

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:469

ANSWERED ON:27.04.2015

SAFETY AUDIT BY FAA

Charitra Shri Ram;Joshi Shri Pralhad Venkatesh

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Federal Aviation Authority (FAA) of the United States has conducted a safety audit of the Directorate General of Civil Aviation (DGCA);

(b) if so, the details thereof and the findings raised by FAA in the audit;

(c) whether FAA has assigned Category 2 status to India, if so, the details thereof and the reasons therefor along with its impact on the Indian aviation sector particularly on foreign passengers;

(d) whether DGCA has taken any action to address the said findings and regain India's aviation safety ranking and if so, the details and the present status thereof; and

(e) whether FAA has asked Indian authorities to hire people with technical background at DGCA, if so, the details thereof along with the reasons therefor and the response of DGCA thereto?

Answer

Minister of CIVIL AVIATION (Shri Ashok Gajapathi Raju Pusapati)

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

Statement in reply to parts (a) to (e) of Lok Sabha Starred Question N for 27.04.2015 regarding Safety Audit by FAA

(a) to (c) FAA conducted an audit of DGCA in September 2013 and raised 31 findings mainly related to procedural issues, lack of qualified and technical manpower. FAA visited again in December, 2013 to confirm the actions taken by DGCA to address 31 findings raised by FAA in September, 2013. After the visit of FAA in December, 2013, action on 24 findings out of the total 31 findings was complete and these findings were closed by FAA. However, the 07 findings, mainly pertaining to lack of sufficient number of Flight Operations Inspectors in DGCA remained open. Based on the audit of September, 2013 and follow up visit of December, 2013, FAA informed DGCA on 31st January, 2014 that India has been placed in Category 2 from Category 1.

The downgrade to Category 2 means that the country's safety oversight system is not adequate and does not meet the standards laid down by International Civil Aviation Organization.

The repercussions of the downgrade to Category 2 implies that the airlines of India operating to US will continue to be permitted at current levels but under heightened FAA surveillance. Further, no expansion or changes in services to the United States by the existing carriers will be permitted.

(d) DGCA has taken several actions to address the remaining 7 open findings. Apart from taking actions on procedural issues, DGCA has also taken steps to hire Flight Operations Inspectors on short term contract. Further the Government also approved 75 positions of Chief Flight Operations Inspector, Deputy Chief Flight Operations Inspector, Senior Flight Operations Inspector and Flight Operations Inspector. Based on the actions taken by DGCA for compliance with ICAO standard, FAA team revisited DGCA in December, 2014 for reassessment of DGCA. At the end of reassessment, FAA raised 12 findings. DGCA took actions to address the above findings which were presented to FAA during the final discussion meeting held on 30th and 31st March, 2015. Based on the positive outcomes of these final discussions, FAA has made the determination that India meets the requirements under international oversight standards of the Chicago Convention and Annexes thereto and India's Category has been upgraded to Category 1.

(e) In the Record of Discussions signed between FAA and DGCA after the final discussions on 30th and 31st March, 2015, FAA emphasized that ICAO requires that only technical personnel, such as operations and airworthiness inspectors, conduct air operator certification and all other technical activities. In response, DGCA apprised FAA that the certification/recertification process for certification of air operators is being done in accordance with CAP3100 by technical personnel.