

MINISTRY OF CIVIL AVIATION

Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country

[Action taken by the Government on the observations/recommendations contained in the 15th Report (Seventeenth Lok Sabha) of the Committee on Estimates]

**COMMITTEE ON ESTIMATES
(2023-24)**

TWENTY-EIGHTH REPORT

(SEVENTEENTH LOK SABHA)



**LOK SABHA SECRETARIAT
NEW DELHI**

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Estimates]

(Presented to Lok Sabha on 10 August 2023)



LOK SABHA SECRETARIAT
NEW DELHI
August, 2023/ Sravana, 1945 (Saka)

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COMPOSITION OF THE COMMITTEE ON ESTIMATES (2023-2024)

Dr. Sanjay Jaiswal – Chairperson

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3. Shri Kalyan Banerjee
4. Shri Sudarshan Bhagat
5. Shri P. P. Chaudhary
6. Shri Nihal Chand Chauhan
7. Shri Saikia Dilip
8. Shri Harish Dwivedi
9. Shri Parvatagouda Chandanagouda Gaddigoudar
10. Ms. Bhavana Gawali (Patil)
11. Shri Dharmendra Kumar Kashyap
12. Shri Srinivas Kesineni
13. Shri Mohanbhai Kalyanji Kundariya
14. Thiru Dayanidhi Maran
15. Shri Pinaki Misra
16. Shri K. Muraleedharan
17. Shri Jual Oram
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19. Shri Kamlesh Paswan
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24. Shri Rajiv Pratap Rudy
25. Shri Francisco Cosme Sardinha
26. Shri Jugal Kishore Sharma
27. Shri Prathap Simha
28. Shri Parvesh Sahib Singh
29. Smt. Sangeeta Kumari Singh Deo
30. Shri R. K. Singh Patel *

* Elected as Member of the Committee *vide* Bulletin Part II Para No. 7096 dated 28th July, 2023.

Secretariat

Smt. Anita Bhatt Panda

Shri Muraleedharan. P

Smt. Anju Kukreja

Shri Balram Sahu

Additional Secretary

Director

Deputy Secretary

Deputy Director

INTRODUCTION

I, the Chairperson of the Committee on Estimates (2023-24) having been authorized by the Committee to present the Report on their behalf, do present this Twenty-eighth Report on action taken by the Government on the recommendations contained in the 15th Report of the Committee (2022-2023) on the subject “Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country” pertaining to the Ministry of Civil Aviation.

2. The 15th Report of the Committee on Estimates (2022-2023) was presented to Lok Sabha on 8th August 2022. The Government furnished their replies indicating action taken on the recommendations contained in the 15th Report on 7th March, 2023. The draft Report was considered and approved on 7th August, 2023, by the Committee.

3. An analysis of action taken by the Government on the recommendations contained in the 15th Report of the Committee on Estimates is given in Appendix-II.

NEW DELHI
7 August 2023
16 Sravana 1945 (Saka)

DR. SANJAY JAISWAL
CHAIRPERSON
COMMITTEE ON ESTIMATES

CHAPTER - I

REPORT

This Report deals with the action taken by the Government on the Observations/Recommendations of the Committee contained in their Fifteenth Report (Seventeenth Lok Sabha) on the subject "Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country" pertaining to the Ministry of Civil Aviation.

2. The Fifteenth Report was presented to Lok Sabha on 8 August 2022. It contained 24 Observations/Recommendations. Action Taken Replies of the Government in respect to all the Observations/Recommendations have been received from the Ministry of Civil Aviation.

3. Replies to the Observations/Recommendations contained in the Report have broadly been categorized as under:-

(i) Observations/Recommendations which have been accepted by the Government:

Recommendation. Para No. 1,2, 3, 9,14,15,16,18, 21, 22 & 23

**Total -11
(Chapter-II)**

(ii) Observations/Recommendations which the Committee do not desire to pursue in view of Government's reply:

Recommendation. Para No. 8, 10, 13, 17, 19, 20

**Total -6
(Chapter-III)**

(iii) Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee:

Recommendation. Para No. 4, 5, 6

**Total -3
(Chapter-IV)**

(vi) Observations/Recommendations in respect of which final reply of Government is still awaited:

Recommendation. Para No. 7, 11, 12, 24

**Total -4
(Chapter-V)**

4. **The Committee desire that Action Taken Notes in respect of the Observations/Recommendations contained in Chapter-I and final Action Taken Notes in respect of the recommendations contained in Chapter-V of this Report may be furnished to them at the earliest.**

5. The Committee will now deal with the Observations/Recommendations which require reiteration or merit further comments.

