



REPORT NO.

**263**

**PARLIAMENT OF INDIA**  
**RAJYA SABHA**

**DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE  
ON TRANSPORT, TOURISM AND CULTURE**

**TWO HUNDRED SIXTY THIRD REPORT**

**Action Taken by the Government on the Recommendations/  
Observations of the Committee contained in its Two Hundred  
and Fifty Seventh Report on the Demands for Grants (2018-19)  
of the Ministry of Civil Aviation**

*(Presented to the Rajya Sabha on 14<sup>th</sup> December, 2018)*

*(Laid on the Table of Lok Sabha on 14<sup>th</sup> December, 2018)*



**Rajya Sabha Secretariat, New Delhi**

**December, 2018/ Agrahayana, 1940 (Saka)**

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# **PARLIAMENT OF INDIA**

## **RAJYA SABHA**

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**RAJYA SABHA SECRETARIAT  
NEW DELHI**

*December, 2018/ Agrahayana, 1940 (Saka)*

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**COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY  
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE**

**(2018-19)**

*(Constituted on 1<sup>st</sup> September, 2018)*

**1. Shri Derek O'Brien - Chairman**

**Rajya Sabha**

2. Shri Ritabrata Banerjee
3. Shri Sambhaji Chhatrapati
4. Dr. L. Hanumanthaiah
5. Dr. Sonal Mansingh
6. Shri Praful Patel
7. Kumari Selja
8. Shri Rewati Raman Singh
9. Shri Narendra Kumar Swain
10. Shri Vinay Dinu Tendulkar

**Lok Sabha**

11. Shri Subrata Bakshi
12. Shri Ramcharan Bohra
13. Shri Vinod Chavda
14. Shri Rajeshbhai Naranbhai Chudasama
15. Kumari Arpita Ghosh
16. Shri Parvatagouda Chandangouda Gaddigoudar
17. Shri Rahul Kaswan
18. Maj. Gen. Bhuwan Chandra Khanduri, AVSM (Retd.)
19. Shri P. Kumar
20. Shri Kristappa Nimmala
21. Shri Ram Charitra Nishad
22. Shri Rajesh Pandey
23. Shri Rajesh Ranjan (Pappu Yadav)
24. Shri Ponguleti Srinivasa Reddy
25. Shri Ram Kumar Sharma
26. Shri Dushyant Singh
27. Shri Kunwar Haribansh Singh
28. Shri Rakesh Singh
29. Shri Shatrughan Prasad Sinha
30. Shri Manoj Kumar Tiwari
31. Shri K.C. Venugopal

## **SECRETARIAT**

Smt. Sunita Sekaran, Joint Secretary

Shri Swarabji B., Director

Shri Dinesh Singh, Additional Director

Smt. Monica Baa, Additional Director

Smt. Catherine John L., Under Secretary

Shri K.V. Ramana Rao, Committee Officer

## INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorized by the Committee to present on its behalf, do hereby present this Two Hundred and Sixty Third Report on Action Taken by the Government on the recommendations/observations of the Committee contained in its Two Hundred and Fifty Seventh Report on Demands for Grants (2018-19) of the Ministry of Civil Aviation.

2. The Two Hundred and Fifty Seventh Report of the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture was presented on the 6<sup>th</sup> March, 2018 to the Parliament.

3. The Action Taken Replies on the recommendations of the Committee contained in its Two Hundred and Fifty Seventh Report was received from the Ministry of Civil Aviation on 30<sup>th</sup> July, 2018.

4. The Committee considered and adopted the Report in its meeting held on the 26<sup>th</sup> November, 2018.

**NEW DELHI;**  
November 26, 2018  
Agrahayana, 1940

**(DEREK O'BRIEN)**  
*Chairman,*  
*Department-related Parliamentary Standing*  
*Committee on Transport, Tourism and Culture,*  
*Rajya Sabha*

## ACRONYMS

|        |   |  |
|--------|---|--|
| AA&ES  | : | Administrative Approval and Expenditure Sanction         |
| AAI    | : | Airports Authority of India                              |
| AAIB   | : | Aircraft Accident Investigation Bureau                   |
| AD     | : | Assistant Director                                       |
| AERA   | : | Airports Economic Regulatory Authority                   |
| ASO    | : | Aviation Security Officer                                |
| ATC    | : | Air Traffic Control                                      |
| ATF    | : | Aviation Turbine Fuel                                    |
| BCAS   | : | Bureau of Civil Aviation Security                        |
| CAPEX  | : | Capital Expenditure                                      |
| CAPF   | : | Central Armed Police Forces                              |
| CASLO  | : | Civil Aviation Security Liaison Officer                  |
| CAT    | : | Central Administrative Tribunal                          |
| CCI    | : | Competition Commission of India                          |
| CE     | : | Civil Enclave  |
| CENVAT | : | Central Value Added Tax                                  |
| CMD    | : | Chairman & Managing Director                             |
| Cr.    | : | Crore  |
| DG     | : | Director General   |
| DGCA   | : | Directorate General of Civil Aviation                    |
| DIAL   | : | Delhi International Airport Limited                      |
| Dom.   | : | Domestic   |
| DoNER  | : | Department of Development of North Eastern Region        |
| DoP&T  | : | Department of Personnel and Training                     |
| ECIL   | : | Electronic Corporation of India Limited                  |
| EOI    | : | Expression of Interest                                   |
| FATA   | : | Foreign Aircrew Temporary Authorization                  |
| FTO    | : | Flight Training Organization                             |
| GATE   | : | Graduate Aptitude Test Engineering                       |
| GMR    | : | Grandhi Mallikarjuna Rao                                 |
| GST    | : | Goods & Service Tax                                      |
| HAL    | : | Hindustan Aeronautics Limited                            |
| HCI    | : | Hotel Corporation of India                               |
| HT     | : | High Tension   |
| IAF    | : | Indian Air Force   |
| IBM    | : | International Business Machines Corporation              |
| ICAO   | : | International Civil Aviation Organization                |
| IGI    | : | Indira Gandhi International Airport                      |
| IGRUA  | : | Indira Gandhi Rashtriya Uran Akademi                     |
| ILS    | : | Instrument Landing System                                |
| Intl.  | : | International  |
| ITB    | : | Integrated Terminal Building                             |
| JD&DD  | : | Joint Director & Deputy Director                         |
| JE     | : | Junior Executive   |
| KINFRA | : | Kerala Industrial Infrastructure Development Corporation |



|          |   |  |
|----------|---|--|
| KVP      | : | Kilovolt Peak  |
| MIAL     | : | Mumbai International Airport Limited                 |
| MLCP     | : | Multi Level Car Parking                              |
| MOCA     | : | Ministry of Civil Aviation                           |
| MOU      | : | Memorandum of Understanding                          |
| MPPA     | : | Million Passenger Per Annum                          |
| MPPA     | : | Million Passengers Per Annum                         |
| MRP      | : | Maximum Retail Price                                 |
| MTOW     | : | Maximum Take-off Weight                              |
| NATS     | : | National Air Traffic Services                        |
| NCAP     | : | National Civil Aviation Policy                       |
| Pax      | : | Passenger  |
| PDC      | : | Probable Date of Completion                          |
| Ph.      | : | Phase  |
| PHP      | : | Peak Hour Passengers                                 |
| PWD      | : | Public Works Department                              |
| QCBS     | : | Quality and Cost Based Selection                     |
| RBD      | : | Reservation Booking Designator                       |
| RCS      | : | Regional Connectivity Scheme                         |
| RCS-UDAN | : | Regional Connectivity Scheme-Ude Desh ka Aam Naagrik |
| RE       | : | Revised Estimate                                     |
| SASO     | : | Senior Aviation Security Officer                     |
| SOP      | : | Standard Operating Procedure                         |
| SRD      | : | Special Recruitment Drive                            |
| TEFR     | : | Techno-Economic Feasibility Report                   |
| UK       | : | United Kingdom                                       |
| UPSC     | : | Union Public Service Commission                      |
| VAT      | : | Value Added Tax                                      |

## REPORT

The Report of the Department-Related Parliamentary Standing Committee on Transport, Tourism and Culture deals with the Action Taken by the Ministry on the observations/ recommendations as contained in its Two Hundred and Fifty Seventh Report on Demands for Grants (2018-19) of the Ministry of Civil Aviation which was presented to both the Houses of Parliament on 6<sup>th</sup> March, 2018.

The Action Taken Replies were received from the Ministry on 30<sup>th</sup> July, 2018 in respect of all the observations/recommendations contained in the 257<sup>th</sup> Report. The replies have been categorized as follows:—

- (i) **Chapter-I:**  
Recommendations/ Observations which have been accepted by the Ministry:  
**Paragraph Nos.: 10, 10A, 13, 16, 22, 23, 26, 37, 39, 43, 51, 58, 61, 66, 70, 73, 76, 78, 82, 86, 88, 91, 93, 98, 103, 115, 119, 122, 129.**  
**Total: 29**
- (ii) **Chapter-II:**  
Recommendations/Observations which the Committee does not desire to pursue in view of the replies of the Ministry:-  
**Paragraph Nos.: 33, 55, 66A, 80, 84, 108, 113, 124, 126.**  
**Total: 9**
- (iii) **Chapter-III:**  
Recommendations/ Observations in respect of which replies of the Ministry have not been accepted by the Committee:  
**Paragraph Nos.: 28, 41, 107, 109, 117, 128.**  
**Total: 6**
- (iv) **Chapter-IV:**  
Recommendations/ Observations in respect of which the final replies of the Ministry are still awaited.  
**Paragraph Nos.: 30**  
**Total: 1**

**3. The Committee desires that final replies in respect of those recommendations/observations which have been categorized as interim replies by the Committee should be furnished at the earliest.**

## CHAPTER - I

### RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE MINISTRY

#### COMPARATIVE TABLE ON BE 2017-18, RE 2017-18 AND BE 2018-19

##### **Recommendation/Observation**

1. *The Committee notes that Rs.6602.86 crores has been allocated for the Ministry of Civil Aviation for 2018-19 against the allocation of Rs.2710.30 crores at RE stage in 2017-18. The Committee desires that the Ministry may take steps to ensure that the allocated funds are utilized fully.*

(Para 10 of the 257<sup>th</sup> Report)

##### **Reply of the Ministry**

1.1. The Ministry has noted the suggestions of the Committee.

##### **Further Recommendation/Observation**

1.2. **The Committee notes the reply.**

##### **Recommendation/Observation**

2. *The Committee further notes that Rs.4469.50 crores has been allocated under a new head for the purchase of two new aircraft for Special Extra Section Flight operations. If this amount is deducted from BE 2018-19, the remaining amount is Rs.2133.36 crores. This is lower than RE 2017-18. Keeping in view the considerable growth of the civil aviation sector, Committee is of the considered view that with the present allocation, it would be difficult to run the existing schemes and other activities undertaken by the Ministry. Therefore, the Committee recommends that the Ministry should actively pursue the matter of increasing the allocation in the first supplementary and at the RE stage in the current financial year 2018-19, with the Ministry of Finance.*

(Para 10A)

##### **Reply of the Ministry**

2.1 The proposal for increase in allocation of funds for Ministry of Civil Aviation for 2018-19 will be taken up with Ministry of Finance through 1<sup>st</sup> Supplementary grant and at RE stage as well.

