

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 4295
(To be answered on the 19th March 2020)**

SCORE IN UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

4295. SHRI RAM MOHAN NAIDU KINJARAPU

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether India's score on the Universal Safety Oversight Audit Programme of International Civil Aviation Organization has declined and if so, the details thereof;
- (b) the number of air incidents that have been reported during each of the last 10 years along with causes in each case; and
- (c) the steps taken by the Government to prevent aviation accidents due to faulty parts?

ANSWER

Minister of State (IC) in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री (स्वतंत्र पंक्ति)

(Shri Hardeep Singh Puri)

(a) International Civil Aviation Organisation (ICAO) conducted an audit of India in November, 2015 and November, 2017 wherein the Effective Implementation (EI) was 57.44%. The fall in EI was mainly due to lack of regulation and oversight on Air Traffic Controllers which are required to be licensed as per standards laid down by ICAO and low EI in areas of Accident Investigation and Aerodromes. Further, the EI has risen to approximately 73.6 %, as per the audit conducted by ICAO in November, 2018 covering areas which included Legislation, Organisation, Air Navigation Services, Aerodromes and Accident Investigation etc.

(b) The year-wise incidents, associated with the operation of an aircraft which affects or could affect the safety of operation, from 2013 to 2020(till 13.03.2020) are as follows:

Year No. of Incidents

2013	660
2014	697
2015	573
2016	627
2017	678

2018	698
2019	714
2020	126

The details of the incidents of 2011 and 2012 are not available with the Directorate General of Civil Aviation(DGCA) as per their record retention requirements.

The causative factors arising from incidents investigation reveals that about 70-80% incidents occurred due to engineering / technical issues including system component failure, about 15-20% on account of operational issues including non-adherence of SOPs (Standard Operating Procedures), unstabilised approach, checklist procedure, etc., and about 5-10% on account of human errors.

(c) To prevent aviation incidents due to faulty parts an aircraft is maintained as per the detailed procedures / guidelines and timelines provided by the manufacturer of the aircraft which forms part of the approved maintenance programme of the operator. The aircraft is thus maintained continuously following the approved maintenance programme. In case there is a technical fault in aircraft parts, the aircraft cannot be released for flight unless the faulty parts is replaced with serviceable parts or fault in the part is rectified. In addition, the DGCA carries out surveillance/ spot checks of the maintenance organisations/ air operators at regular intervals for ensuring that the aircraft are maintained as per manufacturers' instructions and faults in aircraft parts are rectified before the aircraft is released for service. In case of violations, enforcement action is taken against the organisations/ personnel responsible for the lapse.
