandoned runway in the approach path (in-line) with RWY30 - which is declared as 'Abandoned Runway' on the 'Aerodrome Chart' available in the published eAIP India [FIG 7].

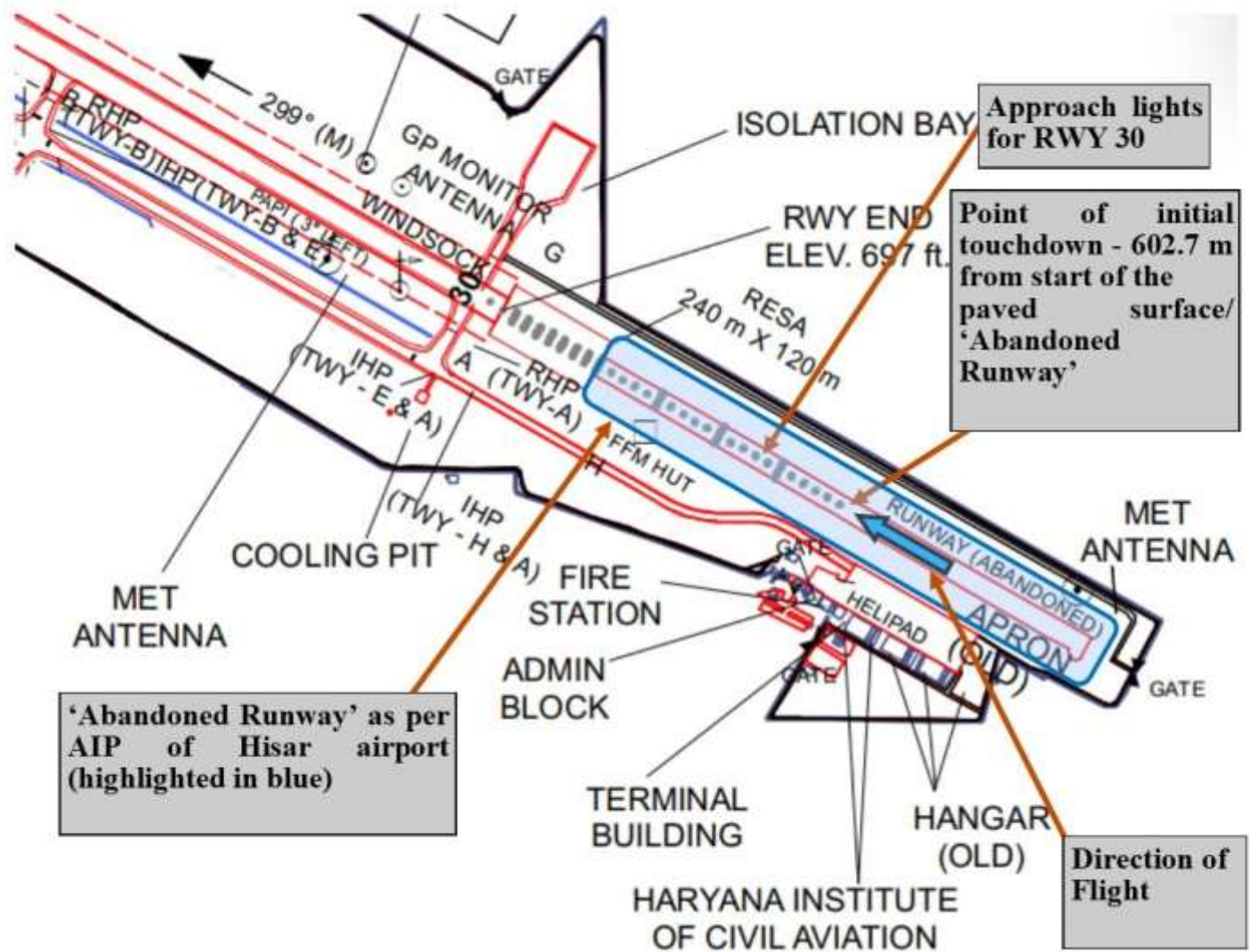


FIG 7: Runway (abandoned) portion (marked in blue) - Aerodrome Chart of Hisar-VIHR (as in published in eAIP India)

During inspection following were observed:

- 'Abandoned Runway' markings still stand out in contrast against the pavement, though the markings have been painted black.
- RWY designator marking for RWY30 has been painted over with black paint which is still readable as 30, along with the threshold markings and Chevron marking ahead of the runway and the runway centre line marking [FIG 8].



