

**COMMITTEE
ON
GOVERNMENT ASSURANCES
(2010-2011)
(FIFTEENTH LOK SABHA)**

FIFTEENTH REPORT

**PENDING ASSURANCES
PERTAINING TO MINISTRY OF CIVIL
AVIATION**

Presented to Lok Sabha on 30 August, 2011



**LOK SABHA SECRETARIAT
NEW DELHI**

August, 2011/Bhadrapada, 1933 (Saka)

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COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*

(2010 - 2011)

Shrimati Maneka Gandhi

-

Chairperson

MEMBERS

2. Shri Anandrao Adsul
3. Shri Avtar Singh Bhadana
4. Shri Dara Singh Chauhan
5. Dr. Kakoli Ghosh Dastidar
6. Shri Mohan Jena
7. Shri Raghuvir Singh Meena
8. Shri Bishnu Pada Ray
9. Shri K.J.S.P. Reddy
10. Shri M. Rajamohan Reddy
11. Shri Takam Sanjoy
12. Rajkumari Ratna Singh
13. Dr. M. Thambidurai
14. Shri Manohar Tirkey
15. Shri Hukumdeo Narayan Yadav

SECRETARIAT

1. Shri P. Sreedharan - Additional Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Shri Kulvinder Singh - Committee Officer

* The Committee was constituted on 23 September, 2010 *vide* Para No. 1948 of Lok Sabha Bulletin Part-II dated 22 September, 2010.

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances, having been authorized by the Committee to submit the Report on their behalf, present this Fifteenth Report of the Committee on Government Assurances.

2. The Committee (2010-2011) at their sittings held on 25 May 2010, 12 July 2010, 17 August 2010, 25 August 2010 and 13 January, 2011 took oral evidence of the representatives of the Ministry of Civil Aviation.

3. At their sitting held on 23 August, 2011, the Committee (2010-2011) considered and adopted their Fifteenth Report.

4. The Minutes of the aforesaid sittings of the Committee form part of this report.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;

MANEKA GANDHI

CHAIRPERSON
COMMITTEE ON GOVERNMENT ASSURANCES

29 August, 2011

7 Bhadrapada, 1933 (Saka)

REPORT

I. Introductory

The Committee on Government Assurances, Lok Sabha scrutinise the assurances, promises, undertakings etc. given by the Ministers from time to time on the floor of the House and report the extent to which such assurances, promises, undertakings etc. have been implemented. Once an assurance has been given on the floor of the House, the same is required to be implemented within three months. The Ministries/Departments of the Government of India are required to seek extension, if they are unable to fulfil the assurance within that time. Where a Ministry/Department are unable to implement an assurance, they are required to request the Committee to drop the same. The Committee agree to drop if they are satisfied that the grounds adduced are justifiable. The Committee also examine whether the implementation of assurances has taken place within the minimum time necessary for the purpose and also the extent to which the same have been implemented.

2. The Committee on Government Assurances (2009-10) were constituted on 23 September, 2009. At the time of constitution of the Committee, 1654 assurances were pending relating to various Ministries of Government of India. The break-up of those assurances were as follows :-

LOK SABHA	No. of assurances outstanding
Eighth Lok Sabha (15.01.1985 to 13.10.1989)	4
Ninth Lok Sabha	1

LOK SABHA	No. of assurances outstanding
(18.12.1989 to 12.03.1991)	
Tenth Lok Sabha (09.07.1991 to 12.03.1996)	21
Eleven Lok Sabha (22.05.1996 to 02.12.1997)	14
Twelfth Lok Sabha (23.03.1998 to 22.04.1999)	16
Thirteenth Lok Sabha (20.10.1999 to 05.02.2004)	158
Fourteenth Lok Sabha (02.06.2004 to 26.02.2009)	1440
TOTAL	1654

3. The number of pending assurances, Ministry/Department-wise, since Eight to Fourteenth 14th Lok Sabha is given at Appendix-I.

4. The Committee immediately after its constitution, reviewed the 1654 pending assurances and decided to call the representatives of the various Ministries/Departments of the Government of India for oral evidence with a view to looking into the reasons for the pendency, the operation of the prescribed system in the Ministries/Departments in this regard and to ensure implementation of the assurances which had been outstanding over a period of time.

5. In pursuance of the decision referred to above, the Committee examined the 77 pending assurances pertaining to the Ministry of Civil Aviation. The 77 assurances which were pending implementation till the constitution of the 15th Lok Sabha were as follows :-

Sl. No.	SQ/USQ No. Dated	Subject
1.	*USQ No. 307 28.5.1998	New Policy on Civil Aviation.
2.	*USQ No.3422 9.7.1998	Request of Jet Airways.
3.	*USQ No.681 2.12.1999	New Civil Aviation Policy.
4.	*USQ No.195 24.2.2000	New Civil Aviation Policy.
5.	*SQ No.402 22.4.2002	Civil Aviation Policy.
6.	*USQ No.215 18.11.2002	New Civil Aviation Policy.

Sl. No.	SQ/USQ No. Dated	Subject
7.	USQ No.4130 16.12.2002	Strategy for Traffic Development.
8.	#USQ No.5994 5.5.2003	Implementation of Committee Recommendations.
9.	*SQ No.184 15.12.2003	Foreign Airlines in Domestic Sector.
10.	\$USQ No.1895 15.12.2003	National Civil Aviation Development Fund.
11.	*USQ No.2391 23.7.2004	Naresh Chandra Committee.
12.	*SQ No.139 9.12.2004	Recommendations of Naresh Chandra Committee.
13.	*USQ No.1569 9.12.2004	Overall Growth of Civil Aviation Sector.
14.	*USQ No.507 3.3.2005	Recommendations of Naresh Chandra Committee.
15.	+SQ No.342 18.8.2005	Increase in Air Traffic.
16.	##USQ No.1842 4.8.2005	I.A. to Join Global Airline.
17.	USQ No.2916 11.8.2005	Investment in Air Transport Service Sector.

Sl. No.	SQ/USQ No. Dated	Subject
18.	USQ No.2926 11.8.2005	Amendment to Aircraft Rules, 1937.
19.	USQ No.4392 25.8.2005	Investment by PIOs/NRIs in Aviation Sector.
20.	SQ No.33 24.11.2005	Investment by PIO in Aviation Sector.
21.	*SQ No.37 24.11.2005	New National Civil Aviation Policy.
22.	*USQ No.1285 1.12.2005	Recommendations of Naresh Chandra Committee.
23.	USQ No.701 23.2.2006	Radar Facility at Cochin Airport.
24.	USQ No.2016 9.3.2006	Investment by PIO in Aviation Sector.
25.	*USQ No. 2096 9.3.2006	Review of Route Dispersal Guideline.
26.	*USQ No.2097 9.3.2006	New Civil Aviation Policy.
27.	*USQ No.3052 11.5.2006	Non Economical Air Routes.
28.	*USQ No.3086 11.5.2006	New Aviation Policy.

Sl. No.	SQ/USQ No. Dated	Subject
29.	#USQ No.4153 18.5.2006	Constitution of Autonomous Rail Safety Commission.
30.	*USQ No.1885 10.8.2006	Package For Airlines Operators.
31.	*USQ No.1931 10.8.2006	Operation of Small Aircraft on Regional Routes.
32.	*USQ No.2319 17.8.2006	Subsidy for Non-Economical Air Routes.
33.	USQ No.3254 24.8.2006	Investment by PIO in Aviation Sector.
34.	*USQ No.399 23.11.2006	New Civil Aviation Policy.
35.	USQ No.3258 14.12.2006	Investment by PIO in Aviation Sector.
36.	\$USQ No.327 1.3.2007	Review of Category-III Fog Equipment.
37.	\$USQ No.1414 8.3.2007	Kannur Airport.
38.	\$USQ No.3435 26.4.2007	Rajkot Airport.
39.	SQ No.260 30.8.2007	Norms for Domestic Carriers to Fly Abroad.

Sl. No.	SQ/USQ No. Dated	Subject
40.	*USQ No.576 16.8.2007	New Aviation Guidelines.
41.	*USQ No.642 16.8.2007	New Civil Aviation Policy.
42.	USQ No.660 16.8.2007	Separation of ATC From AAI.
43.	*USQ No.664 16.8.2007	Recommendations of GoM on Civil Aviation Sector.
44.	USQ No.1574 23.8.2007	Permission to Private Airlines to Fly Abroad.
45.	USQ No.1689 23.8.2007	Persons of Indian Origin.
46.	*USQ No.3201 6.9.2007	Norms and Incentives for Regional Airlines.
47.	USQ No.68 15.11.2007	Airlines to Fly Overseas.
48.	USQ No.854 22.11.2007	Applications for Overseas Services.
49.	*USQ No.894 22.11.2007	New Civil Aviation Policy.
50.	USQ No.1921 29.11.2007	Security at the Airports.

Sl. No.	SQ/USQ No. Dated	Subject
51.	USQ No.1933 29.11.2007	Investment by PIO in the Aviation Industry.
52.	#USQ No.2916 6.12.2007	Investment of Money.
53.	SQ No.366 17.4.2008	Incidents of Theft at Metro Airports.
54.	SQ No.443 24.4.2008	Committee on ATC Modernisation.
55.	USQ No.492 28.2.2008	Construction of Domestic and International Airports.
56.	\$USQ No.508 28.2.2008	Applications for Regional Airlines.
57.	USQ No.563 28.2.2008	Setting up of International Airport.
58.	*USQ No.2119 13.3.2008	New Civil Aviation Policy.
59.	@USQ No.3552 17.4.2008	Seaplane Services for Islands.
60.	USQ No.3627 17.4.2008	Helicopter Service to Difficult Terrain Areas.
61.	*USQ No.3680 17.4.2008	Domestic Carriers.

Sl. No.	SQ/USQ No. Dated	Subject
62.	\$USQ No.4373 24.4.2008	Provident Fund of Employees.
63.	USQ No.4512 24.4.2008	Availability of Land for Development of Indore Airport.
64.	#SQ No.85 23.10.2008	Terminal Building work at Non-Metro Airports.
65.	\$SQ No.292 18.12.2008	Development of Non-Operational Airports.
66.	USQ No.888 23.10.2008	Construction of Civil Terminals in Uttar Pradesh.
67.	*USQ No.946 23.10.2008	Setting up of Airport in Kurnool District.
68.	#USQ No.1010 23.10.2008	Losses Suffered due to Cancellation of and Delay Flights.
69.	\$USQ No.1853 11.12.2008	Passenger Facilities at the Airports.
70.	\$USQ No.1883 11.12.2008	Airports in Andhra Pradesh.
71.	USQ No.1929 11.12.2008	Encroachment on Airport Land.

Sl. No.	SQ/USQ No. Dated	Subject
72.	\$USQ No.1935 11.12.2008	Infrastructural Facilities at Airports in Kerala.
73.	\$USQ No.1957 11.12.2008	Theft Cases at Airports.
74.	\$USQ No.2923 18.12.2008	Equity Base of National Aviation Company.
75.	USQ No.2990 18.12.2008	New Ground Handling Policy.
76.	SQ No.61 19.2.2009	FDI in Civil Aviation Sector.
77.	#SQ No.144 26.2.2009	Safety Management System at Airports.

* Dropped at sitting held on 12.01.2011.

@Dropped at sitting held on 19.10.2010.

+Implementation Report laid on 20.03.2007.

\$ Implementation Report laid on 18.08.2010.

Implementation Report laid on 24.11.2010.

Implementation Report laid on 09.03.2011.

6. The Ministry of Parliamentary Affairs, are the interface between the various Ministries/Departments of the Government of India and Parliament. The Ministry of Parliamentary Affairs have issued comprehensive instructions for processing of assurances. These *inter-alia* include review of assurances at different levels in the hierarchy, periodically. A copy of the instructions is given at Appendix III.

7. When the Committee pointed out about these instructions, the Secretary, Ministry of Civil Aviation informed that he is aware of it.

8. On being asked during the evidence, whether the said instructions of the Ministry of Parliamentary Affairs were being followed, the Secretary stated as follows :-

"Yes, we have followed it."

9. The Committee desired to know as to when the last such review was undertaken. In reply, the Secretary stated as follows:-

"I have taken a review three months back. We also took it up in our monthly review of all other items in the Ministry. Specially on the pending assurances, we have taken a review meeting."

10. On being asked about the periodicity of the review of pending assurances, the Secretary stated as follows:-

"Once a month in the normal course and intensive review of only the assurances and specially the once that we feel are pending for a long time and where some action is to be taken. The Joint Secretaries are taking monthly reviews of all these assurances and since these things are pending we would also now take a much more critical review of these assurances."

OBSERVATIONS/RECOMMENDATIONS

11. The Committee note with concern that 77 assurances pertaining to the Ministry of Civil Aviation ranging from the year 1998 to 2009, upto the 14th Lok Sabha, were pending implementation. After the matter was taken upon by the Committee, Implementation Reports on 21 assurances were laid on the Table of the House, 30 were dropped and 26 are still pending. The level of pendency is clearly indicative of not only the lack of seriousness on the part of the Ministry in fulfilling the assurances made on the floor of the House, but also an abject failure of the review mechanism in the Ministry prescribed by the Ministry of Parliamentary Affairs. The Committee deplore the same. They desire that the Ministry should review the system and rectify the defects to ensure that the assurances made on the floor of the House are implemented within the prescribed time.

