

**ESTIMATES COMMITTEE  
(1967-68)**

**TWENTY-THIRD REPORT**

(FOURTH LOK SABHA)

**MINISTRY OF TOURISM AND CIVIL AVIATION**

**Action taken by Government on the recommendations contained in the Twenty-ninth Report of the Estimates Committee (Third Lok Sabha) on the erstwhile Ministry of Transport and Communications (Department of Communications and Civil Aviation)—Civil Aviation Department**



**LOK SABHA SECRETARIAT  
NEW DELHI**

*December, 1967*  
*Agrahayana, 1889 (Saka)*

*Price : Rs. 1.25*

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(1967-68)

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Shri K. D. Chatterjee—*Under Secretary.*

STUDY GROUP 'F' OF THE ESTIMATES COMMITTEE

(1967-68)

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## INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this twenty-third Report on action taken by Government on the recommendations contained in the 29th Report of the Estimates Committee (Third Lok Sabha) on the erstwhile Ministry of Transport and Communications (Department of Communications and Civil Aviation)—Civil Aviation Department.

2. The Twenty-Ninth Report of the Estimates Committee was presented to the Lok Sabha on 5th April, 1963. Replies indicating action taken on the recommendations contained in the Report were received from the Ministry on different dates during 1964 and 1965. Further information was called on different dates during 1966 and 1967. The last batch of further replies was received on 18th July, 1967.

The replies received from the Government were considered by Study Group 'F' of the Estimates Committee (1967-68) at their sittings held on 12th July, 1967 and 2nd August, 1967. The draft Report was adopted by the Committee on 4th December, 1967.

3. The Report has been divided into the following Chapters:—

I. Report.

II. Recommendations that have been accepted by the Government.

III. Recommendations which the Committee do not desire to pursue in view of Government's reply.

IV. Recommendations in respect of which replies of Government have not been accepted by the Committee.

V. Recommendations in respect of which final replies of Government are still awaited.

4. An analysis of the action taken by Government on the recommendations contained in the 29th Report (Third Lok Sabha) of the Estimates Committee is given in Appendix VII. It would be observed therefrom that out of eighty recommendations made in the 29th

Report, seventy recommendations i.e. 87.5 per cent have been accepted by the Government. The Committee do not desire to pursue seven recommendations i.e. 9 per cent in view of Government's reply. The reply of Government in respect of one recommendation i.e. 1 per cent has not been accepted by the Committee. The final reply of Government in respect of two recommendations i.e. 2.5 per cent is still awaited.

P. VENKATASUBBAIAH.  
*Chairman,*  
*Estimates Committee.*

NEW DELHI;  
12th December, 1967.  

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21st Agrahayana, 1889 (Saka).



## CHAPTER I

### REPORT

#### *Report of the Staff Reorganisation Unit.*

In para 13 of their 29th Report (Third Lok Sabha) on Civil Aviation Department, which was presented to Lok Sabha on the 5th April, 1963, the Estimates Committee had expressed the hope that the Government would lose no time in taking prompt action on the report of the Staff Reorganisation Unit with a view to rationalise the system of work in the Civil Aviation Department and to effect economy.

In reply, the Government have stated on 16th June, 1967 that the recommendations of the Staff Reorganisation Unit, which carried out work-study in the Headquarters office of the Director-General of Civil Aviation in 1963 have become obsolete as between then and now there have been far reaching developments in the Department of Civil Aviation and the responsibilities and activities of the Department have multiplied manifold. The Staff Reorganisation Unit, Ministry of Finance, has, therefore, been requested to draw up a programme for a *de novo* study.

The Committee are constrained to observe that the Ministry did not take prompt action on the recommendations of the Staff Reorganisation Unit as suggested by them in para 13 of their report. If Government had implemented the recommendations of SRU in time, they would not have become obsolete by now, necessitating a further examination of the Department. In any case, the Committee do not find any justification for the delay in implementing their earlier recommendations.

#### *Independence of agency investigating into accidents.*

2. In para 147 of the Report the Committee had found that the Government Inspectors of Railways who investigated accidents on

railways were not only made independent of all zonal Railways but also of the Railway Board and functioned under the Ministry of Transport and Communications. The Committee considered that the wholesome principle that the agency investigating into accidents should be independent of the organisation should be followed in the case of Civil Aviation. They recommended that the Accident Investigation Section might be taken out of the purview of the Director-General of Civil Aviation and placed directly under the Ministry of Transport and Communications or under any other Ministry considered suitable.

In reply the Government have stated that the recommendation has been carefully considered by the Government. In view of the fact that almost all fatal accidents to passenger aircraft are enquired into by Courts of Inquiry assisted by assessors possessing technical knowledge and experience, the Government of India are of the view that no useful purpose will be served by transferring the Accidents Investigation Section from the Civil Aviation Directorate. The other points which have been taken into consideration by the Ministry are:—

- (i) The Accidents Investigation Branch has to keep abreast of the technical developments and it would be difficult to ensure this objective if it were to be divorced from the Civil Aviation Department.
- (ii) A very large number of accidents which are non-fatal but which result in serious damage to aircraft are at present being investigated by Aircraft Inspectors at the various out-stations. These accidents will continue to be so investigated even after the transfer of Accidents Investigation Branch of the Ministry.
- (iii) Officers to fill up the posts in the Accidents Investigation Branch after its separation will have to be recruited from the Civil Aviation Department both against short-term and long-term vacancies as it will be difficult to secure suitable personnel of requisite calibre from other sources.

The Committee are not satisfied with the reply of the Government. They reiterate their earlier recommendation that the wholesome principle that the agency investigating into accidents should be independent of the organisation should be followed in the case of Civil Aviation.

*Co-ordinating authority at large aerodromes and I.A.F. to undertake air land search and rescue operations.*

3. The Committee find that there have been abnormal delays in coming to a final decision in the case of Recommendations No. 2 and 75 (included in Chapter V). Although more than four years have elapsed the matters are still under consideration. The Committee deprecate such un-conscionable delays and urge that both these matters should be finalised immediately.

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**CHAPTER II**  
**RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY**  
**GOVERNMENT**

**Recommendation (Serial No. 1) Para No. 9**

*The Committee recommend that the proposal to open a sub-regional office at Gauhati may be examined expeditiously by Government in all its aspects so that civil aviation in the strategic area may render efficient service to cope with the increasing flow of air traffic.*

**REPLY OF GOVERNMENT**

A scheme to open a sub-regional office at Gauhati is under active consideration of Government.

[*Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated the 21st January, 1964.*]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[*Lok Sabha Sectt. O.M. No. 5(22)-EC/63, dated the 13th October, 1964.*]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The proposal is under consideration of the Government of India in the Ministry of Finance.

[*Ministry of Civil Aviation O.M. No.-14-VB(1)/63, dated the 30th January, 1965.*]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*The decision of the Government in the matter may please be intimated.*

[*Lok Sabha Sectt. letter No. 5(22)/ECII/63, dated the 25th July, 1966.*]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

It has since been decided to establish a Flight Information Centre at Gauhati. The question of division of responsibility between the Flight Information Centre, Gauhati and Aircraft Movement Control Centre, Shillong is now being considered by the D.G.C.A. in consultation with Air Headquarters.

[*Ministry of Transport & Aviation (Department of Aviation) O.M. No. 14-VB(1)/63, dated the 31st August, 1966.*]

**Recommendation (Serial No. 3) Para No. 11**

*The Committee urge that early decision may be taken on the proposals for delegation of enhanced administrative powers to the Director General of Civil Aviation.*

**REPLY OF GOVERNMENT**

Government have since taken decisions on all the proposals in question.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/53, dated the 21st January, 1964.]

**Recommendation (Serial No. 5) Para No. 14**

*The Committee see no reason why the wholesome recommendations made in the Report of the Deputy Secretary (O&M Officer of the Ministry) that the various Directorates of Civil Aviation Department should examine all returns received in the Sections with a view to effect economy in effort and paper by reducing the number of returns, their periodicity and simplifying some others has not been given effect to. They expect that in a matter such as this the Head of the Department should on his own review periodically the returns so as to eliminate those which are unnecessary. The Committee would urge the Government to take an early decision in the matter.*

**REPLY OF GOVERNMENT**

The Civil Aviation Department had carried out the review of the statistical returns, as recommended by the Deputy Secretary (O&M Officer of the Ministry) and had come to the conclusion that there was not much scope for the reduction of the returns. Further reviews were postponed till the time the Special Reorganisation Unit had work studied the Department fully and submitted its report. Now that Special Reorganisation Unit have submitted its preliminary report to the Director General of Civil Aviation, the comments of the Civil Aviation Department on the report of the various Directorates are in the process of finalisation after discussion with the S.R.U.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964.]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*The decision taken by Government on the recommendation made in the Report of the Deputy Secretary (O&M Officer of the Ministry) that the various directorates of Civil Aviation Department should examine all returns received in the Sections with a view to effect economy in effort and paper by reducing the number of re-*

turns, their periodicity and simplifying some others may please be intimated.

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

Shri H. C. Sharma's report had suggested reduction and simplification of various returns received in the office of the Director General of Civil Aviation, and those submitted by his office to Government. The position in this connection was examined by the Director General of Civil Aviation and a proposal covering 31 returns [statement enclosed (Appendix I)] was submitted to Government. Government have reviewed these returns and decided as follows:—

- (i) Discontinuance of 7 returns (8, 17, 18, 20, 21, 22 and 25).
- (ii) Reduction of frequency in respect of 12 returns (1, 2, 3, 4, 5, 10, 11, 12, 13, 24, 26 and 30).
- (iii) Nine returns (6, 7, 9, 14, 16, 23, 27, 28 and 31) to be continued to be submitted as heretofore.
- (iv) Returns Number (15, 19, 29).

While returns No. 19 and 29 are not required to be submitted to Government, the return No. 15 is sent to Government by the Director General of Civil Aviation as and when called for.

2. In so far as the various returns being received from the subordinate offices by the office of the Director General of Civil Aviation are concerned, statistics have been collected and the matter is being examined by the Director General of Civil Aviation.

[Ministry of Civil Aviation, O.M. No. 14-VB(1)/63, dated the 31st August, 1965.]

**Recommendation (Serial No. 6) Para No. 19**

*The Committee suggest that the Air Corporations should streamline the procedure of issuing "no objection" certificate to private operators. Government may also prescribe the maximum period within which the Corporations should issue or refuse "no objection" certificate.*

**REPLY OF GOVERNMENT**

Accepted. The Air Corporations have been addressed suitably in the matter.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964.]

### Recommendation (Serial No. 7) Para No. 21

The Committee feel that as permits for operation of non-scheduled services are issued by the Director General, Civil Aviation, it should be possible for him to make sure that the non-scheduled operators play the supplementary role of meeting the demand of air transport which could not be met by Air Corporations. This is all the more necessary as the latest amendment of 1962 to Section 18 of the Air Corporations Act, 1953 provides that non-scheduled operator may "operate, with the previous permission of the Central Government for such period and subject to such terms and conditions as the Government may determine, any scheduled air transport service as aforesaid which is not provided by either of the Corporations or their associates".

#### REPLY OF GOVERNMENT

Noted. Necessary rules to regulate the operation of Scheduled air transport services by private operators have been drafted and will be promulgated in due course.

[Ministry of Transport O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please specify the date when the rules to regulate the operation of scheduled air transport services by private operators were put in force. A copy of such rules may also please be furnished.

[Lok Sabha Sectt. O.M. No. 5 (22)-EC/63, dated the 13th October, 1964.]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

The rules drafted to regulate the operation of scheduled air transport services by private operators are still under examination but are expected to be published for eliciting public opinion by the 15th December, 1964.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63, dated the 8th December, 1964.]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state the present position about steps taken to ensure that the non-scheduled operators play the supplementary role of meeting the demand of air transport which could not be met by the Corporations.

[Lok Sabha Secretariat's letter No. 5 (22) ECII/63, dated the 10th March, 1967].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The rules to regulate the operation of air transport services by private operators has been notified in the Gazette dated the 31st July, 1965. A copy of the rules is enclosed. (Appendix II).

[*Ministry of Tourism and Civil Aviation Office Memorandum No. 14-VB (1)/63, dated the 10th May, 1967*].

**Recommendation (Serial No. 8) Para No. 22**

*The Committee recommend that while framing early rules to give effect to Section 18(e) of the Air Corporations Act, the Government may ensure that in the interests of planned and regulated development of air transport the private non-scheduled operators are not allowed to cut into the services operated by the Corporations.*

**REPLY OF GOVERNMENT**

[*Ministry of Transport O.M. No. 14-VB (1)/63, dated the 21st January, 1964*].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

It may please be stated whether the rules to give effect to Section 18(e) of the Air Corporations Act have since been framed and whether it has been ensured that the private non-scheduled operators are not allowed to cut into the services operated by the Corporations. A copy of such rules may also please be furnished if since promulgated.

[*Lok Sabha Secretariat O.M. No. 5 (22) EC/63, dated the 13th October, 1964*].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The recommendation of the Committee has already been noted.

The rules to regulate the operation of air transport services by private operators have been notified in the Gazette dated the 31st July, 1965. A copy of the rules is enclosed. (Appendix II).

[*Ministry of Civil Aviation O.M. No. 14-VB (1)/63, dated the 31st August, 1965*].

**Recommendation (Serial No. 9) Para No. 24**

*In view of the possibilities of earning foreign exchange the Committee hope that the Government will encourage the Corporations and Indian operators to cater as much as possible for chartered aircraft to and within the country.*



## REPLY OF GOVERNMENT

Accepted. Every encouragement/assistance is already being given to the two Corporations and other Indian operators to participate increasingly in the uplift of foreign tourist traffic. [Ministry of Transport O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 10) Para No. 29**

*The Committee note that works in respect of new aerodromes in Tripura (Second Plan Provision Rs. 7 lakhs) could not be proceeded with because of non-availability of bricks which in turn was stated to be due to shortage of coal for brick-kilns.*

*The Committee consider that the reason advanced for failure to execute the work is quite untenable. The Committee feel that arranging priority for movement of coal for manufacture of bricks should not have presented an insuperable difficulty.*

## REPLY OF GOVERNMENT

The works at the aerodromes in Tripura State are at places on India Pakistan border. The area is very poorly developed. All building materials including ordinary stone boulders have to be brought from Assam or other parts of India. Transport facilities are very meagre and there are no railway systems in the State. Prior to the construction of the Assam-Agartala road every item had to be transported either by air or by river steamer-cum-rail through Pakistan or by Assam rail link for a part of the way and then along katcha roads. These caused considerable delay in the supply of material and equipment at the sites of construction.

There are very few agencies who are capable of handling big works. There is no regular brick manufacturing industry and for each work bricks have to be arranged separately. Contractors are not willing to lock up their capital by manufacturing bricks in advance. Because of these conditions contractors submit tenders for works only after great persuasion. Even after the works are awarded delay in the supply of coal, materials and machinery at site, due to the reasons cited above, upset the schedules of work. This is further aggravated by the unsettled conditions at the border. It is with great difficulty that the contractors are persuaded not to abandon works midway.

The delay in the execution of the works in Tripura are beyond the control of the Civil Aviation Department and the C.P.W.D. However both the departments are making every effort to tide over these difficulties and it is expected that with the completion of the Assam-Agartala road, these efforts will be more purposeful.

[Ministry of Transport (Transport Wing) O.M. No. 14-VB (1)/63 dated the 18th April, 1964.]

### Recommendation (Serial No. 11) Para No. 30

*The Committee cannot appreciate why two Government departments, namely, the Air Force and the Civil Aviation were not able to finalise a simple matter of terms and conditions for making the land available for construction in civil enclaves in I.A.F. aerodromes in Jamnagar, Jorhat, Jodhpur and Pathankot during the entire Second Plan period of five years.*

#### REPLY OF GOVERNMENT

It was proposed to finalise the terms and conditions which should be applicable to all cases of transfer of land for civil enclaves at I.A.F. aerodromes. As this involved a question of policy the matter had to be examined from all aspects. This took considerable time because of differing views held by the Ministry of Defence and the Ministry of Transport and Communications. Apart from the question of settling the terms and conditions, the selection of site also took time, because the site for civil enclaves should not interfere with the security aspect of the I.A.F. and at the same time should suit the convenience of the Airlines, the public and the passengers. Sites have been finalised and taken over at Jamnagar, Jorhat and Jodhpur. The proposal to have a civil enclave at Pathankot has since been given up.

