

AL-20/1/2021-AAIB
GOVERNMENT OF INDIA
AIRCRAFT ACCIDENT INVESTIGATION BUREAU
MINISTRY OF CIVIL AVIATION
SAFDARJUNG AIRPORT, NEW DELHI – 110003

Date: 17 April 2026

Sub: Empanelment of Subject Matter Experts in the Panel of Experts to be maintained by Aircraft Accident Investigation Bureau – India

Applications are invited from interested candidates for empanelment as Subject Matter Experts in the panel of experts to be maintained by Aircraft Accident Investigation Bureau – India (AAIB). Interested candidates are required to go through the eligibility conditions detailed below. The candidate shall submit application in proforma attached by e-mail to aaib.moca@nic.in by **15 May 2026, 1800 Hrs IST** along with scanned self-attested copies of certificates and supporting documents. An applicant may apply for more than one profile. Applicant shall clearly mention the category where he / she wishes to apply vis-à-vis area(s) of expertise and category of aircraft where applicable on top of the application proforma. Application received after due date and time shall be rejected and no communication in this regard will be entertained. **Applications received after 1800 Hrs IST of due date shall be rejected.**

1. **Organization Profile.** AAIB, India investigates accidents and serious incidents related to civil aviation in India as stipulated in ICAO Annexure 13 and Aircraft (Investigation of Accidents and Incidents) Rules, 2025 as amended from time to time. AAIB, India utilizes services of "Subject Matter Experts" (SMEs) in their respective fields in aviation who are empaneled from time to time. In general, the subject matter experts would be required to assist the Investigator in Charge (IIC) in conducting investigations. AAIB, India is looking for personnel having expertise in their respective domains to recast the present Panel of Experts.

2. **Job Description and Responsibility.** The experts shall be required to assist the Investigator-in-Charge appointed by AAIB or Court of Inquiry in carrying out the investigation of aircraft accidents and serious incidents whenever called upon to do so by AAIB India or Govt. of India. The DG AAIB, based on requirement of IIC shall, at his sole discretion, assign SMEs to IICs, depending upon the nature of accident /serious incident being investigated.

3. **Duration of Empanelment.** Initial duration of empanelment shall be three years and may be extended at the sole discretion of the DG, AAIB. **It is hereby**

clarified that subject empanelment is not an employment; the services of the experts will be utilized as and when required by AAIB.

4. **Remuneration.** Subject matter experts (SME) from the panel of experts (other than an officer of the Government) when appointed as Investigator or assessor to Court of Inquiry shall be paid remuneration as determined by the Central Government from time to time. No remuneration whatsoever will be paid for empanelment.

5. **Eligibility.** The eligibility criteria for areas of domain expertise required to be possessed by the experts to be empaneled is placed at **Appendix 'A'**.

6. **Mandatory Requirements.**

a) Candidate should not be above the age of 65 as on 15 May 2026 and must agree to serve AAIB panel for a minimum of three years.

b) Candidate shall be required to self-certify that he/she is physically fit to carry out the accident investigation work.

c) Candidate is required to give an undertaking that he/she would be available for investigation when called upon to do so by the AAIB.

d) If employed with an operator, the operator (with whom they are employed) would also be required to provide an undertaking to this effect.

7. **Preferred Skills.** An accident investigator should possess certain personal attributes include integrity and impartiality in the recording of acts, ability to analyze facts in a logical manner; perseverance in pursuing the cause(s), often under difficult or trying conditions and tact in dealing with range of people who have been involved in the traumatic experience of an aircraft accident. In addition to the above, the following criteria would be preferred (ICAO Cir 298 AN/172).

a) Understanding of the depth of investigation that is necessary in order for the investigation to conform with the legislation, regulations and other requirements of the State for which they are conducting the investigation.

b) Knowledge of aircraft accident investigation techniques.

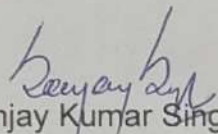
c) Basic knowledge of most of the major air transport aircraft types that are operated in India.

d) Understanding of aircraft operations and the relevant technical areas of aviation.

- e) Ability to obtain and manage the relevant technical assistance and resources required to support the investigation.
- f) Ability to collect, document and preserve evidence.
- g) Ability to identify and analyze pertinent evidence in order to determine the causes and, if appropriate, make safety recommendations.
- h) The ability to write a Final Report that meets the requirements of the AAIB India as per ICAO Doc 9876.

8. **Training**. The panel of experts once selected would undergo relevant training as provided by the AAIB from time to time. This training would include a wide variety of investigation subjects. The experts are expected to make themselves available for any such training in order to further enhance their skills.

