



Preliminary Report: Accident involving M/s Garg Aviation Ltd., Tecnam P2006T aircraft bearing registration VT-NBV in Kanpur, Uttar Pradesh, India on 27 August 2026

1. General information:

	Aircraft	Type	Tecnam P2006T
		Nationality	Indian
		Registration	VT-NBV
2.	Operator		M/s Garg Aviations Ltd.
3	Pilot – In – Command		CPL (Commercial Pilot License)
	Extent of Injuries		Fatal
4.	Co-pilot		SPL (Student Pilot License)
	Extent of Injuries		Fatal
5	Number of persons on board		02 (01 Instructor & 01 Trainee)
6	Date & Time of Accident		27.08.2026 & 1130 IST Approx
7	Place of Accident		Natthu Purwa village near Ganga Barrage, Kanpur
8	Coordinates of the accident site		26°31'02.3"N, 80°20'21.5"E
9	Last point of Departure		Civil Aerodrome, Cantonment, Kanpur.
10.	Intended landing place		Civil Aerodrome, Cantonment, Kanpur.
11.	Phase of operation		General flying at North-West sector.
12.	Type of Operation		Training flight (Abnormal and emergency procedures & maneuvers exercise)

2. Aircraft Information:

The Tecnam P2006T is powered by two Rotax 912S3 engines. The aircraft had a valid Certificate of Registration (C of R) and Airworthiness Review Certificate (ARC). As per the weight schedule, it had an All-Up Weight (AUW) of 1180 Kgs. The last CRS was issued on 09.08.2026. There was no MEL, and no snags were reported before the accident flight. The aircraft was not equipped with a Cockpit Voice Recorder or a Digital Flight Data Recorder, but it was fitted with a Glass Cockpit (Garmin G950), which records flight data.

3. Personnel information

3.1 Flight Crew Information:

The flight was a Training flight with Instructor and Trainee Pilot on board. Some of the salient information as per the available records of the crew is appended below: -

Instructor

Age	39 Years
License	CPL
Date of issue	26.12.2008
Valid up to	20.12.2026
Date of class 1 med Exam	19.12.2025
Class I Medical Valid up to	25.12.2026
Date of issue FRTOL License	26.12.2008
FRTOL License Valid up to	18.12.2026
Ratings	PIC: BE-76, C152, C172, Tecnam P2006T, Tecnam P2008, PA-34 Co-Pilot: B737 300-900
Endorsements as PIC on Tecnam P2006T	25.01.2022
Total flying experience	3337:59 Hrs
Total flying experience on type	283:05 Hrs

Trainee pilot

Age	28 Years
License	SPL
Date of issue	19.04.2024
Valid up to	18.04.2034
Date of class 1 med Exam	26.11.2025
Class I Medical Valid up to	13.12.2026
Date of issue FRTOL License	28.08.2024
FRTOL License Valid up to	27.08.2034
Ratings	C-172 , Tecnam P2006T
Total flying experience	199:25 Hrs
Total flying experience on type	04:00 Hrs

3. Aerodrome Information

Civil Aerodrome Kanpur is an uncontrolled aerodrome managed and maintained by the Airports Authority of India (AAI). It is used primarily for flying training, and M/s Garg Aviation Ltd. is currently the only operator based there. The aerodrome has a single runway, with orientation 10/28, approximately 3,550 ft long and 150 ft wide with displaced threshold at both ends. It is located approximately 4.1 NM northwest from Chakeri Defence Airfield and falls under its control zone.

As per the Letter of Agreement (LOA) dated 04.07.2025 between APD Kanpur, the Officer In-

charge Chakeri, and M/s Garg Aviation, the Kanpur civil airspace is defined as the area within 1 NM of the civil aerodrome reference point (ARP) (coordinates 26°26'25"N, 080°21'53"E), up to an altitude of 1,500 ft.

The circuit pattern for both runway 10 and runway 28 is to the north of the aerodrome, so as to remain clear of Chakeri traffic given the proximity of the two aerodromes. Prior clearance must be obtained by the operator from ATS Chakeri, by landline or any other available means of communication, before operating beyond the circuit area. Once airborne, the aircraft is to be handed over to Chakeri ATC, or as directed by ATC, on radio communication. For flights proceeding beyond the Chakeri Local Flying Area (LFA), such as route flying, prior clearance must be obtained from ATS Chakeri and Lucknow before start-up.

4. Weather Information

Civil Aerodrome, Kanpur does not have a dedicated MET facility. Wind, temperature, and QNH readings are obtained from a weather instrument installed in the M/s Garg Aviation tower, supplemented by windsocks, while visibility is assessed using markers identified by the Flying Training Organization.