FIG 8: 'Abandoned Runway' portion ahead of RWY30

- c) 11 Approach Lights (installed on pavement of the abandoned runway) were damaged.
- d) The Far Field Monitoring Antenna (FFM) and its supporting cables installed on the paved surface (abandoned runway) at 1054.1m from beginning of the abandoned runway, was damaged/ uprooted upon impact with the aircraft. The FFM antenna was recovered on the RH side/ shoulder area of the abandoned runway at approx. 60m from its installed location [FIG 9].



FIG 9: Location of Far Field Monitoring Antenna after the incident

5. Weather Information

METAR (Hisar):

0500Z Wind: 230°/12kt, VIS:5000m, Weather: Haze, Clouds: FEW100, NOSIG, Temp:33°C, DP: 24°C, QNH:1001 hPa.

0530Z Wind: 230°/11kt, VIS:5000m, Weather: Haze, Clouds: FEW100, NOSIG, Temp:34°C, DP: 24°C, QNH:1001 hPa.

6. Brief description of incident flight

M/s Flaps Aviation Pvt. Ltd.'s BEECH KING AIR C90A aircraft VT-SLK, operating a non-scheduled commercial flight from Mumbai (VABB) to Hisar (VIHR) on 14th July 2026, had an occurrence during landing at Hisar airport. The aircraft landed on the 'Abandoned Runway' ahead of the operational runway 30. The Chocks OFF time from Mumbai was 02:15 UTC. The aircraft departure and flight till approach was uneventful. The aircraft was cleared for a VOR DME ARC approach for RWY30. Hisar Tower- ATC controller cleared the aircraft for landing on RWY30. The aircraft landed on the abandoned pavement ahead of the RWY30.

While landing, the aircraft damaged multiple approach lights of RWY30. Also, the Far Field Monitoring (FFM) antenna of the ILS-Localizer RWY30 was damaged. The aircraft sustained damage to its fuselage, wings, propellers and engine cowlings. The incident occurred during day light time at 10:54 IST (approx.) / 05:24 UTC. The weather reported was fine with visibility of 5000m. The aircraft operated the sector from Mumbai to Hisar in AMT [Air Medical Transport] configuration; there were 02 crew, 02 passengers on-board and 01 mortal remains (Coffin).

The fuel remaining in the aircraft after landing was approximately 900 lbs (as indicated in cockpit instruments).

There were no injuries to the crew or passengers and there was no fire/smoke reported.

Wreckage and Impact information [FIG 10 and FIG 11]:

During inspection of the path followed by the aircraft, following were observed:

- a) The aircraft touched down at 602.7m (near the start of the installed approach light system) from the beginning of the paved surface of the abandoned runway [FIG 10].
- b) The First closed runway marking 'X' was located at a distance of 315m from the beginning of the pavement/ abandoned runway.

