

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1747  
(To be answered on the 28<sup>th</sup> December 2017)**

**Breath Analyzer Test for Pilots**

1747. **SHRI ASHOK SHANKARRAO CHAVAN  
SHRI NARANBHAI KACHHADIYA  
SHRI BIDYUT BARAN MAHATO  
KUNWAR HARIBANSH SINGH  
SHRI GAJANAN KIRTIKAR**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government has made pre and post flight Breath Analyzer (BA) test mandatory for pilots and crew members and if so, the details thereof;
- (b) whether the Directorate General of Civil Aviation (DGCA) has found that the rule was violated on some of Air India flights;
- (c) if so, the details thereof and the reasons therefor;
- (d) the number of pilots and crew members who skipped the BA test, till date;
- (e) the action taken/ being taken by the DGCA against those who skipped the BA test; and
- (f) the other steps taken/ being taken by the DGCA to improve the safety standards of air travel?

**ANSWER**

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

- 
- (a) Yes, Madam. The Government has made pre and post flight Breath Analyzer (BA) test mandatory for pilots and cabin crew members as per the proviso of Civil Aviation Requirements Section 5 Series F Part-III.
  - (b) & (c) The Pilots and Cabin Crew of M/s Air India, operating international flights originating from outside the country were being subjected to post flight breathalyzer examination at final destination in India instead at first point of landing in India. M/s Air India has corrected the same and now post flight BA test is being conducted at the first landing station on reaching India.
  - (d) As on 21.12.2017, in the year 2017, 28 pilots and 09 cabin crew have skipped the BA test.
  - (e) The privileges of license/authorization of involved crew were suspended for a period of 03 months.
  - (f) The list of salient steps taken by DGCA to improve the safety standards are attached as Annex-I.

\*\*\*\*\*

**MEASURES TAKEN TO ENSURE SAFETY OF AIRCRAFT OPERATIONS**

- Safety recommendations emanating from investigation of various aircraft accidents and incidents are followed up for implementation with the concerned agencies so as to prevent recurrence of similar accidents/incidents.
  - Safety seminars are organized by DGCA to create safety awareness amongst the operators
  - Based on the analysis of safety Data Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents/incidents.
  - The Flight Operations Inspector of DGCA carry out periodic proficiency and standardization checks of pilots of various operators to ensure that laid down operating procedures are followed.
  - Regulatory Audit teams of DGCA carry out periodically regulatory audit of operators and maintenance organizations. The deficiencies pointed out in the regulatory audit reports are immediately brought to the notice of the operators for taking necessary remedial in-house measures.
  - Periodic spot checks on the operations and maintenance activities of the operators have been intensified by DGCA officers to ensure observance of the laid down procedures.
  - Operators and Airport authorities have been advised to take specific actions during periods of monsoon and fog. Airline pilots are subjected to special checks to ensure their proficiency in monsoon conditions.
  - Measures have been taken for effective airworthiness control on ageing aircraft.
  - Continuous efforts are being made in association with airport authorities and local civic authorities to take effective measures to reduce bird strike menace.
  - Enforcement action is taken for violation of the laid down norms or compromise of safety.
  - DGCA has made mandatory for all Scheduled Air Transport Operators and Major Non Scheduled operators having aircraft equipped with DFDR to monitor flight data of all the flights to determine the exceedances in flight parameters from stipulated limits.
  - Minimum safe altitude warning (MSAW) system has been provided in the air traffic control (ATC) Radars. It provides warning to the air traffic controllers whenever an aircraft descends below the minimum safe enroute altitude.
  - DGCA has made installation of Airborne Collision Avoidance System mandatory on airplane having maximum certified passenger seating configuration of more than 30 or a maximum payload capacity of more than 3 tonnes.
  - Installation of GPWS system has been made mandatory by DGCA on all piston-engined aeroplane of maximum certified take-off mass in excess of 5700 kgs or type certified to carry more than nine passengers and on all turbine-engined aeroplane as recommended by ICAO.
-