Observations/Recommendations (Para No. 1)

6. In their recommendation contained in the original Report, the Committee had stated as under:

“The Indian Aviation industry is one of the fastest growing industries in the world. Indian Aviation Sector can contribute immensely to country's economy as it is inter-linked with other sectors in the economy and generates income and employment through global tourism and trade. Accordingly, a well-managed civil aviation infrastructure and efficiently-run, competitive airlines is the need of the day. It is, however, disquieting to note that airports in the country are facing serious capacity constraints and this is because of the fast pace of growth in the aviation sector resulting in traffic congestion. In so far as financial performance is concerned, out of 109 operational airports, only 10 are not running into losses. The aviation sector is growing fast and will continue to grow for quite some time which needs a vision for the future human capital and infrastructure requirements for the upcoming airports. The Regional Connectivity Scheme - UDAN has been formulated under this vision, however setting up of an airport can be a huge challenge due to land acquisition issues, litigation issues, delay in clearances, etc. The Committee desire that the Ministry of Civil Aviation would initiate all necessary steps to address the capacity constraints in the existing airports and ensure that available infrastructure supports the expected growth of passenger as well as cargo traffic”.

7. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“Some of the airports in the Country are facing congestion in terminals at certain periods of the day, when demand exceeds capacity. This issue is being addressed through management of slot allocation / co-ordination with airlines to avoid bunching of flights. Further, development / upgradation of airports is a continuous process and is undertaken by Airport Operators from time to time.

Moreover, capacity of the terminal buildings is re-evaluated and compared with the traffic forecast from time to time to identify the saturation year of the terminal building. In the first phase, the ways and means are identified to enhance the capacity without altering the footprints of the terminal by increasing the infrastructures like facilitation counters; inline conveyors etc. Also, the issue is being addressed through management

of slot allocation / coordination with airlines to avoid bunching of flights. When there is no possibility to increase the capacity within the existing terminals then new terminals are planned.

Further, Annual Cargo Handling Capacity (Lakh MT) and Capacity Utilization are as following:

Annual Cargo Handling Capacity (Lakh MT) and Capacity Utilization:

S. No.	Station	Capacity (Lakh MT)	Tonnage-21-22 (Lakh MT)	%Utilization
1	Ahmedabad	1.84	0.49	26.48
2	Amritsar	0.34	0.02	4.69
3	Aurangabad	0.31	0.01	2.76
4	Bagdogra	0.32	0.09	27.48
5	Bhopal	0.16	0.02	12.86
6	Bhubaneswar	0.26	0.11	39.66
7	Chennai	16.64	3.50	21.04
8	Coimbatore	0.84	0.08	8.98
9	Dehradun	0.10	0.01	6.27
10	Goa	0.24	0.05	21.42
11	Guwahati	0.84	0.22	26.17
12	Hubballi	0.18	0.00	0.25
13	Indore	0.46	0.09	19.19
14	Jaipur	1.00	0.14	14.15
15	Jammu	0.03	0.01	58.04
16	Kolkata	6.63	1.38	20.82
17	Kozhikode	0.40	0.11	26.13
18	Leh	0.22	0.03	13.43
19	Madurai	0.09	0.02	17.76
20	Mangaluru	0.23	0.04	15.20
21	Patna	0.13	0.12	93.99
22	Port Blair	0.29	0.06	20.09
23	Pune	0.72	0.29	39.73
24	Raipur	0.15	0.06	39.86
25	Rajahmundry	0.17	0.00	0.05
26	Ranchi	0.35	0.06	15.91
27	Srinagar	0.50	0.09	18.91
28	Surat	0.34	0.05	14.86
29	Thiruvananthapuram	0.19	0.02	8.99
30	Tiruchirappalli	0.38	0.05	13.78
31	Tirupati	0.24	0.00	0.34
32	Vadodara	0.03	0.01	39.30

33	Varanasi	0.17	0.04	25.53
34	Vijayawada	0.07	0.02	31.01
35	Visakhapatnam	0.21	0.04	20.66

Additionally, at the following airports, insignificant amount of cargo is being handled through passenger terminal.

