

(b) There is no such proposal is under consideration with the Ministry to Bailout private airlines. However, Government has infused Rs. 800 crores as equity in Air India in the FY 2009-2010 and Rs.1200 crore in FY 2010-11. A further provision of Rs. 1200 crore towards equity infusion has been made in the budget for 2011-12.

Deadlock between pilots and management

1115. SHRI KALRAJ MISHRA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the talks between Air India pilots and the management were dead locked in the first week of November;

(b) if so, on what grounds and on what points; and

(c) the steps taken by Government to resolve the issues and to avert any crisis in Air Travel?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI) : (a) and (b) Air India Management is in regular dialogue with all employees Unions including pilots to resolve all pending issues.

(c) Government has constituted a Committee headed by Justice D. M. Dharmadhikari to look into wage and HR related issues. The Committee is expected to submit its recommendations soon.

Details of emergency landing

†1116. SHRI BALAVANT ALIAS BAL APTE:

SHRI ANIL MADHAV DAVE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the company-wise and incident-wise details of the emergency landing/landing in wrong manner of the planes of public and private airlines during the year 2010 and 2011;

(b) the reasons for landing of planes in emergency/in wrong manner;

(c) whether any inquiry has been conducted for all these incidents;

(d) if so, incident-wise findings thereof; and

†Original notice of the question was received in Hindi.

(e) the corrective measures being taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI) : (a) and (b) There had been 16 incidents of emergency landing (medical and technical) and 13 incidents of landing in wrong manner (Hard Landing, Tail Scrape & landing on Nose Wheel) involving public and private airlines during the year 2010 and 2011. Details along with reason thereof are given in the Statement (See below).

(c) All incidents including emergency landing/landing in wrong manner notifiable under Aircraft Rule 1937 are investigated by Permanent Investigation Boards of the Operators.

(d) Details along with reason thereof are given in the Statement (See below).

(e) Safety recommendations emanating from the PIB are followed up for implementation with the concerned agencies so as to prevent recurrence of similar incidents in future.

Statement

(A) Company-wise details of emergency landing/landing wrong manner

Sl. No.	Airlines	Emergency Landing (Medical and Technical)	LandingWrong Manner (Hard Landing, Tail Scrape & Landing on Nose wheel)
1	Jet Airways	1	4
2	Kingfisher	8	7
3	Air India Charters Ltd.	2	1
4	Indigo	2	1
5	Go Air	1	0
6	Air India	2	0
7	Jetlite	0	0
8	Spice jet	0	0
9	Alliance Air	0	0
10	Blue Dart	0	0
11	Deccan Cargo	0	0

(B) Jet Airways details of emergency landing/landing wrong manner

Sl. No	Date/ place	A/c type Registration	Brief Description	Emergency landing	Wrong Landing
1	11.02.10 Bhopal- Indore	ATR72 VT-JCN	During climb out, the aircraft encountered propeller problems followed by engine flameout. The aircraft returned to Bhopal and landed. During landing both left tyres burst.	-	Yes
2	14.07.10 Madurai- Chennai	ATR72 VT-JCH	Due to variable and gusty winds, there was an increased rate of descent. Aircraft landed hard with excessive pitch. The inspection revealed tail scrape on the bumper.	-	Yes
3	22.07.10 Indore- Ahmedabad	ATR72 VT-JCA	The aircraft encountered wind shear on short finals. As a result, aircraft lost height and resulted in baulked landing, due to which nose wheel collapsed.	-	Yes
4	06.01.11 Chennai- Coimbatore	ATR72 VT-JCN	The aircraft grounded at Coimbatore due No.2 wheel deflated and 'Brake-Hot' light came ON.	-	Yes
5	29.06.11 Pune-Delhi- Jaipur- Delhi	B737-800 VT-JNL	The aircraft diverted to Jaipur due to traffic over Delhi on account of weather and change of runway. Jaipur also had thunderstorm and flight had to divert back to Delhi. Aircraft declared fuel emergency & landed at Delhi.	Yes	-

(c) Kingfisher details of emergency landing/landing wrong manner

Sl. No	Date/ place	A/c type Registration	Brief Description	Emergency landing	Wrong Landing
1	2	3	4	5	6
1	06-Dec-2010 Chennai	ATR 72 VT-DKE	After airborne from Chennai #2 engine fire warning came ON followed by Master warning and illumination of fire handle. The crew followed emergency procedures and the aircraft returned back to Chennai and landed safely.	Yes	-
2	07-Jan-2011 Chennai	ATR 72 VT-KAG	During take - off roll, a large right aileron input was required to keep wings level whilst the aircraft was experiencing a cross wind from the left. A tyre burst on LH side main LG was suspected. The ATC Tiruchirappalli reported no debris on runway. As a precautionary measure, an emergency landing was made at Chennai.	Yes	
3	10-Nov-2011 Delhi	ATR 72 VT-DKE	During climb, Engine#2 fire warning came. After carrying out checklist the aircraft made emergency landing at Delhi.	Yes	-
4	04-Nov 2010 Coimbatore	ATR 72 VT-DKE	During landing at Coimbatore, the aircraft swerved towards right and hit runway edge lights. The crew failed to align the aircraft with the centreline of the runway during landing under reducing visibility and increasing crosswind conditions. resulting in aircraft swerving towards right of the runway and damaging five runway edge lights including main wheel tyres.	-	Yes

