



Aircraft Accident Investigation Bureau
Government of India
Ministry of Civil Aviation

Preliminary Report:

Accident involving India One Air, Cessna Caravan 208B EX aircraft VT-KSS, near Jalda, Rourkela Odisha on 10th January 2026.

1. General information:

1.	Aircraft	Type	Cessna Grand Caravan 208B EX
		Nationality	Indian
		Registration	VT-KSS
2.	Operator	India One Air Pvt Ltd	
3	Pilot– In-Command		Commercial Pilot License (CPL)
	Extent of Injuries		Serious
4.	Co-pilot		Commercial Pilot License (CPL)
	Extent of Injuries		Serious
5.	Extent of Injuries to passengers		01 Fatal 03 Serious
6.	Last point of Departure		Biju Patnaik International Airport, Bhubaneswar (VEBS)
7.	Intended landing place		Rourkela (VERK)
8.	Phase of operation		Approach
9.	Date& Time of Occurrence		10.01.2026, 0747 UTC
10.	Place of Occurrence		Jalda Village, near Rourkela Odisha, 22°10'09.0"N 84°50'57.2"E
11.	Type of Operation		Commercial, Scheduled
12.	Type of Occurrence		Accident due to force landing in an open area

2. Aircraft Information:

Sr. No.	Description	Details
1.	Aircraft Model	Cessna Grand Caravan 208BEX
2.	Aircraft Registration No.	VT- KSS
3.	Aircraft SL No.	208B5680
4.	Year of Manufacture	22/06/2022
5.	Certificate of Registration (C of R) & Validity	5508/2 & 30/07/2032
6.	Airworthiness Review Certificate (ARC)	7643 Valid till: 16/12/2026
7.	Total Aircraft Hours	5805:46
8.	Name of Owner	Redound Aviation Limited

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9.	Engine Type/Model	Pratt and Whitney PT6A-140
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3. Crew information

The Accident flight was a Commercial scheduled passenger aircraft operating from Bhubaneswar to Rourkela on 10 Jan 2026. Both the PIC and FO were in possession of a valid license and had current medical certificate to operate the flight. Their Breath Analyser Test on the day was found negative (Satisfactory). The crew details are appended below.

S No.	Pilot in Command (PIC)	Details
1.	Age	48 years 06 months
2.	License	CPL
3.	Date of issue	09-06-2009
4.	Valid up to	25-06-2034
5.	Category	Aeroplane
6.	Date of joining company	01-03-2022
7.	Date of Endorsement as PIC on type	07-06-2022
8.	Validity of Instrument Rating	18-12-2026
9.	Date of RTR Issue and Validity	Issue date: 26-03-2009 Valid till: 08-07-2057
10.	Date of FRTOL issue & validity	Issue date: 09-07-2009 Valid Till: 08-07-2057
11.	Date of last Med. Exam	17-10-2025
12.	Medical exam valid up to	29-10-2026

S No.	First Officer (Co- pilot)	Details
1.	Age	41 years 10 months
2.	License	CPL
3.	Date of issue	23-09-2014
4.	Valid up to	15-12-2026
5.	Category	Aeroplane
6.	Date of joining company	23-05-2022
7.	Date of Endorsement as PIC on type	20-10-2022
8.	Validity of Instrument Rating	14-05-2026
9.	Date of RTR Issue and Validity	Issue date: 22-04-2014 Valid till: 17-03-2064
10.	Date of FRTOL Issue & validity	Issue date: 23-09-2014 Valid till: 01-08-2026
11.	Date of last Med. Exam	06-10-2025
12.	Medical exam valid up to	10-10-2026

4. ATCO information

The license of Air Traffic Controller at Rourkela airport was found to be valid and current to provide Air traffic services.

5. Aerodrome Information

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Rourkela Airport is a VFR airport located 10 Kms west of Rourkela railway station. The airport co-ordinates are 22°15'22" N, 08°44'853" E and aerodrome elevation is 673ft. It is being managed by Steel Authority of India Limited (SAIL), Rourkela steel plant. ATS services are provided by the Airports Authority of India during operational hours i.e from 0915-1115 UTC (1445-1645 IST) on all weekdays. The airport category for firefighting is CAT-4 within the ATS hours.