II. Scrutiny of Pending Assurances pertaining to Ministry of Civil Aviation

12. During oral evidence, the Committee examined all the 77 assurances. Some of these assurances have been dealt with in the succeeding paragraphs. These issues are as follows :-

A. Investment by PIOs in Air Transport

- (i) USQ No. 2916 dated 11 August, 2005 regarding Investment in Air Transport Service Sector.
- (ii) USQ No. 2926 dated 11 August, 2005 regarding Amendment to Aircraft Rules 1937.
- (iii) USQ No. 4392 dated 25 August, 2005 regarding Investment by PIOs/NRIs in Aviation Sector.
- (iv) SQ No. 33 dated 24 November, 2005 regarding Investment by PIOs in Aviation Sector.
- (v) USQ NO. 2016 dated 9 March, 2006 regarding Investment by PIOs in Aviation Sector.
- (vi) USQ NO. 3254 dated 24 August, 2006 regarding Investment by PIOs in Aviation Sector.
- (vii) USQ NO. 3258 dated 14 December, 2006 regarding Investment by PIOs in Aviation Sector.
- (viii) USQ NO. 1689 dated 23 August, 2007 regarding Persons of Indian Origin.
- (ix) USQ NO. 1933 dated 29 November, 2007 regarding Investment by PIOs in Aviation Industry.

B. Norms for Domestic Carriers to Fly Abroad

- (i) SQ No. 260 dated 30 August, 2007 regarding Norms for Domestic Carriers to Fly Abroad.
- (ii) USQ No. 1574 dated 23 August, 2007 regarding Permission to Private Airlines to Fly Abroad.
- (iii) USQ No. 68 dated 15 November, 2007 regarding Airlines to Fly Overseas.
- (iv) USQ No. 854 dated 22 November, 2007 regarding Applications for Overseas Services.

C. Encroachment on Airport Land

- (i) USQ No. 1929 dated 11 December, 2008 regarding Encroachment on Airport Land.

D. Theft Cases at Airports

- (i) USQ No. 1957 dated 11 December, 2008 regarding Theft Cases Airports.

E. National Policy on Civil Aviation

Out of the 77 assurances pertaining to the Ministry, the following assurances were related to the formulation of National Policy on Civil Aviation:-

- (i) Unstarred Question No. 307 dated 28 May, 1998 regarding "New Policy on Civil Aviation",
- (ii) Unstarred Question No. 3422 dated 9 July, 1998 regarding "Request of Jet Airways ",
- (iii) Unstarred Question No. 681 dated 2 December, 1999 regarding "New Civil Aviation Policy",

- (iv) Unstarred Question No. 195 dated 24 February, 2000 regarding "New Civil Aviation Policy",
- (v) Starred Question No. 402 dated 22 April, 2002 regarding "Civil Aviation Policy",
- (vi) Unstarred Question No. 215 dated 18 November, 2002 regarding "New Civil Aviation Policy",
- (vii) Starred Question No. 84 dated 8 December, 2003 regarding "Privatisation of Airports",
- (viii) Starred Question No. 184 dated 15 December, 2003 regarding "Foreign Airlines in Domestic Sector",
- (ix) Unstarred Question No. 2391 dated 23 July, 2004 regarding "Naresh Chandra Committee",
- (x) Unstarred Question No. 1569 dated 9 December, 2004 regarding "Overall Growth of Civil Aviation Sector",
- (xi) Starred Question No. 139 dated 9 December, 2004 regarding "Recommendations of Naresh Chandra Committee",
- (xii) Unstarred Question No. 507 dated 3 March, 2005 regarding "Recommendations of Naresh Chandra Committee",
- (xiii) Starred Question No. 37 dated 24 November, 2005 regarding "New National Civil Aviation Policy",
- (xiv) Unstarred Question No. 1285 dated 1 December, 2005 regarding "Recommendations of Naresh Chandra Committee",
- (xv) Unstarred Question No. 2096 dated 9 March, 2006 regarding "Review of Route Dispersal Guidelines",
- (xvi) Unstarred Question No. 2097 dated 9 March, 2006 regarding "New Civil Aviation Policy",
- (xvii) Unstarred Question No. 3052 dated 11 May, 2006 regarding "Non-Economical Air Routes",

- (xviii) Unstarred Question No. 3086 dated 11 May, 2006 regarding "New Aviation Policy",
- (xix) Unstarred Question No. 1885 dated 10 August, 2006 regarding "Package for Airline Operators",
- (xx) Unstarred Question No. 1931 dated 10 August, 2006 regarding "Operation of Small Aircraft on Regional Routes",
- (xxi) Unstarred Question No. 2319 dated 17 August, 2006 regarding "Subsidy for Non-Economical Air Routes",
- (xxii) Unstarred Question No. 399 dated 23 November, 2006 regarding "New Civil Aviation Policy",
- (xxiii) Unstarred Question No. 576 dated 16 August, 2007 regarding "Civil Aviation Guidelines",
- (xxiv) Unstarred Question No. 642 dated 16 August, 2007 regarding "Civil Aviation Policy",
- (xxv) Unstarred Question No. 664 dated 16 August, 2007 regarding "Recommendations of GoM on Civil Aviation Sector",
- (xxvi) Unstarred Question No. 3201 dated 6 September, 2007 regarding "Norms and Incentives for Regional Airlines",
- (xxvii) Unstarred Question No. 894 dated 22 November, 2007 regarding "New Civil Aviation Policy",
- (xxviii) Unstarred Question No. 2119 dated 13 March, 2008 regarding "New Civil Aviation Policy" and
- (xxix) Unstarred Question No. 3680 dated 17 April, 2008 regarding "Domestic Carriers".

F. Implementation of Committee Recommendations

- (i) USQ No. 5994 dated 5 May, 2003 regarding Implementation of Committee Recommendations.

A. Investment by PIOs in Air Transport

- (i) USQ No. 2916 dated 11 August, 2005 regarding Investment in Air Transport Service Sector.
- (ii) USQ No. 2926 dated 11 August, 2005 regarding Amendment to Aircraft Rules 1937.
- (iii) USQ No. 4392 dated 25 August, 2005 regarding Investment by PIOs/NRIs in Aviation Sector.
- (iv) SQ No. 33 dated 24 November, 2005 regarding Investment by PIOs in Aviation Sector.
- (v) USQ NO. 2016 dated 9 March, 2006 regarding Investment by PIOs in Aviation Sector.
- (vi) USQ NO. 3254 dated 24 August, 2006 regarding Investment by PIOs in Aviation Sector.
- (vii) USQ NO. 3258 dated 14 December, 2006 regarding Investment by PIOs in Aviation Sector.
- (viii) USQ NO. 1689 dated 23 August, 2007 regarding Persons of Indian Origin.
- (ix) USQ NO. 1933 dated 29 November, 2007 regarding Investment by PIOs in Aviation Sector.

13. The above mentioned questions and the replies given thereto are reproduced in Appendix II.

14. The questions raised broadly related to Investment by PIOs/NRIs in Aviation Sector. The assurance made through the replies was that the matter was under examination in consultation with all concerned.

15. During oral evidence the Committee noted that nine assurances regarding Investment by PIOs in Air Transport are pending. The Committee, therefore, desired to know the reasons for their pendency and the steps taken to implement them at the earliest. In reply, the representative of the Ministry stated as follows:-

"This is an assurance that arises out of this question of Shri Thomar and six others. This deals with the question of PIOs being given the same status as NRIs, for the purpose of FDIs. This matter was raised by our Ministry and we went to the Cabinet in the year 2005 and the Cabinet referred this matter to a GoM, we submitted out Cabinet note and gave it to the Ministry of DIPP, which is the nodal agency for servicing the GoM in this matter, we had been writing on that but no decision has been taken by them. But we had requested that somebody from DIPP should be present for today's deliberations, but I do not think anybody is there."

16. The Ministry of Civil Aviation vide O.M. No. H-11016/51/2005-DT dated 3 February, 2011 further informed the Committee that the Cabinet after consideration of the proposal on 3 November, 2005 directed that the matter may in the first instance be considered by the Group of Ministers constituted on 1 December, 2005 to consider proposals relating to review of Foreign Direct Investment. Accordingly, the Ministry had sent a Draft Note for GoMs on 15 February, 2006 to Ministry of Commerce and Industry, Department of Industrial Policy & Promotion (DIPP) being the nodal department concerning the issue. The GoMs was to complete its review

in four weeks. However, this process is yet to be completed and the Ministry is in no position to move forward on this proposal. The Ministry further informed that assurances regarding PIOs are transferred to DIPP and the DIPP declined to accept the transfer. The Ministry of Civil Aviation accordingly sent justification to DIPP for transfer of assurance and requested to accept the transfer, however, acknowledgement from DIPP in this regard is still awaited.

OBSERVATIONS/RECOMMENDATIONS

17. The Committee note with serious concern that as many as nine assurances regarding Investment by Persons of Indian Origin (PIOs) in Air Transport are lying pending. These assurances have been made since August 2005 and the issue has been pending for about six years. The fate of these pending assurances is hanging fire apparently due to the jurisdictional conflict between the Ministry of Civil Aviation and the Ministry of Commerce and Industry, Department of Industrial Policy and Promotion. While the Ministry of Civil Aviation claimed that it related to the Ministry of Commerce and Industry (Department of Commerce) the latter appears to have disowned it. On the directions of the Cabinet, the Ministry of Civil Aviation sent the draft note for the Group of Ministers, constituted for the purpose on 1 December, 2005, way back on 15 February, 2006 to the Ministry of Commerce and Industry, the Department of Industrial Policy & Promotion, being the nodal department. However, nothing concrete has emerged even after a lapse of a considerable period of about six years. It appears to the Committee that both the Ministries have treated the assurances casually. The Committee cannot but express their serious displeasure over the casual manner in which both the Ministries have dealt with the assurances made on the floor of the House. The Committee have no doubt that there are mechanisms within the Government to sort out such jurisdictional issues. Unfortunately, nothing seems to have been done

resulting in the assurance being allowed to remain grossly neglected and unimplemented for such a long period of time. The Committee desire that such instances should not recur. The Committee recommend that the Ministry of Civil Aviation in consultation with the Ministry of Commerce and Industry (Department of Commerce) should follow up the matter with the Group of Ministers for implementation of the assurances without any further delay. The Committee would like to be apprised of the precise steps taken in this regard at the earliest.

B. Norms for Domestic Carriers to Fly Abroad

- (i) SQ No. 260 dated 30 August, 2007 regarding Norms for Domestic Carriers to Fly Abroad.
- (ii) USQ No. 1574 dated 23 August, 2007 regarding Permission to Private Airlines to Fly Abroad.
- (iii) USQ No. 68 dated 15 November, 2007 regarding Airlines to Fly Overseas.
- (iv) USQ No. 854 dated 22 November, 2007 regarding Applications for Overseas Services.

18. The above mentioned questions and the replies given thereto are reproduced in Appendix-II.

19. The questions raised related to Norms for Domestic Carriers to Fly Abroad and the assurance made was that the issue was being addressed in the proposed National Civil Aviation Policy under consideration of the Group of Ministers.

20. The Committee noted that the above noted four assurances regarding norms for domestic carriers to fly abroad were pending since the last three years. On being asked about the reasons for delay in the implementation of these assurances, the representative of the Ministry stated as follows :-

"There is a five-year norm. That is also being revisited in order to ensure that more of our carriers go there. It has to go to the Group of Ministers on Civil Aviation. We have not yet sent it because there are only two carriers which really come under this. Spicejet is now allowed to fly because they have completed five years. Indigo is about four years old. So, there is really no other carrier which would come under this radar. Madam, this is the position."

21. The Committee then desired to know whether the Ministry has a policy in this regard or do not have a policy. the representative of the Ministry stated as follows:-

"The Policy is that any domestic airlines which does up to five years can fly abroad."

22. Earlier the Ministry requested the Committee to drop the assurances as after the formation of the new Government, it was decided that there is no need to constitute a new National Civil Aviation Policy, since most of the issues proposed in the then Policy have been implemented. The Government had therefore decided to retain the eligibility criteria for Indian carriers for international operations. This request was considered by the Committee at their sitting held on 06 August, 2010 and the Committee also accepted the request of the Ministry. However, vide letter dated 21 August, 2010 the Ministry informed the Committee that in the meantime, during a Committee of Secretaries meeting on 30 July, 2010, it has been advised to send the issue of the relaxation of the eligibility criteria for international operations viz. 5 years experience of domestic operations again to new GoMs. The advice of Committee of Secretaries is under process in the Ministry. In view of this, the Ministry requested the Committee not to consider dropping of the assurances. The Ministry, therefore, requested that extension of 6 months time for fulfilling the assurance may be given.

OBSERVATIONS/RECOMMENDATIONS

23. The Committee note that four assurances regarding the norms for domestic carriers to fly abroad are pending implementation. During oral evidence, the Committee have been apprised that any domestic airlines which are operating for the last five years can fly abroad and at present only two carriers fulfil this norm. However, the Committee of Secretaries has advised to send the issue of the relaxation of the eligibility criteria for international operations i.e. five years experience of domestic operations, again to a new Group of Ministers (GoM) and the advice of GoM is under process. The Committee, therefore, desire that processing of the advice of GoM be expedited and the Implementation Reports of the four assurances be furnished to the Ministry of Parliamentary Affairs for being laid on the Table of the House at the earliest.