[Ministry of Transport O.M. No. 14-VB (1)/63 dated the 25th June, 1964.]

### Recommendation (Serial No. 12) Para No. 31

*In view of the heavy shortfalls of Rs. 29·92 lakhs and Rs. 20·55 lakhs for construction of technical buildings and Rs. 22·24 lakhs and Rs. 15·93 lakhs for construction of new aerodromes in the First and Second Five Year Plans the Committee cannot help doubting the Department's ability of utilising in full Rs. 304·65 lakhs provided for construction of technical buildings and Rs. 307·20 lakhs for construction of new aerodromes during the Third Five Year Plan.*

*The Committee recommend that the work in regard to the construction of technical buildings and new aerodromes should be geared up and all bottlenecks eliminated so as to utilise in full the allocations made during the Third Five Year Plan.*

#### REPLY OF GOVERNMENT

Efforts are being made by the Civil Aviation Department and the C.P.W.D. to utilise, as far as possible, the funds provided for in the Third Plan, for technical buildings and new aerodromes, civil enclaves, etc. There is, however, likely to be a shortfall as due to

the emergency a number of works had to be given up or postponed to enable the building materials and the funds to be utilised for more urgent works connected with the emergency. The provision for the works is being reviewed and funds which cannot be utilised, will be diverted to other urgent works, which are operationally important, such as the development of aerodromes for heavier aircraft of the Indian Airlines Corporation.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

### **Recommendation (Serial No. 13) Para No. 32**

*The Committee feel that the Department of Civil Aviation should follow up cases of land acquisition for airports with the State Government authorities so that delays are reduced to the minimum. The Government may also consider issuing a general circular to the State Governments to accord high priority for acquisition of land for Civil Aviation specially in view of the present emergency.*

#### **REPLY OF GOVERNMENT**

The recommendation has been accepted. A general circular has also been issued to the State Governments. (Appendix III)

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63 dated the 21st January, 1964]

### **Recommendation (Serial No. 13) Para No. 32**

*The Committee feel that if detailed planning is done in advance there would not be so much lapse of time (more than one year) between the sanction of the work and its commencement.*

#### **REPLY OF GOVERNMENT**

The following codal requirements have to be completed before commencing the execution of a work:

1. Accord of administrative approval;
2. Accord of expenditure sanction;
3. Allotment of funds;
4. Preparation of detailed plans;
5. Preparation of detailed estimates;
6. Accord of technical sanction;
7. Issue of notice inviting tenders;
8. Receipt, scrutiny and acceptance of tenders;
9. Award of work.

The preparation of detailed estimates for technical sanction is usually taken up by the C.P.W.D. only after the competent authority has accorded administrative approval and expenditure sanction, as otherwise the time and labour involved in their preparation will be wasted if for some reason or other sanction is not accorded for the work. Normally for major works of the magnitude mentioned in para 33 of the report of the Committee, it takes about six to nine months for the preparation of these estimates. It takes about three to six months after the accord of technical sanction to award the work to a contractor, this time being required for issue of notices inviting tenders, scrutiny of the tenders and finally accepting the tender. The procedure obtaining at the time of sanctioning the above works was that both the administrative approval and expenditure sanctions were to be accorded only after necessary provision had been made in the budget and the budget voted. This procedure was revised in 1958 and under the revised procedure administrative approval is accorded before funds are provided in the budget; the expenditure sanction being accorded after voting of the budget. The question has again been reviewed and it has now been decided that inclusion of a work in the Budget estimates as approved by the Ministry of Finance is sufficient authority for the issue of expenditure sanction and technical sanction. The work can however be taken up only after the budget has been voted. Thus the time lag in the execution of a work included in the programme of a particular year will be reduced to some extent. Some time lag between the sanctioning of a work and its actual commencement however, is inevitable.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63 dated the 6th October, 1964]

#### **Recommendation (Serial No. 15) Para No. 34**

*The Committee note that the work of construction or extension of runways and airport buildings was behind schedule by several months in a large number of cases. They suggest that reasons for delays—unusual in many cases—in the execution of projects should be gone into by the Ministry in consultation with Civil Aviation Department, Central Public Works Department and other departments concerned so as to avoid such delays in future.*

#### **REPLY OF GOVERNMENT**

The aerodromes are located all over India and generally far removed from the towns they serve. The availability of labour, building materials, etc. vary from place to place. In view of this and in

certain amount of delay takes place, even to award the work and later on in the completion of it. The Central Public Works Department have been requested to expedite the execution of all construction works. The replies to the points raised are given below:

- (i) Every effort is made for the completion of works according to the dates specified in the tenders.
- (ii) While tendering, the contractors take into account the element of time-factor for completion of a work as stipulated in their tenders. It is in their interest to adhere to the time schedule specified in their tenders failing which they are liable to pay compensation according to the terms of the contract. Payment of some extra amount for completion of works in time is, therefore, not necessary.
- (iii) Delays in completion of works are generally due to the shortage of essential materials like steel, cement and bricks, and equipment like rollers and mixers etc. Although timely action for procurement of essential material is taken, certain unavoidable delays occur sometime and cannot be helped inspite of best efforts.

All efforts are being made to remedy the bottlencks in procurement of essential materials by means of advance action and it is also proposed to purchase some modern aerodrome construction machinery.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63 dated the 21st January, 1964]

#### **Recommendation (Serial No. 17) Para No. 39**

*The Committee feel that the Civil Aviation Department should constantly study the advances made in designing of airports in foreign countries so that the desirable features thereof could be adopted with advantage in important Indian airports.*

#### **REPLY OF GOVERNMENT**

The recommendation has been noted.

[Ministry of Transport O. M. No. 14-VB(1)/63, dated the 21st January, 1964]

#### **Recommendation (Serial No. 18) Para No. 41**

*The Committee feel that three precious years have been lost in commencing the work for lengthening of the second runway at Santacruz, the necessity of which according to the Department is-*

*self was realised as early as 1958. They see no reason why at least the acquisition of land required for lengthening this runway, which is admittedly a time-consuming process, was not proceeded with during the Second Plan period, even if the actual construction was to be deferred till the Third Plan. The Committee suggest that the second runway should be extended at a very early date and in the meantime the existing main runway kept in good enough condition for the smooth landing and taking off of heavier aircraft like Boeing.*

#### REPLY OF GOVERNMENT

The estimate for acquisition of land for NW/SE runway at Santacruz was sanctioned on 12-6-1959 and the State Government were soon thereafter requested to acquire the land. It will thus be seen that action to acquire the land was in fact proceeded with during the II Plan period. Part of the land has since been acquired and proceedings in respect of the remaining land are in progress.

Tenders for the work of extension of the second runway on the North-West end have been invited and the detailed estimate on the south-east end is under preparation. Every effort will be made to complete the work expeditiously. In the meantime, the existing main runway will be maintained in good condition for the smooth landing and taking off of heavier aircraft like Boeing.

*[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63 dated the 21st January, 1964]*

#### Recommendation (Serial No. 19) Para No. 42

*Kamani Tower near Santacruz admittedly constitutes an air hazard. Now that the Land Acquisition (Amendment) Act 1962 has been passed the Committee hope that the Government would move speedily in the matter so that the grave hazard constituted by Kamani Tower near the important international airport is removed at a very early date at any rate before the onset of the next monsoons.*

#### REPLY OF GOVERNMENT

The matter has been discussed in a meeting between the representatives of the Central Government, Maharashtra Government and the Kamani Engineering Corporation and certain decisions have been taken for the removal of the testing towers belonging to the Kamani Engineering Corporation.

*[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].*

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

(i) *Proceedings/Minutes of the meeting held between the representatives of the Central Government, Maharashtra Government and the Kamani Engineering Corporation for the removal of the testing towers belonging to the Kamani Engineering Corporation;*

(ii) *Details of decisions taken for the removal of the testing towers and how far these have been implemented;*

(iii) *It is understood that a Committee consisting of technical experts was constituted by Government to suggest the best and most economical method of eliminating the air hazard constituted by the Kamani Tower. Please furnish a copy of the Report together with action taken by Government on its main recommendations.*

[Lok Sabha Sectt. O.M. No. 5 (22) EC/63 dated the 11th March, 1964]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

Copies of the following papers are enclosed:

- (i) Copy of the report of the Technical Team appointed by the Government of India to examine the feasibility of the shifting of the Kamani's testing towers. (Appendix IV).
- (ii) Minutes/decision of the meeting held on the 20th November, 1963 between representatives of the Central Government, Maharashtra Government and the Kamani Engineering Corporation. (Appendix V).

As agreed upon in the meeting held on the 20th November, 1963 the Government of India decided to acquire the land measuring about 10000 Sq. yards belonging to Shri Amar Chand Doshi which is at present on lease with the Kamani Engineering Corporation. The Maharashtra Government issued a notification for the acquisition of this land. Shri Amar Chand Doshi has filed a petition in the Bombay High Court against the acquisition of the land and has obtained an interim injunction and the matter is *sub-judice*.

[Ministry of Transport O.M. No. 14-VB(28)/63 dated the 6th April, 1964]

**ADDITIONAL INFORMATION FURNISHED BY GOVERNMENT**

In view of the legal complications involved in the acquisition of land of Shri Amar Chand Doshi Government entered into further negotiations with the Kamani Engineering Corporation as a result of which the Kamani Engineering Corporation agreed to remove

their testing towers and re-erect them at an alternative site of their own on payment of an *ad hoc* compensation of Rs. 6 lakhs, thereby obviating the necessity of Government acquiring land for them. An agreement incorporating *inter alia* the above conditions was executed by the Kamanis on the 17th June, 1964 and they dismantled their testing towers near the Santacruz Airport early in July, 1964. Thus the hazard to flying near the Santacruz airport has been removed.

[Ministry of Civil Aviation O.M. No. 14-VB (28)/64, dated the 29th August, 1964]

#### **Recommendation (Serial No. 20) Para No. 45**

*The Committee note that the Chairmen of both the Air Corporations were of the view that it is not consistent with safety that Military jet aircraft and civil jet aircraft should use the same airport. The increase in Military air traffic because of the emergency and the growing volume of both national and international traffic touching Delhi has further accentuated the situation. The Committee, therefore, feel that Government should reconsider the question of having separate airfields for civil and military aircraft in Delhi.*

#### **REPLY OF GOVERNMENT**

It has since been decided that Palam should continue to be developed primarily as a major civil international airport and that the Indian Air Force should be provided with a base at another site for their fighter aircraft. Pending transfer of the main activities of I.A.F. Station from Palam to the proposed new airfield, the civil and Air Force would have to continue at Palam as at present and all necessary precautions will be taken to minimise to the utmost the possibility of any accident. Appropriate arrangements are being instituted to ensure preferably a unified, and at least a well coordinated control of airspace for both civil and Air Force aircraft operations.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

#### **Recommendation (Serial No. 22) Para No. 47**

*The Committee feel that since a suitable charge is to be recovered from air passengers for keeping the luggage, to cover the expenses for running the service, the Civil Aviation Department should at an early date provide the facility at major airports including Palam.*



**REPLY OF GOVERNMENT**

The facility of keeping in safe custody baggage of air passengers at Santa cruz airport was brought into operation in July, 1959. Experience has shown that this facility has been rarely used by passengers. This is evident from the fact that during the three years July, 1959 to June, 1962, only 121 passengers utilised this facility, the revenues realised on this account being Rs. 35/- i.e. about Rs. 12/- per year. In any case, the recommendation of the Committee has been noted and it is proposed to introduce the scheme at other international airports as soon as suitable accommodation becomes available.

[Ministry of Transport (Civil Aviation Wing) Office Memo. No. 14-VB(1)/63 dated the 21st January, 1964]

**Recommendation (Serial No. 23) Para No. 49**

*The Committee note that one of the shortcomings at Palam airport is owing to displacement of threshold due to main Gurgaon Road. The Committee hope that a decision in the matter will be taken early, keeping in view the defence requirements of the country in the present emergency.*

**REPLY OF GOVERNMENT**

The land required for the diversion of the Delhi-Gurgaon Road has been taken over from the Military authorities and the work of diversion is likely to be completed shortly.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 24) Para No. 50**

*The Committee hope that the new operating procedure for international aircraft will solve the difficulty of non-availability of straight approach to runway at Palam hitherto experienced by international operators due to Tilpeth danger area.*

**REPLY OF GOVERNMENT**

The detailed operating procedures for the use of the new runway at Palam which have been drawn up in close collaboration with Air Headquarters and promulgated in the Notice to Airmen No. 2 of 1963, have, to a great extent, solved the difficulty of non-availability of straight-in-approach to the new runway at Palam. The boundaries of Tilpat air firing range have also been reduced to some extent. Arrangements have also been made to coordinate air traffic movements, hours of operation of the firing range, etc. However, the

only difficulty of straight-in-approach to the runway when *Tilpat range* is active is expected to be eliminated, after the Indian Air Force have installed the radar equipment for air traffic control including Surveillance and Ground Controlled Approach.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

#### **Recommendation (Serial No. 26) Para No. 52**

*The Committee hope that the Government would see to it that the air conditioning plant at Civil Aerodrome Nagpur which was installed in February, 1960 is commissioned before the summer season starts. Effective action should also be taken to make officers at all levels realise the importance of acting with expedition in such matters.*

#### **REPLY OF GOVERNMENT**

The air conditioning plant at Nagpur aerodrome has been commissioned and is in operation since May, 1963. The main reason for the delay was the difficulty in recruiting a trained air-conditioning mechanic due to a general shortage of such mechanics. The recommendation of the Estimates Committee has been noted.

[Ministry of Transport O. M. No. 14-VB(1)/63, dated the 21st January, 1964].

#### **Recommendation (Serial No. 27) Para No. 53**

*The Committee feel that Government should have taken early decision in the matter of developing Meenambakam (Madras) airport so that the work for making the airport fit for operation of Boeings was not unduly delayed.*

#### **REPLY OF GOVERNMENT**

The observations have been noted. Boeing aircraft operations have commenced from the 2nd week of July, 1963.

[Ministry of Transport O. M. No. 14-VB(1)/63, dated the 21st January, 1964].

#### **Recommendation (Serial No. 28) Para No. 54**

*The Committee hope that an early decision will be taken in the matter of either developing the airport at Patna or building one in nearby Bhitia for operation of bigger type of aircraft like Viscounts.*

## REPLY OF GOVERNMENT

A decision has already been taken to develop the Patna aerodrome to make it suitable for operation by larger type of aircraft like Viscount and necessary sanction for the extension and strengthening of the runway, taxi-track and apron for the purpose was accorded in March 1963. The codal formalities are being completed and the work is expected to be commenced shortly.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 29) Para No. 55**

*The Committee would like to emphasise that the Civil Aviation Department should take necessary steps to ensure that the runways are kept free from hazards such as small pebbles, nuts, bolts etc. which are liable to be sucked in by jet engines.*

## REPLY OF GOVERNMENT

Noted

[Ministry of Transport O. M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 30) Para No. 56**

*The Committee hope that suitable lighting equipment would be provided at an early date at all major airports catering for night traffic.*

## REPLY OF GOVERNMENT

The recommendation has been noted.

[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 31) Para No. 57**

*The Committee would urge the Civil Aviation Department to analyse in detail the reasons for inordinate delays in the execution of projects for lighting of runways and taxi tracks at Nagpur and Santacruz so that lessons learnt therefrom can be applied with profit for speeding up the execution of future projects.*

## REPLY OF GOVERNMENT

The recommendation has been noted.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 32) Para No. 58**

*The Committee suggests that Civil Aviation Department should contact leading electrical industries both in public and private sectors for manufacturing as much of the runway lighting equipment indigenously as possible.*

**REPLY OF GOVERNMENT**

Every effort is being made to increase the indigenous manufacture of components by contacting leading electrical industries in the country so as to conserve foreign exchange. Hitherto, only two firms viz. M/s. Ama Limited and M/s. G.E.C. Limited, had shown interest in manufacture of the equipment but now two more firms viz. M/s. Philips and M/s. Siemens have also evinced interest. Detailed technical discussions to accelerate the tempo of indigenous production were held by the Director General of Supplies & Disposals. The meeting was also attended by representatives of the C.P.W.D. and Civil Aviation Department.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 33) Para No. 59**

*The Committee would urge the Civil Aviation Department to continuously study the advances which are being made in the lighting of runways and airports in advanced countries such as United States, France, West Germany and United Kingdom so that desirable features thereof can be adopted within the country.*

**REPLY OF GOVERNMENT**

The recommendation is accepted subject to the modification that in the adoption of the facilities, the Civil Aviation Department will be guided by the recommendations of the International Civil Aviation Organisation whose experts examine these advances before approval and incorporation in its reports.

