GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1892
(To be answered on the 27th July 2017)

AIR SAFETY

1892. SHRI DEVJI M. PATEL
SHRI KONAKALLA NARAYANA RAO

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

(a) whether there is acute shortage of necessary technical expertise or people or basic infrastructure to get the rules and regulations implemented to monitor the air safety in the country and if so, the reasons therefor;
(b) whether India has been ranked even behind Pakistan and Sri Lanka i.e. at 55th place among 185 countries with regard to air safety perspective and if so, the details thereof;
(c) whether India is one of the countries in the World's fastest growing aviation market but the country's skies are getting increasingly unsafe as the air traffic grows and cabin crew of Indian carriers are facing regulatory action for various safety violations;
(d) if so, the details thereof;
(e) whether the Directorate General of Civil Aviation (DGCA) is planning to introduce full automatisation of On Time Performance (OTP) recording mechanism at airports; and
(f) if so, the details of airports, where the OTP system is made available across the country?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION
नागर विमानन मंत्रालय में राज्य मंत्री (Shri Jayant Sinha)

(a) With large scale recruitment during the recent years for the various posts, the present staff strength in DGCA is sufficient for conducting safety audits/surveillance and monitoring the status.
(b) International Civil Aviation Organization (ICAO) does not rank any country. However, based on the audit conducted by ICAO under its Universal Safety Oversight Audit Programme (USOAP), the effective implementation (as a percentage) of safety oversight system has been done.
(c) & (d) India is one of the fastest growing aviation markets in the world.

Regarding the safety violations by cabin crew, no such violation has been reported to DGCA during the last two years.

(e) & (f) DGCA has issued Air Transport Circular 04 of 2009 titled "Airport Level Monitoring of On-time performance (OTP)". The computation of on-time performance of airlines is in the domain of airport operators.

On receipt of concerns expressed by scheduled domestic airline operators on the inconsistency in On-Time Performance (OTP) data recorded through Airport Collaborative Decision Making (ACDM) process and that submitted by private airport operators to DGCA, a Committee was constituted by the Director General of Civil Aviation to look into the the source of data, it correctness and presentation. The Committee made few recommendations which are given at Annexure-A. These observations have been implemented by DGCA.

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Annexure-A

Observations made by the Committee.

1. Airport operator should ensure that a system to synchronize clocks/timings between ATC (Air Traffic Controller), AOCC (Aircraft Operation Control Centre) and Airport VDGS (Visual Display Guidance System) is in place.

2. Airline must ensure that the aircraft equipped with ACARS (Aircraft Communication Addressing and Reporting System), the ACARs "Out" messages for OTP (On-Time Performance) are configured to trigger on wheel movement/speed and not on parking brake release, to ensure that actual OTP is recorded and the same should be shared with AOCC.

3. The OTP of narrow-body jet aircraft and turbo- prop aircraft should be captured and declared separately.

4. Capturing OTP based on arrival data as is done in the USA, may be considered. Recording OTP based on arrivals will push the airlines to make up for delays, whenever practical.