



# Aviation Investigation Final Report

---

<b>Location:</b>	Karachi,	<b>Accident Number:</b>	DCA11WA008
<b>Date &amp; Time:</b>	November 5, 2010,	<b>Registration:</b>	AP-BJD
<b>Aircraft:</b>	Beech 1900	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	21 Fatal
<b>Flight Conducted Under:</b>	Non-U.S., commercial		

---

## Analysis

## Probable Cause and Findings

### Findings

---

## Factual Information

### History of Flight

<b>Initial climb</b>	Loss of engine power (partial) (Defining event)
----------------------	---

On November 5, 2010, a JS Air Pakistan, a Hawker Beechcraft B-1900, registration AP-BJD, crashed shortly after takeoff from Karachi-Jinnah International Airport (KHI), Karachi, Pakistan. All 17 passengers and 4 crewmembers onboard were fatally injured, and the airplane was destroyed. The charter flight was destined for an oil field in Bhit Shah, Pakistan.

The investigation is being conducted by the Pakistan Safety & Investigation Board, Civil Aviation Authority. The NTSB has appointed an Accredited Representative to assist the investigation under the provisions of ICAO Annex 13 as the Country of Manufacture and Design of the airplane.

All requests for information should be directed to:

Investigation Safety Board  
Headquarters Civil Aviation Authority  
Terminal 1, Jinnah International Airport  
Karachi 75200

### Information

<b>Certificate:</b>	<b>Age:</b>
<b>Airplane Rating(s):</b>	<b>Seat Occupied:</b>
<b>Other Aircraft Rating(s):</b>	<b>Restraint Used:</b>
<b>Instrument Rating(s):</b>	<b>Second Pilot Present:</b>
<b>Instructor Rating(s):</b>	<b>Toxicology Performed:</b>
<b>Medical Certification:</b>	<b>Last FAA Medical Exam:</b>
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>
<b>Flight Time:</b>	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	AP-BJD
<b>Model/Series:</b>	1900 C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	International Aircraft Leasing Ltd	<b>Rated Power:</b>	
<b>Operator:</b>	JS Air Pakistan	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>		<b>Condition of Light:</b>	
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Karachi (KHI)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>		<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Unknown

## Airport Information

<b>Airport:</b>	Karachi-Jinnah International KHI	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	4 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	17 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	21 Fatal	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sedor, Joseph
<b>Additional Participating Persons:</b>	Tony James; FAA; Washington, DC Mike Gibbons; Hawker Beechcraft Corp; Wichita, KS
<b>Original Publish Date:</b>	November 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=77822">https://data.ntsb.gov/Docket?ProjectID=77822</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).