[Ministry of Transport (Civil Aviation Wing), O. M. No. 14-VB (1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 34) Para No. 63**

(i) *The Committee are surprised that Government have taken more than two years to work out detailed proposals for giving effect to the recommendations for gearing up the fire fighting organisations at aerodromes. They note with concern that a Boeing aircraft was burnt at Santa Cruz on the 1st December, 1962.*

(ii) *The Committee would urge the Government to make up the deficiencies in fire fighting equipment and in training of fire fighting personnel at an early date. In particular, they recommend that fire fighting equipment at international airports should be brought up to the prescribed I.C.A.O. standard without loss of time as these airports are being used by large jet aircraft.*

#### REPLY OF GOVERNMENT

(i) Proposals for the reorganisation of Fire Fighting Organisation towards strengthening the services and improving the training for the personnel are under consideration.

(ii) The deficiencies of Fire Fighting equipment at the International Airports at Bombay, Calcutta and Madras have been partly made good by transferring such equipment to these airports from the less important aerodromes in the country. With a view to further augment the fire fighting equipment at International Airports the Director General of Civil Aviation has been authorised to purchase 13 Water Bowzers and 12 Crash Fire Tenders.

[Ministry of Transport (Transport Wing) O.M. No. 14-VB(1)/63, dated the 18th April, 1964]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

(i) *Action taken by Government on proposals for the reorganisation of Fire Fighting Organisation and for improving the training for the personnel may please be intimated.*

(ii) *It may please be confirmed that fire fighting equipment at International Airports has been brought upto the prescribed I.C.A.O. standard. It may also please be clarified, whether the fire fighting equipment at less important airports after transfer of some of its equipment to International Airports is adequate for meeting any emergency.*

[Lok Sabha Sectt. O.M. No. 5 (22) EC/63, dated the 13th October, 1964]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

(i) Certain tentative decision has been reached on the proposal for reorganisation of the Fire-fighting Services, with a view to strengthening the services and to improving the training of the personnel. It is expected that the outstanding points will be resolved and necessary orders issued in the near future.

(ii) With a view to augmenting the fire fighting equipment at International Airports, the DGCA has been authorised to purchase 19 more Crash Fire Tenders and 13 Water Bowzers. Efforts are also being made to acquire additional Crash Fire Tenders with a view to bringing the equipment at International and other important aerodromes to the standards recommended by the I.C.A.O. For reasons stated above, the fire fighting equipment at less important aerodromes is also not adequate.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63 dated the 25th February, 1965].

### Recommendation (Serial No. 35) Paras No. 65-67

(i) *The Committee learnt with concern the amount of revenue of Civil Aviation Department which remained outstanding at the end of the year 1961-62 was Rs. 25, 19, 644.97.*

#### REPLY OF GOVERNMENT.

Director General of Civil Aviation has reported that according to the present practice credit facilities are afforded to the two nationalised Corporations, foreign scheduled operators, and Flying Clubs in respect of payment of landing and housing charges. Due to this, one month's revenue remains outstanding on any date. In addition, due to procedural delays such as checking of bills, encashment of cheques etc. received from users, another month elapses before credit is given in respect of bills for each user, with the result that on an average two to three months arrears are reflected on any date.

The observations of the Committee have been noted. The present procedures regarding recovery of Government dues are being reviewed with a view to tightening up loose ends and making every effort to reduce the arrears to the minimum possible.

So far as the outstandings amounting to Rs. 25,19,644.97 are concerned, it may be stated that a sum of Rs. 18,43,336.01 has since been settled.

(ii) *The Committee note with regret that an amount of Rs. 8,08,227 has remained unrealised for more than three years by the Civil Aviation Department.*

## REPLY OF GOVERNMENT.

The amount of Rs. 8,08,228 which was outstanding for three years or more can be classified broadly as follows:—

- (1) Amounts which have been in dispute with three private companies which were nationalised.
- (2) Amounts comprising of dues from Central Government Departments and State Governments.
- (3) Amounts due from private parties against whom suits have been filed in courts.

Out of Rs. 8,08,228, a sum of Rs. 2,08,759 has since been settled. Action has been taken for realisation of the remaining dues.

(iii) *The Committee see no justification for extension of contracts to the caterers at Safdarjung and Dum Dum from time to time without making sure that they had paid all arrears of rent etc. If this elementary precaution had been taken, the arrears would not have accumulated.*

## REPLY OF GOVERNMENT.

The observations of the Committee have been noted. So far as the contract at Safdarjung is concerned, the contract was awarded to Davicos Restaurant by call of tenders for a period of 2 years from October, 1946 as it was considered that the tenderer was one of the leading caterers in New Delhi at that time. Security deposit was taken from the caterer. He paid substantial amount during the tenancy of the contract towards Govt. dues. The contract was extended on a monthly basis in the expectation that the contractor would pay up all Govt. dues. This did not materialise and the contract was, therefore, terminated on 30-4-1949.

A suit was filed for the recovery of the arrears but the dues could not be recovered as Shri Halim Jung, the proprietor of the Davicos Restaurant declared himself an insolvent. The present position, however, is that the suit which was formerly filed is being revived as it has come to knowledge that Shri Halim Jung has some assets.

In so far as the caterer at Dum Dum is concerned, Director General of Civil Aviation has reported that at the time when the contract was awarded for the second time, tenders were called and the tender of Shri Sahani was the highest. Shri Sahani had also cleared all Govt. dues for the previous term. Appropriate amount of security deposit was taken at the time of the initial award of the contract.

Shri Sahani had given a good account of himself and he was given extension of the contract in view of his good record during the previous term. It was during the second term that Shri Sahani defaulted and the amount could not be recovered as Shri Sahani absconded from Calcutta and in spite of the enquiries made by the Police his whereabouts could not be traced. The amount has since been written off as irrecoverable.

Director General of Civil Aviation has added that Security deposits are always taken at the time of award of contract.

*(iv) The Committee see no reason why Government could not make recoveries of arrears of rent due from the air companies out of compensation paid to them on nationalisation specially when the Government and Indian Airlines Corporation had been advised by the Civil Aviation Department of these dues well in advance of payment of compensation. They would urge the Government to go into the matter without delay so that these amounts are realised before they become irrecoverable.*

#### REPLY OF GOVERNMENT.

Of the four nationalised air companies from whom recovery of rent remained outstanding, three cases have since been settled and only one claim remains unadjusted in respect of dues from the Indian National Airways amounting to Rs. 1,95,674|7|4. A sum of Rs. 1,94,365|- had in fact been withheld from the compensation payable to the Indian National Airways by the Indian Airlines Corporation on account of the dues of the Director General of Civil Aviation. This amount, however, has not yet been paid to the Director General of Civil Aviation by the Indian Airlines Corporation for want of certain particulars in respect of the outstanding dues. This matter is being pursued vigorously and the Director General of Civil Aviation's dues will be settled shortly.

*(v) The Committee would suggest that following steps may be taken to ensure that arrears do not accumulate:*

- (i) Government should insist on security money from caterers and other users of the airport e.g. private air companies who are given accommodation on rent so that in case of default arrears can be made good from security money.*
- (ii) Rent should be made payable in advance and there should be provision for imposition of penalty, termination of lease, etc. if the arrears remain outstanding for more than say one month.*



- (iii) *A deterrent rate of interest may be levied on all payments which are not made by parties within the stipulated time.*

*The Committee expect that Government officials would take timely action to see that the dues are recovered promptly.*

**REPLY OF GOVERNMENT.**

(i) Except in the case of the two nationalised Air Corporations in whose case an exemption has been granted, security deposits from all the users of the Airports including the caterers are obtained before leases are granted or renewed in respect of rent.

(ii) & (iii) The recommendation is accepted and suitable provision will be made to this effect in all future lease agreements.

The observations of the Committee contained in the second para have been noted. In this connection it may be mentioned that under the Public Premises (Eviction of Unauthorised Occupants) Act, 1958, the Controllers of Aerodromes have been declared as Estate Officers and are empowered to take action for—

- (a) realisation of outstanding Govt. revenue as arrears of land revenue.
- (b) eviction of unauthorised occupants and realisation of damages as arrears of land revenue.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 18th April, 1964].

**Recommendation (Serial No. 36) Para No. 68**

*The Committee have no doubt that in finalising early the revised landing charges on the basis of proposals notified on the 21st November, 1962, Government would give due consideration to suggestions and objections, if any, received from affected persons, the extent of facilities provided in the country and the charges therefor as compared to charges levied for similar facilities in other countries.*

**REPLY OF GOVERNMENT.**

Accepted. The revised rates of landing and housing charges, after giving due consideration to the suggestions and objections received from the affected parties, were notified on the 6th September, 1963.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 37) Para No. 69**

*The Committee feel that the day is not far off when our important airports would have to effectively tackle problems of congestion. It is obvious that the enhanced facilities would call for a bigger outlay of capital expenditure and therefore the Govt. would have to think of taking steps to increase the revenue from airports by providing adequate facilities such as the following and levying suitable charges therefor:—*

- (i) *Shopping counters;*
- (ii) *Space for display of hoardings, advertisements etc.*
- (iii) *Facilities for keeping luggage at the airports by air passengers;*
- (iv) *Roof gardens; and*
- (v) *Car parks.*

**REPLY OF GOVERNMENT.**

The recommendation has been noted. The existing position in respect of the various facilities recommended is as follows:—

(i) *Shopping counters:* Shopping facilities are already available at all the international airports as well as some of the other important aerodromes. The need for augmenting and improving the facility is constantly under review.

(ii) *Space for display of hoardings, advertisements, etc.:* Facilities already exist for display of hoardings, advertisements etc. at the various international airports as well as other important aerodromes at prescribed rates which have been approved by the Government. The adequacy of the rates which were prescribed in 1948, was reviewed in 1950 and again in 1955. Another review of the rates is under consideration.

(iii) *Facilities for keeping luggage at airports:* In this connection, a reference is invited to the Committee's recommendation at serial No. 22 and Government's reply thereto.

(iv) *Roof gardens:* The Committee's recommendation has been noted. The question of providing such facilities will be kept in view while designing future terminal buildings at important aerodromes.

(v) *Car parks:* This question had been considered earlier but it was found that provision of such facilities and levy of charges therefor may present difficulties. For example, there are certain categories of visitors who will have to be exempt from payment of the prescribed fee and in any case the revenue derived may not be commensurate with the expenditure involved in bringing into force such an arrangement. In any case, the Committee's recommendation

has been noted and the question of providing parking space, on payment, is being examined with a view to introducing it as an experimental measure at one of the international airports.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 38) Para No. 70**

(i) *The Committee would like to mention that at certain airports like Paris and Copenhagen a surcharge is levied on fuel supplies for augmenting revenue for services rendered at the airport. The Government may like to examine the feasibility of levying such a charge on fuel to meet the expenses at major airports.*

(ii) *The Government may also examine the feasibility of levying passenger service charge for every passenger departing for abroad as per practice obtaining in Britain.*

(iii) *The Committee feel that it should be the endeavour of the Department to see that as far as possible the airports pay their way.*

**REPLY OF GOVERNMENT**

(i) The Aviation fuel is already heavily taxed in India. Indian Airlines Corporation spend nearly one-third of their total expenditure on fuel alone. The expenditure under this item would further increase as a result of the recent taxes imposed on fuel by certain States. Any additional levy on fuel would be reflected in the Air fares, which would be an undesirable development.

(ii) The question of levy of a tax on passengers and goods carried by air was examined earlier in 1956. It was then held that the repercussions as a result of the imposition of a tax of this nature on passengers, would far outweigh the advantage which might accrue from it. The matter is now being examined afresh in the light of the practice obtaining in other major countries.

(iii) Noted.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22) EC/63, dated the 13th October, 1964].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

It has been decided that there is no justification at present for levying the passenger service charge since the standard of amend-

ties and facilities now provided, does not compare with those obtaining in countries where such charges are levied. The position will be reviewed after improvements to the four international airports, now on hand, are effected.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 31st August, 1965].

**Recommendation (Serial No. 39) Para No. 71**

*The Committee are constrained to observe that the Government have taken more than 14 years to adopt the I.C.A.O. standards in a vital matter like the licensing of pilots etc. and that there has been inordinate delay at various levels in dealing with the matter. They would commend to the Department preparation of an analytical case study to bring out various factors responsible for the delay so that lessons may be profitably applied for streamlining the procedure in future.*

**REPLY OF GOVERNMENT**

Necessary analytical study of the case is being made as desired.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 40) Para No. 72**

*As a Controller of Aerodromes is required to inspect each aerodrome in his region at least once a year, the Committee would urge the Department to see that the rule is adhered to in practice.*

**REPLY OF GOVERNMENT**

Necessary instructions have been issued by the Director General of Civil Aviation to the Controllers of Aerodromes in this regard.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 41) Para No. 74**

*The Committee hope that earnest efforts will be made to adhere to the programme of development envisaged for the Aeronautical Communication Organisation during the Third Plan.*

**REPLY OF GOVERNMENT**

Noted. Every effort will be made to adhere to the programme envisaged in the Third Five Year Plan subject to the availability of

foreign exchange and the capacity of the Bharat Electronics Ltd. to supply equipment which are to be obtained from them.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964]

#### Recommendation (Serial No. 42) Para No. 79

*The Committee cannot too strongly emphasise the need for making redoubled efforts to develop indigenous sources for manufacture of the communication equipment in the Bharat Electronics Ltd., and elsewhere so as to reduce the drain on foreign exchange as far as practicable. They would also urge that the Civil Aviation Department and Indian Air Force may by mutual agreement standardise as far as possible, communication equipment so that the difficulty expressed by the Bharat Electronics Ltd. of undertaking manufacture of specialised items of equipment in small quantities is eliminated.*

#### REPLY OF GOVERNMENT

The Radio and Cable Board had recently considered the observations made by the Estimates Committee and remitted the matter to its concerned sub-committee to examine in detail how far it was feasible to club the technical requirements of the Civil Aviation Department and the Indian Air Force, for common electronic equipment used in the two services.

[Ministry of erstwhile Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63 dated the 13th October, 1964]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

The Radio and Cable Board had considered the observations made by the Estimates Committee. The suggestion meant to club the requirements of the Civil Aviation Department and the Indian Air Force for common electronics equipment used in the two services was considered impracticable by the Board. This arose out of the very stringent requirements of the Defence Services and the consequent appreciation of production costs which would be an economic penalty on civilian Departments such as Civil Aviation Department if common equipment were to be evolved.

However, the matter was remitted to the concerned committee of the Board for further examination. The concerned Committee has discussed how far it is possible to club the technical requirements of the two services for common electronic equipment, particularly ground equipment used by them. The representatives of Air Force, Civil Aviation Department and Bharat Electronics Ltd. took part in the discussion. B.E.L. is collecting all details of the difficulty experienced by them in this regard. The information still awaited from them. The question will be settled as soon as the information is supplied by Bharat Electronics Limited.

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22)/ECII/63, dated the 25th July, 1966]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The representatives of the Air Force and the Civil Aviation Department (C.A.D.), meeting under the auspices of the Radio and Cable Board, drew up the following list of equipments of common interest to the Air Force and the C.A.D.

*List of communication equipment required by Civil Aviation Department and Air Force.*

1. M. F. Beacon transmitter 300 W (Dual).
2. M. F. Beacon transmitter 100 W (Dual).
3. Very High Frequency Direction Finder (VHF/DF).
4. Instrument Landing System (ILS).
5. Distance Measuring Equipment (DME).
6. High Power Surveillance Radar (ARSR).
7. Secondary Surveillance Radar (SSR).
8. Air Field Control Radar.
9. Airport Surface Detection Equipment (ASDE).
10. Ground Control Approach System (GCA).
11. VHF Fan Marker.
12. Extended Range VHF R/T Equipment (Dual) with 1 KW  
TX.
13. HF Transmitters 1 KW.

