

(b) whether Government will take any action in this regard to resume and make available of the Business/Executive Class seats in Air India flights;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K. C. VENUGOPAL): (a) to (d) Air India has converted 14 of its A-320 aircraft into all economy versions and deployed them on its network including routes to North East. The seat configuration and aircraft deployment on routes is done based on availability of aircraft, airport constraints/restrictions subject to commercial viability. However, Air India is still operating executive class in some of the sectors in North East Region.

#### **Restriction of crew members of the national carrier**

1870. SHRI AMBETH RAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is considering imposing harsher restrictions on crew members of the national carrier; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K. C. VENUGOPAL): (a) No, Sir.

(b) Does not arise.

#### **Safety audits by DGCA**

1871. DR. JANARDHAN WAGHMARE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the findings of the air safety audits conducted by Directorate General of Civil Aviation (DGCA) has recently exposed several loopholes in the aviation sector;

(b) if so, the details thereof;

(c) whether Government has since taken any action on the findings of the air safety audit reports;

(d) if so, the details thereof; and

(e) the steps taken by Government to ensure safe and trouble free air services to passengers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K. C. VENUGOPAL): (a) and (b) Yes, Sir. During the regulatory audit conducted by DGCA some deficiencies related to operational and maintenance documents have been observed. Salient observations of the audit are given in Statement (See below).

(c) and (d) Yes, Sir. All the deficiencies observed during the audit are taken up with the concerned airline operators for appropriate remedial action.

(e) The deficiencies in the system and the compliance of rules and regulations pertaining to aviation are monitored during the surveillance of the operators carried out by the various directorates of the DGCA and Regulatory safety audits by DGCA teams.

DGCA makes annual programme for all the surveillance safety checks to be carried out by each Directorate and same is displayed on the website of the DGCA. The deficiencies observed are categorised depending upon the level of severity of Class I and Class II deficiencies. All the findings are discussed for appropriateness of the action taken. The safety inspections by the operators are also examined during the safety checks by the DGCA officers.

#### *Statement*

##### *Salient Audit Observations*

- Lack of system to facilitate management of the distribution and revision of Operational Documents.
- Lack of supervisory control to check the amendments of documents as per applicable regulations and circulars.
- Adequate organization procedures not in place to ensure uniform standard of work.
- Calibration of various maintenance/operational tools/instruments is not as per schedule approved by manufacturer.

- System/practice of supervision and internal auditing of the operations/maintenance activities.
- Lack of man power & trainings.
- Planners/Mechanics/Specialized service staff/Supervisors not assessed for competence by on the job evaluation.
- Accident/incident reporting system is not proper.
- System of follow up action on the finding/recommendation on prevention activities, FOQA and incident investigation is not closed loop.

**Improvement in air safety**

1872. SHRIMATI VASANTHI STANLEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is proposed to improve air safety by making it obligatory for each Air Traffic Controller (ATC) to get a licence as a legal document and to ensure that the holder has been trained in the relevant ATC procedures;

(b) if so, the details thereof;

(c) whether the intention is to improve air safety and help address the ATC shortage; and

(d) how far would this help to control air accidents while landing and taking off aircrafts?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K. C. VENUGOPAL): (a) Yes Sir.

(b) The Government of India *vide* Gazette Notification, GSR 64(E) dated 03rd February, 2012 made amendment to the Aircraft Rules, 1937 and inserted Part XII "Personnel of Air Traffic Sciences" Rule 93 which mandates the requirement of a licence for air traffic services personnel.

(c) and (d) Licencing of Air Traffic Controllers will bring ATC operations in India Airspace under the ambit of Regulatory framework. This will ensure periodic in monitoring of ATCO's performance and also will enhance the professional competence of ATCOs to ensure safe and efficient operations thus improve air safety. However, this will not help in addressing issue of ATC shortage.