

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:68
ANSWERED ON:19.02.2009
DISRUPTIONS OF FLIGHTS DUE TO FOG
Chowdhury Shri Adhir Ranjan;Nikhil Kumar Shri

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Directorate General of Civil Aviation (DGCA) has recently taken a serious note of the flight disruptions due to fog despite most airlines claiming to have CAT - III trained pilots;
- (b) if so, the details of the domestic and international flights cancelled or delayed due to fog during the past two months at Indira Gandhi International Airport;
- (c) the losses suffered by the airlines due to fog, diversion of flights and hovering of aircraft due to congestion at airports;
- (d) whether most of the private airlines are not keen to provide training to their pilots for CAT - II or III; and
- (e) if so, the action taken by DGCA against private airlines which are not providing training to their pilots for CAT - II or III?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a), (b), (c), (d) and (e):- A statement is laid on the Table of the House.

Statement referred to in parts (a), (b), (c), (d) and (e) of the Lok Sabha Starred Question () No. 68 for 19.02.2009.

(a) and (b):In order to ensure that airlines certified for CAT-III operations roster the crew with CAT-III qualifications during fog period, DGCA monitored the flight scheduling of the airlines during December, 2008 and January, 2009. During the past two months, 71 flights were cancelled, 752 flights were rescheduled and 145 flights were diverted due to fog.

(c): No such data is maintained by the Government.

(d) and (e):- Pilots of various domestic Scheduled Airlines are trained for CAT-II/III operations during low visibility conditions as per the requirements laid down in Civil Aviation Requirements (CAR) Section-7, Series `X`, Part-I. Although there is no mandatory requirement for Domestic Airlines to get their pilots trained to operate during low visibility conditions, these airlines are persuaded to train their pilots to operate in low visibility conditions. Only such pilots, who are CAT-II/III qualified, are approved as Instructor/Examiner so as to ensure that more trained pilots are available for CAT-II/III operators during low visibility conditions to improve the operational efficiency. Further, flights schedules of Domestic Scheduled Operators to/from fog bound airports are approved on the basis of number of pilots trained by the operators for low visibility operations and the suitability of the planes for such operations.