

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:841
ANSWERED ON:26.02.2009
AIR INCIDENT AT MUMBAI AIRPORT
Nedurumalli Janardhana Reddy Shri ;Sai Shri Nand Kumar

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether a major air accident was averted recently at Chattrapati Shivaji Airport at Mumbai by the alert Pilot when a Helicopter landed at the runway when the plane was about to take off;
- (b) if so, the details thereof;
- (c) whether any inquiry has been ordered in the matter;
- (d) if so, the outcome thereof and the action taken by the Government thereon; and
- (e) the details of the steps taken by the Government to check recurrence of such incidents in future?

Answer

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

(a) and (b): On 09.02.2009 at 0917 IST Indian Airlines Airbus 321 departing flight IC-866 from Mumbai to Delhi rejected its take off and vacated the runway via rapid exit taxiway as one of the Indian Air Force Helicopter of Pratap formation landed on runway. The accident was averted.

(c) and (d): A Joint Investigation Team (JIT) under the chairmanship of Director General of Civil Aviation with representatives of Airport Authority of India and Indian Air Force as members, is investigating the incident. Further action depends on the recommendations made in the investigation report.

(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 Reduced Vertical Separation Minima (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.