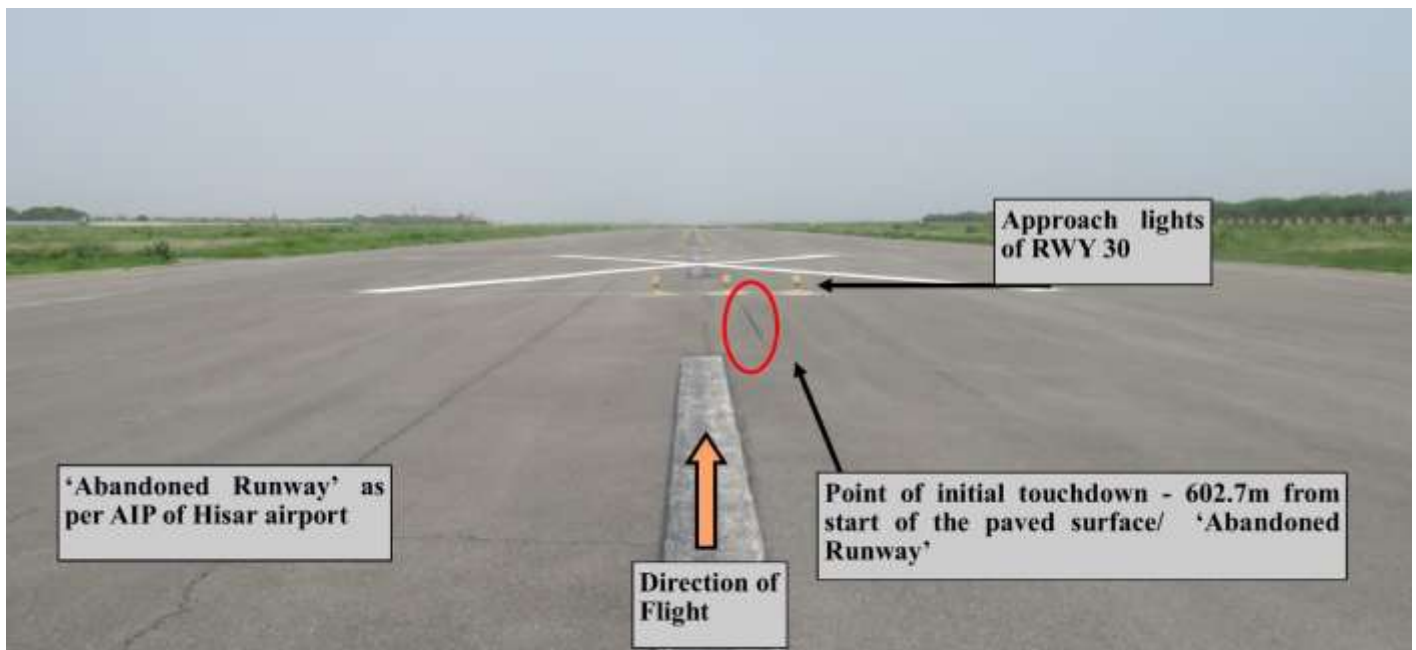


FIG 10: Point of touchdown

- c) The aircraft came to rest after a ground roll of 509.8m on the paved surface (abandoned runway).
- d) The aircraft made contact with the FFM antenna and approach light during the landing roll and damage is detailed in section 2.1 above.