##### **Further Recommendation/Observation**

2.2 **The Committee notes the reply.**

##### **Recommendation/Observation**

3. *The Committee notes that there is a shortfall of Rs.70.06 crores in budgetary allocation for 2018-19 on the Capital side and that the Ministry of Finance has not intimated any reason for this reduction. Keeping in view the great surge in the civil aviation sector, Committee is of the considered view that lack of sufficient funds should not be a reason for inadequate allocation of funds for the vital schemes/projects of the Ministry. Therefore, the Committee recommends that the Ministry should actively pursue the matter of increasing the allocation at the RE stage in the current financial year 2018-19, with the Ministry of Finance.*

(Para 13)

**Reply of the Ministry**

3.1. The proposal for increase in allocation of funds for Ministry of Civil Aviation for 2018-19 will be taken up with Ministry of Finance through 1<sup>st</sup> Supplementary grant and at RE stage as well.

**Further Recommendation/Observation**

3.2. The Committee notes the reply.

**TWELFTH FIVE YEAR PLAN****Recommendation/Observation**

4. *The Committee takes note of the projects initiated by the Ministry during the 12th Five Year Plan.*

(Para 16)

**Reply of the Ministry**

4.1. Noted.

**Further Recommendation/Observation**

4.2. The Committee notes the reply.

**AIR INDIA LIMITED****Recommendation/Observation**

5. *The Committee appreciates Air India for making operational profits. The Committee hopes that Air India would register further profits in the coming months.*

(Para 22)

**Reply of the Ministry**

5.1. Noted.

**Further Recommendation/Observation**

5.2. The Committee notes the reply.

**Recommendation/Observation**

6. *The Committee observes that the shortfall in Equity Infusion in 2017-18 was to the tune of Rs.468.52 crores. The Committee is of the view that such shortfall adversely impacts the financial and operational performance of the company as the same creates liquidity issues for the company whereby the company is unable to meet its financial commitments and to maintain its the operational efficiency. The Committee, therefore, is of the considered view that such short fall, at this stage when the company is presently placed at a critical position in achieving the TAP targets, should be avoided. Since the committed financial support from the Government is vital to sustain the momentum of performance of Air India, the Committee strongly recommends that the full amount of equity infusion should be restored to Air India. The Committee further recommends that the Ministry of Civil Aviation may take up this matter with the Ministry of Finance for the restoration of the full amount of Equity Infusion.*

(Para 23)

**Reply of the Ministry**

6.1. The proposal for increase in allocation of funds for Ministry of Civil Aviation for 2018-19 will be taken up with Ministry of Finance through 1<sup>st</sup> Supplementary grant and at RE stage as well.

**Further Recommendation/Observation**

6.2. The Committee notes the reply.

**AIRPORTS AUTHORITY OF INDIA****Recommendation/Observation**

7. *The Committee notes that the work has been completed at Pakyong airport.*

(Para 26)

**Reply of the Ministry**

7.1. Noted.

**Further Recommendation/Observation**

7.2. The Committee notes the reply.

**GREEN INITIATIVES TAKEN UP BY AAI****Recommendation/Observation**

8. *The Committee realizes that so far, the growth of airport infrastructure has not been commensurate with the growth in the number of passengers and the huge growth in civil aviation sector. Keeping in view the pace at which Indian aviation is growing, the Committee recommends that AAI and other Airport Operators should bolster their efforts to build new infrastructure and to expand existing airports to enhance the facilities available at airports. Decongesting the airports, decongesting the runway and the airspace should be the top priority of the Government. Airport facilities need to be upgraded on an urgent basis. While constructing new airports, a futuristic plan keeping pace with the growth in the Civil Aviation sector is needed.*

(Para 37)

**Reply of the Ministry**

8.1. AAI has planned development of infrastructure with a CAPEX of Rs. 20000 Cr. in next 4-5 years. Details as per *Annexure-I*.

8.2. For construction of New Greenfield airports, MOCA has granted in-Principle approval for setting up 20 Greenfield airports as per details given in *Annexure-II*.

1) DIAL has finalized the revised Master Plan 2016, with the support from renowned international master planning consultant, M/s Landrun and Brown and in consultation with the stakeholders including MoCA and AAI. Master Plan 2016 proposes further development of landside terminals and airside facilities to correspond to the traffic growth anticipated in next 20 years (anticipated passenger traffic- 109.3 MPPA, Cargo-1.78 million ton per year). These developments will be undertaken in a phased manner so that, additional capacities are available in time for anticipated growth of traffic. This includes expansion of Terminal 1, Terminal 2, Terminal 3 and development of future Terminal 4. Further, DIAL has recently engaged NATS, a UK firm who is a global provider of air traffic management consulting services. As part of their engagement, NATS will collaborate with the Airports Authority of India, Air Navigation Services to identify procedures and air space enhancements to maximize the aircraft handling capacity of IGI Airport going into the future.

2) To remove the congestion at IGI Airport, Government of India, Ministry of Civil Aviation has granted 'in principle' approval for setting up of Noida International Airport, Jewar, Uttar Pradesh on 8th May, 2018, which is at tendering stage. Moreover, under RCS, M/o Defence has granted approval for starting operations from Hindon Air Force station.

3) Congestion at Cochin International Airport: To remove the congestion at Cochin airport, M/s. Cochin International Airport Limited has started construction of new terminal building which will not only decrease the congestion at the airport but will sustain the passenger capacity till 2035.

4) Congestion at Bangalore International Airport: To remove the congestion at Bangalore airport, M/s. Bangalore International Airport Limited has started construction of 2<sup>nd</sup> terminal building and 2nd Runway will be ready by second half of 2019. The tendering process has been completed along with the completion of runway, which will be ready for operationalization till 2021. Besides, 20-30 more parking stands will be added by 2019.

5) Congestion at Hyderabad International Airport: To remove the congestion at Hyderabad airport, M/s. Hyderabad International Airport Limited has started the process to increase the existing terminal capacity.

6) Congestion at Mumbai International Airport: Mumbai International Airport has been saturated and there is no land availability for expansion of the airport. However, a new Greenfield Airport at Navi Mumbai, which is 40 Kms away from Mumbai, has been approved by Government of India. City & Industries Development Corporation of Maharashtra (CIDCO) is the nodal agency for the project and has completed the tendering process in February, 2017 where MIAL emerged as the successful bidder and work already started. Concession Agreement was signed with Navi Mumbai International Airport Pvt. Ltd. (NMIAL), in the presence of Hon'ble Chief Minister, Govt. of Maharashtra on 8<sup>th</sup> January, 2018. Memorandum of Understanding ('MoU') signed at Navi Mumbai between Government of India and M/s. Navi Mumbai International Airport Private Limited on 11<sup>th</sup> April, 2018.

#### **Further Recommendation/Observation**

8.3. **The Committee notes the reply.**

#### **BUREAU OF CIVIL AVIATION SECURITY (BCAS)**

##### **Recommendation/Observation**

9. *The Committee takes note of the allocation made for BCAS.*

(Para 39)

##### **Reply of the Ministry**

9.1. Noted.

#### **Further Recommendation/Observation**

9.2. **The Committee notes the reply.**

## **DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA)**

### **Recommendation/Observation**

10. *The Committee notes the allocation made for DGCA.*

(Para 43)

### **Reply of the Ministry**

10.1. Noted.

### **Further Recommendation/Observation**

10.2. **The Committee notes the reply.**

## **INDIRA GANDHI RASHTRIYA URAN AKADEMI (IGRUA)**

### **Recommendation/Observation**

11. *The Committee desires that IGRUA may be allocated adequate funds to ensure that the steps taken to make IGRUA self-sufficient turn out to be fruitful.*

(Para 51)

### **Reply of the Ministry**

11.1. The Ministry of Civil Aviation in order to improve the functioning of IGRUA has appointed a Consultant cum Transaction Advisor for formulating a strategic roadmap for the structuring and development of IGRUA after comprehensive study of IGRUA's current capacity and Indian Market Demand Assessment.

### **Further Recommendation/Observation**

11.2. **The Committee notes the reply.**

## **HELIPORT AT ROHINI**

### **Recommendation/Observation**

12. *The Committee is happy to note that the heliport at Rohini has been operationalized. The Committee is of the view that the helicopter industry has tremendous potential to provide services in the tourism sector, disaster management etc. The Committee desires that more such heliports may be set up throughout the country. The Committee reiterates its earlier recommendation that Air India and Pawan Hans can work together to ensure seamless travel on hub and spokes basis- bringing passengers from smaller places to various tourist spots.*

(Para 58)

### **Reply of the Ministry**

12.1. In addition to Rohini Helipad, a heli-hub at Juhu, Mumbai is already operational. Further, regarding heli-hubs in North East Region and in Southern Region of the Country, the State Governments of Assam and Andhra Pradesh have been requested for land allocation. Pawan Hans Ltd. has plans to develop more such heliports in other regions i.e. Western Region, Southern Region & Eastern Region. Regarding, Air India and Pawan Hans to work together to ensure seamless travel on hub and spokes basis- bringing passengers from smaller places to various tourist spots, a committee has been formed represented by the officers from Air India and Pawan Hans, based on the commercial/financial viability decisions are taken.