14. HF Transmitter 300-500 W.
15. HF Transmitter 50-100 W.
16. H. F. Receivers.
17. SSB Transmitter 50-100 W.
18. SSB Transmitter 300-500 W.
19. ISB Transmitters 3 KW. }  
1SB Transmitters 5 KW.
20. SSB/ISB Receivers.
21. BHF Transmitter (50 W) VHF Receivers.
22. Tele-type Receiving Terminal Equipment.
23. Frequency Shift Keying Units.
24. Radar Simulator.
25. Teletalk Equipment.
26. Automatic Speech Recorder (7 channel)
27. Automatic Speech Recorder (20 channel).
28. VHF/UHF Links (Multi-channel).

2. The year-wise requirements of these equipments are stated to have been made known to the Bharat Electronics Limited by the concerned Departments.

3. Consequent upon the abolition of the Radio and Cable Board, the subject of coordination of requirements and manufacture of electronic equipment for Defence as well as for Civil is presently under the charge of the Ministry of Defence (Department of Defence Supplies). In regard to the list of equipment common to the Civil Aviation Department and Air Force, production has been established in Bharat Electronics Limited for most of the communication equipment, including high and medium power transmitters and development projects have been undertaken to meet the requirements of certain additional equipment such as Single Side Band Equipment. In order to meet the requirements of Defence and also to cater for the Civil needs, it has been decided to increase the production capacity of Bharat Electronics Limited to Rs. 20 crores per annum before the end of the 4th Five Year Plan period. Simultaneously, it has been decided to set up a new factory for the manufacture of radar and microwave communication equipment so that high power surveillance radar, secondary radars, control radars and UHF Links can be indigenously manufactured. For the increase in

the capacity and the establishment of a new factory, Bharat Electronics Limited have been directed to prepare detailed project reports for consideration.

[Ministry of Transport and Aviation (Deptt. of Aviation and Tourism) O.M. No. 14-VB(1)/63, dated the 21st November, 1966].

**Recommendation (Serial No. 43) Para No. 82**

*The Committee hope that both Indian Air Force and Civil Aviation Department would fully cooperate with each other so that the airways control may be established as early as possible.*

**REPLY OF GOVERNMENT**

Noted. This entails provision of additional navigational aids, equipment etc. involving considerable expenditure in foreign exchange. Necessary plans have been formulated. The Airways can be established only after the requisite navigational aids etc. have been installed.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 44) Para No. 83**

*The Committee suggest that the radius of the control zone at all the international airports in India may be increased suitably so as to provide effective control for jet aircraft entering into and out of terminals.*

**REPLY OF GOVERNMENT**

Accepted, in principle. Necessary plans for Santa Cruz, Palam and Dum Dum have been drawn up. These will be implemented in stages as soon as the requisite navigational aids have been installed.

The question of preparation of a plan for Madras airport will be taken up when high traffic density conditions prevail at this airport.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964]



**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state the present position regarding the plan to increase the radius of the control zone suitably so as to provide effective control for jet aircraft entering into and out of terminals at the Madras airport.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 24th June, 1967].

**REPLY OF GOVERNMENT**

Extension of the present lateral limits of controlled air space around Madras to cover climb and descent of jet aircraft in and out of Madras airport is dependent on the route structure, which has to be modified to meet certain defence requirements. The proposals for realignment of routes to and from Madras have been received recently from Air Headquarters and are now under examination of the Civil Aviation Department.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63, dated the 18th July, 1967].

**Recommendation (Serial No. 45) Para No. 84**

*The Committee hope that in the light of experience gained of the equipment for providing static free VHF air ground facilities and in close co-ordination with the Airlines Corporation, the Civil Aviation Department would extend such air ground communication facilities to routes other than Bombay-Calcutta and Bombay-Delhi so that maximum efficiency and economy consistent with safety can be achieved.*

**REPLY OF GOVERNMENT**

Action has already been taken to order extended range VHF equipment for air/ground communication to cover navigational routes also. It is hoped to cover the following routes as soon as the requirement is received:

1. Bombay-Delhi
2. Delhi-Calcutta
3. Bombay-Calcutta
4. Calcutta-Karachi

Based on the experience gained on the working of these facilities on the above routes, the question of extending the facility to

other routes, as well as covering any gaps on these routes will be examined.

[Ministry of Transport O.M. No. 14-VB(1)/63 dated the 21st January, 1964]

**Recommendation (Serial No. 46) Para No. 85**

(i) *The Committee hope that radar facilities at Palam and Meenam'bakam will be provided early.*

(ii) *They also suggest that the question of manning the radar services at Bombay (Santa Cruz) and Calcutta (Dum Dum) for 24 hours at least during the monsoons in the interest of safety may be examined.*

**REPLY OF GOVERNMENT**

A radar has been installed at the Meenam'bakam airport.

As regards Palam, consequent on the decision to develop the airport as an International airport, the details of the various facilities to be provided including provision of radars, is under examination.

(ii) The suggestion has been accepted and implemented.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 47) Para No. 86**

*The Committee recommend that the installation of Precision Approach Radars at Santa Cruz and Dum Dum be pursued with the suppliers so that the Radars are put to effective use at these international airports without avoidable delay.*

**REPLY OF GOVERNMENT**

The sites and building designs for the Precision Approach Radar for Bombay (Santa Cruz) and Calcutta (Dum Dum) have been finalised in collaboration with the manufacturers and the Federal Aviation Agency (FAA), U.S.A. The estimates for the buildings and the other associated works are under preparation. The equipment is already available at the site and every effort will be made to complete the installation without delay.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63 dated the 21st January, 1964]

**Recommendation (Serial No. 48) Para No. 88**

*The Committee are constrained to note that India has not been able to conform to the time prescribed by I.C.A.O. for the despatch and receipt of messages even after lapse of five years. They urge that the Civil Aviation Department should draw up a planned programme to speed up transmission of messages.*

**REPLY OF GOVERNMENT**

The recommendations of the Estimates Committee have been accepted. The Civil Aviation Department has drawn up a programme for the speeding up of messages. The implementation of the programme will depend on the availability of foreign exchange and equipment.

[Ministry of Transport O.M. No. 14-VB(1)/63 dated the 21st January, 1964.]

**Recommendation (Serial No. 50) Para No. 90**

*The Committee suggest that the feasibility of evolving a scheme for training of airline announcers through All India Radio may be examined in consultation with the Air Corporations.*

**REPLY OF GOVERNMENT**

The recommendation of the Committee has been noted and the Indian Airlines Corporation are taking suitable action in this regard.

[Ministry of Transport (Transport Wing) O.M. No. 14-VB(1)/63 dated the 18th April, 1964.]

**Recommendation (Serial No. 51) Para No. 99**

*The Committee have no doubt that Government would take such action as is necessary to eliminate delays, if any, in the overhaul of aircraft belonging to Indian Airlines Corporation.*

**REPLY OF GOVERNMENT**

The recommendations of the Estimates Committee have been noted both by the Civil Aviation Department and by the Indian Airlines Corporation. Every effort will be made to keep the time taken for stage inspection to the absolute minimum necessary. In this connection, it may be mentioned that the services of an expert from Aus-

tralia were obtained with a view to rationalising the Inspection procedures. The expert has already submitted a report which is under examination.

[Ministry of Transport O.M. No. 14-VB(1)/63 dated the 18th April, 1964.]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Action taken by Government on the report submitted by the Australian Expert to eliminate delays in the overhaul of aircraft belonging to Indian Airlines Corporation may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22) EC/63, dated the 13th October, 1964].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The comments of the Civil Aviation Department on the recommendations made in the Report submitted by the Australian Expert have been received and are under examination.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 25th February, 1965].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22) ECII/63 dated the 25th July, 1966].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The recommendations made in the Report submitted by the Australian Expert have been accepted in principle and have to be implemented in a phased programme, alongwith the recommendations of the Kathju Committee regarding engineering organisation of the two Corporations.

[Ministry of Transport and Aviation O.M. No. 14-VB(1)/63 dated the 15th September, 1966.]

**Recommendation (Serial No. 52) Para No. 101**

*The Committee are not convinced that a discussion could not be held for several months between the Aeronautical Inspection Department and the Chief Inspector of Indian Airlines Corporation for approval of extension of major inspection period of Viscount aircraft specially when it has been stated by the Civil Aviation Department*

that "it is a common practice with our field officers to discuss subject verbally in the initial stages with the Chief Inspector and his staff whom they meet daily in the course of their normal inspections in the hangar". They are also not convinced by the arguments advanced by the Aeronautical Inspection Department for not sending a written reply to a letter which the Indian Airlines Corporation had followed up by ten reminders. They recommend that the matter may be looked into and appropriate action taken so that such gross delays do not recur and the letters from the Corporation are dealt with in a business-like manner.

#### REPLY OF GOVERNMENT

The matter has been investigated. It appears that when the proposal was first made by Indian Airlines Corporation on the 23rd January, 1962, it was lacking in vital details necessary for evaluating life development programme. The matter was discussed with the officers concerned in Indian Airlines Corporation and they were advised to submit necessary data. After this data was produced by Indian Airlines Corporation, the extension of maintenance checks was ultimately given on 1st June, 1963. During the intervening period, certain references were sent by IAC, but until 28th August, 1962 they were not informed in writing, that extension could not be given, even though they had been told verbally that their request for extension of schedules, overhaul period, etc. would not be considered unless the same was accompanied by complete data and full technical justification.

2. In order to ensure that similar delays in replying to the letters from the Corporation do not take place, the Director General of Civil Aviation has issued specified instructions to the Officers in-Charge of the Aeronautical Inspection Offices to ensure that reminders, as and when received from the Corporation and other parties, should be dealt with by them personally and promptly.

[Ministry of Transport O.M. No. 14-VB(1)/63 dated the 20th May, 1964.]

#### Recommendation (Serial No. 53) Para No. 102

As improvement in procedure of inspection would make for better utilisation of aircraft and earning of additional revenue, the Committee feel that the matter deserves serious consideration. They recommend that Government should appoint an expert committee to go into the whole question of re-organisation and rationalisation of the

*functions of the Aeronautical Inspection Department after taking into account the developments in turbo-prop and turbo-jet aircraft, the practice followed in other countries, the standard of maintenance achieved by the Corporations, the need for reorganisation of the Corporation's Inspectorates so as to take them out of the influence of production head, etc.*

**Recommendation (Serial No. 54) Para No. 104**

*The Committee suggest that the Expert Committee referred to earlier may also go into the problem of investigation of failed parts and prescribe a suitable procedure therefor.*

**REPLY OF GOVERNMENT**

Mr. Peter S. Langford, Assistant Director General of Civil Aviation (Airworthiness), Government of Australia, was appointed as a One-Member Expert Committee in August, 1963 to examine the question of re-organisation and rationalisation of the functions of the Aeronautical Inspection Directorate of the Civil Aviation Department, and to make suitable recommendations to Government in that regard. The detailed terms of reference to him are attached. (Appendix VI) Mr. Langford has submitted his report, which is under examination.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Action taken by the Government on the Report of the Australian Expert on the re-organisation and rationalisation of the functions of the Aeronautical Directorate of the Civil Aviation Department may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th October, 1964].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The comments of the Director General, Civil Aviation, on the recommendations made in the Langford Committee Report have been received and these are being examined by Government.

[Ministry of Civil Aviation, O.M. No. 14-VB (1)/63, dated the 30th January, 1965].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. letter No. 5(22)ECII/63, dated the 25th July, 1966].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

Out of the 103 recommendations made by the Australian Expert, Mr. Peter S. Langford, 98 were accepted by Government and 25 of these have since been implemented. A phased programme is being followed in regard to the implementation of the remaining recommendations.

[Ministry of Transport & Aviation (Deptt. of Aviation), O.M. No. 14-VB (1)/63, dated the 15th September, 1966].

**Recommendation (Serial No. 55) Para No. 105.**

*The Committee suggest that before a new type of aircraft is introduced by an operator, the concerned inspection staff of the Department should be given proper training and necessary directions in the mechanism of the new type so as to ensure effective inspection.*

**REPLY OF GOVERNMENT**

The suggestion has been noted.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 56) Para No. 106**

*The Committee are not convinced by the reasons advanced for the inordinate delay of four years in sending the first batch of Inspection Officers for Refresher Training. They suggest that the executive machinery should be tightened up so that there is no delay in implementing a scheme after it is approved.*

**REPLY OF GOVERNMENT**

The suggestion has been noted.

[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 57) Para No. 108**

*The Committee feel that the feasibility of providing weigh bridges at important airports which are used by non-scheduled operators may be considered. They would also urge that checking for overweight at airports, particularly those which are used by non-scheduled operators, should be tightened up.*

**REPLY OF GOVERNMENT**

Operations of non-scheduled operators are mainly confined to the Bengal and Assam areas. There are about 15 important aerodromes in these areas. These operations are expected to decrease gradually with the implementation of the planned improvement in the rail and road communications in the Eastern Region of the country. In the circumstances the provision of weighing scales at these aerodromes is not considered absolutely necessary, particularly as it entails high recurring expenditure as well as sizeable expenditure in foreign exchange.

[Ministry of Transport (Transport Wing) O.M. No. 14-VB(1)/63, dated the 25th June, 1964].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*It may please be clarified how in the absence of weighing scales check is exercised by the Civil Aviation Department to ensure that the maximum total weight authorised for an aircraft of non-scheduled operators in its certificate of Air-worthiness is not exceeded.*

[Lok Sabha Sectt. O.M. No. 5(22) EC/63, dated the 13th October, 1964].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

A weigh bridge capable of accurately weighing the fully loaded aircraft is provided only at Dum Dum Airport. However, small



weighing scales are invariably available with the Aerodrome Officer or the Operator to weigh the passengers, luggage and freight.

The officer examines the load sheet and manifests and compares the entries therein with the weight figures obtained by him, by physically weighing some or all passengers, luggage and freight. The weight of fuel in the tanks is calculated from readings on fuel gauges as well as by physical check of the tank contents by dip sticks. The weight of the empty aircraft and its equipment is taken from the certificate of Airworthiness of the aircraft which is carried on board. The total weight of the loaded aircraft is thus computed from the above data.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 31st August, 1965]

#### Recommendation (Serial No. 58) Para No. 113

*The Estimates Committee feel that Government should review at an early date the whole position regarding the training of civil pilots keeping in view the requirements of emergency, recommendations made in their Thirteenth Report (February, 1963) and recommendations made by Narayanaswami Committee.*

#### REPLY OF GOVERNMENT

The matter is under examination of Government in consultation with the Director General of Civil Aviation.

[Ministry of Transport (Transport Wing) O.M. No. 14-VB (1)/63, dated the 20th May, 1964]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(20)/EC/63, dated the 13th October, 1964]

#### REPLY OF GOVERNMENT

A scheme has been formulated for the training of Commercial Pilots for which there is urgent demand from the two Corporations (Indian Airlines and Air India). Under this scheme, selection of candidates will be made from amongst those who have flown 150 hrs. solo flying, or more. The selected candidates will undergo a course which includes comprehensive training on single-engined aircraft. The ground and link training will be carried out at the Central training Establishment at Begumpet and, if necessary, by Air India at Bombay. The flying training will be carried out at Flying Clubs specially selected and approved for this purpose. On completion of their training, it is likely that many of them would be able to get

employment with the Indian Airlines Corporation.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63, dated the 30th January, 1965].

**Recommendation (Serial No. 59) Para No. 117**

*The Committee need hardly stress the desirability of Government strictly complying with the instructions contained in the Department of Parliamentary Affairs Office Memorandum No. 119 (L)/57-P.A., dated the 25th June, 1957, on the subject of "Appointment by Government of Committees to consider matters already under examination by a Committee of Parliament" so that the instructions contained therein are not contravened in future.*

**REPLY OF GOVERNMENT**

The observations made by the Committee have been noted.

