

- 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.