**Further Recommendation/Observation**

12.2. The Committee notes the reply.

**UNSERVED/UNDERSERVED AIRPORTS****Recommendation/Observation**

13. *The Committee feels that the development of un-served and under-served airports would give a major boost to air connectivity to various small cities and towns. It will further give a fillip to the economic development in these areas in terms of job creation and infrastructure development. There should not be any unreasonable restriction on the allocation of fund to the demands of the Ministry of Civil Aviation as the money spent will spur the overall growth of the country especially in view of the Regional Connectivity Scheme UDAN.*

(Para 61)

**Reply of the Ministry**

13.1. Noted

**Further Recommendation/Observation**

13.2. The Committee notes the reply.

**REGIONAL CONNECTIVITY SCHEME****Recommendation/Observation**

14. *The Committee takes note of the initiatives taken under RCS. Air connectivity is the main mode of transport for majority of the population of North East to other parts of the country and these States are demanding overall economic development. The Committee feels that better air connectivity is the only solution to opening up the economy of North Eastern States. Therefore, the Committee notes that it is very essential to give a preferential treatment to the North Eastern States as far as air connectivity is concerned.*

(Para 66)

**Reply of the Ministry**

14.1. List of RCS routes / networks involving airports of States of North East awarded to Selected Airline Operator (SAO) in 1<sup>st</sup> round of bidding under RCS-UDAN is as under :

| S.N. | Routes/Networks   | Route (Only RCS Routes) | Selected Operator | Airline |
|------|---|-------------------------|-------------------|---------|
| 1    | Shillong -Silchar -Shillong -<br>Imphal -Shillong -Dimapur<br>-Shillong - Aizawl - Kolkata<br>- Aizawl -Shillong -Agartala<br>-Shillong | Shillong To Imphal      | Deccan Air        |         |
|      |   | Imphal To Shillong      |                   |         |
|      |   | Shillong To Dimapur     |                   |         |
|      |   | Dimapur To Shillong     |                   |         |
|      |   | Shillong To Aizawl      |                   |         |
|      |   | Aizawl To Shillong      |                   |         |
|      |   | Shillong To Agartala    |                   |         |
|      |   | Agartala To Shillong    |                   |         |



**List of RCS routes / networks involving airports/helipads of States of North East awarded to Selected Airline Operator(SAO) in 2<sup>nd</sup> round of bidding under RCS-UDAN Version 2.0**

| S.No. | RCS Routes/ Networks   | RCS Route                                 | Operator     |
|-------|--|---|--------------|
|       | Kolkata- Pakyong- Guwahati- -Pakyong- Kolkata                                  | Guwahati To Pakyong                       | Spicejet     |
|       |  | Pakyong To Guwahati                       |              |
|       |  | Pakyong To Kolkata                        |              |
|       |  | Kolkata To Pakyong                        |              |
|       | Kolkata- Jorhat-Passighat-Jorhat- Kolkata                                      | Jorhat To Kolkata                         | Zoom Air     |
|       |  | Jorhat To Passighat                       |              |
|       |  | Passighat To Jorhat                       |              |
|       |  | Kolkata To Jorhat                         |              |
|       | Kolkata-Jorhat-Tezu-Jorhat- Kolkata  | Jorhat To Kolkata                         | Zoom Air     |
|       |  | Jorhat To Tezu                            |              |
|       |  | Tezu To Jorhat                            |              |
|       |  | Kolkata To Jorhat                         |              |
|       | Kolkata-Lilabari-Kolkata   | Lilabari To Kolkata                       | Spicejet     |
|       |  | Kolkata To Lilabari                       |              |
|       | Kolkata-Tezpur   | Kolkata To Tezpur                         | Zoom Air     |
|       | Lucknow-Hindan-Kolkata-Jorhat- Kolkata- Hindan-Lucknow                         | Jorhat To Kolkata                         | Indigo       |
|       |  | Kolkata To Jorhat                         |              |
|       | Delhi-Pakyong-Kolkata-Bokaro- Kolkata- Pakyong-Delhi                           | Bokaro To Kolkata                         | Spicejet     |
|       |  | Kolkata To Bokaro                         |              |
|       |  | Kolkata To Pakyong                        |              |
|       |  | Pakyong To Delhi                          |              |
|       |  | Pakyong To Kolkata                        |              |
|       |  | Delhi To Pakyong                          |              |
|       | Tezpur-Kolkata   | Tezpur To Kolkata                         | Zoom Air     |
|       | Shillong-Tezpur-Lilabari-Kolkata Lilabari- Tezpur-Shillong                     | Kolkata To Lilabari                       | AAA Aviation |
|       |  | Lilabari To Kolkata                       |              |
|       |  | Lilabari To Tezpur                        |              |
|       |  | Tezpur To Lilabari                        |              |
|       |  | Tezpur To Shillong                        |              |
|       |  | Shillong To Tezpur                        |              |
|       | Imphal-Moreh(Heliport)-Imphal  | Moreh(Heliport) To Imphal                 | Pawan Hans   |
|       |  | Imphal To Moreh(Heliport)                 |              |
|       |  | Moreh(Heliport) To Imphal                 |              |
|       | Imphal -Tamenglong(Heliport)- Jiribam(Heliport) - Tamenglong(Heliport) -Imphal | Jiribam(Heliport) To Tamenglong(Heliport) | Pawan Hans   |
|       |  | Tamenglong(Heliport) To Imphal            |              |
|       |  | Tamenglong(Heliport) To Jiribam(Heliport) |              |
|       |  | Jiribam(Heliport) To Tamenglong(Heliport) |              |

|  |   |  |                   |
|--|---|--|-------------------|
|  |   | Imphal To<br>Tamenglong(Heliport)  |                   |
|  | Imphal - Thanlon(Heliport)-<br>Parbung(Heliport)- Thanlon(Heliport)-<br>Imphal                  | Parbung(Heliport) To<br>Thanlon(Heliport)<br>Thanlon(Heliport) To<br>Imphal<br>Thanlon(Heliport) To<br>Parbung(Heliport)<br>Imphal To<br>Thanlon(Heliport)   | Pawan Hans        |
|  | Guwahati –Tezpur- Jorhat- Dibrugarh -<br>Jorhat –Tezpur- Guwahati                               | Dibrugarh To Jorhat<br>Jorhat To Dibrugarh<br><br>Jorhat To Tezpur<br>Tezpur To Jorhat   | Pawan Hans        |
|  | Guwahati -Nagaon(Heliport)- Tezpur -<br>Itanagar(Heliport)-<br>Tezpur Nagaon(Heliport)-Guwahati | Itanagar(Heliport) To<br>Tezpur<br>Nagaon(Heliport) To<br>Guwahati<br>Nagaon(Heliport) To<br>Tezpur<br>Tezpur To<br>Itanagar(Heliport)<br>Tezpur To<br>Nagaon(Heliport)<br>Guwahati To<br>Nagaon(Heliport) | Skyone<br>Airways |
|  | Dibrugarh -Lilabari - Itanagar(Heliport)-<br>Lilabari Dibrugarh                                 | Lilabari To Dibrugarh<br>Lilabari To<br>Itanagar(Heliport)<br>Dibrugarh To Lilabari<br>Itanagar(Heliport) To<br>Lilabari   | Skyone<br>Airways |
|  | Dibrugarh Daparizo Yinghiong Dibrugarh  | Daparizo To Yinghiong<br>Yinghiong To Dibrugarh<br>Dibrugarh To Daparizo   | Skyone<br>Airways |
|  | Dibrugarh – Passighat- Tuting - Dibrugarh   | Passighat To Tuting<br>Tuting To Dibrugarh   | Skyone<br>Airways |
|  | Dibrugarh -Tezu – Walong- Dibrugarh   | Tezu To Walong<br>Walong To Dibrugarh<br>Dibrugarh To Tezu   | Skyone<br>Airways |
|  | Dibrugarh -Itanagar(Heliport) -<br>Ziro Dibrugarh   | Ziro To Dibrugarh  | Heligo            |

**Further Recommendation/Observation**  
**14.2. The Committee notes the reply.**

## **REGIONAL AIR CONNECTIVITY FUND**

### **Recommendation/Observation**

15. *The Committee hopes that the Regional Air Connectivity Fund would stimulate growth and development in the Civil Aviation sector.*

(Para 70)

### **Reply of the Ministry**

15.1. Noted.

### **Further Recommendation/Observation**

15.2. **The Committee notes the reply.**

## **NATIONAL AVIATION UNIVERSITY**

### **Recommendation/Observation**

16. *The Committee hopes that the University will churn out skilled professionals in the field of Civil Aviation.*

(Para 73)

### **Reply of the Ministry**

16.1. Noted.

### **Further Recommendation/Observation**

16.2. **The Committee notes the reply.**

## **BIO-METRIC ACCESS CONTROL SYSTEMS AT AIRPORTS**

### **Recommendation/Observation**

17. *The Committee desires that Bio-Metric Access Control Systems may be provided at all the airports in order to ensure safety and security. The Committee impresses upon the Ministry that steps should be taken to address the delays in this regard.*

(Para 76)

### **Reply of the Ministry**

17.1. Electronics Corporation of India Limited (ECIL) a Government of India Enterprise under the Department of Atomic Energy is the principle system integrator for this project. In order to make system operational at the earliest, User Acceptance Test (UAT) commenced on 7th Feb, 2018 and some bugs were reported in the application. However ECIL was not able to make any significant progress to rectify the bugs and make the system operational. This seriously hampered the system to go live.

17.2. The matter was accordingly, taken up with CMD, ECIL to resolve the impediments in order to ensure successful launch of the project in a stipulated timeframe. Also, the matter was taken up with Department of Atomic Energy through MoCA.