C. Encroachment on Airport Land

- (i) USQ No. 1929 dated 11 December, 2008 regarding Encroachment on Airport Land.

24. The above mentioned question and the reply given thereto are reproduced in Appendix-II.

25. The issue raised through the question was encroachment on Airport land and the action taken to prevent the encroachment and the assurance was that the information is being collected.

26. The Committee noted that the assurance given in reply to USQ No. 1929 dated 11 December, 2008 was pending from the year 2008. During oral evidence, the Committee pointed out that it is an important assurance as it involves encroachment of Airport land and overall involves 865.39 acres of encroached land. In reply the representative of the Ministry stated as follows:-

"Madam, actually this is one assurance of the entire lot about which I would myself express my dissatisfaction at the very start."

27. The Committee then pointed out that the assurance involves 276 acres encroached land in Mumbai, 150 acres encroached land in Satna and 83 acres encroached land in Amritsar and this is excessive and no concrete action has been taken. In reply the representative of the Ministry stated as follows:-

"Yes, as I was saying, I am myself not satisfied with the follow up action after identification of land under encroachment. Please permit me to come back."

28. The Committee again pointed out that Airport land under encroachment needs to be freed. In reply, the representative of the Ministry stated as follows:-

"I would like to inform the Committee that as far as the legislative framework is concerned, the Airport Authority of India Act was amended to give powers to Airport Directors to act as evacuation officers and they were required to identify the land and issue evacuation notices and also an Appellate Authority has also been created, that in, the Airport Appellate Tribunal. This has also been set up. So, the mechanisms are in place. Now, we have to monitor whether these Airport Directors have fulfilled their duty as laid down in the law. If you permit I will come back....."

29. The Ministry of Civil Aviation vide a written note submitted status of the assurance given in reply to USQ No. 1929 dated 11 December 2008 and *inter-alia* apprised the Committee that as on 31 March, 2009 out of the total 17922.90 acres land of various Airports, 865.39 acres have been encroached.

OBSERVATIONS/RECOMMENDATIONS

30. The Committee note with serious concern that out of a total land of the Airport Authority of India measuring 17922.90 acres, 865.39 acres are under encroachment in various parts of the country. During evidence the Secretary, Ministry of Civil Aviation, himself expressed dissatisfaction over the lack of follow up action on the part of the Department after identification of land under encroachment. He also stated that the Airport Directors have been empowered under the Airport Authority of India Act to act as Evacuation officers to identify the land and issue evacuation notices. Clearly, there has been laxity on the part of the Departmental Officers in getting the precious land back, which needs to be inquired into. The menace of encroachment on Airport land requires to be dealt with much more seriousness and firmness than in evidence. The Committee desire that the Ministry should review the issue of encroachment comprehensively and evolve an appropriate monitoring mechanism to watch the eviction process and issue appropriate instructions. The Committee would like to be informed of the precise steps taken and also the status of the eviction process.

D. Theft Cases at Airports

- (i) USQ No. 1957 dated 11 December, 2008 regarding Theft cases at Airports.

31. The above mentioned question and the reply given thereto are reproduced in Appendix-II.

32. The issue raised through the question was increase in the cases of theft of baggage at Airports, the details of theft reported during the year 2008 and the action taken thereon and the assurance was that the information on the cases of theft is being collected from the police.

33. On being asked about the increase in theft of baggages at major Airports and the steps taken thereon. In reply, the representative of the Ministry stated as follows:-

"We have been pursuing with the Delhi Police.....including the Ministry of Home Affairs."

34. In this regard a representative of the Delhi Police stated as follows:-

"Delhi Police makes all possible efforts.....whenever a complaint is received, an FIR is registered and then it goes through the normal legal procedure."

35. The representative of the Ministry further clarified as follows:-

"We have put enhanced surveillance on loaders and casual staff all over the country. Secondly, we have installed CCTV.....and CCTVs has also been increased, we have set up control rooms.....so we are able to solve all most all cases."

36. The Implementation Report of the above assurance was laid on the Table of the House on 18 August 2010, through which the following details were intimated:-

Name of Airport	No. of cases reported in last few months(2008)	No. of cases solved	Position of remaining cases
Delhi	28	04	24 pending investigation
Mumbai	30	08	22 pending investigation
Kolkata	3	2	1 pending investigation
Chennai	Nil	-	-
Hyderabad	15	6	9 pending investigation
Bengaluru	Nil	-	-

OBSERVATIONS/RECOMMENDATIONS

37. The Committee regret to note that the Implementation Report laid on the Table of the House on 18 August, 2010 on the assurance relating to the incidents of theft at Metro Airports is completely silent about the details of such cases. The Ministry have merely indicated the number of cases reported, solved and pending without intimating the nature of incidents, how the cases were solved and the stages at which the remaining cases are pending in investigation. What has surprised the Committee is that out of a total of 76 cases reported in 2008 from five Metro Airports, 56 cases are still pending. Undoubtedly, there is a need to take these cases to their logical conclusion expeditiously so that the passengers redeem their feeling of trust and security in the system. In the circumstances, the Committee are constrained to treat the present Implementation Report as a partly implemented one only. The Ministry of Civil Aviation should get a complete and detailed Implementation Report laid on the Table of the House at the earliest.

E. National Policy on Civil Aviation

38. Out of the 77 assurances pertaining to the Ministry, the following assurances were related to the formulation of National Policy on Civil Aviation:-

(i) Unstarred Question No. 307 dated 28 May, 1998 regarding "New Policy on Civil Aviation",

(ii) Unstarred Question No. 3422 dated 9 July, 1998 regarding "Request of Jet Airways",

(iii) Unstarred Question No. 681 dated 2 December, 1999 regarding "New Civil Aviation Policy",

(iv) Unstarred Question No. 195 dated 24 February, 2000 regarding "New Civil Aviation Policy",

(v) Starred Question No. 402 dated 22 April, 2002 regarding "Civil Aviation Policy",

(vi) Unstarred Question No. 215 dated 18 November, 2002 regarding "New Civil Aviation Policy",

(vii) Starred Question No. 84 dated 8 December, 2003 regarding "Privatisation of Airports",

(viii) Starred Question No. 184 dated 15 December, 2003 regarding "Foreign Airlines in Domestic Sector",

(ix) Unstarred Question No. 2391 dated 23 July, 2004 regarding "Naresh Chandra Committee",

(x) Unstarred Question No. 1569 dated 9 December, 2004 regarding "Overall Growth of Civil Aviation Sector",

- (xi) Starred Question No. 139 dated 9 December, 2004 regarding "Recommendations of Naresh Chandra Committee",
- (xii) Unstarred Question No. 507 dated 3 March, 2005 regarding "Recommendations of Naresh Chandra Committee",
- (xiii) Starred Question No. 37 dated 24 November, 2005 regarding "New National Civil Aviation Policy",

- (xiv) Unstarred Question No. 1285 dated 1 December, 2005 regarding "Recommendations of Naresh Chandra Committee",
- (xv) Unstarred Question No. 2096 dated 9 March, 2006 regarding "Review of Route Dispersal Guidelines",
- (xvi) Unstarred Question No. 2097 dated 9 March, 2006 regarding "New Civil Aviation Policy",
- (xvii) Unstarred Question No. 3052 dated 11 May, 2006 regarding "Non-Economical Air Routes",
- (xviii) Unstarred Question No. 3086 dated 11 May, 2006 regarding "New Aviation Policy",
- (xix) Unstarred Question No. 1885 dated 10 August, 2006 regarding "Package for Airline Operators",
- (xx) Unstarred Question No. 1931 dated 10 August, 2006 regarding "Operation of Small Aircraft on Regional Routes",
- (xxi) Unstarred Question No. 2319 dated 17 August, 2006 regarding "Subsidy for Non-Economical Air Routes",
- (xxii) Unstarred Question No. 399 dated 23 November, 2006 regarding "New Civil Aviation Policy",
- (xxiii) Unstarred Question No. 576 dated 16 August, 2007 regarding "Civil Aviation Guidelines",

(xxiv) Unstarred Question No. 642 dated 16 August, 2007 regarding "Civil Aviation Policy",

(xxv) Unstarred Question No. 664 dated 16 August, 2007 regarding "Recommendations of GoM on Civil Aviation Sector",

(xxvi) Unstarred Question No. 3201 dated 6 September, 2007 regarding "Norms and Incentives for Regional Airlines",

(xxvii) Unstarred Question No. 894 dated 22 November, 2007 regarding "New Civil Aviation Policy",

(xxviii) Unstarred Question No. 2119 dated 13 March, 2008 regarding "New Civil Aviation Policy" and

(xxix) Unstarred Question No. 3680 dated 17 April, 2008 regarding "Domestic Carriers".

39. The above mentioned questions and the replies given thereto are reproduced in Appendix-II.

40. Through the above mentioned questions, Members had sought to know various aspects relating to the Civil Aviation Sector. This included New Policy on Civil Aviation, Privatisation of Airports, Foreign Airlines in Domestic Sector, implementation of the recommendations of the Naresh Chandra Committee, Overall Growth of Civil Aviation Sector, Review of Route Dispersal Guidelines, Non-economical Air Routes, Package for Airline Operators, Operation of Small Aircraft on Regional Routes, Subsidy for Non-economical Air Routes, Civil Aviation Guidelines,

Recommendations of GoM on Civil Aviation Sector, Norms and Incentives for Regional Airlines, Domestic Carriers etc. In reply, the Ministry of Civil Aviation stated that those aspects would be covered under the New Civil Aviation Policy which was under consideration.

41. On being asked about the implementation of the assurances, the representative of the Ministry stated as follows:-

"Coming to the Civil Aviation Policy, I would like to say that a draft policy has been ready and we had taken it to the Cabinet as way back in 2007....."

42. In a note furnished to the Committee on 13 August, 2010, the Ministry of Civil Aviation stated as follows:-

"A draft Civil Aviation Policy was prepared in consultation with various Ministries/Departments and circulated to concerned Ministries/Departments on 29.3.2006. On the basis of comments received, the draft Civil Aviation Policy had been revised and submitted for the approval of the Cabinet. The Cabinet referred it to Group of Ministers (GoM) on 15.6.2007. The first meeting of GoM was held on 14 August, 2007 and second meeting was held on 3 January, 2008. Action has been taken on the decisions taken in the meetings. After the formation of new Government, Cabinet Secretariat has sought the Competent Authority's directions regarding reconstitution of the GoM. The Cabinet Secretariat has been informed that since most of the issues proposed in the draft National Civil Aviation Policy have already been implemented there would not be a need to constitute a GoM for this purpose.

The matter has been further reviewed by the Ministry and it has been decided that in view of the fact that nearly all the components of the proposed policy have been implemented, the Ministry would not like to press the policy any further."

43. In the light of the above submissions and on the specific request of the Ministry, the above assurances were dropped by the Committee at their sitting held on 12 January, 2011.

OBSERVATIONS/RECOMMENDATIONS

44. The Committee note that way back in May 1998, an assurance was given that a New Civil Aviation Policy was under formulation. Thereafter, several questions raised by the Members concerning the Civil Aviation Sector was linked to the proposed Policy and assurances were made on the floor of the House from time to time for a period of over 12 years that the New Policy was under consideration. According to the Ministry, A draft Civil Aviation Policy was prepared in consultation with various Ministries/Departments and circulated to concerned Ministries/Departments on 29 March, 2006. On the basis of comments received, the draft Civil Aviation Policy had been revised and submitted for the approval of the Cabinet. The Cabinet referred it to Group of Ministers (GoM) on 15 June, 2007. The first meeting of GoM was held on 14 August, 2007 and the second meeting was held on 3 January, 2008. After the formation of new Government, Cabinet Secretariat sought the Competent Authority's directions regarding reconstitution of the GoM. The Cabinet Secretariat was informed by the Ministry of Civil Aviation that since most of the issues proposed in the draft National Civil Aviation Policy have already been implemented there would not be a need to constitute a GoM for this purpose. The matter has been further reviewed

by the Ministry and it has been decided that in view of the fact that nearly all the components of the proposed policy have been implemented, the Ministry would not like to press the policy any further. Against this backdrop, the Ministry requested the Committee to drop the assurances, which was agreed to. However, from the sequence of facts enumerated by the Ministry and having regard to the assurances made over a period of 12 years, the Committee cannot help observing that the Ministry's overall approach in the matter was not only without any discernible clarity but also lacked a longer vision of the needs of the Civil Aviation Sector. These apprehensions of the Committee are reinforced by the fact that the Ministry chose to take piece meal decisions for a period of over a decade without adopting any integrated approach. And, yet, they continued to assure Parliament repeatedly for over a decade that a New Policy was on the anvil. At this stage the Committee can only express their hope that atleast in future the Ministry would deal with such matters with a longer perspective and in the overall interests of the Civil Aviation Sector.

F. Implementation of Committee Recommendations

- (i) USQ No. 5994 dated 5 May, 2003 regarding Implementation of Committee Recommendations.

45. The above mentioned question and the reply given thereto are reproduced in Appendix-II.

46. The information sought through the above mentioned question was regarding R.C. Jain Committee appointed to inquire into the accident that occurred at Indira Gandhi Airport on 13 December, 1999, its details, the action taken and the details of recommendations not implemented alongwith the reasons therefor. The assurance contained was that the information will be collected and laid on the Table of the House.

