

(a) whether it is a fact that the International Civil Aviation Organisation (ICAO) has conducted a feasibility study for the establishment of a Civil Aviation Authority in India in place of DGCA;

(b) if so, the details of the study report;

(c) the suggestions made by the ICAO in its study report; and

(d) the present status of the proposal?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes Sir.

(b) and (c) ICAO conducted a feasibility study for the establishment study for the establishment of a Civil Aviation Authority (CAA) in place of Directorate General of Civil Aviation (DGCA) discharging regulatory functions.

The report of the study recommends the setting up of an autonomous Civil Aviation Authority (CAA) in India with financial and administrative flexibility to meet functional requirements of an effective safety oversight system. The report also lays down the legislative and administrative measures required for the establishment and operation of a CAA including the transformation of DGCA into CAA India.

(d) A Committee was set up by Government of India to review the ICAO recommendations. The Committee apart from the functions listed by the ICAO report has proposed additional functions relating to Economic Regulation, consumer protection and environment regulations. Based on the above, process for introduction of CAA Bill is in progress.

#### **Under utilisation of trainer aircrafts**

1723. SHRIMATI VASANTHI STANLEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether eleven Hansa Trainer Aircrafts procured from NAL were not utilised by flying clubs;

(b) if so, the details of costs incurred;

(c) whether it is a fact that poor performance of aircrafts was the main reason for under utilisation;

(d) if so, the details thereof; and

(e) if not, other reasons for the under utilisation by flying clubs?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Hansa aircraft procured by DGCA were utilized by the flying training institutes for flying training but these remained underutilized due to lack of maintenance and spare parts support by the manufacturer.

(b) The Cost of procurement of 11 Hansa 3 trainer aircraft was Rs. 6,09,88,052/-.

(c) to (e) Apart from lack of maintenance and spare parts support, non-availability of type rated pilots with the flying training institutes was also a factor for their underutilization.

#### **Near miss air collisions**

1724. SHRIMATI SMRITI ZUBIN IRANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of cases of near miss of air collisions reported in the last two years; and

(b) the corrective steps being taken to avoid such incidents?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) No cases of near miss of air collision have been reported in the last two years.

However, there were 37 cases of Airprox reported in last two years. Out of which 15 were reported in 2009 and 22 were reported in 2010.

(b) Corrective steps taken to avoid such incidents are given in the statement.

#### ***Statement***

##### *Corrective steps being taken to avoid such incidents*

- Air Traffic Control officers' (ATCO's) and Pilot proficiency checks are being carried out regularly.
- ATC services are being modernized to include conflict warning in the system to assist ATCO's.
- Coordination procedures of handing over from one unit to another have been laid out. Coordination of handing over traffic to adjoining FIR has been worked out & any deviation is being pointed out to the concerned units for taking corrective action.