17.3. As result of rigorous follow-up, ECIL communicated on 2/5/2018. ECIL reconstituted it's technical team. This team started working on the development of application in May-2018. Currently, application has been deployed at the Data Center by ECIL and is being

assessed and tested by the stakeholders (Airports). ECIL is working to fix all bugs as reported in the last User acceptance test. Currently, ECIL is preparing the load testing prerequisites with their technology partner's (IBM). The impediments/issues found during test are expected to be rectified by end of June, 2018. However, the same could not be fixed by ECIL.

17.4. To expedite the implementation of project, a meeting was held on 06.07.2018 under Chairmanship of DG, BCAS. In the meeting, ECIL has informed that the load testing of software is likely to complete by 14<sup>th</sup> Aug 2018, which will be followed by bug fixing, if any. Thereafter, the system would Go-Live for the pass printing activity.

**Further Recommendation/Observation**

17.5. **The Committee notes the reply.**

**HOTEL CORPORATION OF INDIA LIMITED**

**Recommendation/Observation**

18. *The Committee desires that proactive steps should be taken by the Ministry to address the concerns of the employees of HCIL.*

(Para 78)

**Reply of the Ministry**

18.1. The issue of wage revision for unionized category of employees of Hotel Corporation of India Limited was discussed in the 241<sup>st</sup> Board meeting of the company held on 20.3.2018 at Delhi and it is decided to commence wage negotiations with the unions of all HCI Units. In this regard board advised Air India to nominate senior officials for negotiation with the unions. In this regard, Air India vide order dated 2.5.2018 has constituted a Committee to commence wage negotiation with unions of all HCI Units and asked the Committee to submit its report within 6 months.

**Further Recommendation/Observation**

18.2. **The Committee notes the reply.**

**GREENFIELD AIRPORT IN KUSHINAGAR, UTTAR PRADESH**

**Recommendation/Observation**

19. *The Committee notes that Kushinagar airport has a great potential to attract a large number of tourists especially the Buddhist tourists who are visiting India and for overall economic development of the surrounding region. The Committee, therefore, recommends that Government of India should take necessary steps in co-ordination with the Government of Uttar Pradesh to ensure that the Kushinagar airport is ready for operationalization soon.*

(Para 82)

**Reply of the Ministry**

19.1. Kushinagar Airport belongs to State Government of Uttar Pradesh and is being developed by them. As per available information airside works are nearing completion. For Terminal Building State Govt. has to decide on refurbishing of existing Terminal Building or construction of New Terminal Building.

**Further Recommendation/Observation**

19.2. The Committee notes the reply.

**KESHOD AIRPORT****Recommendation/Observation**

20. *The Committee notes the progress made with regard to Keshod Airport.*

(Para 86)

**Reply of the Ministry**

20.1. Noted.

**Further Recommendation/Observation**

20.2. The Committee notes the reply.

**JEWAR AIRPORT****Recommendation/Observation**

21. *The Committee notes the progress made in respect of Jewar airport.*

(Para 88)

**Reply of the Ministry**

21.1. Noted

**Further Recommendation/Observation**

21.2. The Committee notes the reply.

**NEW AIRPORTS****Recommendation/Observation**

22. *The Committee takes note of the proposals for new airports, accepted by the Government. The Committee hopes that the construction of these airports will be taken up at the earliest.*

(Para 91)

**Reply of the Ministry**

22.1. MoCA has granted In-principle approval for setting up 20 Greenfield airports by various developers. Details are given as Annexure-II. Further action for construction of these airports is to be taken by the State Government/ Project proponent.

**Further Recommendation/Observation**

22.2. The Committee notes the reply.

**CHANDIGARH AIRPORT****Recommendation/Observation**

23. *The Committee desires that the concern raised by the Member may be addressed suitably.*

(Para 93)

**Reply of the Ministry**

23.1. Additional check-in-counters have been provided by deploying additional manpower to solve the problem of long waiting queues at Chandigarh International Airport. Two vending machines have also been placed at entrance of Airport.

**Further Recommendation/Observation**

23.2. **The Committee notes the reply.**

**VACANCIES IN VARIOUS ORGANIZATIONS OF THE MINISTRY**

**Recommendation/Observation**

24. *The Committee notes that at least 2876 posts are lying vacant under various organization of the Ministry of Civil Aviation at a time when a large number of educated youths are unemployed in our country. The Committee is of the view that the existence of vacancies will hamper the effective functioning of the organizations. The Committee strongly feels that it is inexcusable that vacancies exist in such vital organizations. The Committee, therefore, desires that the Ministry should pursue the matter with UPSC and other concerned agencies so that the bottlenecks in this regard are sorted out. The Committee further desires that the amendment of Recruitment Rules may be completed at the earliest. The Committee also recommends that the Ministry should take advance action anticipating the vacancies in various organizations.*

(Para 98)

**Reply of the Ministry**

**DGCA**

24.1. DGCA has regular monitoring system which not only identifies the number of vacancies but also chalks out an action plan for filling the same. This ensures that there is no time lost once a vacancy arises and subsequent action taken to fill it. Further, DGCA has already revised the Recruitments Rules for the cadres of Air Safety, Aircraft Engineering Directorate and Operations in which provisions for filling posts on deputation have been enabled. Further, amendment of Recruitment Rules for the Airworthiness cadres is in an advanced stage which will also allow recruitment through deputation. This will ensure further filling of vacant posts. Both UPSC and DoP&T have the mechanism of discussing proposals for recruitment through a single window system which also speeds up the process. In cases where revival of posts are necessary DGCA takes timely action for having the same revived by constant monitoring with Department of Expenditure.

**BCAS**

24.2. Consequent upon the restructuring of BCAS, the sanctioned strength of the organization has been increased from 191 to 590. The current strength of BCAS has been increased from 130 to 291. The current status of hiring of staff in BCAS is as under:

**Group 'A' Posts :-**

There are three grades in Group 'A' in BCAS namely Joint Director (JD), Deputy Director (DD) and Assistant Director (AD). The officers borne on the permanent strength of BCAS

have obtained stay from CAT, Delhi on filling up the posts of JD & DD on deputation basis seeking increase in percentage in promotion. The next date of hearing is 4<sup>th</sup> September, 2018. Further action in the matter would be taken as per the decision of the CAT.

As regards, filling up the posts of AD, the application received by BCAS, has been submitted to UPSC on 5<sup>th</sup> January, 2018. However, UPSC is yet to indicate the date of personal talk/interview with suitable applicants. Director General (DG), BCAS has met the Secretary, UPSC for expediting the selection of the AD. The number of applications received for each post is as under:-

| Sl. No. | Name of the post   | No of applications | No. of Vacancies |
|---------|--------------------|--------------------|------------------|
| 1       | Joint Director     | 55                 | 24               |
| 2       | Deputy Director    | 68                 | 20               |
| 3       | Assistant Director | 55                 | 30               |

**(b) Group ‘B’ Posts:-**

The process for filling up of Group ‘B’ posts is underway. DG, BCAS personally wrote to Heads of all CAPFs and other concerned organizations to send the sufficient number of applications for the post of Senior Aviation Security officer (SASO) and Aviation Security Officer (ASO). In response, BCAS received 17 numbers of applications for SASO and 29 applications for ASO against the total vacancies of 46 of SASO and 86 of ASO. However, in view of non-availability of sufficient officers in the level of SASO & ASO, it was decided to fill up these posts in phased manner by selecting eligible applicants. Accordingly, 8 SASO and 5 ASO were selected and appointed. Thereafter, BCAS further invited applications for these posts. The last of receipt of application was 13.07.2018. As decided earlier, after scrutiny, 5 SASOs, 4 ASOs and 2 CASLO Coordinators have been selected. Appointment letters have already been issued. One of the advantage of filling up vacancies in phases is that since these posts are to be filled up on deputation, it would help in avoiding a void due to exodus of staff at one go and would help in maintaining continuity as these officers would be repatriated in phased manner to their parent organizations.

**(c) Group ‘C’ Posts:-** The appointment process for Group ‘C’ posts is completed.

| Current Strength of BCAS |       |            |            |            |
|--------------------------|-------|------------|------------|------------|
| Sl. No.                  | Group | Sanctioned | Filled     | Vacant     |
| 1                        | A     | 87         | 32         | 55         |
| 2                        | B     | 255        | 41         | 214        |
| 3                        | C     | 248        | 218        | 30         |
| <b>Grand Total</b>       |       | <b>590</b> | <b>291</b> | <b>299</b> |

**AAI**

24.3. The updated status of on points pertaining to the recruitment process for filling up 2237 identified vacancies is as below:

- 200 posts of JEs were advertised for recruitment on the basis of GATE 2016 Marks. Offer of appointment to provisionally shortlisted 194 candidates have been issued on 28.03.2018, out of which 103 candidates have joined and some others are under extension.
- The Selection process of 09 PWD candidates under SRD has been completed.

- Out of 538 vacancies of JE under 25% DE quota, selection processes for filling up 220 vacancies have been completed and for 277 vacancies, the selection process is likely to be completed by July 2018. No departmental candidates were found eligible against 41 vacancies.
- 651 candidates have been shortlisted for document verification to be held during July-August 2018, for filling up 542 vacancies through GATE 2018 Marks.
- Advertisement for Recruitment in other disciplines approximately 908 vacancies through conduct of online examination will be published by July 2018. Online examination shall be conducted tentatively in September 2018. Selection process likely to be completed by March 2019.