1	2	3	4	5	6
5	11-Apr-2011 Cochin	ATR 72 VT-KAO	During landing roll, aircraft drifted to the right and 3 runway edge lights were damaged. The aircraft was aligned to the right of the runway centre line during final approach, resulting in the aircraft damaging 03 runway edge lights during landing.	-	Yes
6	23-June-2010 Raipur	ATR 72 VT-KAE	The captain rejected take off on runway 19R at Kolkata airport on the instruction of ATC due visibility dropping to 2800 m from 3000m. Following the rejected take off the brake hot alert appeared. The captain misinterpreted the procedures and took off with brake hot alert on. During landing at Raipur, the crew experienced tyre deflation and the aircraft was stopped on the runway.	-	Yes
7	11-Feb-2011 Madurai	ATR 72 VT-KAB	During touchdown aircraft bounced twice. During the second bounce, nose wheel tyre got burst due to hard landing.	—	Yes
8	07-Oct-2011 Chennai	ATR 72 72VT-KAN	During landing roll at Chennai, after the nose wheel touched down, abnormal noise was noticed by the crew and aircraft was stopped on the runway. During inspection, both nose wheels were found burst.	-	yes

9	28-Jan-2010	A 320 Mumbai	Aircraft diverted to Mumbai due to medical emergency on board.	Yes	-
10	25-Dec-10	A 320 Mumbai	The pilot reported that during descent, cabin crew informed about a guest being unwell and required immediate medical attention. The crew declared medical emergency and the aircraft landed at Mumbai due to onboard medical emergency.	Yes	-
11	17-Jan-11	A 319 Lucknow	After airborne the aircraft landed back to Lucknow due to onboard medical emergency.	Yes	-
12	30-Jan-2011	A 321 Yangon	The flight diverted to Yangon due to onboard medical emergency.	Yes	“
13	5-May-2011	A 320 Indore	The aircraft landed at Indore due to onboard medical emergency.	Yes	-
14	27-June-2011	A 320 Ranchi	The Aircraft made hard landing at Ranchi due high rate of descent just before touchdown and late initiation of flare before landing.	-	Yes
15	18-Sep-2011	A 321 Bangalore	The aircraft made hard landing due high rate of descent just before touchdown.	-	Yes

(D) Air India charters limited details of emergency landing/landing wrong manner

S.No.	Date/ place	A/c type Registration	Brief Description	Emergency landing	Wrong landing
1	01-12-10 Mumbai	B-738 VT-AXN	The aircraft landed at Mumbai en route to Tirchy due to fuel imbalance	Yes	-
2	25.06.2011 Mangalore	B 737-800 VT-AXU	While landing, the commander disconnected the autopilot at 50 feet and the auto throttle was not disconnected. The rate of descent started increasing thereafter and no flare was observed during landing. At touchdown Take Off/ Go Around switch was pressed by the Commander due to which auto break got disconnected and spoilers did not deploy. First officer operated the ground spoilers manually and applied manual breaks to stop the aircraft.		Yes
3	25-08-11 Cochin	B737-800 VT-AXX	The aircraft made emergency landing at Cochin due to hydraulic failure. On Inspection, LH nose wheel tyre tread found peeled off. Nose wheel steering system pipe line was found broken and fluid leaking.	Yes	

(E) Indigo details of emergency landing/landing wrong manner

S.No	Date/ place	A/c type Registration	Brief Description	Emergency landing	Wrong Landing
1	19 Apr 11 Kolkata	A320 VT-INB	Emergency landing due to navigation computer problem.	Yes	-
2	31 May 11 Lucknow	A320 VT-IGU	Emergency landing at Lucknow due to aft and forward cargo smoke warning came ON in flight.	Yes	-
3	11 Jan 11 Goa	A320 VT-IGI	Aircraft touched down at Goa on nose and left main landing gear with pitch attitude of minus 1.8 deg and vertical acceleration of 2.3g.	-	Yes

(F) Air India details of emergency landing/landing wrong manner

S.No	Date/ place	A/c type Registration	Brief Description	Emergency landing	Wrong Landing
1	28-02-2010 Bhopal	A-319 VT-SCE	The aircraft made emergency landing at Bhopal due to pressurisation failure.	Yes	-
2	11.05,2010 Hyderabad	A-319 VT-SCE	During climb, pressurisation problem experienced and oxygen masks were deployed. Aircraft returned back and made emergency landing.	Yes	-

(G) Go Air details of Emergency Landing/Landing wrong manner

Sl.No	Date/place	A/c type Registration	Brief Description	Emergency landing	Wrong Landing
1	25th Sept 2011 Delhi	A-320 VT-WAF	Made emergency landing at Delhi due to hydraulic failure.	Yes	-