[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 60) Para No. 120**

*The Committee feel that the administrative inspection of flying clubs should be done atleast once every year so that irregularities which are brought to notice are tackled without loss of time.*

**REPLY OF GOVERNMENT**

Accepted. The Director General of Civil Aviation has been directed to do the inspection of the Flying Clubs annually.

[Ministry of Transport (Transport Wing), Office Memorandum No. 14-VB (1)/63, dated the 20th May, 1964].

**Recommendation (Serial No. 61) Para No. 126**

(i) *The Estimates Committee cannot appreciate the delay of one year in taking action on serious irregularities noticed in the working of Bengal Flying Club. They do not see any reason as to why an enquiry was not held soon after receipt of a copy of letter dated the 1st April, 1960 from a member of the Club which contained specific charges of mis-appropriation of petrol and manipulation of flying hours, etc.*

(ii) *The Committee would like to stress that the local representative of the Civil Aviation Department on the flying clubs should act with vigilance to see that malpractices are not indulged in by the Club. It is not enough that he should merely forward minutes of the executive committee meetings, etc. of the Club. In fact, it should be his duty to suggest concrete line of action when there is reason to believe that malpractices are being indulged in and that the affairs of the Club are not being properly managed. The Committee would like to emphasise that prompt action should be taken when irregularities in the working of Flying Clubs come to the notice of the authorities.*

#### REPLY OF GOVERNMENT

(i) Noted.

(ii) The views expressed by the Committee have been noted and necessary action is being taken.

[Ministry of Transport Office Memorandum No. 14-VB(1)/63, dated the 21st January, 1964]

#### Recommendation (Serial No. 62) Paras No. 127 and 128

*The Committee recommend that Government may at an early date standardise a trainer aircraft for the use of Flying Clubs, in consultation with Hindustan Aircraft Limited and Indian Air Force, as it would lead to considerable saving in the annual recurring expenditure.*

#### REPLY OF GOVERNMENT

Accepted, in principle. The design work for the proposed aircraft has been undertaken by the Technical Centre of the Civil Aviation Department. The development of the prototype is likely to take more than 2 years.

[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].

#### Recommendation (S. No. 63) Para No. 130

*The Committee find that a large number of aircraft of flying clubs remain unserviceable. They feel that the Civil Aviation Department should actively help the flying clubs in getting spare parts at reasonable rates.*

**REPLY OF GOVERNMENT**

Accepted. Director General of Civil Aviation has been asked to take necessary steps in this direction.

*[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].*

**Recommendation (Serial No. 64) Para No. 131**

*The Committee recommend that Civil Aviation Department should streamline the procedure of granting certificates of air-worthiness so that delays are eliminated.*

**REPLY OF GOVERNMENT**

Accepted in principle. The Director General of Civil Aviation is taking suitable steps in this direction.

*[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].*

**Recommendation (Serial No. 65) Para No. 132**

*The Committee are in agreement with Narayanaswami Committee that "for the future, immediate steps should be taken to train as many Pilot Instructors as possible considering the number of Clubs existing at present and the number that is likely to be started in future." The Estimates Committee also suggest that a scheme should be worked out and implemented early to impart refresher courses to flying instructors.*

**REPLY OF GOVERNMENT**

Both these recommendations are accepted in principle. Training schemes have already been evolved, whereby training of Flying Instructors is in progress at a few Flying Clubs. Provision of refresher courses to Flying Instructors is not possible immediately, owing to pre-occupation of the Clubs with the commitment of training of cadets for the Indian Air Force. This, however, is kept in view and refresher courses will be arranged, in due course.

*[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].*

**Recommendation (Serial No. 66) Para No. 134**

*The Committee recommend that the Civil Aviation Department should take effective steps to popularise gliding by adopting such measures as (i) observing club days for arranging demonstration flights; (ii) giving publicity to facilities available in the clubs in the universities and colleges.*

**REPLY OF GOVERNMENT**

Accepted in principle. The Director General of Civil Aviation has been requested to take necessary steps in this direction.

*[Ministry of Transport Office Memorandum No. 14-VB (1)/63 dated the 21st January, 1964].*

**Recommendation (Serial No. 67) Para No. 137**

*The Committee hope that indigenous manufacture of winches will be soon taken up.*

**REPLY OF GOVERNMENT**

This recommendation has been accepted and necessary steps are being taken in this direction to ensure that future requirements of winches are obtainable, as far as possible, from indigenous sources.

*[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].*

**Recommendation (Serial No. 68) Para No. 138**

*Pending the manufacture of cables within the country, the Committee would suggest that the Civil Aviation Department should ensure that this essential item of consumable stores is supplied to the Gliding Clubs at reasonable rates.*

**REPLY OF GOVERNMENT**

Accepted. Director General of Civil Aviation has been requested to take necessary steps in this direction.

*[Ministry of Transport (Civil Aviation Wing), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].*

**Recommendation (Serial No. 70) Para No. 143**

*The Committee are glad to note that Air India have already standardised their aircraft to one type namely Boeings. The Committee recommend that Government may examine the feasibility of*

*standardising aircraft for air services, within the country also and suggest that having regard to the various requirements there should be not more than three types so as to achieve maximum economy and efficiency.*

REPLY OF GOVERNMENT

The Committee's recommendation is accepted, in principle, and will be kept in view while drawing up the future re-equipment programme of the Indian Airlines Corporation.

[Ministry of Transport (Transport Wing), Office Memorandum No. 14-VB (1)/63, dated the 18th April, 1964].

**Recommendation (Serial No. 71) Para No. 144**

*The Committee have no doubt that Government would satisfy itself fully about the payload capacity, operating cost etc. of Avro-748 before undertaking its manufacture for commercial use in the country.*

REPLY OF GOVERNMENT

The Indian Airlines Corporation would go in for Avro 748 aircraft for use on their regional routes as soon as the aircraft is available for commercial operations. The Corporation is considering the question of number of aircraft to be purchased by them.

[Ministry of Transport (Transport Wing), Office Memorandum No. 14-VB (1)/63, dated the 18th April, 1964].

**Recommendation (Serial No. 73) Para No. 148**

*The Committee feel that prompt decision and follow up action should invariably be taken on recommendations made by the Accident Investigation Section so as to avoid recurrence of such accidents.*

REPLY OF GOVERNMENT

Noted for compliance.

[Ministry of Transport Office Memorandum No. 14-VB(1)/63 dated the 21st January, 1964]

**Recommendation (Serial No. 74) Para No. 149**

*The Committee are constrained to note that Air Safety Circulars, which contain an analysis of accidents and a section on general*

safety precautions, were not issued during the years 1960 and 1961 on the ground that officers of the Accident Investigation Section had been deputed for training abroad or were too busy with the investigation of accidents to bring out the Circulars. The Committee are unable to appreciate reasons for suspending issue of Air Safety Circulars for two years and consider that such Circulars, which constitute an effective means of educating the aircraft operators, in safety precautions should be issued regularly.

#### REPLY OF GOVERNMENT

Noted. The publication of Air Safety Circulars has already been resumed.

[Ministry of Transport Office Memorandum No. 14-VB(1)/63 dated the 21st January, 1964]

#### Recommendation (Serial No. 76) Para No. 152

The Committee recommend that the representatives of the Ministry of Transport and Communications, Civil Aviation Department and the Director General, Supplies and Disposals may jointly go into the question of streamlining the procedure and expediting the procurement of equipment required by the Civil Aviation Department.

#### REPLY OF GOVERNMENT

Noted. The Director General of Civil Aviation has already initiated discussions with the Director General of Supplies and Disposals for streamlining the procedure.

[Ministry of Transport (Civil Aviation), Office Memorandum No. 14-VB (1)/63, dated the 21st January, 1964].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Action taken by the Government to streamline the procedure and expediting the procurement of equipment required by the Civil Aviation Department as a result of discussions held by the Director General of Civil Aviation with the Director General of Supplies and Disposals may please be intimated.

[Lok Sabha Sectt. O.M. No. 5(22)EC/63 dated the 13th October, 1964]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

In pursuance of the recommendation of the Estimates Committee, discussions were held between the representatives of the Civil Aviation Department and the Director General of Supplies and Disposals.

for streamlining the procedure and expediting the procurement of equipment required by the Civil Aviation Department. As a result of these discussions, it has been decided to effect certain procedural changes. It is expected that with the revised procedure there will be improvement in the processing of indents by the Director General of Supplies and Disposals.

[Ministry of Transport and Aviation (Department of Aviation)  
O. M. No. 14-VB (1)/63 dated the 23rd March, 1966]

#### Recommendation (Serial No. 77) Para No. 153

*The Committee suggest that the feasibility of appointing a Standing Committee consisting of the representatives from the various interested organisations including the Ministry of Defence, the Hindustan Aircraft Limited, the Indian Airlines Corporation, the Air India and the Director General, Civil Aviation may be examined so that there is proper co-ordination and the requirements of spare parts are met as far as possible from indigenous sources.*

#### REPLY OF GOVERNMENT

Government are in agreement with the recommendation of the Committee for the constitution of a Standing Committee consisting of representatives from the various interested organisations. Steps are being taken to constitute such a Committee.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 24th August, 1965]

#### Recommendation (Serial No. 78) Para No. 154

*The representative of the Department stated that under P. W. System of accounting followed by the Civil Aviation Department, payments were made by cheques and not in cash. It was added that as cheques were not readily acceptable to electrical authorities and private firms at out-stations, the delay in payment deprived the Department of the benefit of rebate which it would have otherwise been entitled to. Payments are now stated to be made in cash or by demand drafts. The Committee would like the Department to ensure that payments in all such cases are made expeditiously so that the Government do not lose the rebate.*

#### REPLY OF GOVERNMENT

With the introduction of the Public Works System of accounting from 1st April, 1959, there were some cases of loss of rebate on bills



for the supply of electricity, etc. This was due to the non-acceptance by the electric companies of the cheques issued by some of the Divisional Officers in this Department towards the payment of the bills. However, after some time and as the Divisional Officers became familiar with the working of the new system, payments to parties, who were reluctant to accept cheques, were made by the Reserve Bank of India Demand Drafts, and since then there has hardly been any case of loss of rebate.

Fresh instructions have however been issued by Director General of Civil Aviation to all his Divisional Officers, as recommended by the Estimates Committee, to take immediate steps to ensure that there is no loss of rebate of any kind.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63 dated the 21st January, 1964]

#### **Recommendation (Serial No. 79) Para No. 155**

The Committee regret that the compilation and publication of annual reports of a Department which deals with the fastest means of communication should be delayed for several years. They suggest that if the reports are to serve any useful purpose, they should be brought out in time. They recommend that a time limit may be prescribed for compilation of the annual report of the Department, say six months after the close of the year and steps may be taken to see that the reports are published expeditiously.

#### **REPLY OF GOVERNMENT**

The need for expeditious publication of the annual reports is accepted. It has been decided that the annual reports of the Civil Aviation Department should be compiled as far as possible in about six months after the close of the year.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964]

#### **FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

Please furnish copies of the two latest Annual Reports published by the Civil Aviation Department together with their dates of publication.

[Lok Sabha Secretariat Office Memorandum No. 5(22)EC/63, dated the 13th October, 1964]

2531 (Aii) LS-4

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

A copy each of the Reports on the Progress of Civil Aviation in India for the years 1961 and 1962 are sent herewith.\* These Reports were published in December, 1964.

*[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 25th February, 1965]*

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\*Not reproduced.

## CHAPTER III

### RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLY

#### Recommendation (Serial No. 4) Para No. 13(i)

*The committee are unable to appreciate the reasons advanced for holding up action on the Report of the Deputy Secretary (O and M Officer of the Ministry) when his findings were clear and specific and the object of undertaking the study admittedly was 'to achieve quick results' and 'reduce the number of stages through which work passed'. The Committee feel that had prompt action been taken on the Report, it would have resulted not only in economy but also improved efficiency by reducing the number of stages through which work passed.*

#### REPLY OF GOVERNMENT

Action on the recommendations of the Deputy Secretary (O & M Officer of the Ministry) was initiated soon after the preparation of the Report. The Report was scrutinised in the Civil Aviation Department and as a result thereof the post of Assistant Director, Air Transport, was downgraded to that of Aerodrome Officer (Operations) (from Class I Senior Scale to Class I Junior Scale), one post of Senior Communication Officer was transferred from the headquarters to a subordinate office, while the post of Operations Officer in the Information and Regulations Directorate was abolished. As regards the recommendations relating to the reduction in the number of stages through which work passed these could not be implemented in full because of the technical nature of the structure and hierarchy of the Civil Aviation Department. It may be observed that the Civil Aviation Department being essentially a technical one, level jumping could not be introduced straightaway on the scale recommended by the Deputy Secretary (O & M Officer), as each officer through whom the case passes, is expected to make a definite contribution based on his technical knowledge and experience. Since the introduction of level jumping required a very

elaborate study of the Civil Aviation Department, this problem was left to be work-studied by the Special Reorganisation Unit who had by then undertaken the study of the Department.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB (1)/63, dated the 21st January, 1964]

**Recommendation (Serial No. 4) Para 13(ii)**

*The Committee hope that the SRU studies will be completed at an early date and that the Government would lose no time in taking prompt action with a view to rationalise the system of work in the Civil Aviation Department and to effect economy.*

**REPLY OF GOVERNMENT**

The Special Reorganisation Unit have since submitted its preliminary report and the comments of the Civil Aviation Department on the Report of the various Directorates are in process of finalisation after discussion with the SRU.

[Ministry of Transport O.M. No. 14-VB (1)/63, dated the 21st January, 1964]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Action taken by Government on the report of the Special Reorganisation Unit may please be intimated.*

[Lok Sabha Secretariat Office Memorandum No. 5 (22) EC/63, dated the 13th October, 1964]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The matter is still under consideration in consultation with the Director General of Civil Aviation.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63, dated the 31st August, 1965]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state the action taken on the Report of the Special Reorganisation Unit.*

[Lok Sabha Sectt. O.M. No. 5 (22) EC/63, dated the 10th March, 1967]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The recommendations of the Staff Reorganisation Unit, which carried out work-study in the Headquarters office of the Director General of Civil Aviation in 1963 have become obsolete, as between then and now there have been far reaching developments in the Department of Civil Aviation and the responsibilities and activities of the Department have multiplied manifold. The Staff Inspection Unit, Ministry of Finance, has therefore, been requested to draw up a programme for a *de novo* study.

[*Ministry of Tourism and Civil Aviation O.M. No. 14-VB (1) /63, dated 16-6-67*]

**COMMENTS OF THE COMMITTEE**

The Committee are constrained to observe that the Ministry did not take prompt action on the recommendations of the Staff Reorganisation Unit as suggested by them in para. 13 of their Report. If the Government had implemented the recommendations of SRU in time, they would not have become obsolete by now, necessitating a further examination of the Department. In any case, the Committee do not find any justification for the delay in implementing their earlier recommendations.

**Recommendation (Serial No. 16) Para No. 38**

*The Committee feel that if consultations regarding construction of terminal building at Santa Cruz had been held right in the beginning with the airlines who were principally going to use the airport it would have made for the better designing of the building, which would have rendered satisfactory service to the travelling public. The Committee recommend that in designing new buildings and runways at important airports Government should consult the airlines and where necessary Indian Air Force before finalising the designs. In fact, it may be useful to have a small consultative committee consisting of the leading users of the airport so that continuous consultation was possible even during the period of construction for settling details which would enhance the utility of the building.*

**REPLY OF GOVERNMENT**

The terminal building at Santa Cruz airport was planned in 1948 on the lines of similar buildings constructed at international airports in other countries. All the available expert opinion, including,

international airlines operators, fuelling companies and other interested organisations was taken into account while framing the development plan of Santa Cruz airport and its terminal building.

At the time the Santa Cruz terminal building was planned, its designers looked 10 years ahead. During its construction frequent meetings were held with Airline Operators and other users of the building in order to ensure the best utilisation of the building.