47. On being asked regarding the state of implementation of the R.C. Jain Committee Report, the representative of the Ministry of Civil Aviation stated as follows:-

".....We have set up a Committee under the DGCA who is the Director and we have implemented most of these recommendations. We are monitoring it very closely because with the expansion of the airports, air navigation has become very critical."

48. The representative of the Ministry further clarified as follows:-

"Actually we have implemented it but we have not been able to put it to the Committee properly. For that we regret. Now we will do that because actually the implementation has happened. I think our note has not really carried the full details of the implementation for which we are sorry."

49. The Implementation Report of the above assurance was laid on the Table of the House on 18 August, 2010 in which the Ministry *inter-alia* stated as follows:-

"After the submission of R.C. Jain Committee report, a sub-committee was constituted under the Chairmanship of the then Member (Operations), Airports Authority of India (AAI) to examine the recommendations and submit its report to the Ministry. The sub-committee submitted its report and the comments on major recommendations were sought from the concerned units. After examining the Action Taken Report received, the competent authority has found that most of the recommendations of Jain Committee/ sub-committee have been implemented and therefore accepted the said report."

OBSERVATIONS/RECOMMENDATIONS

50. The Committee note that the R.C. Jain committee was appointed by the Union Government to inquire into the accident that occurred at the Indira Gandhi International Airport on 13 December, 1999. An assurance arising out of a Question asked in May, 2003 seeking information on the implementation of the recommendations made by the R.C. Jain committee has been pending. Subsequent to the Committee's intervention, the Ministry of Civil Aviation got the Implementation Report laid on the Table of the House on 18 August, 2010 stating that action on the recommendations of the R.C. Jain committee/sub-committee has since been taken. According to them, after the submission of the R.C. Jain committee's report, a sub-committee was constituted under the chairmanship of the then Member (Operations), Airport Authority of India (AAI) to examine the recommendations and submitted its report to the Ministry and it took some time to implement the report. The Committee are astonished at the long period of time taken by the Ministry to implement recommendations of an inquiry committee on an accident which took place as far as 11 years back. They are of the firm view that processing of reports of committees involving such incidents should get

**overriding priority which in the present case was unfortunately absent.
The Committee desire that the Ministry of Civil Aviation should take
appropriate steps to avoid such delays in future.**

NEW DELHI;

MANEKA GANDHI

CHAIRPERSON

COMMITTEE ON GOVERNMENT ASSURANCES

29 August, 2011

7 Bhadrapada, 1933 (Saka)

Statement of pending assurances from 8th to 14th Lok Sabha

S.No.	<u>Name of Ministry</u>	No. of Pending Assurances
1.	Agriculture	42
2.	Atomic Energy	7
3.	Chemicals and Fertilizers	63
4.	Civil Aviation	106
5.	Coal	40
6.	Commerce and Industry	44
7.	Communications and Information Technology	38
8.	Consumer Affairs, Food and Public Distribution	15
9.	Corporate Affairs	4
10.	Culture	29
11.	Defence	38
12.	Development of North Eastern Region	2
13.	Earth Science	5
14.	Environment and Forests	47
15.	External Affairs	21
16.	Finance	57
17.	Health and Family Welfare	123
18.	Heavy Industries and Public Enterprises	8
19.	Home Affairs	115
20.	Housing & Urban Poverty Alleviation	4
21.	Human Resource Development	106

22.	Information and Broadcasting	39
23.	Labour	36
24.	Law and Justice	75
25.	Micro, Small & Medium Enterprises	12
26.	Mines	14
27.	Minority Affairs	8
28.	New Renewable Energy Sources	7
29.	Overseas Indian Affairs	16
30.	Parliamentary Affairs	1
31.	Panchayati Raj	10
32.	Personnel, Public Grievances and Pensions	19
33.	Petroleum and Natural Gas	57
34.	Planning	19
35.	Power	20
36.	Railways	67
37.	Rural Development	30
38.	Science and Technology	9
39.	Shipping, Road Transport and Highways	55
40.	Social Justice and Empowerment	39
41.	Space	4
42.	Statistics and Programme Implementation	4

43.	Steel	6
44.	Textiles	19
45.	Tourism	1
46.	Tribal Affairs	25
47.	Urban Development and Poverty Alleviation	94
48.	Water Resources	5
49.	Women and Child Development	45
50.	Youth Affairs and Sports	4
	TOTAL	1654

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2916

ANSWERED ON 11.08.2005

INVESTMENT IN AIR TRANSPORT SERVICE SECTOR

2916. SHRI VIRJIBHAI THUMMAR
SHRI MADHUSUDAN DEVRAM MISTRY
SHRI AVTAR SINGH BHADANA
SHRI PUSHPDAN SHAMBHUDAN GADHAVI
SHRI SURENDRA PRAKASH GOEL
SHRI J.M. AARON RASHID
SHRI RAJESH KUMAR MISHRA

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether there is lack of transparency with regard to investment by Persons of Indian Origin (PIOs) in Air Transport Service Sector;
- (b) if not, the reasons for not granting NOCs to PIOs who are treated at par with NRIs;
- (c) whether the Government has taken the views of the concerned Ministry/Department with regard to the status of PIOs vis-a-vis NRIs;
- (d) if so, the details thereof; and
- (e) the steps being taken to grant NOCs to PIOs expeditiously to operate Schedule Air Transport Service In India?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a) and (b): No, Sir. The existing Civil Aviation Requirements stipulate that a scheduled/non-scheduled air transport operator`s permit can be granted only to a citizen of India or to a company/body corporate provided, inter-alia, that its substantial ownership and effective control is vested in Indian nationals. Hence, persons of Indian Origin, who are not Indian citizens, can not be permitted to operate air transport services in terms of the present regulatory position.

(c) to (e): The matter is under examination in consultation with all concerned.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2926

ANSWERED ON 11.08.2005

AMENDMENT TO AIRCRAFT RULES

2926. SHRI SUBODH MOHITE
SHRI PUSHPDAN SHAMBHUDAN GADHAVI

Will the Minister of Civil Aviation be pleased to state:-

(a) whether attention of the Government has been drawn to the news-item `Magic Air cruises back into turbulent skies` appearing in the Times of India, New Delhi on July 22,2005;

(b) if so, the facts thereof;

(c) whether the Government has not amended the Aircraft Rules, 1937 due to delay in taking a policy decision on the investment in aviation sector by the Persons of Indian Origins (PIOs) vis-avis-NRIs;

(d) if so, the details thereof; and

(e) the time by which Aircraft Rules, 1937 are likely to be amended?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a): Yes Sir.

(b): The existing Civil Aviation Requirements stipulate that a scheduled/non-scheduled air transport operators permit can be granted only to a citizen of India or to a company/body corporate provided, inter-alia, that its substantial ownership and effective control is vested in Indian nationals. Hence, persons of Indian Origin, who are not Indian citizens, can not be permitted to operate air transport services in terms of the present regulatory position.

(c) to (e): The matter is under examination in consultation with all concerned.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 4392

ANSWERED ON 25.08.2005

INVESTMENT BY PIOS/NRIS IN AVIATION SECTOR

4392. DR. RAJESH KUMAR MISHRA
SHRI PUSHPDAN SHAMBHUDAN GADHAVI
SHRI SURENDRA PRAKASH GOEL

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government has allowed Persons of Indian Origin (PIOs) and Non-Resident Indians (NRIs) to invest upon cent per cent in domestic aviation sector;

(b) if so, the details thereof;

(c) whether the Government has received some representations for non-implementation of above policy decision; and

(d) if so, the steps being taken to issue directives to the concerned Ministries/Departments and State Governments clarifying Government`s stand on Foreign Direct Investment (FDI) in aviation sector?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) and (b):- No Sir. The existing Civil Aviation Requirements stipulate that a scheduled/non-scheduled air transport operators permit can be granted only to a citizen of India or to a company/body corporate provided, inter-alia, that its substantial ownership and effective control is vested in Indian nationals. Hence, persons of Indian Origin, who are not Indian citizens, can not be permitted to operate air transport services in terms of the present regulatory position.

(c):- The Government had received a letter from M/s Magic Air Pvt. Ltd. with reference to their application for grant of NOC to operate Schedule Air Transport Services.

(d) :- The matter is under examination.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 33

ANSWERED ON 24.11.2005

INVESTMENT BY PIO IN AVIATION SECTOR

*33. DR. RAJESH KUMAR MISHRA
SHRI NAVJOT SINGH SIDHU

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government proposes to allow participation of Persons of Indian Origin (PIO) in domestic civil aviation sector through Foreign Direct Investment (FDI) route;

(b) if so, the details thereof;

(c) whether the PIO cardholders will be provided similar dispensation as are being given to Non-Resident Indians (NRIs) in case of FDI investment in domestic civil aviation sector; and

(d) if not, the steps taken/proposed to be taken to rectify the anomaly?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b, (c) and (d):- A Statement is laid on the table of the Sabha.

STATEMENT TO BE LAID ON THE TABLE OF THE LOK SABHA IN REPLY TO STARRED QUESTION NO. 33 DATED 24.11.2005 REGARDING INVESTMENT BY PIO IN AVIATION SECTOR.

(a),(b), (c) and (d):- The existing Civil Aviation Requirements stipulate that a scheduled / non-scheduled air transport operators permit can be granted only to a citizen of India or to a company/body corporate provided, inter-alia, that its substantial ownership and effective control is vested in Indian nationals. Hence, Persons of Indian Origin, who are not Indian citizens, cannot be permitted to operate air transport services in terms of the present regulatory position. However, the issue of PIO card holders being accorded a dispensation similar to NRIs in case of FDI in Air Transport Services (Domestic Airlines) will be examined in consultation with the concerned Ministries.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2016

ANSWERED ON 09.03.2006

INVESTMENT BY PIO IN AVIATION SECTOR

2016. SHRI SURENDRA PRAKASH GOEL

SHRI AVTAR SINGH BHADANA

SHRI J.M. AARON RASHID

SHRI E.G. SUGAVANAM

DR. RAJESH KUMAR MISHRA

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government has considered to allow the participation of Persons of Indian Origin (PIO) in the domestic civil aviation sector through the FDI route;

(b) if so, the details thereof; and

(c) the time by which the final decision is likely to be taken in this regard?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b) and (c) : The matter is under consideration.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3254

ANSWERED ON 24.08.2006

INVESTMENT BY PIO IN AVIATION SECTOR

3254. SHRI E.G. SUGAVANAM

Will the Minister of Civil Aviation be pleased to state:-

(a) Whether the Government proposes to allow the Persons of Indian Origin (PIO) living abroad to invest in Indian domestic airlines;

(b) If so, the details thereof; and

(c) The time by which the final decision is likely to be taken in this regard?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b) and (c) : The matter is under consideration.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3258

ANSWERED ON 14.12.2006

INVESTMENT BY PIO IN AVIATION SECTOR

3258. SHRI PUSHPDAN SHAMBHUDAN GADHAVI

Will the Minister of Civil Aviation be pleased to state:-

(a) Whether the Government has taken any decision to allow the Persons of Indian Origin (PIO) living abroad to invest in Indian domestic airlines;

(b) If so, the details thereof; and

(c) if not, the present status of the proposal?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b) and (c) : The matter is still under consideration of the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1689

ANSWERED ON 23.08.2007

PERSONS OF INDIAN ORIGIN

1689. SHRI NARAHARI MAHATO

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government proposes to allow participation of Persons of Indian Origin (PIO) in domestic civil aviation sector through Foreign Direct Investment (FDI) route;
- (b) if so, whether the PIO cardholders will be provided similar dispensation as are being given to Non-Resident Indians (NRIs) in case of FDI investment in domestic civil aviation sector;
- (c) if so, the details thereof; and
- (d) if not, the steps taken/proposed to be taken to rectify the anomaly?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b) and (c) : The matter is still under consideration of the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1933

ANSWERED ON 29.11.2007

INVESTMENT BY PIOS IN AVIATION INDUSTRY

1933. SHRI PUSHPDAN SHAMBHUDAN GADHAVI

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the proposal to allow participation of Persons of India Origin (PIO) in domestic Civil Aviation Sector has been finalised by the Government;
- (b) if so, the details thereof;
- (c) if not, the reasons therefor; and
- (d) the time by which the matter is proposed to be finalised?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) to (d) : The matter is under consideration of the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 260

ANSWERED ON 30.08.2007

NORMS FOR DOMESTIC CARRIERS TO FLY ABROAD

*260. SHRI BRAJA KISHORE TRIPATHY

Will the Minister of Civil Aviation be pleased to state:-

- (a): the norms laid down to allow domestic carriers for flying abroad;
- (b): whether the Government proposes to relax the norms to allow domestic carriers for flying abroad;
- (c): if so, the details thereof;
- (d): the time by which such relaxations will be implemented in the aviation sector; and
- (e): the manner in which the commuters will be benefited by such changes?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b),(c),(d) and (e): A Statement is laid on the Table of the House.

Statement referred to in reply to Lok Sabha Starred Question No. 260 for reply on 30.08.2007 regarding 'Norms for Domestic Carriers to fly Abroad.'

(a): Under the existing guidelines, Indian private scheduled carriers having experience of continuous operations of 5 years in the domestic sectors and having a minimum fleet size of 20 aircraft are permitted to operate on international routes.

(b) and (c): The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM).