#### **Further Recommendation/Observation**

24.4. **The Committee notes the reply.**

### **AIR SEWA**

#### **Recommendation/Observation**

25. *The Committee notes that the Air Sewa initiative has integrated various stakeholders in aviation sector with whom an air traveller has to interact during the air travel. The Committee appreciates this initiative which has been launched for the benefit of the air travelers.*

(Para 103)

#### **Reply of the Ministry**

25.1. Noted.

#### **Further Recommendation/Observation**

25.2. **The Committee notes the reply.**

### **AERO CLUB OF INDIA**

#### **Recommendation/Observation**

26. *The Committee may be apprised of the reasons for not providing budgetary support for Aero Club of India for 2018-19.*

(Para 115)

#### **Reply of the Ministry**

26.1. No proposal for budgetary support has been received from Aero Club of India in the Ministry.

#### **Further Recommendation/Observation**

26.2. **The Committee notes the reply.**

### **FLYING TRAINING INSTITUTES FOR CIVIL HELICOPTER PILOTS**

#### **Recommendation/Observation**

27. *The Committee desires that the Ministry should urgently intervene in this regard and sort out the issues.*



(Para 119)

**Reply of the Ministry**

27.1. Directions have been given to HAL to complete the formalities as required.

**Further Recommendation/Observation**

27.2. **The Committee notes the reply.**

**AIR CARGO**

**Recommendation/Observation**

28. *The Committee takes note of the growth in the Air Cargo sector.*

(Para 122)

**Reply of the Ministry**

28.1. Noted.

**Further Recommendation/Observation**

28.2. **The Committee notes the reply.**

**NEED FOR GREATER COORDINATION AMONG THE UNION MINISTRIES**

**Recommendation/Observation**

29. *The Committee feels that an effective co-ordination mechanism among the Ministries of Culture, Tourism, Civil Aviation and Road Transport & Highways is needed in order to ensure that the places of tourist and cultural importance are integrated seamlessly with well-connected roads and airports. Such a mechanism would ensure that the tourists are provided with required facilities like budget hotels, taxis, souvenir shops, restaurants etc. The Committee, therefore, recommends that the Ministry of Civil Aviation may co-ordinate in formulating an action plan with the above said Ministries in this regard and that the Ministry of Tourism may be made the nodal Ministry for this purpose.*

(Para 129)

**Reply of the Ministry**

29.1. The Committee has been constituted in Ministry of Tourism as a “National Tourism Advisory Council” under the chairmanship of Minister of Tourism. The council will act as a “Think Tank” and advice the government on various policy matter related to Tourism.

**Further Recommendation/Observation**

29.2. **The Committee notes the reply.**

## **CHAPTER – II**

### **RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DOES NOT DESIRE TO PURSUE IN VIEW OF THE REPLIES OF THE MINISTRY**

#### **AIRPORTS AUTHORITY OF INDIA**

##### **Recommendation/Observation**

1. *The Committee hopes that the monetization of AAI land will generate considerable revenue to AAI.*

(Para 33)

##### **Reply of the Ministry**

1.1. Airports Authority of India is in the process of monetization of its city side land as per AAI Act which provides planning, development, construction and maintenance of institutions / training centers, workshops, hotels, restaurants and rest rooms, warehouses, cargo complex catering to the needs of passengers and air traffic services.

1.2. The city-side development is being planned by AAI with a view to enhance the passenger convenience and facilities at AAI Airports as well as to increase the revenue through development of non-aeronautical activities to the extent permissible under the provisions of existing AAI Act.

1.3. The National Civil Aviation Policy 2016 strives to generate non-aeronautical revenue in excess of 35% of the airport's total revenue for AAI airports with throughput above 0.5 mppa and has identified that there are restrictions on the use of land allocated for commercial use of airport. In order to maximize the revenue it is required to unlock the potential of the land on city side by liberalizing the end-use restrictions for airports.

1.4. In order to implement the recommendations of the NCAP it has been felt that the Airports Authority of India Act may be amended to liberalize the end use of airport land on city side for enhancing the non – aero revenue and to allow flexibility to AAI in managing its land in its best business interest.

1.5. Presently in phase-I the City Side development have been identified for Lucknow, Raipur, Tirupati, Jaipur, Bhubaneswar, Varanasi, Kolkata and Amritsar Airports. Development of Multi Level Car Park with commercial facilities has been also taken up at Chennai, Pune, Calicut, and Amritsar. The tenders have been published for construction of Hotels at Amritsar, Bhubaneswar & Kolkata Airports and MLCP Chennai & Pune. The Financial bid of 3 star and 5 star Hotels at Bhubaneswar Airport have been opened and is under process of selection of Developer.

1.6. Based on the feedback due to the above bids further action shall be taken.

##### **Further Recommendation/Observation**

1.7. **The Committee notes the reply.**

#### **PAWAN HANS LTD.**

##### **Recommendation/Observation**

2. *The Committee could understand that funds are required for Pawan Hans Ltd. to replace nine Dauphin Helicopters which are 31 years old. The Committee desires that adequate funds should be given for the fleet replacement and augmentation of Pawan Hans Ltd. The disinvestment of Pawan Hans may be viewed in the light of the huge jump in the profit of the company.*

(Para 55)

**Reply of the Ministry**

2.2. In view of the strategic disinvestment decision of Pawan Hans Ltd by the Government, the proposal for fleet replacement had been kept on hold. The EOI calling for bids has been floated and is being processed as per Cabinet Decision.

**Further Recommendation/Observation**

2.3. **The Committee notes the reply.**

**DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA)**

**Recommendation/Observation**

3. *The Committee further notes that the Ministry has been steadily reducing Alliance Air operations from Kolkata. Not a single one of the newly-acquired ATR-72 aircrafts has been inducted in Kolkata. Bengal is the gateway to the North East, and the Committee is of the opinion that a fleet of ATR-72 aircrafts should be introduced in Kolkata and operations should start at the earliest.*

(Para 66A)

**Reply of the Ministry**

3.1. At present, Alliance Air has based one ATR42 aircraft at Kolkata which operates flights in the North Eastern Region under a MoU with North Eastern Council. The route schedule has been decided in consultation with North Eastern Council and the aircraft is fully deployed. The routes operated are as under:

1. Kolkata /Guwahat / Tezpur / Lilabari / Guwahati / Kolkata – Four flights per week
2. Kolkata / Guwahati / Passighat / Guwahati / Kolkata - Three flights per week
3. Kolkata/Shillong/Kolkata – Seven flights per week

3.2. It may be noted that Alliance Air is in the process of inducting 70 seater ATR-72-600 type of turbo prop aircraft in order to improve regional air connectivity. Alliance Air has plans to base ATR72 aircraft at Kolkata in the near future.

**Further Recommendation/Observation**

3.3. **The Committee notes the reply.**

**COMBINED HEADQUARTER BUILDING**

**Recommendation/Observation**

4. *The Committee is aware that the construction of Headquarter to these agencies is lingering for a long period. The Committee desires that steps should be taken by the Ministry to ensure that the construction of the combined Headquarter building is materialized without further delay.*

(Para 80)

**Reply of the Ministry**

4.1. The works for constructing of an integrated office complex for DGCA, BCAS, AAIB, AERA & AAI at Safdarjung Airport New Delhi is approved and awarded for execution. Work is under Progress and expected to be completed by February, 2020.

**Further Recommendation/Observation**

4.2. The Committee notes the reply.

**ONGOING WORK AT CALICUT AIRPORT****Recommendation/Observation**

5. *The Committee takes note of the progress made in the renovation work of the Calicut airport. The Committee desires that the progress of the work may be closely monitored and that the renovation work may be completed at the earliest.*

(Para 84)

**Reply of the Ministry**

5.1. As advised the progress of renovation work of the Calicut airport is closely monitored. Present physical progress is 95% and likely to be completed by August, 2018.

**Further Recommendation/Observation**

5.2. The Committee notes the reply.

**Recommendation/Observation**

6. *The Committee also notes that even after 50% reduction of the ATF prices over a period of time, the airlines have not passed on the benefit of reduction in ATF prices to the consumers. The Committee recommends that the Ministry should take effective steps to ensure that the airlines pass on the benefit to the travellers by reducing the air fares and inform the Committee about the specific steps taken in this regard and the outcome thereof.*

(Para 108)

**Reply of the Ministry**

6.1. Directorate General of Civil Aviation (DGCA) has carried out an analysis of the average fares in 32 sectors over the three years period 2015 to 2017 and it was observed that there has been a fall of 28% in the fares in 2016 over 2015 and a further 2% in 2017 over 2016. This clearly brings out the fact that fall in ATF prices have been passed on to passengers.

**Further Recommendation/Observation**

6.2. The Committee notes the reply.

**PRICE OF AVIATION TURBINE FUEL****Recommendation/Observation**

7. *The Committee takes note of the fact that a major difficulty being faced by airlines is the high cost of ATF which is further aggravated by taxes and that due to the distortion in the price structure caused by the taxation policies; the financial liability of airlines is getting*

*strongly affected. In this regard, the Committee urges that the Ministry of Finance may consider including ATF in GST.*

(Para 113)

### **Reply of the Ministry**

7.1 (i) Ministry of Civil Aviation has requested Ministry of Finance to include Aviation Turbine Fuel (ATF) within the ambit of Goods and Service Tax (GST) at the earliest. The Ministry has suggested that GST rate of ATF be:

- @5% on smaller aircraft, including freighter aircraft, (maximum take-off weight/ MTOW of less than 40 tonnes), which was the pre-GST ceiling rate of 5% VAT for 'Declared Goods' status.
- @18% on larger aircraft, including freighter aircraft, which is the top GST slab rate leviable on goods (except for about 50 goods such as tobacco, alcohol and some luxury items for which GST is leviable @ 28%). At this rate, ATF would be at par with AvGas, another fuel solely used in the aviation sector.
- In the interregnum, it has been requested to restore the pre-GST VAT ceiling on ATF consumed by smaller aircraft, including freighters, of 5% in order to offset the additional tax burden due to the withdrawal of 'Declared Goods Status' to ATF for aircraft with MTOW of less than 40 tonnes which has rendered the Central Excise/VAT on ATF on such aircraft non- CENVAT-able.

(ii) The Ministry has also requested various State Governments to provide full support for bringing ATF within the GST's ambit at the earliest during the deliberations on the matter in the GST Council.

### **Further Recommendation/Observation**

**7.2. The Committee notes the reply.**

## **CLEAN TOILETS AT THE AIRPORTS**

### **Recommendation/Observation**

8. *Poor experiences in the toilets are often very strongly linked to passenger's overall satisfaction. Having enough washrooms in the right places and keeping the washrooms clean should be the priority of the AAI and other Airport operators. The Committee recommends that cleanliness should be given utmost importance by AAI and various other airport operators and they should take effective steps to ensure that toilets at the airports should be maintained in a clean and tidy manner. The Government of India should also monitor the quality of the toilets of all the airports.*

(Para 124)

### **Reply of the Ministry**

8.1. AAI has taken following effective steps to ensure high cleaning standards of toilets / terminal buildings to achieve passenger satisfaction:-

- AAI has outsourced cleaning / up-keeping of toilets / terminal buildings to specialized cleaning agency through Quality and Cost Based Selection (QCBS) contract process. The provision of dedicated manpower in toilets has been made in contract to ensure effective cleaning.
- SOPs to ensure effective cleaning and monitoring are being implemented at airports. The toilets are being renovated with new fitting / facilities. The independent audit / assessment of cleaning standard / passenger facilities at AAI airports is being carried

out by independent government agency. In addition to this, AAI has taken up the renovation work of toilets at most of its airports.