While planning the construction of Terminal Buildings at international airports, operating companies, Customs, Health and Immigration authorities are invariably consulted. Questions of common interest are discussed in meetings and conferences which are periodically held by the Director General of Civil Aviation.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-VB(1)/63, dated 21st January, 1964]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Action taken by the Government on the recommendation of the Committee that a small consultative committee consisting of the leading users of the airport may be formed so that continuous consultation was possible even during the period of construction of terminal buildings at important airports for settling details which would enhance the utility of the buildings, may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th October, 1964]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

The question of constituting a committee as proposed by the Estimates Committee has been examined again, but Government consider that inasmuch as, under the existing arrangement, the interests concerned are consulted before the plans are drawn up as well as at the time of finalisation, no particular purpose will be served by having a special committee as proposed.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 31st August, 1965]

#### Recommendation (Serial No. 21) Para No. 46

*The Committee regret that the remodelling of the two retiring halls in the terminal building at Palam has taken about three years. They also feel that if the construction of these two halls had been done after proper planning and consultations, it would not have*

been necessary to remodel the same later. The Committee, therefore, urge that the Civil Aviation Department should effect complete co-ordination with the Corporations, operating companies, customs authorities etc. in formulating construction plans of terminal buildings etc.

#### REPLY OF GOVERNMENT

The right wing of the first floor of the terminal building at Palam airport was originally constructed to provide some retiring accommodation for use of passengers and so the question of consultation with Airlines etc. did not arise. The work was sanctioned in August 1958 and completed in December, 1959.

Since provision of additional accommodation for passenger facilities, on the ground floor, was only possible by utilising the space occupied by the restaurant, it was decided to remodel the retiring rooms, on the first floor as a restaurant. All works in this connection have been completed and the restaurant is now functioning from the first floor since June, 1963.

Plans for additions and alterations to the ground floor accommodation have been finalised, in consultation with all concerned. The estimates for the work have been sanctioned and the work is expected to be taken up shortly. All users of accommodation in terminal buildings are being consulted before undertaking the construction or additions and alterations to such buildings.

[Ministry of Transport (Civil Aviation Wing) O.M. No. 14-V.B(1)/63, dated the 21st January, 1964]

#### FURTHER INFORMATION CALLED FOR BY THE ESTIMATES COMMITTEE

*Please state the present position regarding remodelling of two retiring halls in the terminal building at Palam Airport.*

*Also please state whether all the users of accommodation in terminal building are consulted before undertaking the construction or additions and alterations to such buildings.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th July, 1967]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

All the works in connection with the extension of halls in pursuance of the recommendation of the Twenty-Ninth Report of the Estimates Committee have since been completed.

It is confirmed that all users of accommodation are consulted when any additions and alterations are planned to such buildings at the aerodromes.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63, dated the 18th July, 1967]

**Recommendation (Serial No. 25) Para No. 51**

(i) The Committee are constrained to note that there is no proper co-ordination among various authorities for manning third customs' channel at Dum Dum which has been ready since 1960.

The Committee suggest that the representatives of the Civil Aviation Department, Customs Department of Central Government and Security Department of West Bengal should immediately go into the question of pressing into service the third customs channel at Dum Dum airport.

(ii) The Committee are of the view that matters relating to posting of staff etc. should be settled at the stage of sanctioning a project so that as soon as a project is completed it can be put to effective use.

(iii) The Committee also feel that to ensure that the Customs Department limit their demands for built accommodation to their actual requirements the question of levying a charge on them may be considered so that it acts as a salutary check.

**REPLY OF GOVERNMENT**

(i) The third customs channel at Dum Dum airport has been put into operation with effect from 6th March, 1963.

(ii) Accepted in principle.

(iii) Hitherto the practice has been to allot office accommodation, free of rent, to non-commercial Government Departments. The suggestion to levy a charge is further being examined in consultation with other Departments concerned.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**ADDITIONAL INFORMATION FURNISHED BY GOVERNMENT**

With the introduction of Caravelle aircraft the Indian Airlines Corporation were experiencing accommodation difficulty for the



handling of domestic passengers at Calcutta airport. It has therefore been decided to hand over the space, known as "third customs-channel" to Indian Airlines Corporation, for handling of domestic passengers.

[Ministry of Transport O.M. No. 9-AA/2-64, dated the 31st March, 1964]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state the results of examination of the suggestion of the Estimates Committee to levy a charge on the non-commercial Government Departments so that they limit their demands for built accommodation to their actual requirements.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th July, 1967].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

As the Customs Department is a service department, no rent is recoverable for office accommodation provided to them at civil aerodromes in accordance with Article 60 of Accounts Code Volume I. The Ministry of Works, Housing and Supply have issued orders in December, 1965 laying down the scales of accommodation to be provided to Customs and other departments. These orders serve as a check on the demands of Customs Department for additional accommodation. However, the accommodation provided to the Customs Department at civil aerodromes is generally within the scales laid down by the Ministry of Works, Housing and Supply.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63, dated the 18th July, 1967]

**Recommendation (Serial No. 49) Para No. 89**

*The Committee hope that in installing the new equipment relating to multiple announcing positions Government have profited from the latest advances made in other leading countries and their own experience of the working of such equipment at Santacruz. They would like the Department to pay special attention to the public address system so as to raise its standard to a high level of efficiency.*

**REPLY OF GOVERNMENT**

Noted.

[Ministry of Transport O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

**Recommendation (Serial No. 69) Para No. 139**

*The Committee note that selection of candidates for awarding scholarships at the Gliding Clubs/Centres for the year 1962-63 had not been finalised till August, 1962. They suggest that it should be finalised soon after the commencement of the financial year so that the scholarships are utilised in full.*

**REPLY OF GOVERNMENT**

The Gliding Scholarship Scheme was sanctioned in April, 1961 on an experimental basis and since the results of the experiment were not encouraging, the Scheme has not been continued during 1962-63. The Director General of Civil Aviation has been asked to suggest some alternative Scheme to popularise gliding in the country. The suggestion of the Committee to finalise such Schemes soon after the commencement of the financial year has been noted for future guidance.

[*Ministry of Transport (Transport Wing), O.M. No. 14-VB(1)/63, dated the 20th May, 1964*]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[*Lok Sabha Sectt. O.M. No. 5(22)-EC/63, dated the 13th October, 1964*]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The question of evolving some alternative Scheme to popularise gliding in the country is still under consideration, in consultation with the Director General of Civil Aviation.

[*Ministry of Civil Aviation, O.M. No. 14-VB(1)/63, dated the 3rd April, 1965*]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimated.*

[*Lok Sabha Sectt. O.M. No. 5(22)ECII/63, dated the 25th July, 1966*]

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

In order to encourage gliding activity in the country, we are examining whether before undertaking flying training by powered aircraft at the Flying Clubs, candidates who have already done

some gliding be given preference over those who have not done any gliding before.

[Ministry of Transport and Aviation (Deptt. of Aviation) O.M. No. 14-VB(1)/63, dated the 15th September, 1966]

FURTHER REPLY RECEIVED FROM GOVERNMENT

*Please state the present position in the matter.*

[Lok Sabha Secretariat O.M. No. 5(22)ECII/63, dated the 13th July, 1967]

FURTHER REPLY RECEIVED FROM GOVERNMENT

The Director General of Civil Aviation has recently proposed that while selecting trainees in power flying at a Flying Club, preference be given to those who have done gliding and performed at least 30 solo launches, and one half of the flying hours done by a trainee for the issue of a Glider Pilot's Licence be counted towards flying experience for issue of a Private Pilot's Licence. The proposal is under consideration of Government.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63-Pt., dated the 18th July, 1967]

COMMENTS OF THE COMMITTEE

While the Committee do not like to pursue the matter further, they, nevertheless, hope that in implementing any new scheme for encouraging gliding activity in the country the suggestion of the Committee will be kept in view.

## CHAPTER IV

### RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

#### Recommendation (Serial No. 72) Para No. 147

*The Committee find that the Government Inspectors of Railways who investigate accidents on railways are not only made independent of all Zonal Railways but also of the Railway Board and function under the Ministry of Transport and Communications. The Committee consider that the wholesome principle that the agency investigating into accidents should be independent of the organisation should be followed in the case of Civil Aviation. They recommend that the Accident Investigation Section may be taken out of the purview of the Director General of Civil Aviation and placed directly under the Ministry of Transport and Communications or under any other Ministry considered suitable.*

#### REPLY OF GOVERNMENT

The recommendation has been carefully considered by the Government. In view of the fact that almost all fatal accidents to passenger aircraft are enquired into by Courts of Inquiry assisted by assessors possessing technical knowledge and experience, the Government of India are of the view that no useful purpose will be served by transferring the Accidents Investigation Section from the Civil Aviation Directorate. The other points which have been taken into consideration are:—

- (i) The Accidents Investigation Branch has to keep abreast of the technical developments and it would be difficult to ensure this objective if it were to be divorced from the Civil Aviation Department.
- (ii) A very large number of accidents which are non-fatal but which result in serious damage to aircraft are at present being investigated by Aircraft Inspectors at the various out-stations. These accidents will continue to be so investigated even after the transfer of Accidents Investigation Branch to the Ministry.

- (iii) Officers to fill up the posts in the Accidents Investigation Branch after its separation will have to be recruited from the Civil Aviation Department, both against short-term and long-term vacancies as it will be difficult to secure suitable personnel of requisite calibre from other sources.

[Ministry of Transport Office Memorandum No. 14-VB (1) /63, dated the 18th April, 1964]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*The following information may please be furnished:*

- (i) *Number of fatal accidents not enquired into by the Courts of Enquiry during each of the last three years;*
- (ii) *Procedure adopted for investigation of such fatal accidents as are not enquired into by the Courts of Enquiry.*

[Lok Sabha Sectt. O.M. No. 5 (22) EC/63, dated the 13th October, 1964]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

As a matter of policy adopted so far, a formal investigation by a Court of Enquiry is ordered generally in cases of fatal accidents involving aircraft operating scheduled passenger services. Fatal accidents, which are not investigated by Courts of Enquiry, are the subject of investigation either by Committees of Enquiry or Departmental Inspectors. The number of fatal accidents not enquired into by the Courts of Enquiry during the last three years is as follows:—

Year	No. of fatal accidents not enquired into by Courts of Enquiry
1962	3
1963	3
1964 (upto 31st Oct.)	4

None of the above ten fatal accidents involved an aircraft which was engaged on a scheduled passenger service.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 8th December, 1964]

#### COMMENTS OF THE COMMITTEE

The Committee reiterate their earlier recommendation that the wholesome principle that the agency investigating into accidents should be independent of the organisation should be followed in the case of Civil Aviation.

## CHAPTER V

### RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

#### Recommendation (Serial No. 2) Para No. 10

*The Committee believe that the proposal to designate one officer for co-ordination at large aerodromes would not entail additional expenditure as it is only a question of naming an existing officer as co-ordinating authority. The Committee hope that in the light of experience gained of the working of the scheme in Bombay and Calcutta it would be extended to other large airports to ensure better co-ordination.*

#### REPLY OF GOVERNMENT

The work of the Aerodromes, Communications and Aeronautical Inspection Branches is generally co-ordinated by the Controller of Aerodromes at the regional level and the Aerodrome Officer-in-Charge at the aerodrome level. This arrangement is not considered entirely satisfactory as the co-ordinating Officer has no real authority to enforce his decision, as the officer, whose work is co-ordinated, are all generally of the same level. The Director General of Civil Aviation is examining how some kind of unified control and better co-ordination can be achieved.

[Ministry of Transport (Civil Aviation Wing), O.M. No. 14-VB(1)/63, dated the 21st January, 1964].

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th October, 1964]

#### FURTHER REPLY RECEIVED FROM GOVERNMENT

The Director General of Civil Aviation has since formulated certain proposals, which are being examined by Government.

[Ministry of Civil Aviation O.M. No. 14-VB(1)/63, dated the 23rd March, 1966].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*The decision of the Government in the matter may be communicated.*

[Lok Sabha Sectt. letter No. 5 (22)/ECII/63, dated the 25th July, 1966].

FURTHER REPLY RECEIVED FROM GOVERNMENT

A scheme for reorganisation of the gazetted services of the Civil Aviation Department, both at Headquarters and in the regions is at present under consideration of Government. This scheme provides for each international airport being placed under the charge of one airport authority.

[Ministry of Transport and Aviation (Deptt. of Aviation), O.M. No. 14-VB (1)/63, dated the 15th September, 1966].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please state the present position about nominating an officer as Co-ordinating authority at large airports.*

[Lok Sabha Sectt. O.M. No. 5 (22) EL/63, dated the 10th March, 1967].

FURTHER REPLY RECEIVED FROM GOVERNMENT

The proposal for having one airport authority to be in overall charge at each international airport, is a part of the scheme for reorganisation of the gazetted services of the Civil Aviation Department. The scheme is still under examination.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB (1)/63, dated the 10th May, 1967].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Please state the present position in the matter.*

[Lok Sabha Sectt. O.M. No. 5 (22) EC/63, dated the 13th July, 1967].

FURTHER REPLY RECEIVED FROM GOVERNMENT

The scheme is still under examination.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB (1)/63, dated the 18th July, 1967].



## COMMENTS OF THE COMMITTEE

The Committee find that there has been abnormal delay in coming to a final decision. Although more than four years have elapsed the matter is still under consideration. The Committee deprecate such unconscionable delay and urge that the matter should be finalised immediately. (Please see Chapter I).

### Recommendation (Serial No. 75) Para No. 151

*The Committee feel that as in the case of search and rescue on sea, the responsibility has been clearly entrusted to the IAF, it would be better if they were also given the responsibility for air land search and rescue operations. It is obvious that specialised training is required for such search and rescue work which the Air Force would be in a better position to undertake. The Committee would, therefore, urge Government to review the position.*

### REPLY OF GOVERNMENT

The matter is being reviewed in consultation with the Ministry of Defence.

[Ministry of Transport O.M. No. 14-VB (1)/63, dated the 21st January, 1964].

### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

*Latest position in the matter may please be intimated.*

[Lok Sabha Sectt. O.M. No. 5(22) EC/63, dated the 13th October, 1964].

### FURTHER REPLY RECEIVED FROM GOVERNMENT

The matter is still under the consideration of the Ministry of Defence.

[Ministry of Civil Aviation O.M. No. 14-VB (1)/63, dated the 6th December, 1964].

2531 (Aii) LS—5.

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Latest position in the matter may please be intimate.*

[Lok Sabha Sectt. O.M. No. 5(22) EC/63, dated the 13th October, 1964].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The matter is still under the consideration of the Ministry of Defence. We are urging them to come to a decision expeditiously.

[Ministry of Transport and Aviation (Deptt. of Aviation), O.M. No. 14-VB(1)/63, dated the 31st August, 1966].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state the present position about entrusting the IAF with the responsibility of air land search and rescue operations.*

[Lok Sabha Secretariat letter No. 5/22/ECII/63, dated the 10th March, 1967].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The matter is being examined by the Ministry of Defence in consultation with Air Headquarters.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63, dated the 10th May, 1967].

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state the present position in the matter.*

[Lok Sabha Sectt. O.M. No. 5(22)EC/63, dated the 13th July, 1967].

**FURTHER REPLY RECEIVED FROM GOVERNMENT**

The Ministry of Defence have only recently informed us that the IAF will not be able to accept this responsibility. We are examining the position arising from this decision of the IAF.

[Ministry of Tourism and Civil Aviation O.M. No. 14-VB(1)/63, dated the 18th July, 1967].

## COMMENTS OF THE COMMITTEE

The Committee find that there has been abnormal delay in coming to a final decision. Although more than four years have elapsed the matter is still under consideration. The Committee deprecate such unconscionable delay and urge that the matter should be finalised immediately. (Please see Chapter I).

P. VENKATASUBBAIAH  
*Chairman,*  
*Estimates Committee.*

NEW DELHI;

*12th December, 1967.*

21st Agrahayana, 1889 (Saka).