(d) and (e): Do not arise at this stage.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1574

ANSWERED ON 23.08.2007

PERMISSION TO PRIVATE AIRLINES TO FLY ABROAD

1574. SHRI SUKHDEV SINGH LIBRA

Will the Minister of Civil Aviation be pleased to state:-

(a): whether domestic airlines are required to operate for a minimum period of five years to qualify for permission to fly abroad;

(b): if so, the details thereof ;

(c) : whether there is a move in the Government to lower down the operational period ;

(d) : if so, whether the said move will have an adverse effect on the effectiveness and viability of the airlines ;

(e) : if so, whether the Government would ensure that the operational period will not be lowered by down playing the safety and confidence of the international passengers thereby resulting in loss of traffic and revenue to aviation industry as a whole; and

(f) if so, the reaction of the Government thereto ?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) & (b): Under the existing guidelines, Indian private scheduled carriers having experience of continuous operations of 5 years in the domestic sectors and having a minimum fleet size of 20 aircraft are permitted to operate on international routes.

(c) : The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM)

(d),(e)&(f): Do not arise at this stage.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 68

ANSWERED ON 15.11.2007

AIRLINES TO FLY OVERSEAS

68. SHRI MANORANJAN BHAKTA
SHRI MAGUNTA SREENIVASULU REDDY

Will the Minister of Civil Aviation be pleased to state:-

(a): whether there is any proposal under consideration over relaxation in eligibility norms for India`s airlines flying overseas;

(b): if so, the details thereof; and

(c): the details of benefits likely to be achieved therefrom?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) & (b): The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM).

(c): Do not arise at this stage.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 854

ANSWERED ON 22.11.2007

APPLICATION FOR OVERSEAS SERVICES

854. SHRI NIKHIL KUMAR

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Aviation Industry is not happy with the Government`s proposal to examine applications for overseas services on a case-to-case basis instead of going by the uniform domestic flying experience;
- (b) if so, whether only big private airlines are given the benefit and the smaller private airlines are ignored;
- (c) if so, the details thereof and the reasons therefor; and
- (d) the remedial steps taken/proposed to be taken by the Government in this regard?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

- (a): The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM).
- (b), (c) and (d): Do not arise at this stage.

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA UNSTARRED QUESTION NO. 1929
ANSWERED ON 11.12.2008
ENCROACHMENT ON AIRPORT LAND

1929. SHRI HEMLAL MURMU
SHRI MAHAVIR BHAGORA

Will the Minister of Civil Aviation be pleased to state:-

- (a) the State-wise and city-wise details of land/buildings acquired by the Airports Authority of India(AAI);
- (b) whether the cases of encroachment of land of the AAI has come to light in the country, State-wise particularly in Mumbai;
- (c) if so, the total area of encroached land in respect of which the Estate Department of the authority has issued evacuation notice;
- (d) the action taken by the Government to prevent encroachments upon the land of the AAI;
- (e) whether the State Government and not the AAI is responsible for tackling the said encroachments; and
- (f) if so, the coordination mechanism in place to deal with such encroachments?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b),(c),(d),(e)and(f) Information is being collected.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1957

ANSWERED ON 11.12.2008

THEFT CASES AT AIRPORTS

1957. SHRI UDAY SINGH
SHRI NIKHIL KUMAR

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the cases of theft of baggage of passengers have increased in the past few months in renowned airports including Indira Gandhi International Airport Delhi in the country;

(b) if so, the details of such incidents reported during the current year;

(c) whether the officials of security, customs and airport are deliberately stealing baggage of passengers at airports;

(d) if so, whether the Government proposes to enquire into the matter and book the officials responsible for such thefts; and

(e) the reaction of the Government thereto?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a)&(b): Information on the cases of theft are being collected from Police.

(c),(d)&(e): Actions, as per law, are taken by CISF and local Police. To curb such incidents, all loaders are frisked thoroughly before and after the loading, vigilance has been enhanced at airports, loading/unloading of checked-in baggage is done under supervision of security, automated in-line Baggage X-Ray Screening system is being introduced at major airports.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 307

ANSWERED ON 28.5.1998

NEW POLICY ON CIVIL AVIATION

307. SHRI NARESH KUMAR CHUNNALAL PUGLIA

SHRI S.B. THORAT

SHRI R. SAMBASIVA RAO

SHRI K.S. RAO

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government have a proposal to bring out a new policy on civil aviation;
- (b) if so, the salient features of the proposed new policy;
- (c) whether the aspects of involvement of the private sector and the foreign investors have also been considered for the development of the airport infrastructure; and
- (d) if so, the details thereof?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR)

(a) Yes, Sir.

(b) The draft national policy on civil aviation is awaiting the approval of the Government.

(c) and (d): Yes, Sir. In the Policy on Airport Infrastructure which was approved in November, 1997 increased commercial exploitation of airport infrastructure and adjacent land is one of the areas identified for attracting private investment. Both for reasons of bridging the gap in resources as also to bring in greater efficiency in management of airports, the participation of private parties (including foreign ones) would be encouraged.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3422

ANSWERED ON 9.7.1998

REQUEST OF JET AIRWAYS

3422. SHRI R. SAMBASIVA RAO

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the licensee Jet Airways has urged the Government to formulate a comprehensive, consistent and coherent civil aviation policy and implement it in a transparent manner;

(b) if so, whether the Government propose to set up an independent regulatory aviation authority; and

(c) if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR)

(a) , (b) and (c): After inviting suggestions/views of aviation experts and the various airline operators, a comprehensive draft National Policy on Civil Aviation is under formulation by the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 681

ANSWERED ON 2.12.1999

NEW CIVIL AVIATION POLICY

681. SHRI RAMPAL SINGH

SHRI INDRAJIT GUPTA

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government are seriously considering to evolve a comprehensive Civil Aviation Policy;
- (b) if so, the details thereof;
- (c) whether the Government propose to allow private foreign companies in domestic field; and
- (d) if so, the time by which a decision is likely to be taken in this regard?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV)

- (a) to (d): A new draft of the National Policy on Civil Aviation is under formulation.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 195

ANSWERED ON 24.2.2000

NEW CIVIL AVIATION POLICY

195. SHRI SUBODH MOHITE

SHRI SATYAVRAT CHATURVEDI

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government propose to bring out New Civil Aviation Policy;
- (b) if so, the salient features thereof;
- (c) the time by which the new Policy will be made operational;
- (d) whether the Government propose to allow private domestic carriers to operate on International Routes; and
- (e) if so, the details thereof?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV)

(a) Yes, Sir.

(b) to (e): The policy is under consideration of the Government and will be made operational once it is finalised.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 402

ANSWERED ON 22.4.2002

CIVIL AVIATION POLICY

402. SHRI A.F. GOLAM OSMANI

SHRI CHANDRA BHUSHAN SINGH

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government have decided to redraft the Civil Aviation Policy in view of September 11, 2001 incident in United States;

(b) if so, the salient features thereof; and

(c) when the new civil aviation policy is likely to be implemented?

ANSWER

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN)

(a): Yes, Sir.

(b) and (c) :- The draft Civil Aviation Policy is being finalised in consultation with various Ministries and Departments etc. and will be put up for the consideration of the Cabinet in the near future.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 215

ANSWERED ON 18.11.2002

NEW CIVIL AVIATION POLICY

215. SHRI IQBAL AHMED SARADGI

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Union Government have finalised a new aviation policy;
- (b) if so, the main features of the policy; and
- (c) the time by which it is likely to be announced?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(SHRI SHRIPAD YESSO NAIK)

(a),(b) and (c) : The draft Civil Aviation Policy is being finalised in consultation with various Ministries and Departments.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 84

ANSWERED ON 8.12.2003

PRIVATISATION OF AIRPORTS

84. SHRI A.P. JITENDHER REDDY

SHRI ANANT NAYAK

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether a final decision regarding restructuring of Delhi and Mumbai Airports through private participation has been taken by the Government;
- (b) if so, the details thereof and the reasons therefor;
- (c) the nature and extent of equity participation of private partners;
- (d) the names of the firms which have come forward in this regard;
- (e) the details of terms and conditions fixed with the firms;
- (f) the implication of privatisation on management;
- (g) whether some other airports would also be developed in similar fashion; and
- (h) if so, by when the decision is likely to be taken in this regard?

ANSWER

MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION

(SHRI RAJIV PRATAP RUDY)

(a), (b), (c), (d), (e), (f), (g) and (h):- A Statement is laid on the Table of the Sabha.

STATEMENT IN REPLY TO THE PARTS (a), (b), (c), (d), (e), (f), (g) & (h) OF THE LOK SABHA STARRED QUESTION NO. 84 FOR ANSWER ON 08.12.2003 REGARDING PRIVATISATION OF AIRPORTS

(a) & (b) : The proposal of restructuring of airports at New Delhi and Mumbai of Airports Authority of India (AAI) through Joint Venture (JV) route was approved on 11th September 2003 to upgrade them to world class international airports. An Empowered Group of Ministers (EGOM) has been constituted to decide the detailed modalities including the design parameters, bid evaluation criteria etc. based on which joint venture partner will be selected.

(c): The successful bidder will form Joint Venture Company with Airports Authority of India (AAI) through a Shareholders' Agreement. After completion of mandated modalities, Delhi and Mumbai airports will be handed over to the Joint Venture Companies for operation and management / maintenance. Airports Authority of India (AAI) and other Government of India / Public Sector entities would together hold 26 % equity; and the remaining 74% equity will be contributed by private sector partner(s).

(d) & (e) : The names of the firms will be known after selection of Joint Venture Partners through Global tendering process and terms and conditions are yet to be finalised for incorporation in the Concession Agreement.

(f): On completion of restructuring process of Delhi and Mumbai airports, the JV company will manage these airports with international standards. However, functions relating to Air Traffic Services and Civil Aviation Security shall continue to be performed by AAI.

(g): There is no proposal at present to restructure other airports through Joint Venture route.

(h): Does not arise.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 184

ANSWERED ON 15.12.2003

FOREIGN AIRLINES IN DOMESTIC SECTOR

184. SHRI GANGASANDRA SIDDAPPA BASAVARAJ

SHRI IQBAL AHMED SARADGI

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Union Government has taken any final decision for allowing foreign airlines in the domestic sector;

(b) if so, whether this requires changes in the Foreign Direct Investment ceilings in the sector;

(c) if so, whether the Naresh Chandra Committee Report regarding foreign investment in civil aviation has been received by the Union Government;

(d) if so, by when a final decision in this regard is likely to be taken;

(e) whether the Government's proposal permitting foreign airlines to pick up 26% equity in Indian domestic carrier has been finalised; and

(f) if so, the details thereof?

ANSWER

MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION

(SHRI RAJIV PRATAP RUDY)

(a) No, Sir.

(b) Does not arise.

(c) The Naresh Chandra Committee has submitted its report to the Government on 8.12.2003.

(d) The report is under examination.

(e) No, Sir.

(f) Does not arise.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2391

ANSWERED ON 23.7.2004

NARESH CHANDRA COMMITTEE

2391. PROF. M RAMADASS

Will the Minister of Civil Aviation be pleased to state:-

(a) whether Naresh Chandra Committee on Civil Aviation has submitted its complete report to the Government;

(b) if so, the main recommendations of the Committee; and

(c) the status of implementation of these recommendations?

ANSWER

MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a): The Naresh Chandra Committee has submitted Part-I of its report. Part-II of the report is awaited.

(b) and (c):- Main recommendations and status of implementation is given at Annexure.

Annexure

Main Recommendations and status of implementation of Naresh Chandra Committee Report

1. The main recommendations of the committee are as follows:

(i) Lowering system costs by introducing liberal fiscal regime, allowing airlines to source ATF from supplier of choice and improving coordination with other ministries.

- (ii) Encourage private participation and competition in air transport services with a view to lowering fares.
- (iii) Establishment of an Essential Air Services Fund (EASF) to provide subsidy for uneconomic services to do away with Route Dispersal Guidelines.
- (iv) Reduce airport charges
- (v) In addition to DGCA, BCAS, Establish Aviation Economic Regulatory Authority(AERA) to deal with monopoly situation,
- (vi) Allow domestic private airlines to operate international services and third party ground handling services.
- (vii) Restructuring of IA/AI/PHHL
- (viii) Lower entry barriers for airlines
- (ix) Raise FDI limit in domestic scheduled airlines from 40 to 49%.
- (x) Allow foreign airlines FDI
- (xi) Liberalise international air transport segment
- (xii) Liberalise international air charters
- (xiii) Encourage regional air services
- (xiv) Expedite privatisation of Mumbai and Delhi airports.
- (xv) Privatised other airports as well
- (xvi) Separation of ATC from AAI and vesting ATC functions to government owned corporation.

2. The first part of the report is being examined by the Government. The second part of the report is awaited.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1569

ANSWERED ON 09.12.2004

OVERALL GROWTH OF CIVIL AVIATION SECTOR

1569. SHRI CHANDRA BHUSHAN SINGH

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Civil Aviation Sector is poised for overall growth over the next three years;
- (b) if so, the details thereof;
- (c) whether the Airports Authority of India had decided to upgrade about 30 Airports upto global standards by year 2007-2008;
- (d) if so, the details thereof;
- (e) whether the Government is considering to bring in a new comprehensive Civil Aviation Policy in view of the Naresh Chandra Committee report; and
- (f) if so, the details thereof?