The weather information observed on the date of accident were as follows:

Date	Time (UTC)	Visibility (Meter)	Wind (Deg/kts)	Temperature (T)	QNH (hPa)	Trend
27.08.2026	05:00	5,000	040°/04	31°C	1002	-

The MET information for Kanpur Airforce station on the day of accident between 05:00 UTC (1030 IST) to 06:30 UTC (12:00 IST) is given below:

Time (UTC)	Wind (Deg/kts)	Visibility (Meter)	Wx	Clouds	DB (°C)	DP (°C)	QNH (HPA)	CB position	Trend
0500	05003	3000	RAIN MIST	3 ST 1000' 4 SC 1500' 1 CB 3000' 6 AC 9000'	29.8	27.6	1003.4	CB SW 30KM	TEMPO TSRA
0530	350/05	3800	MIST	2 SC 1500' 3 SC 2000' 1 CB 3000' 6 AC 9000'	31.4	27.3	1002.6	CB SW 40KM	BECM G 5000 BR
0600	360/04	5000	MIST	2 SC 1500' 3 SC 2000' 1 CB 3000' 6 AC 9000'	31.6	27.4	1002.8	CB NE & SW 40KM	TEMPO 3000 -RA

0630	050/04	5000	MIST	3 ST 1000' 3 SC 1500' 1 CB 3000' 6 AC 9000'	31.8	28.0	1002.9	CB NE 30KM & SW 40KM	TEMPO TSRA
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Kanpur Airforce station also Issued following weather advisories during the period on that day:

TIME OF ISSUE (UTC)	FROM (UTC)	TO (UTC)	TEXT
0400	0430	0530	Weather warning for thunderstorm with rain and mist accompanied by poor visibility less than 1 km and low clouds >4 octa with base between 300 & 150 mtr
0500	0530	0600	CMR for Rain Associated With Low Clouds >4 Octa With Base Between 450 & 300 Mtr And Poor Visibility 3km Or More To Less Than 4km In Mist
0530	0600	0630	CMR for Thunderstorm (21-50km & Likely To Converted Into Weather Warning)

5. Brief description of accident flight

On 27.08.2026, M/s Garg Aviation's Tecnam P2006T, Aircraft VT-NBV, was planned for local flying for an exercise on abnormal and emergency procedures and maneuvers in the event of failure or malfunction of equipment, with the Deputy Chief Flight Instructor (Dy.CFI) and a trainee pilot on board. The accident flight was the first sortie of the day on this aircraft. The instructor and trainee underwent a Pre-Flight Breath Analyzer Examination for consumption of alcohol on 27.08.2026 and were found negative (satisfactory).

The involved Dy CFI authorised the sorties & took startup on VT-NBV at 1100 IST. After taxing out, he advised few more aircrafts to take start-up, subsequently VT-TAF, VT-DDD, VT-TAG, VT-ETV, VT-RKI started up & proceeded to profile.

VT-NBV took off at around 1111 IST. After take-off, VT-NBV reported that they will be proceeding towards Northwest and Dy. CFI on board advised few other aircrafts to get airborne on RT.

One of the instructors was manning the temporary ATC at that time. As per the statement of RT controller at that time, at approximately 1125 IST, VT-NBV made an RT call reporting "Ops Normal" and stated that it would call again after 10 minutes. No further call was received from VT-NBV thereafter. The RT controller attempted to contact VT-NBV but received no response. The RT controller then asked other aircraft to establish contact with VT-NBV, but there was still no response. This was reported to the CFI by the RT controller, who assumed there could be a loss of radio communication.

At 1150 IST, CFI decided to go himself for the visual check of the VT-NBV and took off with another instructor on VT-RKI. At 1210 IST, Garg Aviation received information that aircraft

had force landed at Ganga Barrage Area. Immediately Team of Garg Aviation rushed to site. No distress call was made by the aircraft.

During discussion with police officials, it was informed that local residents reported the crash via helpline 112. Police and ambulance personnel rushed to the site and transported the trainee and instructor to nearby Hospital, Kanpur, where both were declared dead.

The aircraft was destroyed due to the impact. There was no fire.

The accident site is located approximately 4.85 NM to the northwest (NW) of Civil Aerodrome, Kanpur.

