

**GOVERNMENT OF INDIA  
CIVIL AVIATION  
LOK SABHA**

STARRED QUESTION NO:264  
ANSWERED ON:12.12.2012  
AIR SAFETY  
Ramasubbu Shri S.

**Will the Minister of CIVIL AVIATION be pleased to state:**

- (a) whether a number of cases of incidents of possible mishaps or near-miss situation of aircraft have reportedly been averted at various airports in the country during the last three years and the current year;
- (b) if so, the details thereof, airport, airline and incident-wise;
- (c) whether any inquiry has been conducted by the Government to ascertain the reasons behind such incidents;
- (d) if so, the details and the outcome thereof and if not, the reasons therefor, incident-wise; and
- (e) the steps taken by the Government to ensure air safety in this regard?

**Answer**

MINISTER OF THE STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI AJIT SINGH)

(a) to (e) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (e) OF THE LOK SABHA STARRED ( ) QUESTION NO, 264 FOR 12.12.2012 REGARDING AIR SAFETY BY JWR1 S.S. RAMASUBBU, MP

(a)& (b); There were a total of 65 airprox reported during the last three years. Details of the airprox are at the annexure.

(c)& (d): Yes Sir. The main findings/outcome of airprox investigations are as follows:

i.Human error by Air Traffic Control., Pilot & HFRT(High Frequency Receiver/Transmitter) Operator (read back error, hear back error, expectancy error)

ii.Co-ordination failures such as Late/Non-Receipt of Estimates /Flight Level Changes

iii.Similar/call sign of the aircraft

iv.Instrument/NAV aids (Navigational aids-RADAR) failure

v.In some cases it has been found that due to read/hear back error pilot climbed/descended wrong level as assigned by ATC.

vi.Some airprox occurred when traffic was handled by a trainee controller during his On Job Training (OJT) albeit under the supervision of an instructor. The instructor was late in taking over or did not correct the conflicting situation in time.

vii.Heavy traffic leading to stress and fatigue.

viii.Some airprox occurred in the event of radar failure when radar control is replaced by procedural control

(e): The following actions have been taken to avert recurrence of such incidents:

i. ATCO (Air Traffic Control Officer) and Pilot proficiency checks are being carried out regularly.

ii. ATC services are being modernized and they would include conflict warning in the system to assist ATCOs.

iii. Coordination procedures of handing over traffic to adjoining FIR have been worked out and deviation, if any, is pointed out to the concerned units for taking corrective action.

iv. Whenever required., corrective training is given to Pilots and Air Traffic Controllers, and training procedures are amended.

v. Safety Management System at airports have been implemented to mitigate the risk of accident/incident.

vi. Airlines have been directed to avoid use of similar/confusing call signs

vii. One separate directorate of Air Space and Air Traffic Management in DGCA has been created for better surveillance and regulatory functions in Air Traffic Management.

viii. Cases of Airprox/ATC incidents are discussed and analyzed to avoid recurrence of such incidents.

ix. CNS directorate of Airports Authority of India has been advised by DGCA to issue guidelines in the form of an ATM (Air Traffic Management) or CNS (Communication, Navigation & Surveillance) circular for HF RTcontroller.

X. FDTL (Flight Duty Time Limitation) for pilot has been revised and issued as a CAR (Civil Aviation Requirement) by the DGCA. The CAR has become effective from 15th February 2012.