ANSWER

MINISTER OF STATE(INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a)&(b):- Yes Sir. However, the overall growth of civil aviation sector over the next three years will depend upon various factors like GDP growth, trade and tourism potential etc.

(c)&(d):- Airports Authority of India (AAI) has decided to modernise twenty five non-metro airports to world class standards in phases with focus on airside and city side development and enhancement of non-aeronautical revenues. In the first phase, approximately ten airports would be taken up and the remaining in the second phase. The selection of airports will be made keeping in view their commercial and traffic growth potential. AAI is in the process of appointing Indian Financial Consultant (IFC) and Global Technical Advisor (GTA) who will assist AAI in conducting techno-economic feasibility study of identified airport to evolve an appropriate model based on viability of the project.

(e)&(f):- The recommendations of the Naresh Chandra Committee are being examined so as to formulate a comprehensive National Civil Aviation Policy.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA STARRED QUESTION NO. 139

ANSWERED ON 9.12.2004

RECOMMENDATIONS OF NARESH CHANDRA COMMITTEE

139. SHRI GURUDAS DAS GUPTA

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Naresh Chandra Committee has submitted its report to the Government;
- (b) if so, the main recommendations of the report;
- (c) whether the Government has accepted all the recommendations of the report; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF STATE(INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b), (c) & (d):- A statement is laid down on the table of the House.

STATEMENT TO BE LAID IN RESPECT OF PARTS (a), (b), (c) and (d) OF THE LOK SABHA STARRED QUESTION NO.139 FOR ANSWER ON 09.12.2004 REGARDING RECOMMENDATIONS OF NARESH CHANDRA COMMITTEE.

(a) The Government had constituted a Committee, in July, 2003 under the chairmanship of Shri Naresh Chandra, former Cabinet Secretary to prepare a roadmap for the civil aviation sector. The Committee has submitted its report in two parts. The first part was submitted on 08.12.2003, whereas the second part of the report has been submitted very recently i.e. on 02.11.2004.

(b) The main recommendations of the Naresh Chandra Committee are as per Annexure.

(c) and (d) These recommendations are under consideration of the Government.

Annexure

Main Recommendations of the Naresh Chandra Committee Report, Part-I

- Lowering systems costs by introducing liberal fiscal regime-rationalisation of taxes on ATF and AVGAS.
- Allow airlines to source ATF from supplier of their choice and improving coordination with other ministries.
- Provide common hydrant infrastructure at airports for supply of ATF.
- Reduce airport charges to international level.
- Liberalise international air transport segment.
- Join regional/multilateral groups for better international connectivity.
- Allow domestic private airlines to operate international services.
- Liberalise international air charters.
- Restructuring of Indian Airlines/Air India/Pawan Hans Helicopters Ltd. by disinvestments etc.
- Lower entry barriers for domestic airlines.
- Raise FDI limits in domestic airlines from 40 to 49% and permit foreign airlines to hold equity.
- Encourage regional air services.
- Establishment of Essential Air Services Fund (EASF) to maintain essential but uneconomical air services/airports.
- Maintain essential air services by minimum subsidy bidding and abolish route dispersal guidelines.
- Encourage helicopter operations and announce specific policy and procedures for helicopter operations.

- Encourage general aviation by suitable incentives.
- Unbundle Airports Authority of India (AAI).
- Expedite privatisation of Mumbai and Delhi airports and privatise other airports as well.
- Ensure choice in ground handling services .
- Upgrade computer systems and provide more space at international airports for immigration and other services.
- Separate ATC services from AAI and vest them with a government owned ATC Corporation under the purview of DGCA.
- Establish a separate economic regulator for aviation sector i.e. Aviation Economic Regulatory Authority (AERA).
- Set up mechanism for effective coordination among various agencies.
- BCAS should remain the nodal agency for aviation security.

Report, Part-II

- Take suitable measures for strengthening the infrastructure for training of Pilots, Engineers and other technical personnel, including commercialisation of IGRUA.
- Legislation of Civil Aviation Security Act.
- Improve Immigration and Customs procedures.
- Restructure of DGCA and split up accident investigation from DGCA to a separate authority.
- Amend the Aircraft Act 1934, Aircraft Rules 1937 and the Regulations for effective regulation of all aspects of aviation.
- Enhancement of Air Space Capacity.
- Airport capacity enhancement.
- Enhancement of Communication, Navigation & Surveillance Capability.
- Development of Helipads and Heliports.
- Take measures to promote export of indigenous Aeronautical Products.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 507

ANSWERED ON 03.03.2005

RECOMMENDATIONS OF NARESH CHANDRA COMMITTEE

507. SHRI SAMBASIVA RAYAPATI RAO

Will the Minister of Civil Aviation be pleased to state:-

(a) whether First and Second Reports of the Naresh Chandra Committee have been examined by the Government;

(b) if so, the number of recommendations made in these reports and the number of recommendations out of them have been accepted by the Government; and

(c) the steps taken/proposed to be taken by the Government to implement them?

ANSWER

MINISTER OF STATE(INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a), (b) and (c):- Yes, Sir. The recommendations of the committee have been examined in consultation with various stakeholders and a comprehensive national civil aviation policy is being drafted.

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA STARRED QUESTION NO. 37
ANSWERED ON 24.11.2005
NEW NATIONAL CIVIL AVIATION POLICY

37. SMT. KIRAN MAHESHWARI

Will the Minister of Civil Aviation be pleased to state:-

- (a): Whether the Government is contemplating formulation of a new national civil aviation policy;
- (b): if so, the details alongwith the salient features thereof; and
- (c): the time by which it is likely to be formulated and approved?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b) and (c):- A statement is laid on the Table of the House.

STATEMENT TO BE LAID ON THE TABLE OF THE LOK SABHA IN REPLY TO STARRED
QUESTION NO. 37 DATED 24.11.2005 REGARDING NEW NATIONAL CIVIL AVIATION
POLICY.

(a),(b) and (c):- Yes, Sir. A draft of the Civil Aviation Policy is under consideration of
Government in consultation with concerned Ministries.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1285

ANSWERED ON 01.12.2005

RECOMMENDATIONS OF NARESH CHANDRA COMMITTEE

1285. SMT. JAYABEN B. THAKKAR

Will the Minister of Civil Aviation be pleased to state:-

- (a) the details of recommendations made by the Naresh Chandra Committee;
- (b) the details of recommendations which have been adopted by the Government; and
- (c) the reasons for not accepting the remaining recommendations?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a):- The details of the main recommendations made by the Naresh Chandra Committee are as under:-

\$ Lowering systems costs by introducing liberal fiscal regime- rationalisation of taxes on ATF and AVGAS.

\$ Allow airlines to source ATF from supplier of their choice and improving coordination with other ministries.

\$ Provide common hydrant infrastructure at airports for supply of ATF.

\$ Reduce airport charges to international level.

\$ Liberalise international air transport segment.

- \$ Join regional/multilateral groups for better international connectivity.
- \$ Allow domestic private airlines to operate international services.
- \$ Liberalise international air charters.
- \$ Restructuring of Indian Airlines/Air India/Pawan Hans Helicopters Ltd. by disinvestments etc.
- \$ Lower entry barriers for domestic airlines.
- \$ Raise FDI limits in domestic airlines from 40 to 49% and permit foreign airlines to hold equity.
- \$ Encourage regional air services.
- \$ Establishment of Essential Air Services Fund (EASF) to maintain essential but uneconomical air services/airports.
- \$ Maintain essential air services by minimum subsidy bidding and abolish route dispersal guidelines.
- \$ Encourage helicopter operations and announce specific policy and procedures for helicopter operations.
- \$ Encourage general aviation by suitable incentives.
- \$ Unbundled Airports Authority of India (AAI).
- \$ Expedite privatisation of Mumbai and Delhi airports and privatise other airports as well.
- \$ Ensure choice in ground handling services .
- \$ Upgrade computer systems and provide more space at international airports for immigration and other services.
- \$ Separate ATC services from AAI and vest them with a government owned ATC Corporation under the purview of DGCA.
- \$ Establish a separate economic regulator for aviation sector i.e. Aviation Economic

Regulatory Authority (AERA).

\$ Set up mechanism for effective coordination among various agencies.

\$ BCAS should remain the nodal agency for aviation security.

\$ Take suitable measures for strengthening the infrastructure for training of Pilots, Engineers and other technical personnel, including commercialisation of IGRUA.

\$ Legislation of Civil Aviation Security Act.

\$ Improve Immigration and Customs procedures.

\$ Restructure of DGCA and split up accident investigation from DGCA to a separate authority.

\$ Amend the Aircraft Act 1934, Aircraft Rules 1937 and the Regulations for effective regulation of all aspects of aviation.

\$ Enhancement of Air Space Capacity.

\$ Airport capacity enhancement.

\$ Enhancement of Communication, Navigation & Surveillance Capability.

\$ Development of Helipads and Heliports.

\$ Take measure to promote Export of indigenous Aeronautical Products.

(b) and (c):- These recommendations have been examined & a comprehensive `National Civil Aviation Policy` has been drafted in consultation with the stakeholders in the aviation sector. A draft of the Civil Aviation Policy is under consideration of Government in consultation with concerned Ministries.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2096

ANSWERED ON 09.03.2006

REVIEW OF ROUTE DISPERSAL GUIDELINES

2096. SHRI ANANTA NAYAK

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government has constituted a committee to review the Route Dispersal Guidelines;
- (b) if so, the details thereof;
- (c) whether the Committee has submitted its report to the Government;
- (d) if so, the salient features thereof; and
- (e) the steps taken or being taken to implement the recommendation of the said committee?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a) and (b):- The Government had constituted a committee to review the Route Dispersal Guidelines. The Terms of Reference of the Committee were:

(a) Review of routes/locations specified in Category I and II.

(b) Review of percentages fixed for different Categories.

(c) Examine feasibility of voluntary transfer of obligations by one airlines to another.

(d) Periodicity of monitoring of the category-wise obligation by DGCA.

(e) Other suggestions for overall improvement in implementation of the Route Dispersal Guidelines.

(c),(d) and (e):- The committee has since submitted its report which is under consideration.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2097

ANSWERED ON 09.03.2006

NEW CIVIL AVIATION POLICY

2097. SHRI BIR SINGH MAHATO

SHRI TUKARAM GANPATRAO RENGE PATIL

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government has finalised the New Civil Aviation Policy;
- (b) if so, the salient features thereof; and
- (c) the time by which it is likely to be announced and implemented?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a),(b) and (c):- A draft of the Civil Aviation Policy is under consideration of Government in consultation with concerned Ministries.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3052

ANSWERED ON 11.05.2006

NON-ECONOMICAL AIR ROUTES

3052. SHRI PRALHAD VENKATESH JOSHI

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government has any proposal to provide subsidy to the Air operators for operating flights on non-economical routes; and

(b) if so, the details along with terms and conditions thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) and (b):- The matter is under consideration of the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3086

ANSWERED ON 11.05.2006

NEW AVIATION POLICY

3086. S/SHRI SHIVAJI ADHALRAO PATIL,

ANANDRAO VITHOBA ADSUL

KAILASH MEGHWAL

RATILAL KALIDAS VARMA

KIRAN MAHESHWARI

K.S. MANOJ

SAI PRATHAP ANNAYYAGARI

MEKAPATI RAJAMOHAN REDDY

Will the Minister of Civil Aviation be pleased to state:-

(a) whether attention of the Government has been drawn to the news-item captioned `New Aviation Policy ready for take off` appearing in the `HT Business` dated April 11,2006;

(b) if so, whether the Government has received views/suggestions from the various Ministries on the New Civil Policy;

(c) if so, the details thereof; and

(d) the time by which it is likely to be finalised and announced?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a):- Yes, Sir.

(b), (c) and (d):- Interministerial consultation are presently under way on the revised draft Civil Aviation Policy.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1885

ANSWERED ON 10.08.2006

PACKAGE FOR AIRLINE OPERATORS

1885. SHRI IQBAL AHMED SARADGI

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government is planning to give five year incentive package to airline operators that link metros with regional centres; and

(b) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a)and (b):- The issue of giving incentives to the airlines for enhancing regional connectivity is under consideration of the Government as part of the proposed Civil Aviation Policy.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 1931

ANSWERED ON 10.08.2006

OPERATION OF SMALL AIRCRAFT ON REGIONAL ROUTES

1931. SHRI SUBODH MOHITE

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government has formulated any plan to encourage small airlines which are operating only small aircraft that too on regional routes;

(b) if so, the details thereof;

(c) the details of the airlines operating at present on regional routes with small aircraft;

(d) the norms applicable at present on these airlines;

(e) whether the Government proposes to change the existing norms;

(f) if so, whether the changed norms will be applicable on helicopter services too; and

(g) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b),(d)and (e) :- At present there are no separate norms for airlines operating only small aircraft that too on regional routes. However, proposal to incentivise operations on regional routes/by regional airlines with small aircraft is under consideration of the Government.

(c):- At present , Air Deccan is providing scheduled air services on regional routes with ATR type of aircraft connecting small towns/cities, in addition to operating on trunk routes. Paramount Airways is also operating on regional routes in Southern India. Alliance Air has taken on lease four ATR42 aircraft and commenced scheduled operations in the North-East region w.e.f. 2.1.2003. These aircraft were deployed exclusively in North-East region under the terms of an MOU with the North-East Council.

