

(c) Directorate General of Civil Aviation (DGCA) has taken number of steps like impressing upon all Scheduled/ Non - Scheduled/ General Aviation Operators to strictly adhere to the standard operating procedures for approaching and landing that would result in decent landing acceptable within the limitations of aircraft without compromising stopping distance requirements. Also, Civil Aviation Safety Advisory Council (CASAC) has been set up in the DGCA under the Chairmanship of Director General of Civil Aviation with 28 expert members from Industry who have made significant contribution. The Council has constituted 4 different working groups for (i) Operations, (ii) Airworthiness, (iii) Air Navigation and (iv) Aerodromes. Further, safety recommendations emanating from investigation of incidents are followed up for implementation with the concerned agencies for preventing recurrence of such incidents in future. To avoid air accidents, various accident prevention programmes have been initiated by Directorate General of Civil Aviation (DGCA), which include safety audits, surveillance inspections, dissemination of safety information, issue of Air Safety Circular/ Civil Aviation Requirements, etc. Federal Aviation Administration (FAA) of United States of America had carried out an audit in 2009 to review DGCA's safety oversight capabilities. The FAA made some recommendations for their improvement. The steps taken by DGCA in this regard have been appreciated by FAA as there had been significant improvement in several areas of DGCA which included creation of an additional 427 Group "A" posts in DGCA in order to strengthen the safety oversight set - up in DGCA.

Merger of IA and AI

1644. DR. T. N. SEEMA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the position of merger of Indian Airlines (IA) and Air India (AI);
- (b) the reason for undue delay to implement the merger though the decision was taken long time back; and
- (c) what is really the objection to carry out the decision even after the employees and union have already accepted the decision?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):

- (a) to (c) Integration of both the companies have been completed in many areas like Board of Directors, Organisation structure, selection of leadership teams- Functional Directors, Executive

Directors, some General Managers(holding independent charge), setting up of Integration Cell, Customer Services, Material Management Integrated Policy, Financial Synergies/quick wins in Insurance, Fuel procurement, Bank and fund management, common accounting policies, legal and tax issues, delegation of administrative and financial powers and integration of manpower upto the level of General Manager. In some other areas including Sales and Marketing, IT, PSS, ERP, Ground Handling, Human Resource, property and facilities etc. the integration is under progress.

Daily wage employees in Air India

1645. SHRI PARVEZ HASHMI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that so many employees in Air India are working on daily wages;
- (b) if so, the number of such employees working on daily wages and wages paid to them, category-wise;
- (c) whether Air India and previous employees of Indian Airlines are also getting any extra benefit of leave and medical facilities;
- (d) if not, the reasons therefor; and
- (e) the number of such employees and period of their Services in Air India and in Indian Airlines before merger?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):

(a) to (d) As on 30.6.2010, approx. 2077 persons were working as Casual workers on daily rate basis in NACIL. The casual workers employed by erstwhile Air India are paid Rs. 150/- per day, except for those who are paid Rs.215/-per day under orders of Hon'ble Mumbai High Court. Casual workers employed by erstwhile Indian Airlines as Peon, Helper, Loader etc. are paid Rs. 190/- per day and Rs. 210/-per day is paid to those who work as Drivers on daily wages. They get medical facilities while on duty but no leave entitlements for casual labour accrue.

(e) 1450 individuals were working as casual labour for varying periods in erstwhile Indian Airlines and 487 in Air India before the merger.