Declared distances:

RWY Designation	TORA (m)	TOD A (m)	ASDA (m)	LDA (m)	Displaced Threshold (m)
09	1760	1760	1760	1675	85
27	1675	1675	1675	1760	nil

6. Weather Information: at Rourkela on 10 Jan 2026.

IMD is established and half hourly METARs are given at Rourkela Airport.

UTC	Wind (deg/Kts)	Visibility (km)	RVR (m)	Temp/Dew point (°C)	QNH (hPa)	Cloud
0730	060/02	7	--	23	1017	NSC

7. Brief description of Accident flight

On 10 Jan 2026, M/s India One Air operated Cessna Caravan aircraft VT-KSS, was scheduled to operate four sectors viz Bhubaneswar–Utkela–Bhubaneswar and Bhubaneswar–Rourkela–Bhubaneswar. Post completion of the Bhubaneswar-Utkela-Bhubaneswar sector, the aircraft took off from Bhubaneshwar to Rourkela with four passengers onboard.

Approximately 30 NM short of Rourkela, the crew observed that the engine oil pressure was less and they started to monitor. They noticed a downward trend in oil pressure and reduction in the engine power. Upon confirmation of low oil pressure indications, the crew secured engine in accordance with non-normal checklist procedures and prepared to make an emergency landing at the nearest suitable site. A mayday call was given to Rourkela ATC informing that the aircraft will attempt landing at the nearest field.

After assessing terrain options, an initial attempt to reach a dry river-bed was discontinued due to insufficient height and the crew selected an alternate open field that appeared clear of major obstacles. However, during the final approach, the aircraft hit a tree top and the powerline very close to the tree. The crew tried to avoid the powerline but the aircraft had lost height and impacted ground.

8. Damage Information

8.1 Aircraft Damages

Initial damage assessment on arrival at accident site revealed the following:

- (a) There was substantial damage to the airframe structure.

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- (b) The nose landing gear was separated from the aircraft due to the impact and the main landing gear was deformed.
- (c) Engine propellor blades were damaged.
- (d) The forward section of the fuselage was fragmented with complete structural break, crushing the left- and right-wing controls.
- (e) The vertical stabilizer, the LH stabilizer and trim tab had deep cut due to the impact with the HT cable wire, a part of which got stuck in the stabilizer.
- (f) The cockpit control column and cockpit instruments were significantly damaged.
- (g) Signs of oil stains were found from the fuselage belly area spreading till tail end.
- (h) The aircraft was found with engine touching the ground and tail up with widespread debris at the wreckage site.
- (j) No fire/ smoke was observed.

8.2 Other Damages

An High Tension cable joining two adjacent electric poles was hit by the aircraft just before the crash.

9. Flight Recorders:

The data from CVDR has been downloaded for analysis

10. Progress of the Investigation

- (a) Photography of the aircraft and the incident site were carried out.
- (b) Visual inspection for Landing gear, Cargo area, Engines, wheel marking on grassy area, was done.
- (c) Initial statements from the crew and controllers have been taken.
- (d) Recordings of Surveillance Data Display (SDD) Approach radar from Bhubaneswar approach control unit has been secured for further analysis.
- (e) ATC Transcripts and METAR from Bhubaneswar and Rourkela have been obtained.
- (f) First-hand information from Fire in charge and local villagers who first arrived at the site and aided in evacuation of the casualties have been recorded for further analysis.
- (g) Aircraft maintenance records, tech log records, and all relevant aircraft approvals have been obtained for scrutiny.
- (h) Aircrew training records, FDTL records, trip kit, relevant NOTAMs, Flight folders have been secured for further analysis.
- (i) Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) data downloaded and being analysed.
- (j) Accredited representatives from NTSB, TSB Canada have been appointed to assist in the investigation.
- (k) Engine has been secured for further detailed examination.

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Pictures of Crashed Aircraft VT-KSS

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