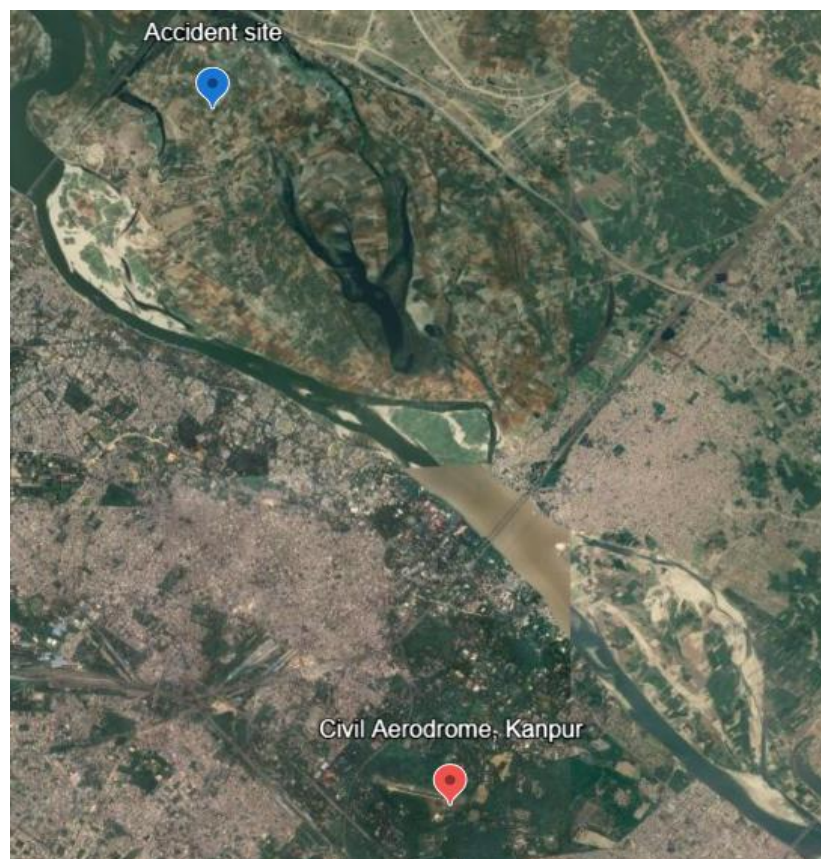


Fig 1: Accident site from Civil aerodrome, Kanpur



Fig 2: Wreckage of VT-NBV at accident site

6. Monitoring of Flight Training

Based on the various safety recommendations periodically issued by the AAIB, DGCA issued Flying Training Circular 01 of 2022 on "Monitoring of Training in Flying Training Organizations" to strengthen its oversight of both flying and ground training activities conducted by Flying Training Organizations (FTOs), with the aim of enhancing operational safety and training quality. However, it has been observed that the FTO has not complied with the requirements laid down in this circular. When queried on Flight data monitoring, the FTO stated that random monitoring of Garmin data was being carried out; however, no records of such monitoring were maintained, and there was no SOP defining how the monitoring was conducted or what exceedance limits were considered for it.

7. Progress of the Investigation

1. The accident site and wreckage were initially examined and photographed. Some of the components that may assist in the investigation were retrieved from wreckage and preserved for further examination.
2. The damaged Garmin units from the wreckage have been retrieved and preserved for further examination.
3. The data from Garmin data card recovered from the wreckage has been downloaded and the data is being analyzed.

4. Initial statements of the operator personnel and other relevant individual have been collected and is being scrutinized with other available evidence.
5. The aircraft wreckage has been shifted to a secured space for further detailed examination.
6. Logbooks of Airframe, propeller, engine logbooks, radio and work orders related to VT-NBV have been gathered from the operator for scrutiny.
7. Copies of Flight Report Book, weather records, Records pertaining to crew and other operational documents have been gathered for further scrutiny and analysis.
8. The Italian and American investigation agencies equivalent to the AAIB i.e ANSV (Italy) and NTSB (USA) appointed an Accredited Representative each along with a Technical Adviser from Tecnam to participate and assist in this investigation in accordance with the requirements of ICAO Annex 13.
9. Fuel and oil samples from the accident aircraft, fuel barrels were collected for further analysis.
10. Some of the documents/files related to the operating crew and aircraft were sought from DGCA.
11. Some of the relevant information were sought from ATC Chakeri.
12. Both engines have been retrieved and quarantined for further detailed examination. The investigation team is coordinating with the OEM for further examination.

8. Interim recommendation:

In view of the findings brought out so far it is considered necessary to issue following interim safety recommendations so that preventive actions can be taken promptly to enhance aviation safety.

- a. In view of the factual findings at Para 6, it is recommended that DGCA may issue directions to M/s Garg Aviation and other FTOs to strictly adhere to the Flight Data Monitoring requirements stipulated in FTC 01 of 2022. Further, DGCA may issue specific guidelines detailing the procedure to be followed for flight data monitoring, which shall be made part of the TPM.