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June 2019	09.07.2019	09.07.2019
July 2019	08.08.2019	09.08.2019
August 2019	09.09.2019	11.09.2019
September 2019	05.10.2019	10.10.2019
October 2019	05.11.2019	07.11.2019
November 2019	11.12.2019	12.12.2019
December 2019	16.01.2020	16.01.2020
January 2020	18.02.2020	18.02.2020
February 2020	07.03.2020	07.03.2020

#### **Norms/guidelines for validating the licences**

2730. SHRI RAVI PRAKASH VERMA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the details of norms/guidelines for validating the licences of pilots in the country;
- (b) how many cases of pilots flying with diverted routes have come to the notice during the last three years, airline-wise;
- (c) what actions have been taken by Government against such airlines; and
- (d) the number of diversions from Pantnagar airfield during last five years due to fog and low visibility with respect to, date and time, aircraft type, departure and destination, crew details, weather at the time of diversion and the action taken against the crew of aircraft of such diversions, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) The validation of licenses is only done for foreign nationals holding foreign licenses. The Pilot's licenses of foreign nationals issued by contracting states, are validated under provision contained in Rule 45 of the Aircraft Rules 1937. The norms/guidelines for validating the licence of pilots in the country,

are detailed in CAR (Civil Aviation Requirement) Section-7, Series-G, Part-II. Foreign Aircrew Temporary Authorisation (FATA) is issued to foreign pilots fly Indian registered aircraft as per the policy decision taken by MoCA (Ministry of Civil Aviation) from time to time. Presently as per decision taken by MoCA the provision of FATA is upto 31.12.2020.

(b) and (c) During the last three years and current year *i.e.* from 2017 to 2020 (till date) a total of 124 cases of diversion by aircraft operated by various scheduled airlines have come to the notice of the Directorate General of Civil Aviation (DGCA).

Diversion of aircraft takes place due to various reasons which include failure of aircraft component systems, runway blockage/runway not available, failure of air navigation/landing aids or communication and surveillance system at the airport, poor weather condition, fuel emergency etc.

The airline-wise breakup of aircraft diversions for three years (from year 2017 to 2020 (till date) which have come to the notice of DGCA are as follows:—

Spicejet	30
Air India	26
Indigo	30
Air Asia	3
Go Air	17
Jet Airways	5
Jetlite	2
Air India Express	7
Alliance Air	2
Vistara	2

Majority of the diversions take place due to deteriorating/poor weather conditions and in a few cases the aircraft divert due to technical issues. In case of technical issues the aircraft is released for further flight after maintenance action. However, the investigations by DGCA revealed that aircraft encountered fuel emergency during some diversions. In order to address such issues and to ensure appropriate fuel planning,

taking into consideration all necessary conditions, DGCA has issued Air Safety Circular 3 of 2019 on fuel planning for the flights.

(d) 10 incidents of diversion of flights have been reported due to bad weather/poor visibility at Pantnagar Airport from 01.01.2015 to 12.03.2020.

As per available data, on 23.12.2017 a Government of Uttarakhand B200 aircraft VT-UAB operated flight from Delhi to Pantnagar with Hon'ble Chief Minister of Uttarakhand on board. The Pilot-in-Command of the aircraft carried out an unauthorized approach/maneuver in poor visibility condition (500 metres) at 12:05 Hrs. (approx.). This was in violation of CAR Section-8, Series-C, Part-I and jeopardized the safety of aircraft and its occupants. The license of the Pilot in Command of the flight was suspended for a period of 06 months.

#### **Grounding of A320 Neo aircrafts**

2731. SHRI M D. NADIMUL HAQUE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is considering grounding A320 Neo aircrafts;
- (b) if so, by when and if not, the reasons therefor; and
- (c) what has been the expenditure incurred on ensuring safety protocols have been met by flight operators?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Two (02) airlines M/s Indigo and M/s Go Air are operating Airbus A320 aircraft installed with Pratt & Whitney (P&W) 1100G engines.

Four events were encountered on Airbus 320 Neo aircraft Fitted with P&W 1100G Engine operated by M/s Indigo during the course of a week during October 2019. DGCA studied the pattern and found that engines with more than 2900 flight hours were involved in the above events and further, in the interest of safety, issued a directive to both Indigo and Go Air on the 28th and 29th October 2019, respectively, wherein both airlines were asked to operate only those aircraft which have at least one modified engine, if the other engine installed on the same aircraft has accumulated more than 2900 flight hours. The directive was complied by both the airlines by 24th November 2019.