

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
RAJYA SABHA  
UNSTARRED QUESTION NO : 961  
(TO BE ANSWERED ON THE 19<sup>th</sup> December 2018)

**SAFETY MEASURES AND PROGRAMMES FOR AIRLINERS**

961. SHRIMATI VIPLOVE THAKUR

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

- (a) whether Government has chalked out any safety measure and programme to enhance and ensure safety of airliners;
- (b) if so, the details thereof;
- (c) whether Government has taken any serious note of old aircraft being operated by certain airlines; and
- (d) if so, the details thereof and the reaction of Government thereto?

**ANSWER**

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Jayant Sinha)

(a) & (b) As per the annual surveillance program, audit of the operators are carried out. Recommendations emanating from such reports are followed up with the operator for implementation. The compliance of the action taken by the operator is further verified during the next audit. Further, recommendations emanating from the accident/incident investigation reports are implemented to prevent such mishaps. The accident / incident data is also regularly analyzed and based on the analysis, Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents. The list of salient steps taken to ensure the safety are attached as Annexure-A.

(c) & (d) An aircraft is considered safe for flying if it is maintained in accordance with relevant maintenance programme /guidance specified by the manufacturer and approved by DGCA for that particular type of aircraft.

To ensure continued airworthiness and structural integrity the aircraft is required to undergo extensive maintenance such as Supplementary Structural Inspection Document (SSID), Corrosion Prevention, Control Programme (CPCP), Repair Assessment, Structural Maintenance Programmed as per recommendation of the manufacturer and acceptance of the Directorate General of Civil Aviation (DGCA).

Some of the aircraft manufacturer have defined Design Economic Life in Type certification document with the approval of regulatory authority of the state of design of the aircraft.

Aircraft may operate beyond Design Economic Life subject to compliance of additional modifications / inspections /task laid down by the manufacturer after evaluating several factors like entire history of aircraft and environment in which it has been operated.

Presently no domestic airline in the country is operating aircraft beyond their flying life.

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MEASURES TAKEN TO ENSURE AIR SAFETY

- 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. A Standing Committee headed by DGCA periodically monitors the progress of implementation of the recommendations made by various courts/Committees of Inquiries.
- Dissemination of Safety Information:  
Safety seminars are organized by DGCA to create safety awareness amongst the operators. Further, periodical meetings with pilots, engineers, ATCOs and operators are also convened from time to time.
- Issue of Air Safety Circular/Civil Aviation Requirements:  
Accidents 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. Requirement for VIP carriage, Flight Duty Time Limitations etc. are being revised. Detailed Civil Aviation Requirements covering training and operations of the Helicopter for various operators has since been issued.
- 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 periodically 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 in-house 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.
- Airworthiness Control on Ageing Aircraft:  
Measures have been taken for effective airworthiness control on ageing aircraft by stipulating additional requirements like restricting certificate of Airworthiness validity to 6 months for aircraft over 20 years age and reducing to 80% the periodicity of the inspection schedules, and restricting maximum life of 15 years/45000 cycles, whichever is less, for import of aircraft by the operators.
- 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. As a result, the numbers of bird strike incidents have considerably reduced.
- Action against defaulters:  
Whenever it is found that there is gross violation of the laid down norms or compromise of safety, strict action is taken against the defaulters.