

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:825
ANSWERED ON:26.02.2009
AIRCRAFT ACCIDENTS
Murmu Shri Hemlal

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether an aircraft carrying some VIPs apart from other passengers nearly crashed into another aircraft at New Delhi Airport after it was cleared to land by the air Traffic Control as reported in the Dainik Jagran dated 19 January,2009;
- (b) if so,the details thereof;
- (c) the details of air accidents/incidents that took place in the country during the last three years and in the current year;
- (d) the total amount of losses suffered in these incidents till date; and
- (e) the further steps taken by the Government to prevent such accidents/incidents?

Answer

MINISTER OF THE STATE (INDEPENDENT CHARGE) IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a) and (b): On 18.01.2009,Jet Airways flight 913 was asked to go around by the Controller because runway was not vacated by previously landed China Air aircraft CES 563.Jet Air 819 was 6 miles from the touchdown when China Air aircraft landed.The distance between two aircraft was sufficient.The landed China Air aircraft took more time in vacating the runways so the Air Traffic Controller asked the Jet Air aircraft on final to make a go around/missed approach as the runway was not clear.

(c):The number of air accidents/serious incidents that took place in the country during the last three years i.e.2006,2007,2008 and current year till date are 21,14,11 and 4 respectively.

(d): No such assessment is made.

(e): Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements making it mandatory from January,2003 the installation of Airborne Collision Avoidance System (ACAS) on aeroplanes,which enables the pilots to have a position picture of all aircraft in his vicinity their reference height and distance from his aircraft.It also guides the pilot to take evasive action,whenever any aircraft comes in proximity to his aircraft,to avoid conflict.Mono - pulse Secondary Surveillance radars have since been installed at major airports in the country to provide altitude information to the Air Traffic Controllers thereby enabling improved air traffic management and surveillance.Minimum Safe Altitude Warning (MSAW) system has also been provided. Air Traffic Management service is also being modernised to include air traffic conflict warning in the system.Non RVSM aircraft have been restricted to flying in RVSM airspace (above 29,000 feet). Flexible use of airspace to reduce traffic congestion in the airspace has been implemented.Further, based on the investigations carried out on all the reported air proximity incidents,the following additional measures have also been taken:-

- (i) Regular proficiency checks for Air Traffic Controllers and pilots;
- (ii) Specific co-ordination procedures for transfer of traffic from one unit to the other, which are reviewed periodically;and
- (iii) Whenever required, Air Traffic Control Officers (ATCOs) are given corrective training.
- (iv) Standard operating procedure/co- ordination procedure,whenever required are modified/changed or established based on the investigation.