## APPENDIX I

(Vide reply to recommendation No. 5 in chapter II)  
*Statements Showing the details of Reports>Returns submitted in prescribed forms to Government in accordance with the Standing instructions*

### ADMINISTRATION DIRECTORATE

S. No.	Report title	Section in which consolidated	Existing frequency	Proposed frequency	Remarks by Ministry of Transport (Civil Aviation Wing)
1	2	3	4	5	6
			‘A’ O. & M.		
1	Statement showing the progress made in record (weeding out of records).	O. & M.	Monthly	Quarterly	Agreed.
			‘B’ A.V.U.		
2	Disciplinary cases against Class I and II Officers.	A.V.U.	Monthly	-do-	-do-
3	Disciplinary cases against Class III and Class IV.	-do-	-do-	-do-	-do-
4	Officials placed under suspension for more than 3 months.	-do-	-do-	-do-	-do-

5	Statistical information regarding complaints of Vigilance cases against Class I, II, III and IV.	-do-	-do-	-do-	Under Examination by the Ministry.
'C' OTHERS					
6	Progress report on House Building Advance.	G.C.	(i) Monthly (ii) Quarterly	(i) Quarterly (ii) Half yearly	Under examination by the Ministry.
7	Cases in which leave preparatory to retirement refused.	G.C.	Quarterly	Half yearly	Quarterly return to continue.
8	Deputation (Duty allowance to Central Government employees placed on deputation to Corporation etc.)	E(H)	-do-	-do-	Under examination by the Ministry.
9	Progress made in the issue of Quasi-permanency certificate.	G.C.	Half yearly	Yearly	Half yearly to continue for another year also.
10	Non-Indians serving with the Government of India (two returns).	G.C.	-do-	-do-	Yearly as decided by Ministry vide endt. No. 1-CD (22)/62 dated the 19-10-62.
11	C.H.S. Scheme—No. of Central Government servants employed in Delhi and New Delhi.	G.C.	-do-	-do-	Under Examination.
12	Refund of cancellation charges in respect of air tickets.	G.C.	Quarterly	Half yearly	Annually.
13	Air lifting of stores—Freight charges.	G.C.	-do-	-do-	Agreed—Half yearly.

1	2	3	4	5	6
14	List of important functions and ceremonies.	G.C.	Quarterly	Half yearly	Under Examination by the Ministry.
15	Rupees liabilities payable to individuals.	G.C.	-do-	-do-	Further intimation regarding Government orders prescribing the statement required by Ministry of Transport.
16	Anonymous complaints against Class IV Employees.	Cash	Half yearly	Annual	Half yearly.
17	Report regarding employment of Reservists Class IV.	Cash	Quarterly	Half yearly	Discontinued <i>vide</i> Ministry's endt. No. I-CD(19)/61, dated 14-2-1962.
18	Report regarding employment of displaced Persons from East Pakistan Class IV.	Cash	-do-	-do-	Discontinued <i>vide</i> Ministry's endt. No. I-CD (15)/61, dated 25-7-1961.
19	Statement showing the vacancies occurred, notified and filled by Class IV Staff.	Cash	-do-	-do-	Further information regarding Government orders-prescribing the return requested by Ministry of Transport.
20	Ban on creation of new posts for non plan and non security purposes Class IV.	Cash	-do-	-do-	Discontinued <i>vide</i> Ministry's endt. No. 8-CD (5)/62, dated the 16-10-1962.

21	Statement of reviews of Five Year Plans.	Budget	-do-	-do-	Discontinued.
22	Control of expenditure on T.A. Statement.	-do-	-do-	-do-	No longer required. May be discontinued.
23	Schedules of Sanctions accorded under D.G.C.A.'s enhanced powers.	-do-	-do-	-do-	Quarterly.
24	Return of works sanctioned by D.G.C.A. under enhanced financial powers.	-do-	Monthly	Quarterly	Agreed—Quarterly.
25	Statement showing statistics—about External Indebtedness of the Country.	-do-	-do-	-do-	Further information regarding Government orders prescribing the return requested by Ministry of Transport.
26	Orders placed abroad—Foreign Exchange Commitments.	-do-	-do-	-do-	Under Examination by Ministry of Transport (Civil Aviation Wing).
27	Return in respect of officers down to the rank of Joint Secretary, whether their wives are at Delhi.	E(H)	Fortnightly	Monthly	Fortnightly.
28	Return in respect of recruitment made in Class I and Class II posts without reference to the U.P.S.C.	E(H)	Monthly	Quarterly	Under examination.

1	2	3	4	5	6
29	Intimation by the Ministries/ Offices of the events of transfer, deputation, resignation, retire- ment, leave, death, dismissal etc. of Govt. servants occupying Govt. accommodation allotted by the Directorate of Estates.	G.C.	Monthly	Quarterly	Further information regard- ing Government orders prescribing this return referred by Ministry of Transport (Civil Avia- tion wing).
30	Organisational charts.	E (H)	Half yearly	Yearly	Agreed—yearly.
31	Half yearly review of the employ- ment of officers trained abroad under the various International Technical Assistance/ Scheme/ Programme.	-do-	-do-	-do-	Under Examination.



## APPENDIX II

(Vide reply to recommendations Nos. 7 and 8 in Chapter II)

Rules to regulate the operation of scheduled air transport services by private operators.

[Published in Part II sub-section (i) of Section 3 of the Gazette of India dated 31st July, 1965].

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION

Dated New Delhi-2: the 19th July, 1965.

28 Ashadha, 1887.

### NOTIFICATION

G.S.R. 1087.—In exercise of the powers conferred by section 5 of the Aircraft Act, 1934 (22 of 1934), the Central Government hereby makes the following rules further to amend the Indian Aircraft Rules, 1937.

1. These rules may be called the Indian Aircraft (Fourth Amendment) Rules, 1965.

2. In the Indian Aircraft Rules, 1937—

(i) to sub-rule (1) of rule 134, the following proviso shall be added, namely:—

“Provided that the Central Government may in accordance with, and subject to the provisions contained in, Schedule XI permit any person to operate any Scheduled air transport service, not for the time being operated by the Corporations or their associates.”

(ii) after Schedule X, the following Schedule shall be added, namely:—

#### “SCHEDULE XI

(See proviso to sub-rule (1) of rule 134)

#### GRANT OF PERMISSION TO PERSONS OTHER THAN THE CORPORATIONS OR THEIR ASSOCIATES TO OPERATE SCHEDULED AIR TRANSPORT SERVICES

1. Permission to operate Schedule air transport service in

pursuance of the proviso to sub-rule (1) of rule 134 (hereinafter referred to as the permit) may be granted either—

(i) to a citizen of India, or

(ii) to a company or a body corporate provided that—

(a) it is registered and has its principal place of business within India;

(b) the Chairman and at least two thirds of its Directors are citizens of India; and

(c) its substantial ownership and effective control is vested in Indian nationals.

2. The Director General shall be the authority to examine the applications for permits and for issuing, cancelling or suspending such permits.

3. The Central Government may appoint two or more persons possessing specialised knowledge and experience of Civil Aviation to act as advisers to the Director General to assist him in the performance of his functions under this Schedule.

4. The Central Government may appoint a Secretary and such other persons as may be considered necessary to assist the Director General in the discharge of the duties conferred on him by this Schedule. The Secretary and all such persons shall be subordinate to and under the administrative control of the Director General and form part of his establishment.

5. (1) Every application for a permit shall be made to the Director General not less than ninety days before the date on which it is desired to commence the service unless the Director General has appointed a last date for the receipt of applications in which case the applications shall be made on or before that date or such later date as may be fixed by the Director General.

(2) Every application shall be made in such form and contain such particulars as may be prescribed by the Director General and shall be signed by the person applying for the permit and, if made by anybody corporate, shall be signed by a person duly authorized in that behalf by such body shall be accompanied by such particulars as may be required for the purposes of this Schedule.

(3) A fee of Rs. 200.00 shall be payable in respect of every application for a permit.

6. The Director General shall cause to be published in the Official Gazette, particulars regarding each application for a permit and the date, not being less than thirty days after the date of publication, on which the application shall be taken into consideration.

7. (1) Any person may, not less than ten days before the date specified for the consideration of the application by the Director General, make a representation to the Director General in writing, accompanied by the appropriate fee setting out the specified grounds on which the representation is made. A copy of every such representation shall be sent by the person making it to the applicant for the permit at the same time as it is sent to the Director General and a certificate to that effect shall be attached to the representation. The Director General may, at his discretion, give an opportunity to the person making the representation to state his views in the presence of the applicant for the permit. The Director General may, at his discretion, require any person making a representation under this paragraph to produce evidence in support of any statement he may make.

(2) A fee of Rs. 100.00 shall be payable in respect of every representation made in pursuance of sub-paragraph (1):

Provided that if the representation is made by any department of the Government, no fee shall be payable in respect of such representation.

8.(1) The Director General shall consider the application for permit and any representation made in respect thereof as speedily as possible and may, at his discretion, either refuse or grant the permit for such period and subject to such conditions as may be specified in the permit. The Director General may, in his discretion, allow an opportunity to the applicant or his representative, for appearing before him in support of the application and may also give an opportunity to the person or persons making representations against the application to appear before him at the same or different times.

2. For the disposal of the application, the Director General shall consider, in particular,

- (i) whether having regard to the applicant's experience and financial resources and his ability to provide satisfactory equipment, organisation and staffing arrangements, and having regard also to any contravention in respect of aircraft operated by him of the provisions of the Aircraft

Act, 1934 (22 of 1934) and the rules made thereunder, the applicant is competent and a fit and proper person to operate aircraft on Scheduled air transport services;

- (ii) the provisions made or proposed to be made against any liability in respect of loss or damage to persons or property which may be incurred in connection with the aircraft operated by the applicant;
- (iii) the existing or potential need or demand for the Scheduled air transport service applied for;
- (iv) in the case of any Scheduled air transport service proposed, the adequacy of any other air transport service already authorised under rule 134 or under the Air Corporations Act, 1953 (27 of 1953);
- (v) the extent to which any Scheduled air transport service proposed would be likely to result in wasteful duplication of or in material diversion of traffic from, any air transport service which is being or is about to be provided under a permission issued under rule 134 or under the Air Corporations Act, 1953 (27 of 1953);
- (vi) any capital or other expenditure reasonably incurred or any financial commitment or commercial agreement reasonably entered into, in connection with the operation of aircraft on air transport service by any person (including the applicant);
- (vii) if the tariffs for the proposed Scheduled air transport service are reasonable; and
- (viii) any objections or representations made in accordance with the provisions of this Schedule or any other law in force.

(3) The Director General may, at any time, require the applicant to furnish any information which the Director General considers necessary for deciding the application. The Director General may also require the applicant to produce evidence in support of any information that the applicant may have furnished.

9. The permit shall be valid for a period not exceeding five years as may be fixed by the Director General at the time it is granted.

10. The permit shall contain, among others, the following matters, namely:—

- (i) the places at which aircraft may or shall land for traffic or other purposes;
- (ii) the aircraft to be used;
- (iii) the observance of a Schedule of air services approved from time to time by the Director General;
- (iv) the maximum and minimum fares and freight rates to be charged for the transportation of passengers and goods.

11. The grant of permit shall not be construed as in any way absolving any person from the obligation of complying with the provisions of the Aircraft Act, 1934 (22 of 1934), the Indian Carriage by Air Act, 1934 (20 of 1934), or with the rules made thereunder, or with any other statutory provision.

12. Any Scheduled Air transport service operated in accordance with this Schedule shall comply with the safety requirements with respect to air routes, aircraft and aircrew prescribed in Schedule VIII.

13. (1) The holder of a permit shall maintain an Operations Manual in the form approved by the Director General.

(2) The Operations Manual shall, in addition to any other relevant information, contain the following particulars, namely:—

- (a) instructions outlining the responsibilities of operations personnel pertaining to the Conduct of flight operations,
- (b) the flight crew for each stage of all routes to be flown including the designation of the succession of command,
- (c) in-flight procedure,
- (d) emergency flight procedure,
- (e) the minimum safe flight altitude for each route to be flown,
- (f) the circumstances in which a radio listening watch is to be maintained,
- (g) a list of the navigational equipments to be carried,
- (h) any other information required to be included by the Director General.

(3) A copy of the Operations Manual, or such part of the Manual as may be prescribed by the Director General, shall be carried in all aircraft engaged in Scheduled air transport service.

14. All aircraft engaged in Scheduled air transport service shall carry a 'Route Guide' which shall, in addition to any other relevant information, contain the following particulars, namely:—

- (a) communication facilities, navigation aids and a list of aerodromes, available on the route to be flown,
- (b) instrument 'let down' procedure for aerodromes on the route, or, those likely to be used as 'alternates',
- (c) meteorological minima for each of the aerodromes on the route to be flown and that are likely to be used as regular or alternate aerodromes,
- (d) specific instructions for computation of the quantities of fuel and oil to be carried on each route, having regard to all the circumstances of operation, including the possibility of the failure of one or more engines of the aircraft, and
- (e) any other information required to be included by the Director General.

15. (1) If the Director General is satisfied that there is sufficient ground for doing so, he may, for reasons to be recorded in writing, cancel the permit or suspend it for any specified period. He may also, during the investigation of any matter, suspend the permit. The decision of the Director General as to whether there are sufficient grounds for cancellation or suspension of the permit shall be final and binding.

(2) Without prejudice to the generality of the power in subparagraph (1), the Director General may cancel or suspend the permit for such period as he thinks fit, if he is satisfied—

- (a) that any of the conditions of the permit has not been complied with and the failure is due to any wilful act or default on the part of the holder of the permit or by any of his servants or agents, irrespective of whether or not such wilful act or default of the servant or agent was with the knowledge or approval of the holder of the permit; or

- (b) that the holder of the permit has failed to establish a safe, efficient and reliable service; or
- (c) that having regard to the financial resources of the holder of the permit or the losses incurred by him, he cannot be relied upon to continue the operation of the service in a safe, efficient and reliable manner; or
- (d) that such substantial changes have taken place in regard to the matters specified in sub-paragraph (2) of paragraph 8 as to render it necessary or expedient in the public interest or in the interest of safety to cancel or suspend the permit; or
- (e) that the permit was obtained by fraud.

(3) Before any action is taken under sub-paragraph (1) or sub-paragraph (2) the Director General shall give to the holder of the permit not less than fifteen days' notice in writing specifying the ground or grounds upon which it is proposed to cancel or, as the case may be, suspend the permit and shall give him an opportunity of showing cause either in writing or by appearing in person before the Director General against the action proposed to be taken.

(4) Notwithstanding any thing contained in sub-paragraph (3), the Director General may, if he has reason to believe, on reliable information that it is expedient in the interest of public safety so to do, summarily suspend the permit with a view to make further enquiry and take action.

(5) The permit shall cease to be in force from the date of such cancellation or suspension unless otherwise directed.

16. The Director General may, at any time, whether of his own motion or on an application made by any party, correct clerical or typographical error in any of his orders arising from any accidental slip or omission.

17. The Director General shall cause to be published in the Official Gazette his decision regarding cancellation or suspension of the permit.

18. Any permit granted under this Schedule shall not be capable of being transferred or assigned except with the specific permission of the Director General:

Provided that in the event of death, or bankruptcy of the holder of the permit or of the appointment of a receiver.

manager or trustee, in relation to the business of the holder, the person for the time being carrying on that business shall, if he makes an application within 14 days of the said event to the Director General for a new permit, be entitled to continue the operation of the Scheduled air transport service until the application is disposed of, or unless the Director General has directed otherwise in the interest of public convenience.

19. Nothing herein contained shall be construed as conferring upon the holder of a permit on its expiry any right to the issue of a new permit for the operation of a service on the same route or to the continuance of any other benefits under this Schedule:

Provided, however, that if the holder of a permit applies for a new permit to continue the operation for a further period and if the Director General is satisfied that the Scheduled air transport service has been operated efficiently and in the best interests of the public and that the Corporations or their associates do not propose to operate on the route, the Director General shall give preference to the holder of the permit.

20. (1) The permit shall be kept at the principal office of the holder thereof and shall be produced for inspection on demand by any Magistrate, any Police Officer not below the rank of a Deputy Superintendent of Police, any officer of customs, any Gazetted Officer of the Civil Aviation Department, or any other person authorised by the Central Government, or the Director General by special or general order in writing in this behalf.

(2) A copy of the permit shall be displayed at a conspicuous place in the principal traffic office of the holder of the permit.

(3) On the expiration of a permit, whether by efflux of time or in consequence of a decision of the Director General under this Schedule or when a permit is suspended by the Director General, the holder shall surrender the permit to the Director General for cancellation or endorsement as the case may be.

21. The holder of a permit shall perform such services for the conveyance of mails (with or without officers of the post office in charge thereof) on a Scheduled air transport service as the Director General of Posts and Telegraphs may from time to time require.