**Further Recommendation/Observation**

**8.2. The Committee notes the reply.**

**IMMIGRATION COUNTERS**

**Recommendation/Observation**

9. *The Committee notes that the officials at the immigration counters have no right to be rude and discourteous. They are just Government servants regulated by the set of rules and regulations. Their main role is to facilitate the passenger's journey and not to misbehave. The Committee recommends that soft skills training be imparted to the persons at immigration counters given their direct dealings with foreign tourists.*

(Para 126)

**Reply of the Ministry**

9.1. The Ministry of Home Affairs, in its reply to the Ministry of Civil Aviation, has informed that in the year 2015, Bureau of Immigration (BoI) started imparting Soft Skills Training to its personnel with an aim to develop their inter-personal skills, behavioral aspects and inculcate professionalism while dealing with the passengers. Services of two agencies i.e. Inspirion Consulting and Ybrant Peoples Training Academy were taken for this purpose. This Soft skills training was organized for BoI controlled Immigration Check Posts (ICPs) from December, 2015 to March, 2016 at 7 (seven) Nodal FRROs for 1668 Immigration Officers in 68 (sixty eight) batches of 25 (twenty five) each. Further "Training for Trainers" in Soft Skills was organized for 48 (forty eight) immigration officials to impart in-house training to the left out personnel. All immigration officials of BoI controlled ICPs were imparted training on Soft Skill and Behavioral aspect by July, 2016. A total of 2883 were imparted training during the year 2016 and 1123 during the year 2017. The module for above training (Soft Skills) encompassed of Stress Management, Building Interpersonal Relations, Conflict Management, Personal Excellence, Etiquette & Cultural Sensitization, Effective Communication Style, Goal Setting and Personality Development.

The topic of Soft Skills has been incorporated in the curriculum of Basic Immigration Training since March, 2016. Now each and every immigration official who is to deal with passengers is imparted Soft Skill Training on induction in BoI. Refresher Courses on regular intervals are also being organized on the Soft Skill and Behavioral Aspect for the immigration personnel.

**Further Recommendation/Observation**

**9.2. The Committee notes the reply.**

## **CHAPTER - III**

### **RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE MINISTRY HAVE NOT BEEN ACCEPTED BY THE COMMITTEE**

#### **OUTSTANDING TRAFFIC DUES OF AAI**

##### **Recommendation/Observation**

1. *The Committee is concerned about the huge amount of outstanding dues of AAI for a long time. AAI, being the highest revenue generator, has to be actively helped by the Ministry of Civil Aviation in this regard by taking it up with the defaulting Organizations and Ministries, including legal recourse to recover the dues. The Committee recommends that consistent steps should be taken by AAI to recover the outstanding dues.*

(Para 28)

##### **Reply of the Ministry**

- 1.1 The following steps are taken by Airport Authority of India for recovery of Pending Dues:
- a) The dues are monitored on regular basis.
  - b) In case of delay, AAI issues notice to airlines to settle the dues.
  - c) Penal interest is being charged on account of delay in settlement of bills.
  - d) In case where delay persists, beside en-cashing the security deposit, the defaulting
  - e) Airline is put on 'Cash & Carry' basis.
  - f) Legal course of action is followed in case of over dues persists.

##### **Further Recommendation/Observation**

1.2. **The Ministry in its Action Taken Replies submitted in the year 2016 on 238<sup>th</sup> report of the Committee had furnished the same word-to-word reply against the recommendation of the Committee. As still the Ministry has failed to recover its outstanding dues, the above measures seem not to be effective. The Ministry & AAI should tighten their approach and legal action may be initiated in appropriate cases besides withholding necessary permission and cancellation of licences, etc. The Committee desires that the Ministry/AAI shall explore other penal measures, such as not granting requisite permissions, cancellation of licences, etc. for recovery of outstanding dues.**

#### **BUREAU OF CIVIL AVIATION SECURITY (BCAS)**

##### **Recommendation/Observation**

2. *The Committee, therefore, reiterates its recommendation made in its 244th Report that the senior positions of BCAS may be held exclusively by the cadre officials of BCAS. The Committee further recommends that the Recruitment Rules of BCAS should be amended in such a way that the cadre officers may, without any hindrance, be promoted up to the level of Joint Director General.*

(Para 41)

##### **Reply of the Ministry**

2.1. The restructuring of the Bureau of Civil Aviation Security (BCAS) was approved by the Ministry of Finance (Department of Expenditure) and accordingly steps have been taken to amend the recruitment rules of various posts as per the prescribed guidelines, providing therein appropriate promotions avenues.

### **Further Recommendation/Observation**

**2.2. The reply does not reflect the views expressed by the Committee or the current scenario in so far as recruitment for senior level positions in BCAS is concerned. The Ministry should be categorical to ensure that due consideration is extended to cadre officials rather than deputationists in filling up senior level management positions. The Committee may be apprised about the timelines proposed for the restructuring of BCAS and the schedule of implementation.**

## **EXORBITANT AIRFARES**

### **Recommendation/Observation**

*3. The Committee, in its earlier Reports, had recommended that the Ministry should take effective steps to control the surge in airfares. The Committee feels that the Ministry has not given serious thought and deliberation to the recommendations of the Committee.*

(Para 107)

### **Reply of the Ministry**

3.1. With the repeal of Air Corporation Act in March 1994, the process of airfare approval by Government has been dispensed with. As per prevailing regulation, airfares are not regulated by the Government. Under the provision of Sub Rule (1) of Rule 135 of the Aircraft Rules, 1937, every air transport undertaking engaged in scheduled air services require to establish tariff having regard to all relevant factors, including cost of operation, characteristic of services, reasonable profit and the generally prevailing tariff. Airlines are free to charge reasonable airfares as per their operation viabilities subject to compliance to above said rule. The airline pricing system runs in multiple levels (buckets of RBDs) which are in line with practice being followed globally. The prices are fixed by airlines keeping in mind the market, demand, seasonality and other market forces. The airfare increases with increases in demand of seat as the lower fare buckets get sold out fast when bookings are offered by airlines. Some of the airlines have introduced advance purchase schemes of 90 days, 60 days, 30 days, 14 days etc., wherein highly discounted fares are offered which would entail travelling even during peak seasons on low fares. The fare structures are displayed by airlines on their websites under the provision of Sub Rule (2) of Rule 135 of the Aircraft Rules, 1937. The airlines remain compliant to the prevailing regulation as long as fares charged by them are in line with fare displayed on their website. Further, DGCA monitors airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. The analysis has shown that the airfares remain well within the fare bucket uploaded by the airlines on the respective websites.

3.2. Competition Commission of India (CCI) in its order dated 06/03/2012 on fixing of MRP for airfares has stated, CCI cannot give direction to the Government to fix MRP of a service provided by private entrepreneur and that the same will be contrary to the spirit of the competition law. CCI also stated that the forces of demand and supply govern airfares.

### **Further Recommendation/Observation**

**3.3. The reply does not reflect the seriousness of the efforts made by the Ministry in containing the surge in airfares and the resultant profiteering by different airlines. The Committee feels that concerted efforts should be consistently made by the Ministry to prevail upon different Airlines not only to make available more and more low-fare bucket seats but also to keep the airfares at reasonably affordable level. The Committee**



**strongly feels that an upper cap of airfare in each Sector is the need of the hour to discourage the Airlines from predatory pricing of air tickets.**

#### **Recommendation/Observation**

4. *The Committee is of the view that the pricing mechanisms applicable in the developed countries may not be suitable for India. The Committee believes that the Ministry of Civil Aviation has a social responsibility towards its citizens. The Ministry, though aware of the rampant exploitation, is not showing any proactive role in regulating the airfares. The Committee, therefore, recommends the Ministry of Civil Aviation to consider fixing an upper limit of the air tickets for every sector.*

(Para 109)

#### **Reply of the Ministry**

4.1. With the repeal of Air Corporation Act in March 1994, the process of airfare approval by Government has been dispensed with. As per prevailing regulation, airfares are not regulated by the Government. Under the provision of Sub Rule (1) of Rule 135 of the Aircraft Rules, 1937, every air transport undertaking engaged in scheduled air services require to establish tariff having regard to all relevant factors, including cost of operation, characteristic of services, reasonable profit and the generally prevailing tariff. Airlines are free to charge reasonable airfares as per their operation viabilities subject to compliance to above said rule. The airline pricing system runs in multiple levels (buckets of RBDs) which are in line with practice being followed globally. The prices are fixed by airlines keeping in mind the market, demand, seasonality and other market forces. The airfare increases with increases in demand of seat as the lower fare buckets get sold out fast when bookings are offered by airlines. Some of the airlines have introduced advance purchase schemes of 90 days, 60 days, 30 days, 14 days etc., wherein highly discounted fares are offered which would entail travelling even during peak seasons on low fares. The fare structures are displayed by airlines on their websites under the provision of Sub Rule (2) of Rule 135 of the Aircraft Rules, 1937. The airlines remain compliant to the prevailing regulation as long as fares charged by them are in line with fare displayed on their website. Further, DGCA monitors airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. The analysis has shown that the airfares remain well within the fare bucket uploaded by the airlines on the respective websites.

4.2. Competition Commission of India (CCI) in its order dated 06/03/2012 on fixing of MRP for airfares has stated, CCI cannot give direction to the Government to fix MRP of a service provided by private entrepreneur and that the same will be contrary to the spirit of the competition law. CCI also stated that the forces of demand and supply govern airfares.