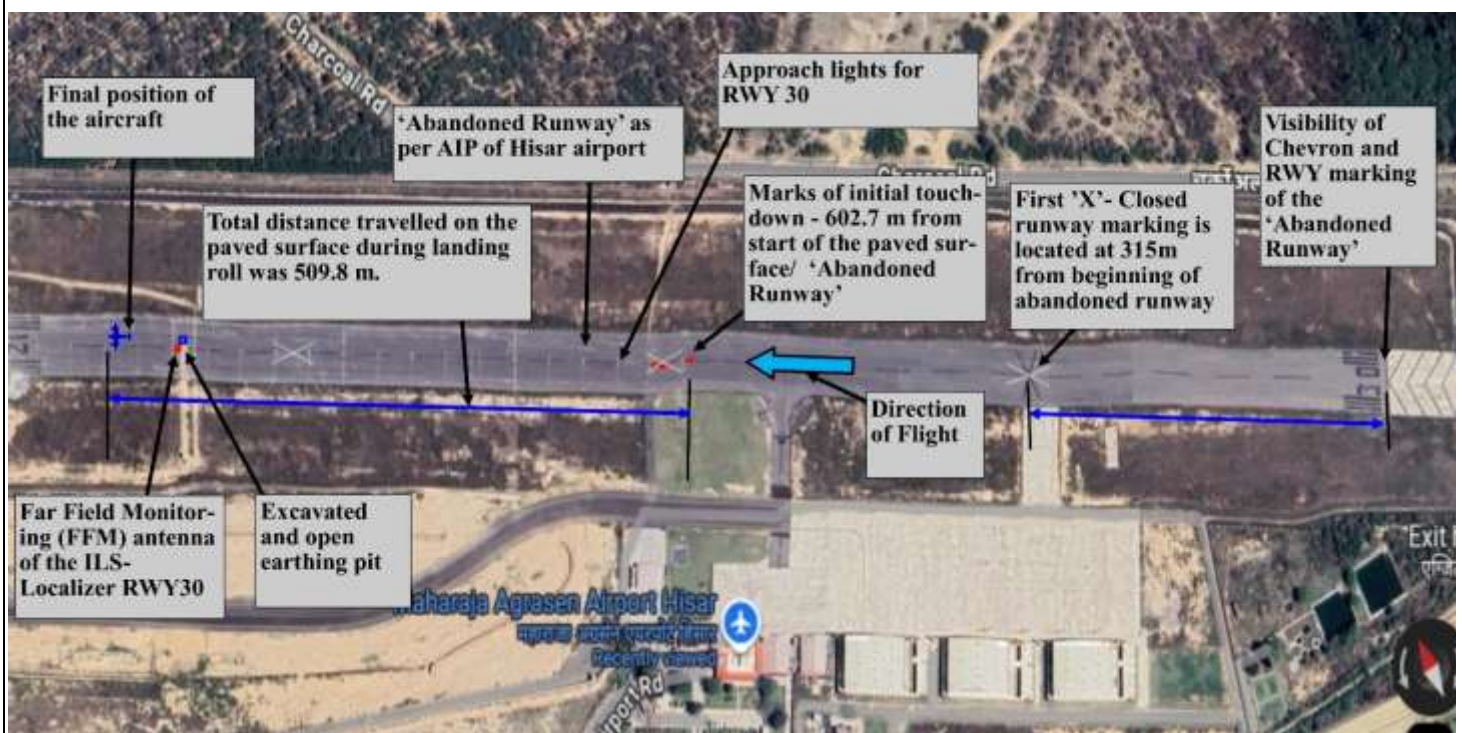


FIG 11: Incident site of aircraft on 'Abandoned RWY' – marked on Google maps (not to scale)

7. Progress of the Investigation

- a) The site inspection was carried out, and photographic evidence of the aircraft and incident site have been collected.
- b) The aircraft documents related to VT-SLK and crew folders were collected from the operator. Documents are being verified.
- c) Aircraft has been repositioned to a parking stand for further examination.
- d) Fuel sample from the involved aircraft were collected and handed over for further analysis.
- e) Initial interviews/discussions with the crew and witnesses were carried out.
- f) ATC data [VHF communications] were preserved.
- g) Relevant CCTV camera footages were collected from the airport.
- h) TSB, Canada has appointed Accredited Representative to participate and assist in the investigation as per ICAO Annex 13 requirements.

8. Interim Recommendations:

In view of the findings of the investigation till date, it is considered necessary to issue following interim safety recommendations so that preventive actions can be taken promptly to enhance aviation safety:

- a) AAI-Hisar (Aerodrome License holder) to obliterate/ remove the RWY markings on the abandoned runway at Hisar airport, in a manner that it prevents visibility of markings on the abandoned runway.
- b) AAI-Hisar (Aerodrome License holder) to ensure that, closed runway markings are placed at each end extremity of the runway as per DGCA regulations.
- c) AAI may consider to include a 'caution' in the relevant charts of Hisar airport regarding the existence of pavement- 'abandoned runway' in the approach path (in-line) with RWY30.