The remuneration for any service performed in pursuance of such requirement shall be such as may be agreed to between the holder of the permit and the Director General of Posts and Telegraphs, and, in the event of disagreement between them, as may be determined by the Central Government upon a reference made to it by either of them.

22. Every person to whom a permit has been granted under this Schedule shall submit to the Director General in such form as may be prescribed by him:—

- (a) monthly returns regarding the operation of the permitted air transport service and other air transport operations so as to reach the Director General not later than 45 days after the expiry of the month to which the return relates;
- (b) annual return showing the financial results of the services or operations during each calendar year so as to reach the Director General not later than three months after the expiry of the year to which the return relates; and
- (c) such other statements or returns as may be required by the Director General."

[F. No. 10-A/46-62/AR/AM(22)]

Sd./- S. N. KAUL,

*Under Secretary to the Government of India.*

The General Manager,  
Govt. of India Press,  
New Delhi.

**APPENDIX III**

(Vide reply to recommendation No. 13 in Chapter II)

General circular issued to State Governments for according high priority for acquisition of land for Civil Aviation.

No. 14-VB(24)/63

**GOVERNMENT OF INDIA  
MINISTRY OF TRANSPORT  
(Civil Aviation Wing)**

**From**

Shri P. N. Anand,  
Under Secretary to the Govt. of India.

**To**

The Secretary to the Govt. of.....  
Revenue Department.....  
2. The Chief Commissioner/Administrator  
.....

*Dated New Delhi the 17th October, 1963.*

Asvina 1885/S.

**SUBJECT:—Land acquisition at various civil aerodromes—Avoidance of delay in acquisition proceedings.**

Sir,

I am directed to enclose an extract of item 13 of Appendix X of 29th Report (Third Lok Sabha) of the Estimates Committee, 1962-63 concerning Civil Aviation Department wherein the Committee have desired that the State Governments should accord high priority for acquisition of land required by the Civil Aviation Deptt. for development of Civil Aerodromes. The State Government etc. are accordingly requested to issue necessary instructions to the District

Revenue Authorities concerned to accord high priority for acquisition of lands required by the Civil Aviation Department for development of civil aerodromes within their States/Territory as and when requests for such acquisition are made by the Civil Aviation Department/C.P.W.D.

Yours faithfully,

Sd./- (P. N. ANAND)

*Under Secretary to the Government of India.*

No. 14-VB(24)/63

*Dated the 17th October, 1963.*

Copy forwarded for information to the Director General of Civil Aviation with reference to his U.O. No. 14-4/61-AP(B) dated the 27th August, 1963. It is requested that necessary instructions may kindly be issued to the local officers of the CAD/C.P.W.D. to pursue the land acquisition cases promptly with the land acquisition authorities and to keep the D.G.C.A./A.C.E. concerned informed of the developments and delays, if any, from time to time.

Sd/- P. N. ANAND

*Under Secretary to the Government of India.*

## APPENDIX IV

(Vide reply to recommendation No. 19 in Chapter II)

*Report of the Technical Team on the feasibility of shifting the testing tower of Kamani Engineering Corporation—reference: Minister of Shipping's D.O. Letter No. 4570-MS/63, dated the 16th November, 1963 to the Minister of Supplies and Technical Development.*

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The Technical Team appointed by the Government, consisting of:

- (1) Shri S. K. Sinha, Industrial Adviser, D.G.T.D.,
- (2) Shri S. D. Patak, Supdg. Engineer PWD, Bombay.
- (3) Shri P. S. Krishnamurthy, Engineering Officer, CPWD New Delhi; and
- (4) Shri S. G. Deshpande, Controller of Aerodromes, Bombay Region, Bombay (Civil Aviation Deptt.)

met in Bombay on the 19th November, 1963 and examined the technical feasibility of shifting the testing tower of Kamani Engineering Corporation from its existing location (shown in the attached map)\* to some other site within the same premises. The Technical Team also discussed this proposition with the Technical Officers of the Kamani Engineering Corporation, viz., S|Shri Pherwani and Shroff.

2. After examination of the drawing, *prima facie*, the Technical Team was of the opinion that the testing towers could be appropriately shifted to the farthest southern portion of Kamani's premises as indicated in the drawing with a red asterisk.

3. Whilst on the subject, it is also remarked that the entire premises of Kamani Engineering Corporation has been marked in the drawing with blue line. This area is also sub-divided into two portions, viz, white portion and the green portion.

(i) So far as the white portion is concerned, it is very much within the approach funnel and no new construction beyond 6 ft. height is permitted by the D.G.C.A. (ii) So far as the green portion is concerned, the permissible height of structures increases as

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\*Not reproduced.

one proceeds southwards, which will be seen from the drawing itself. As a matter of fact, the maximum height of structure that will be permitted on the extreme-southern end of the green portion will be approximately 145 ft. above the M.S.L.

4. It is mentioned in this connection also that the area which Kamani Engineering Corporation wanted the Government to acquire for them for the purpose of shifting their testing tower, is shown in hatched line in the map itself. This portion is on the western side of Kamani's existing premises. The maximum height of structure that will be permitted in this plot of land will be less than what will be permitted in their own premises, vis-a-vis the location proposed. Accordingly, it will be seen that so far as the maximum permissible height is concerned, the location of the tower in their own premises offers greater scope than if they were to be shifted to the new site to the west of Vihar pipeline.

5. The height of their existing testing tower is 122.16 ft. above M.S.L. If they shift to the proposed new site, it will be possible for them to put up a tower of atleast the same height, if not even more.

6. On the suggestion of the technical representatives of the Kamani Engineering Corporation, an absolute replica of the existing system was marked on the plan and they were asked to examine this proposal.

7. Thereafter, the technical representative of Kamani Engineering Corporation submitted the following main difficulties which would have to be encountered on this proposed new arrangement:

- (i) The Theodolite Station would fall beyond the premises of Kamani Engineering Corporation.
- (ii) The winches would also fall beyond the premises of Kamani Engineering Corporation.
- (iii) A 60 ft. wide strip would have to be carved out from the Hollow-ware shed and the Godown to accommodate the cables.
- (iv) As a result of this it would be necessary either to evict or to provide alternative accommodation within the Kamani Engineering Corporation premises to two concerns, viz., M/s. Bombay Processors Ltd. and M/s. Chunilal Mehta,

who are at present occupying a part of the Hollow-ware shed on lease. Also the Godown would be either badly shrunk or would have to be located somewhere else.

- (v) The Tata High Tension Tower, which is now located almost at the same place as the proposed testing tower site, would have to be shifted to somewhere else.
- (vi) The main entrance and the existing approach road inside the premises would have to be re-located to somewhere else to provide safety in case of snapping of the overhead tension cables of the testing tower.

8. The Technical Team then visited the site, along with the technical representatives of Kamani Engineering Corporation, and after inspecting the existing testing arrangements, came to the following conclusions:

(i) The new arrangement need not be an exact replica of the existing arrangements and hence the Theodolite Station, instead of being located on the left of the testing tower, can conveniently be located on the right, for which enough space exists.

(ii) The winches need not also be located outside the Kamani's premises. These could be conveniently located within the premises as shown. It may be mentioned in this connection that the horizontal portion of the tension cable need not be of the same length as it exists at present. It could be shortened to locate the winches within the premises itself.

As a matter of fact, the Technical Team could not appreciate very much the present arrangement of passing the cables right through the middle of a manufacturing shop, which, as mentioned by the Kamani's, has to be closed on the days of testing the towers.

(iii) The Technical Team also felt that carving out a 60 ft. width from the Hollow-ware shed and Godown would not at all be necessary. As a matter of fact, after the cables converge from the top of the tower, these could appropriately be confined to a width of approximately 5 ft. However, to provide sufficient elbow space a width of 20 ft. should be enough.

According to the layout No. 2 proposed by the Technical Team there would be no necessity of breaking or shifting of the Godown or the Hollow-ware shed. It will be only necessary to fall back on the unused passage belonging to Kamani Metals & Alloys, which is

one of their sister concerns. All the same, if at all Kamani Engineering Corporation be reluctant to utilise this vacant space of their sister concern, then one bay of the existing Hollow-ware shed and Godown need only be removed as per proposal No. 1. Alternative accommodation, in lieu of the dismantled bay, can be provided for them in a new building constructed in the triangular vacant space at the entrance to the Kamani's premises.

(iv) The Tata high tension tower can be easily removed from its existing location in the premises of Kamani's to the adjacent dump yard of M/s. Mukund Iron & Steel, or in the road berm where sufficient space is available for locating this tower.

(v) In the opinion of the Technical Team, there is no particular reason of shifting the main entrance and the approach road to provide safety in the event of snapping the cables, since the cables can very well be guarded by providing appropriate guards. In fact, the new testing tower site would not encroach on the present approach road to the factory.

9. In conclusion, therefore, the Technical Team would like to state that in their opinion it should be quite feasible technically to shift the existing testing tower system from the present location to the new proposed location, which will be within the premises of Kamani Engineering Corporation according to proposal No. 1, or slightly encroaching on their sister concerns premises as per proposal No. 2, whichever is acceptable to them.

(S. K. SINHA)  
Industrial Adviser,  
DGTD.

(S. D. Patak)  
Superintending Engineer,  
CPWD, Bombay.

(P. S. Krishnamurthy)  
Engineering Officer,  
CPWD, New Delhi.

(S. G. Deshpande)  
Controller of Aerodromes,  
Bombay Region, Bombay,  
(Civil Aviation Deptt.)

## APPENDIX V

(Vide reply to recommendation No. 19 in Chapter II)

*Minutes of the meeting held in the office of Shri M. S. Kannamwar, Chief Minister, Maharashtra, on the 20th November, 1963 regarding removal of the testing towers of Kamani Engineering Corporation at Santa Cruz Airport.*

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### Members

#### *Maharashtra Government*

1. Shri M. S. Kannamwar, Chief Minister.
2. Shri P. K. Sawant, Home Minister.
3. Shri V. P. Naik, Revenue Minister.
4. Shri D. R. Pradhan, Revenue Secretary.

#### *Central Government*

1. Shri Raj Bahadur, Minister for Transport.
2. Shri T. R. Mantan, Deputy Secretary, Ministry of Transport.
3. Shri B. M. Gupta, Deputy Director-General of Civil Aviation.
4. Shri S. K. Sinha, Industrial Adviser, D.G.T.D.
5. Shri S. D. Patak, Supdg. Engineer, C.P.W.D.
6. Shri P. S. Krishnamurthy, Engineering Officer, CPWD.
7. Shri S. D. Deshpande, Controller of Aerodromes, Bombay.

#### *Kamani Engineering Corporation*

- |   |                   |
|---|-------------------|
| <ol style="list-style-type: none"><li>1. Shri R. R. Kamani.</li><li>2. Shri Shah.</li><li>3. Shri Desai.</li><li>4. Shri Pherwand.</li><li>5. Shri Doshi.</li><li>6. Shri Shroff.</li></ol> | } <b>Advisers</b> |
|---|-------------------|



The following decisions were taken:—

(1) Government of India would acquire a plot of land measuring about 10,000 sq. yds. belonging to Amar Chand Doshi which is at present leased out by the owners to the Kamani Engineering Corporation. This land would after acquisition be leased out by the Govt. of India to the Kamani Engineering Corporation on long term lease of 99 years, to be renewed for a further period, on payment of a nominal rent of Re. 1. A request for the acquisition of this land would be made by the Central Government immediately to the Maharashtra Government.

(2) The Kamani Engineering Corporation would immediately start action for the construction of a new tower on this land and as soon as new tower is erected, dismantle the existing tower and transfer testing operations to the new site. The Kamani Engineering Corporation would try to complete the work relating to the construction of new towers and dismantlement of the existing towers by 1st January, 1964.

(3) It was decided that the Kamani Engineering Corporation would prepare a revised draft agreement and forward it to the Government of India for their approval after making necessary changes in accordance with the decisions taken at this meeting.

## APPENDIX VI

(Vide reply to recommendations No. 53 and 54 in Chapter II).

*Detailed terms of reference to the One-Member, Peter S. Langford, Expert Committee.*

- (i) Functions and responsibilities of the Aeronautical Inspection Directorate of the C.A.D. and the possible lines of re-organisation and rationalisation of the methods of airworthiness control;
- (ii) Functions and responsibilities of the inspection organisation of the two Airlines Corporations, as also the standard of maintenance and overhaul achieved by them with a view to determining the extent to which supervision should be exercised by the officers of Aeronautical Inspection Directorate of the C.A.D. on the inspection, maintenance and overhaul work of the Corporations;
- (iii) Extent to which supervision should be exercised by officers of the Aeronautical Inspection Directorate of the C.A.D. on the maintenance and overhaul work of non-scheduled operators, Flying Clubs and other aircraft and engine overhaul organisations;
- (iv) Need for amending the present procedures for investigation of defects, failure etc., experienced by the two Corporations and other operators;
- (v) Need for amending the present procedures for making modifications|inspections, mandatory;
- (vi) Need for amending the present procedures for conducting examinations in connection with the issue and endorsement of Aircraft Maintenance Engineers' and Flight Engineers' licences;
- (vii) Need for making it mandatory, that officers of the Aeronautical Inspection Directorate of the C.A.D. should possess current A.M.E. licences;

- (viii) Present system of liaison between the Aeronautical Inspection Directorate of the C.A.D. and the Corporations and the need for improving the system so that speedy decisions on technical problems can be given;
- (ix) Present system of training of officers of the Aeronautical Inspection Directorate and suggestions towards improvements, if any;
- (x) Co-ordination between the Aeronautical Inspection Directorate and the Directorate of Research and Development in regard to related functions and responsibilities, such as airworthiness of aircraft, materials, etc. under manufacture, structural repairs, modifications, substitution of materials and laboratory investigation on failures of aircraft and engine components, including quality checks on aeronautical materials; and
- (xi) Any other matters related to airworthiness control of Civil aircraft.

## APPENDIX VII

*Analysis of the action taken by Government on the recommendations contained in the Twenty-Ninth Report of the Estimates Committee (Third Lok Sabha)*

1.	Total number of recommendations	80
2.	Recommendations which have been accepted by Government ( <i>vide</i> recommendations No. 1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 70, 71, 73, 74, 76, 77, 78 and 79 included in Chapter II)	
	Number	70
	Percentage to total	87.5%
3.	Recommendations which the Committee do not desire to pursue in view of Government's reply ( <i>vide</i> recommendations No. 4(i), 4(ii), 16, 21, 25, 49, and 69 included in Chapter III)	
	Number	7
	Percentage to total	9.00%
4.	Recommendations in respect of which replies of Government have not been accepted by the Committee ( <i>vide</i> recommendation No. 72, included in Chapter IV)	
	Number	1
	Percentage to total	1.00%
5.	Recommendations in respect of which final reply of Government is still awaited ( <i>vide</i> recommendations No. 2 and 75 included in Chapter V)	
	Number	2
	Percentage to total	2.5%

Sl. No.	Name of Agent	Agency No.	Sl. No.	Name of Agent	Agency No.
27.	Bahree Brothers, 188, Lajpatrai Market, Delhi-6.	27	33.	Bookwell, 4, Sant Narakari Colony, Kingsway Camp, Delhi-9.	96
28.	Jayana Book Depot, Chaparwala Kuan, Karol Bagh, New Delhi.	66	MANIPUR		
29.	Oxford Book & Stationery Company, Scindia House, Connaught Place, New Delhi—1.	68	34.	Shri N. Chaoba Singh, News Agent, Ramlal Paul High School Annex, Imphal.	77
30.	People's Publishing House, Rani Jhansi Road, New Delhi.	76	AGENTS IN FOREIGN COUNTRIES		
31.	The United Book Agency, 48, Amrit Kaur Market, Pahar Ganj, New Delhi.	88	35.	The Secretary, Establishment Department, The High Commission of India, India House, Aldwych, LONDON, W.C.—2.	
32.	Hind Book House, 82, Janpath, New Delhi.	93			

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PUBLISHED UNDER RULE 382 OF THE RULES OF PROCEDURE AND CONDUCT OF  
BUSINESS IN LOK SABHA (FIFTH EDITION) AND PRINTED BY THE GENERAL  
MANAGER, GOVERNMENT OF INDIA PRESS, MINTO ROAD, NEW DELHI.

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