Yours faithfully,


(Sanjay Kumar Singh)
Director

Aircraft Accident Investigation Bureau

Encl: As above

Appendix 'A'
(Refers to Para 5)

Criteria for Empanelment of Subject Matter Experts for AAIB

Sl. No.	Area of expertise	Experience and qualification requirements in applicable area of expertise
1	Pilot (Fixed wing)	<input type="checkbox"/> ATPL Holder <input type="checkbox"/> Minimum 15 years and 10,000 Hrs. of accident-free flying experience <input type="checkbox"/> Should have minimum of 5000 hours as PIC <input type="checkbox"/> TRI/DE on fixed wing aircraft.
2	Pilot (Rotary Wing)	<input type="checkbox"/> Should be an ATPL (H) holder / CHPL. <input type="checkbox"/> Minimum 15 Years and 3000 Hrs. of accident-free flying experience. <input type="checkbox"/> Should have a 3 minimum of 2000 Hrs. as PIC. <input type="checkbox"/> Should have held an Instrument Rating for multi engine helicopters. <input type="checkbox"/> TRI/DE on rotary wing aircraft.
3	QFI	<input type="checkbox"/> CFI with a minimum of 5000 Hrs of total flying experience <p style="text-align: center;">OR</p> <input type="checkbox"/> CAT 'A' QFI of the Armed forces with Minimum 750 Hrs of Instructional Flying experience and Minimum of 2500 Hrs of Fighter Jet Flying experience /Minimum of 2500 Hrs of Rotary Wing flying experience /Minimum of 5000 Hrs of Transport Aircraft flying experience.
4	Engineering	<input type="checkbox"/> Aircraft Maintenance Engineer with 15 yrs OR Minimum 15 Years of experience in Defense Aviation with BE degree <input type="checkbox"/> Candidates having B1/B2 license on A320/B737/B777/ B787/A330/ATR 42/72 would be preferred <input type="checkbox"/> Investigation experience would be preferred
5	Flight Safety	<input type="checkbox"/> Formal training/Experience in Flight Data Monitoring <input type="checkbox"/> Minimum 5 years of experience in the flight safety department of any scheduled airline or Military Aviation Aerospace Safety <input type="checkbox"/> Minimum 3 years of experience in flight data monitoring and CVR analysis

6	Human Factors	<input type="checkbox"/> Possess a Master's degree in Psychology and qualified in HFs <input type="checkbox"/> Minimum 5 years of experience as a clinical/aviation psychologist OR Have Formal training in Human Factors Accident Investigation
7	Aviation Medicine	<input type="checkbox"/> A Doctor qualified in Aviation Medicine with a minimum 5 years of experience <input type="checkbox"/> Should have participated in accident investigations with fatalities
8	Flight Dispatcher	<input type="checkbox"/> DGCA Approved Flight Dispatcher with a minimum of 15 years experience <p style="text-align: center;">OR</p> <input type="checkbox"/> A pilot with ATPL having 10 years experience in Airline operation
9	Air Traffic Control	<input type="checkbox"/> Minimum 15 years of experience as an Air Traffic Controller
10	Instrument Approach Design	<input type="checkbox"/> A minimum of 10 years experience <input type="checkbox"/> Must have undergone a formal course on Instrument Approach Procedure (IAP) design
11	Aerodrome	<input type="checkbox"/> Minimum 10 years of experience in aerodrome design, development, maintenance and operations of aerodromes (Preferred formal training in aerodrome design)
12	Meteorology	<input type="checkbox"/> Post Graduate Degree in Physics/ Chemistry/ Mathematics/ Statistics/ Geography /Computer Applications / Environmental Science / Applied Physics / Oceanography / Meteorology /Agricultural Meteorology / Ecology & Environment / Geo –physics / Environmental Biology (Provided Mathematics and Physics were studied at Graduation Level). <input type="checkbox"/> Must have a minimum of 10 years experience in Aviation Meteorology. <p style="text-align: center;">OR</p> <input type="checkbox"/> Master's Degree from a recognized university in Physics or Mathematics or Chemistry or Meteorology or Atmospheric Science / Atmospheric Physics or Oceanography or Geophysics (with Meteorology) / Remote Sensing or equivalent subject. <input type="checkbox"/> Must have a minimum of 10 years experience in aviation Meteorology.

13	Aircraft Accident Investigation	<ul style="list-style-type: none"> <input type="checkbox"/> Should possess Bachelor's Degree in Aeronautical Engineering/ Engineering degree with specialization in Aeronautical Engineering or be a pilot. <input type="checkbox"/> Minimum 10 years of experience in Air Accident Investigation. <input type="checkbox"/> Should have taken part in at least three aircraft accident Investigations. <input type="checkbox"/> Should have undergone course in Aircraft Accident Investigation.
14	Legal	<ul style="list-style-type: none"> <input type="checkbox"/> Must possess bachelor's degree in Law <input type="checkbox"/> 3 years aviation experience <input type="checkbox"/> Possess good knowledge of all regulations related to aviation in India and Globally