1. Agra	2. Adampur	3. Belagavi	4. Bhavnagar
5. Darbhanga	6. Dibrugarh	7. Dimapur	8. Gwalior
9. Hindon	10. Jabalpur	11. Jalgaon	12. Jorhat
13. Kalaburagi	14. Kolhapur	15. Lilabari	16. Prayagraj
17. Rajkot	18. Tezpur	19. Tuticorin	20. Udaipur

8. Observing that out of 109 operational airports, 99 are running into losses, the Committee had desired the Ministry of Civil Aviation to address the capacity constraints in the existing airports as well as to ensure that available infrastructure supports the expected growth of passenger as well as cargo traffic. The Ministry, in their Action Taken Note have stated that capacity constraints in passenger traffic is being addressed through management of slot allocation / co-ordination with airlines to avoid bunching of flights as well as by increasing the number of facilitation counters; inline conveyors etc. at terminals. New terminals are also statedly being planned when there is no possibility to increase the capacity within the existing terminals. While appreciating the measures being taken by the Ministry in this regard, the Committee would like to be apprised of the details of new terminals identified to address the capacity constraints in the existing airports.

In so far as the cargo handling capacity is concerned, the Committee note that the annual cargo capacity utilisation of most of the airports is very low. The Committee observe that only Patna and Jammu airports are utilizing their capacity above 50%, the remaining airports are far behind their available capacity utilization with Rajahmundry and Hubballi at 0.05% and 0.25% respectively, in the year 2021-22. Twenty Airports are not handling any significant amount of Cargo. The Committee are surprised at this under utilisation of cargo handling capacity and emphasize that the Ministry should take necessary steps to find reasons therefore, explore the solutions actively and try to maximize the utilization of cargo capacity at the airports.

Observations/Recommendations (Para No. 3)

9. In their recommendation contained in the original Report, the Committee had stated as under:

“The Committee note with satisfaction that India’s domestic air traffic has more than doubled from around 61 million passengers in the year 2013-14 to around 137 million in 2019-20, thereby registering a growth of over 14% per annum. International traffic too has shown an upward trend and grown from 47 million in FY 2013-14 to around 67 million in FY 2019-20. Appreciating the fact that India is currently the third largest domestic aviation market and is expected to become the third largest overall market (including domestic and international traffic) by the year 2024, the Committee appreciate that the Government has taken various initiatives to match the requirement of human capital and physical infrastructure, which will be commented upon in the succeeding paragraphs.

The Committee observe that the Airports Authority of India (AAI) has embarked upon a CAPEX plan of more than Rs. 25,000 crore for a five year period upto 2025 for development/ upgradation/modernization of various airports with the objective to meet the international aviation standards as well as requirement of air traffic/passenger growth in the Country which includes new Greenfield airports, expansions/modification of existing terminals, new terminals, expansions/ strengthening of existing runways, aprons, Air Navigation Services(ANS) works like control tower, technical blocks, etc. Out of ‘in-principle’ approval accorded for setting up of 21 Greenfield Airports across the country, 8 have since been operationalized and 13 Greenfield Airports are yet to be operationalized. The Committee, in this connection, urge that concerted and well-coordinated efforts by the Government as well as the airport developers including the State Governments are warranted for completion of all the undergoing projects to avoid any cost and time overrun. As land is to be provided free of cost by the State Governments, their role is of prime importance. This responsibility needs to be shouldered by the State Governments in right earnest. Nonetheless all the stakeholders should act in proper coordination and with unity of purpose to fulfill the bigger objective. As some of the airports are to be operationalized this year, the Committee desire to know the status of MOPA and Shimoga Airports (date of completion - August, 2022)- and Hollongi Airport (date of completion -November, 2022) at the action taken stage, apart from status of Bareilly, Hindon, Thanjavur and Darbhanga Airports, which were stated to be under consideration.”

10. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“MOPA airport Status: - Airport inaugurated on 11.12.2022.

Shimoga Airports Status: Airport inaugurated on 27.02.2023.

Hollongi Airport Status: - Airport inaugurated on 19.11.2022.

