

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1892  
(To be answered on the 27<sup>th</sup> 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 automatisisation 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)

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- (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, its 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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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.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection procedures and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the implementation of data-driven decision-making processes. It discusses how the collected data is used to identify trends, assess risks, and inform strategic planning. It also mentions the importance of regular communication and reporting to stakeholders.

4. The fourth part of the document addresses the challenges and limitations of data analysis. It notes that while data provides valuable information, it must be interpreted carefully and in context. It also mentions the need for ongoing monitoring and evaluation of the data analysis process.

5. The final part of the document provides a summary of the key findings and recommendations. It reiterates the importance of a robust data management system and the continuous improvement of data analysis practices. It concludes by stating that data is a powerful asset that, when used effectively, can significantly enhance organizational performance.