

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 641  
(To be answered on the 13<sup>th</sup> December 2018)**

**SAFETY AUDIT BY DGCA**

641. **DR. J. JAYAVARDHAN  
SHRI SATAV RAJEEV  
SHRI DHANANJAY MAHADIK  
DR. SHASHI THAROOR  
DR. HEENA VIJAYKUMAR GAVIT  
SHRI MOHITE PATIL VIJAYSINH SHANKARRAO  
SHRIMATI SUPRIYA SULE  
SHRI P.R. SUNDARAM  
SHRI SUSHIL KUMAR SINGH**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- a) whether the Directorate General of Civil Aviation (DGCA) has conducted the annual safety audit of all airlines, if so, the details thereof along with the shortcoming noticed during the said safety audit, airline-wise;
- (b) whether the Government has rectified the shortcomings noticed during the earlier annual survey conducted by DGCA;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) whether certain airlines have requested for specific revival package to overcome financial turbulence;
- (e) if so, the details thereof and the reaction of the Government thereto; and
- (f) the steps taken/proposed to be taken by the Government to ensure air safety?

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री**

**(Shri Jayant Sinha)**

- 
- (a) DGCA conducts Regulatory Audit every year as per the Annual Surveillance Programme. The details of the regulatory audits for the years 2017 and 2018 along with the salient observations is attached as Annexure A.
  - (b) & (c) The observations/ deficiencies observed during the audit are

forwarded to the concerned operators for taking necessary actions. The Action Taken Reports received from airline operators are reviews by DGCA for the appropriateness of the corrective actions taken by the airlines, before the acceptance and closing of the observations.

(d) & (e) A representation has been received from Federation of Indian Airlines (FIA), recently, for helping the industry by allowing an additional one month unsecured credit on Aviation Turbine Fuel(ATF) & Airport charges. Government has taken several measures to revive the airline industry and ensure long term viability of the sector. The airline industry is a dynamic industry which requires continuous adjustment according to global & domestic needs. The Government has constantly been responding to industry conditions and undertaking specific measures to facilitate and enable growth of the Sector. Steps also include reduction of Central Excise Duty applicable on Aviation Turbine Fuel (ATF) from 14 % to 11 % w.e.f. 11th October, 2018 and rationalization of GST provisions, with a view to revive the airline industry.

(f) The steps taken to ensure air safety are attached as Annexure B.

\*\*\*\*\*

**MAIN OBSERVATIONS OF LAST AUDIT OF THE AIRLINES BY DGCA**

S No	Name of Organization	Date of Last Audit	Salient Observations
1.	Air India Express	June 2017	<ul style="list-style-type: none"> <li>-The Flight Safety Manual requires to be modified to include latest changes in the regulations.</li> <li>- Monitoring of CVR be made more effective.</li> <li>- The list of airworthiness review staff is not mentioned in CAME.</li> </ul>
2.	Air India	28-30 June, 19-21 July 2017	<ul style="list-style-type: none"> <li>- Internal audit mechanism in Quality System to be made more effective.</li> <li>- All the flight dispatchers should have radio telephony certification.</li> <li>- CMS need to be improved to show post holders office duty period.</li> </ul>
3.	Go Air	21-23 August 2017	<ul style="list-style-type: none"> <li>- The investigation by PIB to be concluded within the time frame.</li> <li>- The MOE to be modified to include the Competency Assessment of staff performing specialized tasks.</li> <li>- The syllabus for AME Initial Training, Continuation Training to be modified.</li> </ul>
4.	Jetlite	26-29 September 2017	<ul style="list-style-type: none"> <li>- The process of dissemination of information to the crew to be improved.</li> <li>- Organisation to do the fresh gap analysis for SMS.</li> </ul>
5.	Indigo	14-18 July 2017	<ul style="list-style-type: none"> <li>- Flight Safety Organisation needs strengthening and to be in Compliance with the Organisation Structure as approves in the Flight Safety Manual.</li> <li>- The flight safety documentation system needs to be modified to protect the source of information in a de-identified manner.</li> <li>- CVR reports findings needs to be followed up/acted for taking corrective action.</li> <li>- Appropriate corrective action should be taken on findings of internal audits.</li> </ul>
6.	Alliance Air	29-30 January 2018	<ul style="list-style-type: none"> <li>- Rectification details to be made available with the Flight Safety team for taking decision on further course of action.</li> <li>- The records of CVR Monitoring to be preserved with action taken if any.</li> <li>- The policy for Tracking updation of terrain database for EGPWS needs to be modified.</li> </ul>
7.	Air Asia	10-13 April 2018	<ul style="list-style-type: none"> <li>- The records of Internal Audit to be preserved along with action taken report.</li> <li>- Monitoring of Load and Trim Sheet checks needs to be more effective.</li> <li>- Operator is required to provide a link to DGCA to monitor the FDTL of cabin crew.</li> </ul>

**MEASURES TAKEN TO ENSURE AIR SAFETY**

- Implementation of Recommendations Emanating from Investigation of Aircraft Accidents and Hazardous Incidents:  
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. A Standing Committee headed by DGCA periodically monitors the progress of implementation of the recommendations made by various courts/Committees of Inquiries.
  - Dissemination of Safety Information:  
Safety seminars are organized by DGCA to create safety awareness amongst the operators. Further, periodical meetings with pilots, engineers, ATCOs and operators are also convened from time to time.
  - Issue of Air Safety Circular/Civil Aviation Requirements:  
Accidents are regularly analyzed and based on these analysis Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents. Safety precautions also are circulated through the Air Safety Circulars. Whenever requirement is felt regulatory changes are done by issuing Civil Aviation Requirements. Requirement for VIP carriage, Flight Duty Time Limitations etc. are being revised. Detailed Civil Aviation Requirements covering training and operations of the Helicopter for various operators has since been issued.
  - Surveillance by Flight Inspectors:  
The Flight Inspector of DGCA carryout periodic proficiency and standardization checks of pilots of various operators to ensure that laid down operating procedures are followed.
  - Regulatory Audit of Operators:  
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. DGCA, in its effort to make the operators more responsible for quality control and safety, has stressed that operators should also conduct their internal audit apart from DGCA regulatory audit.
  - Periodic Spot Checks:  
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.
  - Special Operating Precautions in Poor Weather Conditions:  
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.
  - Airworthiness Control on Ageing Aircraft:  
Measures have been taken for effective airworthiness control on ageing aircraft by stipulating additional requirements like restricting certificate of Airworthiness validity to 6 months for aircraft over 20 years age and reducing to 80% the periodicity of the inspection schedules, and restricting maximum life of 15 years/45000 cycles, whichever is less, for import of aircraft by the operators.
  - Prevention of Bird Strike Incidents.  
Continuous efforts are being made in association with airport authorities and local civic authorities to take effective measures to reduce bird strike menace. As a result, the numbers of bird strike incidents have considerably reduced.
  - Action against defaulters:  
Whenever it is found that there is gross violation of the laid down norms or compromise of safety, strict action is taken against the defaulters.
- 4