

**GOVERNMENT OF INDIA  
CIVIL AVIATION  
LOK SABHA**

UNSTARRED QUESTION NO:793  
ANSWERED ON:29.07.2010  
MANGALORE AIR CRASH  
Tewari Shri Manish

**Will the Minister of CIVIL AVIATION be pleased to state:**

- (a) the reasons for the Air India Dubai-Mangalore flight crash at Mangalore Airport;
- (b) whether serious objections were raised and petitions filed in various courts of law with regard to the fact that the site selected for the 2nd runway at Mangalore Airport was hazardous and did not conform to International Civil Aviation Organisation (ICAO) guidelines;
- (c) if so, the details thereof;
- (d) whether those objections dealt with in a scientific and technical manner by the Airports Authority of India before clearance was granted;
- (e) if so, the details thereof;
- (f) the number of such unsafe airports are there in the country and the action taken to remedy the shortcomings at these airports; and
- (g) the number of airports in the country which do not have basic navigational guides like VOR's etc. and the manner in which Government proposes to remedy the situation?

**Answer**

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

- (a): A Court of enquiry under the Chairmanship of Air Marshal(Retd.) B.N. Gokhale has been ordered and the court is required to submit its report by 31-08-2010. The exact cause of the accident would be known only on receipt of the report of the Court of Inquiry.
- (b) and (c): No, Madam. objections raised through the writ petitions No.37681/1997 and 20905/2002 in this regard, were dismissed by Hon'ble High Court of Karnataka.
- (d) and (e): Airports Authority of India(AAI) appointed M/s. RITES Limited (A Government of India Enterprises) to carry out techno-economic feasibility study of development of Mangalore airport in the year 2000-01. Based on final report of M/s. RITES which recommended all technical parameters confirming to International Civil Aviation Organisation (ICAO Guidelines), AAI developed the necessary infrastructure at the proposed site.
- (f): Directorate General of Civil Aviation (DGCA) has issued Operations Circular 13 of 2010 on 02-06-2010 impressing upon all Scheduled/ Non-Scheduled/ General Aviation Operators to strictly adhere to the standard operating procedures for approach and landing that would result in decent landings acceptable within the limitations of the aircraft without compromising stopping distance requirements. Further, as part of the re-assurance drive for critical aerodromes, special audit of airports identified as critical has been undertaken on priority basis to thoroughly review the systems and facilities at these aerodromes.
- (g): All Airports where civil flight are being operated have been provided with basic navigational aids like NDB/VOR DME.