#### **Further Recommendation/Observation**

4.3. **The Committee reiterates that concerted efforts should be made to ensure that the Airlines consistently increase the low-fare bucket seats to facilitate the common man to opt for air travel. With every long weekend and vacation in sight, air fares are increased manifold. Even during natural calamities, people are not spared to pay extremely higher fares. The Committee also feels that till the time ATF is not included under GST, a system may be developed to automatically pass the benefits to the consumers whenever ATF prices are decreased.**

### **INSTITUTES FOR PILOT TRAINING**

#### **Recommendation/Observation**

5. *The Committee notes that there has been a huge jump in the number of aircrafts used for scheduled operations by various airlines. This implies the need for more pilots in the coming years. This can be catered to by the pilot training institutes. India needs more and more pilot Training Institutes to train our youngsters who are presently relying on foreign countries to get pilot training. This will save lot of foreign exchanges in many ways. The Committee desires that the Ministry may take steps to look into the reasons for the institutes for pilot training being non-operational and revive them.*

(Para 117)

### **Reply of the Ministry**

5.1. There were around 50 Flight Training Organizations in India, out of which only 30 are operational right now. The exact reason of shutting down of FTOs cannot be ascertained now as the FTOS which are non-operational cannot be contacted. However, it is seen that most of the FTOs which are not operational belong to State Govt. or were operating from Airport Authority of India airports.

5.2. It is also seen that the Govt. FTOs which are operational these days are not growing in terms of infrastructure, equipment and aircraft. Most of them are operating with aircraft given by Aero Club of India and State Govt. is not funding the FTOs for buying new aircraft or improvement in infrastructure.

5.3. Steps for reviving of FTOs or opening of new FTOs can be broadly divided into two parts:-

1. DGCA regulations.
2. Infrastructure and Financial Issues.

These two are explained as below:-

#### **1. DGCA regulations**

- DGCA conducts quarterly meeting with FTO stake holders regularly and their suggestions are well considered to improve the regulations related to Indian FTOs. During one of the meetings, it was discussed that due to huge intake in the airlines, there is a shortage of instructors which will keep on increasing. Subsequently, DGCA has reviewed the Aircraft rules and Civil Aviation Requirements to simplify the process of opening up new FTO.
- Draft Amendment to Section-Q & R (Assistant Flight Instructor Rating and Flight Instructor Rating) of Schedule-II of Aircraft rules 1937 has been published in Gazette for public comments which will be finalized shortly.
- Requirements for approval of Chief Flying Instructors and Dy. Chief Flying Instructors have also been relaxed in consultation with stake holders in July 2017.

#### **2. Infrastructure and financial issues**

- The policy of AAI to give space to open a FTO should be relaxed or subsidized to promote FTOs. At present FTOs are paying heavy bills to AAI.
- There are some FTOs who were operating from AAI airports but now their hanger, office space, aircraft etc. are sealed by AAI because of payment related issues and now the matters are pending in court. AAI may resolve the issue by giving some relaxation in fee.

- The fuel used in aircraft used for training is 100LL avgas which is imported in India. GST on 100 LL is 18%, on import of new aircraft is 5%, import of spare parts is 8-28% which makes the operational cost very high. Govt. may consider relaxation in GST.
- DGCA had earlier allotted pushpak-MK1 and Hansa-3 aircraft, and Aero Club of India (ACI) had allotted Cessna-152 and Cessna-172 aircraft to FTOs in India. Most of the Govt. FTOs are operating with aircraft given by Aero Club of India. State Govt. is not funding the FTOs for buying new aircraft or improvement the infrastructure.

#### **Further Recommendation/Observation**

**5.4. The Committee feels that the DGCA and the AAI should encourage setting up of new FTOs and ensure smooth operation of existing FTOs by providing necessary infrastructure and reducing the fee charged from them. The Committee calls upon the Government to see the sluggishness in Flight Training Organisations in India. For any industry to survive, the critical subsystems which support it should also grow and flourish along with the main industry; if not the growth of 20% in Aviation may be short-lived. The Committee, therefore, recommends that the Government should give all the encouragement for the FTOs to grow.**

### **SHORTAGE OF PILOTS**

#### **Recommendation/Observation**

6. *The Committee desires that the Ministry should address this issue urgently.*

(Para 128)

#### **Reply of the Ministry**

6.1. There is a shortage of type rated Pilot-in-Command/Instructor/Examiner in Country with respect of ATR operation as well as for other type of aircrafts. To cover the shortage, Airlines hire pilots from foreign countries. The expat-pilots holding foreign license issued by ICAO contracting states are allowed to fly Indian registered aircrafts in India under provisions contained under Rule 45 of Aircraft Rules, 1937 (*validation of foreign licenses*). FATA (Foreign Aircrew Temporary Authorization) is issued to fly Indian registered aircraft as per the policy decision taken by M/o Civil Aviation from time to time depending upon demand of industry.

#### **Further Recommendation/Observation**

**6.2. The Committee notes the reply. The Committee feels that the Ministry should be proactive in tackling the issue of shortage of trained Pilots and take urgent steps to have sufficient number of trained indigenous pilots and reduce dependence on foreign pilots.**

## **CHAPTER - IV**

### **THE RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH THE FINAL REPLIES OF THE MINISTRY ARE STILL AWAITED**

#### **OUTSTANDING TRAFFIC DUES OF AAI**

##### **Recommendation/Observation**

1. *The Committee notes that the matter is long overdue and things are delayed deliberately. The Committee, therefore, urges upon the Ministry to ensure that the findings of the Internal Committee may be implemented at the earliest.*

(Para 30)

##### **Reply of the Ministry**

1.1. Urgent Action is being taken to expedite the report of the committee.

##### **Further Recommendation/Observation**

1.2. **The Committee feels that AAI should not buckle under pressure and implement the report of the Internal Committee in right earnest to fix the responsibility for accumulation of dues from Kingfisher Airlines and take urgent legal steps for recovery thereof.**

## **RECOMMENDATIONS/OBSERVATIONS – AT A GLANCE**

### **CHAPTER - III**

#### **RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE MINISTRY HAVE NOT BEEN ACCEPTED BY THE COMMITTEE**

**The Ministry in its Action Taken Replies submitted in the year 2016 on 238<sup>th</sup> report of the Committee had furnished the same word-to-word reply against the recommendation of the Committee. As still the Ministry has failed to recover its outstanding dues, the above measures seem not to be effective. The Ministry & AAI should tighten their approach and legal action may be initiated in appropriate cases besides withholding necessary permission and cancellation of licences, etc. The Committee desires that the Ministry/AAI shall explore other penal measures, such as not granting requisite permissions, cancellation of licences, etc. for recovery of outstanding dues.**

**(Para 1.2.)**

**The reply does not reflect the views expressed by the Committee or the current scenario in so far as recruitment for senior level positions in BCAS is concerned. The Ministry should be categorical to ensure that due consideration is extended to cadre officials rather than deputationists in filling up senior level management positions. The Committee may be apprised about the timelines proposed for the restructuring of BCAS and the schedule of implementation.**

**(Para 2.2.)**

**The reply does not reflect the seriousness of the efforts made by the Ministry in containing the surge in airfares and the resultant profiteering by different airlines. The Committee feels that concerted efforts should be consistently made by the Ministry to prevail upon different Airlines not only to make available more and more low-fare bucket seats but also to keep the airfares at reasonably affordable level. The Committee strongly feels that an upper cap of airfare in each Sector is the need of the hour to discourage the Airlines from predatory pricing of air tickets.**

**(Para 3.3.)**

**The Committee reiterates that concerted efforts should be made to ensure that the Airlines consistently increase the low-fare bucket seats to facilitate the common man to opt for air travel. With every long weekend and vacation in sight, air fares are increased manifold. Even during natural calamities, people are not spared to pay extremely higher fares. The Committee also feels that till the time ATF is not included under GST, a system may be developed to automatically pass the benefits to the consumers whenever ATF prices are decreased.**

**(Para 4.3.)**

**The Committee feels that the DGCA and the AAI should encourage setting up of new FTOs and ensure smooth operation of existing FTOs by providing necessary infrastructure and reducing the fee charged from them. The Committee calls upon the Government to see the sluggishness in Flight Training Organisations in India. For any industry to survive, the critical subsystems which support it should also grow and flourish along with the main industry; if not the growth of 20% in Aviation may be**

**short-lived. The Committee, therefore, recommends that the Government should give all the encouragement for the FTOs to grow.**

**(Para 5.4.)**

**The Committee notes the reply. The Committee feels that the Ministry should be proactive in tackling the issue of shortage of trained Pilots and take urgent steps to have sufficient number of trained indigenous pilots and reduce dependence on foreign pilots.**

**(Para 6.2.)**

## **CHAPTER - IV**

### **THE RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH THE FINAL REPLIES OF THE MINISTRY ARE STILL AWAITED**

**The Committee feels that AAI should not buckle under pressure and implement the report of the Internal Committee in right earnest to fix the responsibility for accumulation of dues from Kingfisher Airlines and take urgent legal steps for recovery thereof.**

**(Para 1.2.)**

**MAJOR WORKS PLANNED BY AAI WITH A CAPEX OF Rs.20000 CR.**

**Major works completed**

1. Phase-I of Terminal Building at Gorakhpur (CE) completed and inaugurated on 16.06.2017 by Hon'ble Chief Minister of Uttar Pradesh. Phase-II work of Terminal Building is in progress.
2. Expansion of Terminal Building at Jammu Civil Enclave is completed and inaugurated on 17th August, 2017 by Chief Minister of Jammu & Kashmir, Mehbooba Mufti and Sh. P. Ashok Gajapathi Raju, Union Minister of Civil Aviation, Dr. Jitendra Singh, Union Minister of State for DoNER& Sh. Jayant Sinha, Union Minister of State for Civil Aviation etc.
3. Strengthening & extension of Runway including New Terminal Building and associated facilities for operation of A-320 type of aircraft at Belgaum Airport completed at a cost of Rs. 141.87 Crores and Modified Airport inaugurated on 14 September, 2017 by Union Minister of Civil Aviation and Chief Minister of Karnataka.
4. Kishangarh Airport completed and Inaugurated in October, 2017 by Union Minister of Civil Aviation and Chief Minister of Rajasthan.
5. Strengthening and Expansion of Runway for operation of A-320 type of aircraft at Hubli Airport including New Terminal Building, completed at a cost of Rs. 141.87 Crores and inaugurated on 12 Dec 2017 by Union minister of civil aviation.
6. Runway Resurfacing and construction of parallel taxi track and a new Arrival block completed at Trivandrum Airport.
7. Strengthening of runway and taxiway at Calicut Airport completed at a cost of Rs. 55.42 Crores.
8. Runway and apron works completed at Tezu Airport. Airport is ready for operationalization with renovated Old Terminal Building.
9. Pakyong Airport work completed ready for operationalization.
10. Commissioning of ILS Category III B at Kolkata and Amritsar Airport.
11. Expansion of Security Hold Area and face lifting completed at Agartala Airport for ease of passenger movement.
12. City Side canopy installed and face lifting of Terminal Building completed at Dimapur Airport for convenience of passengers.
13. Expansion of Security Hold Area completed at Guwahati Airport for ease of passenger movement.
14. Extension & Strengthening o Runway completed at Surat Airport at a cost of Rs. 72.14 crores.
15. Installation of 158 KVP rooftop Solar Plant at Port Blair Airport.

