

Tabletop airports

1146. SHRI K.C. VENUGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what safety measures have been taken by Ministry in case of tabletop airports in country for landing of planes in light of recent flight accident at Calicut International Airport;

(b) whether DGCA has considered danger involved in such airports in country and has DGCA or the airlines laid down any operational restrictions or special procedures;

(c) whether DGCA has already examined the flight data recorder and the cockpit voice recorder of the Air India express flight involved in the accident at Calicut; and

(d) if so, details of progress of the enquiry conducted so far with regard to the flight accident?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) Adequate measures are in place for ensuring safe operation of aircraft at airports in the country including table top airports. In this regard, in line with ICAO, Civil Aviation Requirements and Guidelines in the form of circulars have been issued by DGCA from time to time and regular surveillance is being conducted. Details of some of the measures are given in the Statement (*See* below).

(b) The Safety Risk Assessment (SRA) is carried out by Airlines prior to commencing operations at any airport. DGCA has issued many procedures and circulars to be followed by Airlines to avert such mishaps. The Operational circulars that have been issued by DGCA include:

- (i) 12/2010-Standard Operating Procedures (Strict adherence to SOPs for Approach & Landing)
- (ii) 15/2010-Go Around after Unstabilized Approach (The action to take over controls by the PNF).
- (iii) 01/2013- Missed Approach/Go around (covering the detailed decision making process)
- (iv) 03/2014-All Weather Operations training Program (Detailed guidance for Ground & simulator training to address all elements of handling adverse weather)

- (v) 03/2015- Crosswind and tailwind Operational Limits (Recommendation to operators for limiting these values for different weather and operational conditions)
- (vi) 9/2017- Approach & Landing Accident Reduction Toolkit- covering automation handling, Approach & Go-around preparation & briefing, unstabilized Approaches, Runway Excursion & overrun, adverse wind conditions, extended flare etc.
- (vii) 03/2017- Unstable Approaches (guidance for pilots to avoid unstable approaches).

(c) and (d) The Director General, Aircraft Accident Investigation Bureau (AAIB) under Rule 11 of the Aircraft (Investigation of Accidents and Incidents) Rules, 2017 has appointed an Investigator-in-Charge assisted by other Investigators to inquire into the circumstances of the Air India Express accident at Calicut Airport on 7th August, 2020 by order dated 13.08.2020 and submit the report to AAIB preferably within five months from the date of order. The Investigator-in-Charge will determine the probable cause and contributory factors leading to this accident.

Statement

Measures by DGCA

- (i) Mandatory provision of RESA as per ICAO Annex 14 requirement and its periodic maintenance.
- (ii) Emphasis on regular maintenance of the runway strip to prevent the soil erosion.
- (iii) Mandatory friction testing at regular intervals.
- (iv) Deployment of RIV (rapid intervention vehicle) at airports situated in difficult terrain.
- (v) Provision for Window of Circadian low while calculating the Flight duty period has been introduced. (0100 to 0600 hrs).
- (vi) In order to manage flight crew fatigue, provision for the controlled rest in seat during the flight with a flight duration of more than three hours has been introduced. CAR Section 7 series J part III.

- (vii) Instructions have been issued for the Pilot Monitoring to identify the subtle incapacitation of the Pilot flying and procedure for taking over of the flight controls.
- (viii) For enhancing the operational safety, instructions have been issued for encouraging crew to go-around if for any reason, the approach is unestablished and same is non-punitive.
- (ix) Instructions have been issued for all the airline operators to establish the tail wind and cross wind limitations based on the aircraft manufacturer guidance taking into consideration the runway surface conditions and weather conditions.
- (x) In line with ICAO Annex 6 and CAR Section 8 Series O Part II, DGCA has issued Operations circular OC 2 of 2012 containing Instructions for Airlines for laying down route and aerodrome competence qualification for the crew depending upon the complexity of the route and risk assessment of the aerodrome.
- (xi) ICAO Annex 14 on Aerodrome Design and Operations lays down requirements for aerodromes infrastructure including taxiways, Aprons, markings, aeronautical lightings, emergency services and maintenance standards. DGCA has incorporated all the Standard and recommended practices as contained in the ICAO Annex 14 in the form of Civil Aviation Requirement Car Section 4 Series B part I.

Bidding rates for airports

1147. SHRI RIPUN BORA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that through a bidding process Government has awarded 50-year lease agreement to operate, manage and develop the airports to private players;
- (b) if so, airport-wise details of bidders and their rates thereof;
- (c) whether it is a fact that the land comes under the State assets and whether Government has accounted the land value under the lease agreement therein; and
- (d) the details of lease agreement and airport-wise comparative effect of user development charges charts therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION
(SHRI HARDEEP SINGH PURI): (a) The Union Cabinet in its meeting held on 8th