

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 4331
(To be answered on the 18th July 2019)**

INCIDENTS OF SKID OFF OF AIRCRAFT

**4331. SHRI NALIN KUMAR KATEEL
SHRI B.Y. RAGHAVENDRA
SHRI D.K. SURESH**

**Will the Minister of CIVIL AVIATION
नागर विमानन मंत्री**

be pleased to state:-

- (a) whether the Government has taken note that there are incidents of skid off of the Aircraft which occurred in International airport at Mangaluru in Karnataka and Surat in Gujarat and if so, the details thereof;
- (b) whether the Government has set up any enquiry committee to investigate the same and if so, the details and the outcome thereof;
- (c) the precautionary measures taken to ensure the safety of air passengers;
- (d) whether there is a need to expand the runway of the international airport at Mangalore and if so, the details thereof;
- (e) whether the Government has received any representation for the expansion of this runway and if so, the details thereof; and
- (f) whether the Government has taken any steps to expand the said runway and if so, the details thereof?

ANSWER

Minister of State (IC) in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री (स्वतंत्र प्रभार)

(Shri Hardeep Singh Puri)

(a) Yes, Sir. On 30.06.2019, M/s Air India Express B737 aircraft VT-AYA while operating flight from Dubai to Mangaluru met with an incident of runway overrun during landing at Mangaluru.

On 30.06.2019, M/s Spicejet Q400 aircraft VT-SUM while operating flight Bhopal to Surat met with an incident of runway overrun during landing at Surat.

(b) Yes, Sir. Both these occurrences have been classified as serious incidents by the Aircraft Accident Investigation Bureau(AAIB) and are being investigated under Rule 11(1) of the Aircraft (Accident and Incident Investigation) Rules 2017.

(c) The details of measures taken to ensure air safety are at Annexure A.

(d) Runway expansion at Mangaluru is not feasible due to huge land fillings, high cost and operational challenges.

(e) & (f) Yes, Sir. A representation was received from Shri J.R Lobo, Hon'ble MLA, Mangaluru to construct a new runway at Mangaluru airport for wide bodied aircraft proposing to use the existing runway for smaller aircrafts. The proposal was not found feasible owing to 'dependent operation' of the proposed new runway on the existing runway, rehabilitation of project affected parties and high cost of construction. It was found that despite these interventions the runway capacity would be enhanced marginally only.

Minister of Civil Aviation
Mangaluru

The Government has taken into consideration the representation of the Hon'ble MLA, Mangaluru regarding the proposal for construction of a new runway at Mangaluru airport for wide bodied aircraft. The proposal was not found feasible owing to 'dependent operation' of the proposed new runway on the existing runway, rehabilitation of project affected parties and high cost of construction. It was found that despite these interventions the runway capacity would be enhanced marginally only.

Copy to

Minister of State (C) in the Ministry of Civil Aviation
(Mangaluru)

The Hon'ble Minister of State (C) in the Ministry of Civil Aviation, Government of India, has taken into consideration the representation of the Hon'ble MLA, Mangaluru regarding the proposal for construction of a new runway at Mangaluru airport for wide bodied aircraft. The proposal was not found feasible owing to 'dependent operation' of the proposed new runway on the existing runway, rehabilitation of project affected parties and high cost of construction. It was found that despite these interventions the runway capacity would be enhanced marginally only.

MEASURES TAKEN TO ENSURE AIR SAFETY WHICH INCLUDE THE FOLLOWING:

- Implementation of Recommendations Emanating from Investigation of Aircraft Accidents and Hazardous Incidents:
Safety recommendations emanating from investigation of various aircraft accidents and incidents are followed up for implementation with the concerned agencies so as to prevent recurrence of similar accidents/incidents.
- Issue of Air Safety Circular/Civil Aviation Requirements:
Accidents/Incidents are regularly analyzed and based on these analysis Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents. Safety precautions also are circulated through the Air Safety Circulars. Whenever requirement is felt regulatory changes are done by issuing Civil Aviation Requirements.
- Surveillance by Flight Inspectors:
The Flight Inspector of DGCA carryout periodic proficiency and standardization checks of pilots of various operators to ensure that laid down operating procedures are followed.
- Regulatory Audit of Operators:
Regulatory Audit teams of DGCA carry out periodical regulatory audit of operators and maintenance organizations. The deficiencies pointed out in the regulatory audit reports are immediately brought to the notice of the operators for taking necessary remedial measures. DGCA, in its effort to make the operators more responsible for quality control and safety, has stressed that operators should also conduct their internal audit apart from DGCA regulatory audit.
- Periodic Spot Checks:
Periodic spot checks on the operations and maintenance activities of the operators have been intensified by DGCA officers to ensure observance of the laid down procedures.
- Special Operating Precautions in Poor Weather Conditions:
Operators and Airport authorities have been advised to take specific actions during periods of monsoon and fog. Airline pilots are subjected to special checks to ensure their proficiency in monsoon conditions.
- Prevention of Bird Strike Incidents.
Continuous efforts are being made in association with airport authorities and local civic authorities to take effective measures to reduce bird strike menace.
- Action against defaulters:
Whenever it is found that there is violation of the laid down norms or compromise of safety, strict action is taken against the defaulters.

THE EFFECTS OF THE 1974 ACT ON THE OPERATION OF THE 1968 ACT

The 1974 Act has had a significant effect on the operation of the 1968 Act. It has introduced a number of changes which have altered the way in which the 1968 Act is applied. These changes are discussed in detail in the following paragraphs.

One of the most important changes introduced by the 1974 Act is the requirement that the 1968 Act must be applied in a way which is consistent with the principles of the 1974 Act. This has led to a number of changes in the way in which the 1968 Act is applied, particularly in relation to the definition of 'employee' and 'employer'.

The 1974 Act has also introduced a number of changes which have altered the way in which the 1968 Act is applied. These changes are discussed in detail in the following paragraphs.

Another important change introduced by the 1974 Act is the requirement that the 1968 Act must be applied in a way which is consistent with the principles of the 1974 Act. This has led to a number of changes in the way in which the 1968 Act is applied, particularly in relation to the definition of 'employee' and 'employer'.

The 1974 Act has also introduced a number of changes which have altered the way in which the 1968 Act is applied. These changes are discussed in detail in the following paragraphs.

Special provisions have been introduced in the 1974 Act which apply to certain categories of workers. These provisions are designed to ensure that these workers are protected in the same way as other workers under the 1968 Act.

The 1974 Act has also introduced a number of changes which have altered the way in which the 1968 Act is applied. These changes are discussed in detail in the following paragraphs.

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