**Works in progress/ planning stage**

- (i) Calicut: Construction of New Arrival Hall for ITB & Modification of existing ITB and extension of apron including allied work is in progress at Calicut Airport.
- (ii) Port Blair: The Phase-II work at Port Blair i.e. C/o New Integrated Terminal Building is in progress. PDC June 2020.
- (iii) Agartala: Work in Progress for construction of New Terminal Building to enhance the annual passenger capacity from 0.50 MPPA to 2 MPPA (1000 Dom. + 200 Intl. PHP) at an estimated cost of Rs.438 crores. New Terminal Building work awarded on 15.06.2017. PDC is May, 2019.
- (iv) Lucknow: Construction of New Integrated Passenger Terminal Building at Lucknow Airport at a cost of Rs.1383 Cr. Pax capacity: (3200 Dom. + 800 Intl.) PHP Award of Work: April 2018. PDC : March 2021.

- (v) Dehradun: Construction of New Integrated Terminal Building at Dehradun Airport at a cost of Rs.348 Cr.  
Pax capacity: 1300 PHP  
Award of work – May-18  
PDC April 2020
- (vi) Jaipur: Development of New Integrated Terminal Building at Jaipur Airport at a cost of Rs.1441 Cr.  
Pax capacity: 5000 PHP  
Award of work –Sep 2018  
PDC Aug 2021
- (vii) Srinagar: Construction of New Integrated Terminal Building at Srinagar Airport at a cost of Rs.495 Cr.  
Pax capacity: 2300 PHP  
Award of work – Dec. 2018  
PDC – June 2021
- (viii) Tiruchirapalli: Construction of New Integrated Passenger Terminal Building at Tiruchirapalli Airport at a cost of Rs.764 Cr.  
Award of work – July 2018  
PDC Jan. 2021
- (ix) Chennai: Modernization of Chennai Airport Phase-II at Chennai Airport at a cost of Rs.2100 Cr.  
Award of work – May 2018  
PDC Jan 2022
- (x) Pune: Construction of New Integrated Terminal Building at Pune Airport at a cost of Rs.408.48 Cr.  
Paxcapacity:(1700 Dom. + 600 Intl.) PHP  
Award of work – Jul 2018  
PDC J 2021
- (xi) Patna: Construction of New Domestic Terminal Building & other allied structures (Ph-I&II) at Patna Airport at a cost of Rs.722.05 Cr.  
Award of work – Jun 2018  
PDC May 2021
- (xii) Guwahati: Construction of a New Integrated Terminal Building at Guwahati Airport at a cost of Rs.1232 Cr.  
Award of work – Work awarded. Foundation stone laid by Hon'ble MoCA and Hon'ble CM on 28.01.17  
PDC Jan. 2021
- (xiii) Jabalpur: Construction of New Terminal Building, ATC Tower cum Technical Block, Fire Station Category VII and all other associated works at Jabalpur Airport at a cost of Rs.163 Cr.  
Award of work – Jun 2018  
PDC May 2020
- (xiv) Vijayawada: Construction of New Integrated Terminal Building at Vijayawada Airport, at a cost of Rs.420 Cr.  
Award of work – Mar 2019  
PDC Jan 2022
- (xv) Goa: Extension of Existing Terminal Building and allied works at Dabolim Airport, Goa at a cost of Rs. 230 cr.  
Award of work – Jan. 2019  
PDC Dec. 2020
- (xvi) Leh: IAF has accorded working permission for development of Civil Enclave in Jun, 2017 which includes construction of Terminal Building for 800 peak hour passengers



(PHP) and other associated facilities at a cost of Rs.267 Cr. Project Management Consultancy (PMC) is awarded. Work is likely to start on May 2018. PDC May 2021.’

(xvii) Jammu:

Land transfer from Army/State Govt. awaited for extension of Runway.

State Government to hand over 138 acres of land for development of New Civil Enclave on Tawi river side along with diversion of Public road, Canal & HT lines.

(xviii) 200 additional aircraft parking bays are planned at various airports in next 5 years for night parking of new aircrafts being purchased by airline operators.

### **Development of State Government Airstrips:**

- Government of India is exploring the possibility of operationalizing the unused Airports/Airstrips in the country. At the request of the State Governments, feasibility of developing State Government airstrips into a full-fledged airport for commercial operations are also being examined.
- MOU between AAI and State Government of Uttar Pradesh has been signed for the development of 4 Civil Enclaves at Agra, Allahabad, Bareilly and Kanpur (Chakeri) and for development of airports at Moradabad, Meerut and Faizabad.
  - AAI Board has accorded AA&ES of Rs. 125.76 cr. for development of new civil enclave at Allahabad and Rs. 61 Cr. for development of new civil enclave at Bareilly. Work awarded for New Civil Enclave at Allahabad.
  - AAI is in the process of preparing TEFR for development of airport at Meerut, Moradabad and Faizabad. Consultant have been appointed for environmental clearance. Development of these airports will be taken up when Airline operators bid for RCS routes from these airports.
- MoU was signed for development of Jharsuguda, Raipur, Deoghar and Adampur (CE) airports with State Governments of Odisha, Chhattisgarh and Jharkhand and Punjab respectively.
  - Jharsuguda:- Cost Rs. 177 Cr., work in progress. PDC Sep 2018.
  - Raipur: Cost Rs. 128.4 Cr. Work in progress. PDC Sep 2018.
  - Deoghar: Cost Rs. 185 Cr. Land acquisition in final stage. AAI has appointed consultant for soil investigation. PDC Sept. 2019.
  - Adampur: Construction of Temporary civil enclave for starting RCS flights completed. Cost Rs. 9 Cr.

**Annexure – II**

**List of Greenfield Airports with ‘in principle’ approval and their Developers**

| <b>Sr. No.</b> | <b>Name of the Project/ Date of Receipt of proposal</b>  | <b>Name of the Promoters</b>   | <b>Remarks</b>   |
|----------------|--|--|--|
| 1.             | Mopa Airport, Goa International                          | State Government   | To be developed by GMR. Foundation stone laid by Hon’ble PM in Nov. 2016.                      |
| 2.             | Navi Mumbai International airport, Maharashtra           | City & Industries Development Corporation of Maharashtra Limited (CIDCO) | Work Started. Project proponent is M/s CIDCO.  |
| 3.             | Sindhudurg Airport, Maharashtra                          | Maharashtra Industrial Development Corp. (MIDC)                          | Work in progress. Project proponent is M/s MIDC  |
| 4.             | Bijapur Airport, Karnataka                               | State Government   | State Govt. of Karnataka is the project proponent  |
| 5.             | Gulbarga Airport, Karnataka                              | State Government   | State Govt. of Karnataka is the project proponent  |
| 6.             | Hassan Airport, Karnataka                                | State Government   | State Govt. of Karnataka is the project proponent  |
| 7.             | Simoga Airport, Karnataka                                | State Government   | State Govt. of Karnataka is the project proponent  |
| 8.             | Kannur International Airport, Kerala                     | M/s KINFRA   | Work in Progress. Commercial operations planned under RCS by end of June, 2018.                |
| 9.             | Dabra Airport, Gwalior, Madhya Pradesh                   | M/s Gwalior Agriculture Company Limited                                  | State Govt. of Madhya Pradesh is the project proponent   |
| 10.            | Pakyong airport, Sikkim                                  | Airports Authority of India  | Work completed. DGCA license in process.   |
| 11.            | Kushinagar in Uttar Pradesh, International               | Govt. of Uttar Pradesh   | State Govt. of Uttar Pradesh is the project proponent.   |
| 12.            | Karaikal in Pudducherry                                  | Karaikal Airport Private Ltd.  | Land acquisition not completed.  |
| 13.            | Shirdi in Ahmednagar District, Maharashtra-International | Maharashtra Airport Development Corporation Ltd.                         | Inaugurated on 1.10.17   |
| 14.            | Dholera at Navagam village, Ahmedabad International      | M/s Dholera International Airport Company Limited.                       | State Govt. of Gujarat/DIACL is the project proponent. Financial /PPP model yet to be decided. |
| 15.            | Bhogapuram in Vizianagaram Distt. near Visakhapatnam     | Bhogapuram International Airport Corporation Limited (BIACL).            | State Govt. of Andhra Pradesh is the project proponent   |

|    |   |  |   |
|----|---|--|---|
| 16 | DagadarthiMandal,<br>Nellore Distt.             | Bhogapuram International<br>Airport Corp. Ltd.<br>(BIACL). | State Govt. of Andhra Pradesh<br>is the project proponent                                   |
| 17 | Oravakallu in Kurnool<br>Distt, Andhra Pradesh. | Bhogapuram International<br>Airport Corp. Ltd.<br>(BIACL). | State Govt. of Andhra Pradesh<br>is the project proponent                                   |
| 18 | Hirasar, Rajkot                                 | State Govt. of Gujarat                                     | State Government is the<br>project proponent. Engg.<br>consultancy by AAI - in<br>progress. |