(f) and (g):- At present Helicopters are not used for scheduled services. Hence, does not arise.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2319

ANSWERED ON 17.08.2006

SUBSIDY FOR NON ECONOMICAL AIR ROUTES

2319. SHRI M.P. VEERENDRA KUMAR

Will the Minister of Civil Aviation be pleased to state:-

(a) whether there is any proposal to develop non-economical airports and to provide subsidy to airlines which will operate on non-economic routes; and

(b) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) & (b) Yes, Sir. On the request of airline operators and State Government to develop non-economical airports, the airports at Cooch Behar, Mysore, Surat, Dehradun and Pantnagar are being developed by Airports Authority of India (AAI). The issue of providing incentive to airlines to operate on non-economic routes is under Government`s consideration as part of the proposed Civil Aviation Policy.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 399

ANSWERED ON 23.11.2006

NEW CIVIL AVIATION POLICY

399. SHRI RAJNARAYAN BUDHOLIYA

Will the Minister of Civil Aviation be pleased to state:-

- (a) Whether the Government proposes to chalk out a new civil aviation policy;
- (b) If so, the details alongwith the salient features thereof; and
- (c)The time by which it is likely to be announced and implemented ?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a),(b) and (c):- The matter is under consideration of the Government.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 576

ANSWERED ON 16.8.2007

CIVIL AVIATION GUIDELINES

576. SHRI DHARMENDRA PRADHAN

SHRI IQBAL AHMED SARADGI

KARUNA SHUKLA

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the new aviation guidelines listed in the policy `Vision 2020` have been approved by the Government;

(b) if so, the main aims and objectives of the new civil aviation policy;

(c) the time by which it is likely to be implemented;

(d) whether the Ministry of Defence has raised some objections on the said new policy;
and

(e) if so, the details alongwith the reaction of the Government thereto?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) to (e):- The National Civil Aviation Policy alongwith `Vision 2020` is presently under consideration of a Group of Ministers (GoM).

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 642

ANSWERED ON 16.8.2007

CIVIL AVIATION POLICY

642. SHRI KAVURU SAMBA SIVA RAO

Will the Minister of Civil Aviation be pleased to state:-

- (a) the projected growth in air traffic and requirement of acquisition of additional aircraft and development of infrastructure at the airports and expenditure involved;
- (b) the problems being faced by Indian aviation sector while competing with international airlines;
- (c) whether the Government proposes to formulate new growth oriented Civil Aviation Policy to encourage public-private-partnership in the sector, resturcture Airports Authority of India, improve air connectivity and have liberal foreign direct investment norms to meet its huge demand of financial resources; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a):- Currently, the domestic civil aviation sector is growing at a rate of about 37% and international sector at a rate of about 16%.

The total passenger traffic during 11th and 12th Five Year Plan is projected to grow at the rate of 21.6% and 17.8% respectively.

Airports authority of India (AAI) has projected to incur Rs. 12434/- crores during 11th Plan for infrastructure development of airports.

The growth of civil aviation sector depends upon economic growth, bussiness and toursit traffic, foreign tourist arrivals, affordability etc. Induction of aircraft is expected to be commensurate with the growth in passenger traffic in the coming years.

(b):- Traffic rights with foreign countries are exchanged on the principle of reciprocity. However, utilization of traffic rights by the Indian national carriers vis-a-vis foreign carriers was less due to fleet and other infrastructure constraints.

(c) and (d):- The National Civil Aviation Policy is presently under consideration of a Group of Ministers (GoM).

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 664

ANSWERED ON 16.8.2007

RECOMMENDATIONS OF GoM ON CIVIL AVIATION SECTOR

664. Dr. M. JAGANNATH

SHRI PUSHPDAN SHAMBHUDAN GADHAVI

SHRI J.M. AARON RASHID

Will the Minister of Civil Aviation be pleased to state:-

(a) whether a Group of Ministers (GoM) have been assigned the task of looking into various aspects in civil aviation sector;

(b) if so, the details thereof;

(c) whether the Government is going ahead for setting up of a Flying Institute at Gondia and Cargo Hub at Nagpur in Maharashtra;

(d) if so, the details thereof;

(e) whether recommendations of GoM are needed for setting up Flying Institutes; and

(f) if so, the details thereof?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) & (b):- The National Civil Aviation Policy is presently under consideration of a Group of Ministers (GoM).

(c) & (d):- A new flying training institute at Gondia is proposed as a Joint Venture under the aegies of Airports Authority of India (AAI).

An MOU has been signed on 18.12.2006 between Government of Maharashtra/Maharashtra Airport Development Company Ltd. and Ministry of Civil Aviation/Airports Authority of India to hand over Nagpur airport to Joint Venture Company for establishing multi modal international passengers and cargo hub.

(e):- No, Sir.

(f) :- Does not arise.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3201

ANSWERED ON 6.9.2007

NORMS AND INCENTIVES FOR REGIONAL AIRLINES

3201. SHRI JASHUBHAI DHANABHAI BARAD

SHRI AVTAR SINGH BHADANA

SHRI PUSHPDAN SHAMBHUDAN GADHAVI

SHRI NIVEDITA MANE

SHRI ANANTA NAYAK

SHRI SURESH PRABHAKAR PRABHU

SHRI EKNATH MAHADEO GAIKWAD

SHRI J.M. AARON RASHID

SHRI HANSRAJ GANGARAM AHIR

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the Government has notified separate norms and incentives for regional airlines aimed at providing better air connectivity in the remote areas and small towns;
- (b) if so, the details in this regard;
- (c) whether any regional airlines has shown interest on this move of the Government;
- (d) if so, the details thereof and the cities where the air services are likely to be provided by these regional airlines;

(e) whether the Group of Ministers (GoM) has been constituted for considering several issues pertaining to aviation sector;

(f) if so, the details thereof; and

(g) the issues considered and decision taken so far by the GoM?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) and (b):- Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirement, Section 3- Air Transport Series `C` Part VIII dated 23.8.2007 stipulating minimum requirements for grant of permit to operate scheduled regional air transport service.

The scheduled regional airlines will primarily operate in a designated region and will not be permitted to operate on the trunk routes indicated in the Route Dispersal Guidelines issued by the Government.

(c) and (d):- Three applications have been received for commencement of regional services in the southern region.

(e)to(g):- Draft National Civil Aviation Policy (NCAP) is presently under consideration of a Group of Ministers (GoM).

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 894

ANSWERED ON 22.11.2007

NEW CIVIL AVIATION POLICY

894. SHRI SUBHASH MAHARIA

SHRI RAJNARAYAN BUDHOLIYA

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the notification of the new civil aviation policy is on anvil;
- (b) if so, the details thereof;
- (c) whether the proposal to set up `atropoqis` is also included in the policy;
- (d) if so, the names of the cities proposed to be covered under the above mentioned scheme; and
- (e) the time by which the policy is likely to be finalised and implemented?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a),(b),(c),(d) and (e):- The New Civil Aviation Policy is presently under consideration of a Group of Ministers (GoM).

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 2119

ANSWERED ON 13.3.2008

NEW CIVIL AVIATION POLICY

2119. SHRI PRABHUNATH SINGH

Will the Minister of Civil Aviation be pleased to state:-

(a) whether the Government has formulated any Civil Aviation Policy to address all the issues relating to the boom in passenger and cargo traffic;

(b) if so, the details thereof; and

(c) the measures taken to strengthen the security at the airports keeping in view the increase in number of passengers and air traffic?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION
(SHRI PRAFUL PATEL)

(a) and (b):- The New Civil Aviation Policy is presently under consideration of a Group of Ministers (GoM).

(c):- Bureau of Civil Aviation Security (BCAS) by way of formulating procedures and measures on aviation security in compliance with the National Aviation Security Programme approved by the Government, has taken adequate and effective steps to regulate aviation security. The following plans have been formulated to provide adequate security at airport to meet the increase in number of passengers and air traffic :-

(i) Contingency Plan to deal with unlawful interference with airports in the country for keeping up their preparedness against any unlawful interference at all time;

(ii) Counter Terrorist Plan has been prepared to effectively deal with any contingencies;

(iii) BCAS prepares National Aviation Security Quality Control Plan every year for aviation security Audit, Inspections, tests etc to ensure compliance of aviation security standards and procedures by all agencies.

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

LOK SABHA UNSTARRED QUESTION NO. 3680

ANSWERED ON 17.4.2008

DOMESTIC CARRIERS

3680. SHRI IQBAL AHMED SARADGI

Will the Minister of Civil Aviation be pleased to state:-

(a) whether relaxing the five-year norm for domestic carriers to fly overseas has been formulated in the new policy;

(b) if so, the details thereof; and

(c) the time by which the new policy is proposed to be announced in this regard?

ANSWER

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION

(SHRI PRAFUL PATEL)

(a)to (c) :- The New Civil Aviation Policy is presently under consideration of a Group of Ministers (GoM).

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA UNSTARRED QUESTION NO. 5994
ANSWERED ON 05.05.2003

IMPLEMENTATION OF COMMITTEE RECOMMENDATIONS

5994. SHRI PUTTASWAMY GOWDA

Will the Minister of Civil Aviation be pleased to state:-

- (a) whether the R.C. Jain Committee which was appointed by the Central Government to inquire into the accident that occurred at IGI Airport, New Delhi on December 13, 1999 made a number of recommendations;
- (b) if so, the details thereof;
- (c) the action taken by the Union Government on each of these recommendations;
- (d) the details of recommendations that have not been implemented; and
- (e) the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(SHRI SHRIPAD YESSO NAIK)

(a) and (b) :- A High Level Inquiry Committee constituted by the Ministry of Civil Aviation made major recommendations such as organizational set up, operational issues, Air Traffic Management and Communication, Navigation and Surveillance systems, Security, Emergency procedures, Customs, Cargo, Immigration, Airport facilities, Coordination in its report submitted on 14th July 2000. The report was sent to the Airports Authority of India, Director General of Civil Aviation, Commissioner of Security [Civil Aviation], Ministry of Home Affairs, Customs, Immigration Department, etc for implementing the recommendations, wherever feasible. In so far as matters relating to the Airports Authority of India were concerned, a sub-committee was constituted to look into major recommendations and take necessary steps to implement them. The Ministry of Civil Aviation has also reviewed the implementation of the recommendations, from time to time.

(c), (d) & (e) :- Information will be collected and laid on the table of the Sabha.

Extracts from Manual of Practice & Procedure in the Government of India, Ministry of Parliamentary Affairs, New Delhi

Definition	<p>8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances and as approved by the Committees on Government Assurances of the Lok Sabha and the Rajya Sabha, is given at Annex 3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance in these terms.</p> <p>8.2 When an assurance is given by a Minister or when the Presiding Officer directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs from the relevant proceedings and communicated to the department concerned normally within 10 working days of the date on which it is given.</p>
Deletion from the list of assurances	<p>8.3.1 If the administrative department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfil it, it may write to the Lok/Rajya Sabha Secretariat direct with a copy to the Ministry of Parliamentary Affairs within a week of the receipt of such communication for getting it deleted from the list of assurances. Such action will require prior approval of the Minister.</p> <p>8.3.2 Departments should make request for dropping of assurances immediately on receipt of statement of assurances from the Ministry of Parliamentary Affairs and only in rare cases where they are fully convinced that the assurances could not be implemented under any circumstances and there is no option left with them but to make a request for dropping. Such requests should have the approval of their Minister and this fact should be indicated in their communication containing the request. If such a request is made towards the end of the stipulated period of three months, then it should invariably be accompanied with a request for extension of time. The department should continue to seek extension of time till a decision of the Committee on Government Assurances is received by them. Copy of the above communications should be simultaneously endorsed to the Ministry of Parliamentary Affairs.</p>
Time limit for fulfilling and assurance	<p>8.4.1 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This time limit has to be strictly observed.</p>
Extension of	<p>8.4.2 If the department finds that it is not possible to fulfil the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time direct from the respective Committee on</p>

time for fulfilling an assurance	Government Assurances under intimation to the Ministry of Parliamentary Affairs as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required. Such a communication should be issued with the approval of the Minister.
Registers of assurances	<p>8.5.1 The particulars of every assurance will be entered by the Parliament Unit of the department concerned in a register as at Annex 4 after which the assurance will be passed on to the concerned section.</p> <p>8.5.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs, the section concerned should take prompt action to fulfil such assurances and keep a watch thereon in a register as at Annex 5.</p> <p>8.5.3 The registers referred to in paras 8.5.1 and 8.5.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session wise.</p>
Role of Section Officer and Branch Officer	<p>8.6.1 The Section Officer incharge of the concerned section will:</p> <ul style="list-style-type: none"> (a) scrutinise the registers once a week; (b) ensure that necessary follow-up action is taken without any delay whatsoever; (c) submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and (d) review of pending assurances should be undertaken periodically at the highest level in order to minimise the delay in implementing the assurances. <p>8.6.2 The branch officer will likewise keep his higher officer and Minister informed of the progress made in the implementation of assurances, drawing their special attention to the causes of delay.</p>
Procedure for fulfilment of an assurance	<p>8.7.1 Every effort should be made to fulfil the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an implementation report containing the available information should be supplied to the Ministry of Parliamentary Affairs in part 113 scrutinize of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.</p> <p>8.7.2 Information to be supplied in partial or complete fulfilment of an assurance should be approved by the Minister concerned and 15 copies thereof (bilingual) in the prescribed proforma as at Annex 6, together with its enclosures, along with one copy each in Hindi and English duly authenticated by the officer forwarding</p>

the implementation report, should be sent to the Ministry of Parliamentary Affairs. If, however, the information being furnished is in response to an assurance given in reply to a question etc., asked for by more than one member, an additional copy of the completed proforma (both in Hindi and English) should be furnished in respect of each additional member. A copy of this communication should be endorsed to the Parliament Unit for completing column 7 of its register.

