

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
RAJYA SABHA  
QUESTION NO 10.08.2010  
ANSWERED ON**

**AIR INDIA EXPRESS ACCIDENT AT MANGALORE .**

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SHRI RAMDAS AGARWAL

Will the Minister of RURAL DEVELOPMENT CIVIL AVIATION be pleased to state :-

- (a) whether it is a fact that Air India (AI) Express Boeing 737 aircraft had overshoot the runway and crashed on 22 May, 2010 killing 158 of the 166 passengers in Mangalore;
- (b) whether this was due to a communication gap between the Air Traffic Controller (ATC) and the pilots;
- (c) whether the Directorate General of Civil Aviation (DGCA) has so far reviewed functioning of AI Express covering areas like operational safety, maintenance of air -crafts, security, training, putting pilots on the regular roll of AI Express; and
- (d) if so, the details of preventive measures so far taken by Government to avoid Mangalore type of accidents in future?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

( SHRI PRAFUL PATEL )

(a), (b), (c) and (d): A Statement is laid on the Table of the House.

STATEMENT IN REPLY TO PARTs (a), (b), (c) and (d) OF RAJYA SABHA STARRED QUESTION NO. 232 FOR ANSWER ON 10.08.2010 TABLED BY SHRI RAMDAS AGARWAL, MP REGARDING AIR INDIA EXPRESS ACCIDENT AT MANGALORE.

(a): Yes, Sir.

(b): Preliminary facts indicate that there was no communication gap between the Air Traffic Control and the pilots.

(c) Yes, Sir. Directorate General of Civil Aviation(DGCA) has carried out Safety Audit of M/s. Air India Express in July, 2010 covering areas like operational safety, maintenance of Aircraft, security, training etc.

(d): Directorate General of Civil Aviation (DGCA) has issued Operations Circular 12 of 2010 on 1st June, 2010 impressing upon all Scheduled/Non - Scheduled/General Aviation Operators to strictly adhere to the standard operating procedures for approaching and landing that would result in decent landing acceptable within the limitations of aircraft without compromising stopping distance requirements. Also, Civil Aviation Safety Advisory Council (CASAC) has been set up in the DGCA under the Chairmanship of Director General of Civil Aviation with 28 expert members from aviation sector who have made significant contribution. The Council has constituted 4 different working groups for

(i) Operations,

(ii) Airworthiness,

(iii) Air Navigation and

(iv) Aerodromes. Further, safety recommendations emanating from investigation of incidents are followed up for implementation with the concerned agencies for preventing recurrence of such incidents in future. To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA), which include safety audits, surveillance inspections, dissemination of safety information, issue of Air Safety Circular/ Civil Aviation Requirements, etc.

Federal Aviation Administration (FAA) of United States of America had carried out an audit in 2009 to review DGCA`s safety oversight capabilities. The FAA made some recommendations for their improvement. The steps taken by DGCA in this regard have been appreciated by FAA as there had been significant improvement in several areas of DGCA, which also involved creation of an additional 427 Group `A` posts in DGCA in order to strengthen the safety oversight set - up in DGCA.