8.7.3 The implementation reports should be sent to the Ministry of the Parliamentary Affairs and not to the Lok/Rajya Sabha Secretariat. No advance copies of the implementation reports are to be endorsed to the Lok/Rajya Sabha Secretariat either.

Laying of the implementation report on the Table of the House

8.8 The Ministry of Parliamentary Affairs, after a scrutiny of the implementation report, will arrange to lay it on the Table of the House concerned. A copy of the statement, as laid on the Table, will be forwarded by the Ministry of Parliamentary Affairs to the member as well as the department concerned. The Parliament Unit of the department concerned and the concerned section will, on the basis of this statement, make a suitable entry in their registers.

Obligation to lay a paper on the Table of the House vis-à-vis assurance on the same subject

8.9 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfilment of the obligation, independent of the assurance given. After this is done, a report in formal implementation of the assurance indicating the date on which the paper was laid on the Table will be sent to the Ministry of Parliamentary Affairs in the prescribed proforma (Annex 6) in the manner already described in para 8.7.2.

Committees on Government Assurances
LSR 323,324
RSR 211-A

8.10 Each House of Parliament has a Committee on Government assurances nominated by the Speaker/Chairman. It 114 scrutinized the implementation reports and the time taken in the 114 scrutinized of Government assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by the Ministry of Parliamentary Affairs from time to time are to be followed strictly.

Reports of the Committees on Government Assurances

8.11 The department will, in consultation with the Ministry of Parliamentary Affairs, 114 scrutinize the reports of these two committees for remedial action wherever called for.

Effect on assurances on dissolution of the Lok Sabha

8.12 On dissolution of the Lok Sabha, all assurances, promises or undertakings pending implementation are 114 scrutinized by the new Committee on Government assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with a specific recommendation regarding the assurances to be dropped or retained for implementation by the Government.

MINUTES

SEVENTEENTH SITTING

Minutes of the sitting of the Committee on Government Assurances (2009-2010) held on 25 May, 2010 in Committee Room 'C', Parliament House Annexe, New Delhi.

The Committee sat from 1500 hours to 1600 hours on Monday 25 May, 2010.

PRESENT

CHAIRPERSON

Shrimati Maneka Gandhi

Members

2. Shri Anandrao Adsul
3. Dr. Kakoli Ghosh Dastidar
4. Shri Mohan Jena
5. Shri Bishnu Pada Ray
6. Rajkumari Ratna Singh
7. Shri Manohar Tirkey
8. Shri Hukumdeo Narayan Yadav

Secretariat

1. Shri P. Sreedharan - Joint Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Smt. Veena Kumari - Deputy Secretary

Ministry of Civil Aviation

1. Shri M. Madhavan Nambiar, Secretary
2. Shri Prashant Sukul, Joint Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took the oral evidence of the representatives of Ministry of Civil Aviation in connection with the pending assurances.

2. The Committee sought certain clarifications in connection with pending assurances which were replied to by the representatives of the Ministry. Due to paucity of time, the Committee could review 15 out of 77 pending assurances. The Committee decided to review the remaining pending assurances on a later date.

3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

MINUTES

TWENTY FIRST SITTING

Minutes of the sitting of the Committee on Government Assurances (2009-2010) held on 12 July, 2010 in Committee Room 'C', Parliament House Annexe, New Delhi.

The Committee sat from 1500 hours to 1645 hours on Monday 12 July, 2010.

PRESENT

CHAIRPERSON

Shrimati Maneka Gandhi

Members

2. Shri Anandrao Adsul
3. Dr. Kakoli Ghosh Dastidar
4. Shri Mohan Jena
5. Shri Bishnu Pada Ray
6. Shri K.J.S.P. Reddy
7. Rajkumari Ratna Singh
8. Shri Hukumdeo Narayan Yadav

Secretariat

1. Shri P. Sreedharan - Joint Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Smt. Veena Kumari - Deputy Secretary

Ministry of Civil Aviation

1. Shri M. Madhavan Nambiar, Secretary
2. Shri V.P. Agrawal, Chairman, AAI
3. Shri R.K. Tyagi, CMD, PHHL
4. Shri Sudhir Raheja, Member, AAI
5. Shri Prashant Sukul, Joint Secretary
6. Shri Alok Sinha, Joint Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took the oral evidence of the representatives of Ministry of Civil Aviation in connection with the pending assurances. The Committee sought certain clarifications on pending assurances (Sl. No. 16 to 21) which were replied to by the representatives of the Ministry. The Committee decided to review the remaining pending assurances on a later date.

2. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

MINUTES

TWENTYFOURTH SITTING

Minutes of the sitting of the Committee on Government Assurances (2009-2010) held on 17 August, 2010 in Committee Room 'C', Parliament House Annexe, New Delhi.

The Committee sat from 1500 hours to 1600 hours on Monday 17 August, 2010.

PRESENT

CHAIRPERSON

Shrimati Maneka Gandhi

Members

2. Shri Anandrao Adsul
3. Shri Dara Singh Chauhan
4. Dr. Kakoli Ghosh Dastidar
5. Shri M. Raja Mohan Reddy
6. Shri Takam Sanjay
7. Shri Hukumdeo Narayan Yadav

Secretariat

1. Shri P. Sreedharan - Joint Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Smt. Veena Kumari - Deputy Secretary

Ministry of Civil Aviation

1. Shri M. Madhavan Nambiar, Secretary
2. Shri V.P. Agrawal, Chairman, AAI
3. Shri R.K. Tyagi, CMD, PHHL
4. Shri P. Seth, Member (Opr.), AAI
5. Shri E.K. Bharat Bhushan, Addl. Secretary & FA
6. Shri Prashant Sukul, Joint Secretary
7. Shri Alok Sinha, Joint Secretary
8. Shri M.C. Kishore, ED & Company Secretary, AAI
9. Shri R.K. Maheshwari, Jt. DGCA
10. Shri Lalit Gupta, Director, DGCA
11. Shri Sanjay Kumar, Dy. GM(Mkt), PHHL
12. Shri G.K. Chaukiyal, ED (Engg.),
13. Shri Ajay Kapur, DGM

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took the oral evidence of the representatives of Ministry of Civil Aviation in connection with the pending assurances. The Committee sought certain clarifications on pending assurances (Sl. No. 22 to 46) which were replied to by the representatives of the Ministry. The Committee decided to review the remaining pending assurances on a later date.

2. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

MINUTES

TWENTYFIFTH SITTING

Minutes of the sitting of the Committee on Government Assurances (2009-2010) held on 25 August, 2010 in Committee Room 'B', Parliament House Annexe, New Delhi.

The Committee sat from 1500 hours to 1600 hours on Wednesday 25 August, 2010.

PRESENT

CHAIRPERSON

Shrimati Maneka Gandhi

Members

2. Dr. Kakoli Ghosh Dastidar
3. Shri Bishnu Pada Ray
4. Rajkumari Ratna Singh
5. Shri Hukumdeo Narayan Yadav

Secretariat

1. Shri P. Sreedharan - Joint Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Smt. Veena Kumari - Deputy Secretary

Ministry of Civil Aviation

1. Shri M. Madhavan Nambiar, Secretary
2. Shri V.P. Agrawal, Chairman, AAI
3. Shri R.K. Tyagi, CMD, PHHL
4. Shri S. Raheja, Member (P), AAI
5. Shri E.K. Bharat Bhushan, Addl. Secretary & FA
6. Shri Prashant Sukul, Joint Secretary
7. Shri Alok Sinha, Joint Secretary
8. Shri Rohit Nandan, Joint Secretary
9. Shri Prashant Kumar, Chief Commissioner (RS)
10. Shri J.K. Bhoukiyal, ED, AAI
11. Shri Alok Shekhar, Director
12. Shri Syed Nasir Ali, Director
13. Shri L. Raja Sekhar Reddy, Director
14. Smt. Pragya Richa Srivastava, Director
15. Shri M.C. Kishore, ED & Company Secretary, AAI
16. Shri R.P. Sahi, Jt. DGCA
17. Shri Lalit Gupta, Director, DGCA
18. Shri Vijay Pal, ED, NACIL
19. Shri M.L. Sharma, Chief Manager, NACIL

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee considered the following draft reports:-

- (i) 8th Report regarding review of pending assurances pertaining to Ministry of Finance (Department of Revenue).
- (ii) 9th Report regarding requests for dropping of assurances (acceded to).
- (iii) 10th Report regarding requests for dropping of assurances (not acceded to).
- (iv) 11th Report regarding review of pending assurances pertaining to Ministry of Rural Development (Department of Rural Development).

2. The Committee adopted draft 8th & draft 11th Reports without any changes. While considering the draft 9th report, the Committee observed that they had agreed to drop the assurances arising out of (i) USQ No. 1574 dated 23.8.2007, (ii) SQ No. 260 dated 30.8.2007, (iii) USQ No. 68 dated 15.11.2007 & (iv) USQ No. 854 dated 22.11.2007 as contained in the Memorandum No. 123 based on the request made by the Ministry of Civil Aviation, at their sitting held on 06 August, 2010. Keeping in view the revised position as stated by the Ministry in the status note furnished on the relevant Questions on 21 August, 2010, the Committee decided not to drop the assurances. They decided to modify the draft reports, accordingly, and adopted draft 9th & 10th reports with this change.

3. Thereafter, the Committee resumed the oral evidence of the representatives of Ministry of Civil Aviation in connection with the pending assurances. The Committee sought certain clarifications on pending assurances (Sl. No. 47 to 56) which were replied to by the representatives of the Ministry. The Committee decided to review the remaining pending assurances on a later date.

4. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

MINUTES

NINTH SITTING

Minutes of the sitting of the Committee on Government Assurances (2010-2011) held on 13 January, 2011 in Committee Room 'B', Parliament House Annexe, New Delhi.

The Committee sat from 1100 hours to 1200 hours on Thursday 13 January, 2011.

PRESENT

CHAIRPERSON

Shrimati Maneka Gandhi

Members

2. Shri Mohan Jena
3. Rajkumari Ratna Singh

Secretariat

1. Shri P. Sreedharan - Joint Secretary
2. Shri R.S. Kambo - Director
3. Shri D.S. Malha - Additional Director
4. Smt. Veena Kumari - Deputy Secretary

Ministry of Civil Aviation

1. Dr. Nasim Zaidi, Secretary
2. Shri E.K. Bharat Bhushan, AS & FA & DG
3. Shri Prashant Kumar, CCRS
4. Shri Prashant Sukul, Joint Secretary

5. Shri Rohit Nandan, Joint Secretary
6. Shri Alok Sinha, Joint Secretary
7. Shri A.K. Sharan, JDG, DGCA
8. Shri Bir Singh Rai, DDG, DGCA
9. Shri G.S. Malhi, Commissioner, BCAS
10. Shri R.K. Tyagi, CMD, PHHL
11. Shri V.P. Agrawal, Chairman, AAI
12. Shri G.K. Chaukiyal, ED, AAI
13. Shri S. Raheja, Member, AAI
14. Shri V. Somasundaram, Member, AAI
15. Shri M.C. Kishore, ED & Company Secretary, AAI
16. Shri Sandeep Goyal, Joint CP (Crime) Delhi Police

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee resumed the oral evidence of the representatives of Ministry of Civil Aviation in connection with the pending assurances. The Committee sought certain clarifications on pending assurances (Sl. No. 57 to 77) which were replied to by the representatives of the Ministry.

2. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

MINUTES

EIGHTEENTH SITTING

Minutes of the sitting of the Committee on Government Assurances (2010-2011) held on 23 August, 2011 in Committee Room 'B', Parliament House Annexe, New Delhi.

The Committee sat from 1500 hours to 1600 hours on Tuesday 23 August, 2011.

PRESENT

IN THE CHAIR

Shri Anandrao Adsul

Members

2. Shri Dara Singh Chauhan
3. Shri Mohan Jena
4. Rajkumari Ratna Singh
5. Dr. M. Thambidurai
6. Shri Hukumdeo Narayan Yadav

Secretariat

1. Shri R.S. Kambo - Director
2. Shri D.S. Malha - Additional Director
3. Smt. Veena Kumari - Deputy Secretary

At the outset, in the absence of the Chairperson, Shri Anandrao Adsul was chosen as Chairman under rule 258(3) of Rules of Procedure and Conduct of Business in Lok Sabha. Thereafter, the Committee considered and adopted the following draft reports without any amendment:-

- (i) 15th Report regarding review of pending assurances pertaining to Ministry of Civil Aviation.
- (ii) 16th Report regarding requests for dropping of assurances (acceded to).
- (iii) 17th Report regarding requests for dropping of assurances (not acceded to).
- (iv) 18th Report regarding review of pending assurances pertaining to Ministry of Road Transport and Highways.

2. The Committee authorized the Chairperson to finalise the Reports and present them to the House.

The Committee then adjourned.