Thanjavur Airport belongs to Indian Air Force.

- AAI land agreed for mutual exchange of 26.5 acres of AAI land with 56.16 acres of IAF land for development of New Civil Enclave at Thanjavur, to be developed under RCS.
- MoU has been signed between AAI and IAF on 01-12-2022 for mutual exchanges of 56.16 acres of IAF land with 26.5 acres of AAI land at Thanjavur airport. Handing over of the said land is in process.

Bareilly Airport:

Bareilly airport is a Civil Enclave having a runway dimension of 2744m x 45m with orientation 11/29. Terminal Building is of 3000 sqm capable of handling 0.20 MPPA and has an apron for parking of 2 code C type of aircraft. Bareilly Civil Enclave Complex was Operationalized/ Inaugurated by Hon'ble CM of UP in March 2021.

Hindon Airport :

Hindon airport is a Civil Enclave having a runway dimension of 2743m x 45m with orientation 09/27. Terminal Building is of 5425 sqm capable of handling 0.50 MPPA. New Civil Enclave at Hindon Airport, Ghaziabad was inaugurated by Hon'ble Prime Minister on 08.03.2019. State Govt has been requested that land given on lease may be acquired by State Govt. permanently and handover to AAI for continued operation of flights.

Darbhanga Airport:

- Darbhanga Airport is an Air Force Station with runway length of 2560m x 45m with orientation of 10/28 and suitable for operation of Code C type of aircraft.
- Interim Civil Enclave building of 1400 sqm at Darbhanga Airport has been constructed at a cost of Rs.76 crores on 2.3 acres of land provided by IAF on short term lease and Operations started on 08.11.2020.
- Following major Works in Progress/ Planned at Darbhanga Airport: -
 - Strengthening of Runway, Taxi track, Apron and Allied works was awarded at a cost of Rs. 64.61 Cr., Work has been rescinded. Retendering to be done. Tentative PDC for the work March 2023.
 - C/o RWY shoulders, RESA and Blast Pad for Conversion of VFR to IFR work was awarded at a cost of Rs. 13.35 cr. With DoS – Jan 2021 and PDC – March 2023.
 - Development of Permanent Civil Enclave along with CAT-I lighting. For the same 78 acres of land (54 Acres for Civil Enclave + 24 Acres for CAT-I lighting) requested from GoB.
 - Expansion of Interim civil enclave along with associated facilities on 2.42 acres of land provided by IAF. Work awarded at a cost of Rs 36.94 Cr. With DOS – Oct 22 and PDC – July 23.

- Land requirement of 78 Acres (54 Acres for Civil Enclave + 24 Acres for CAT-I lighting) for development of New Civil Enclave forwarded to GoB on 18.03.2021. Proposal approved by State Govt. and land acquisition under process. 24 acres of land for installation of approach lights handed over by State Govt. on 14.11.2022.
- State Govt. has relocated the wild animals and fencing done for protection as requested by AAI.”

11. The Committee note that in pursuance of their recommendation, the Ministry have initiated several steps for completion of all the undergoing projects to avoid any cost and time overrun. Further, the Committee had enquired about the status of MOPA, Shimoga and Hollongi Airports apart from the status of Bareilly, Hindon, Thanjavur and Darbhanga Airports, which were stated to be under consideration. The Ministry of Civil Aviation have stated that MOPA, Shimoga and Hollongi Airports have been inaugurated. However, the dates of their inauguration has revealed that while the Hollongi Airport was inaugurated as per the prescribed date, the Airports at MOPA and Shimoga were inaugurated with a delay of four and six months, respectively. While desiring to know the reasons for this delay, the Committee would like to know the present status of their operationalisation. In case of Thanjavur, Bareilly, Hindon and Darbhanga Airports, the Committee would desire to be apprised of updated status of handing over of land to AAI at Thanjavur and Hindon Airports and major development works which are under progress/planned at Darbhanga Airport. The Committee would like to reiterate that the development work on these airports need to be completed within prescribed timelines to avoid any cost and time overrun.

Observations/Recommendations (Para No. 4)

12. In their recommendation contained in the original Report, the Committee had stated as under:

“The Committee are concerned to note that out of 136 airports managed by Airport Authority of India (AAI), only 109 are operational. Further, it is worrisome that out of 109 airports, only 10 airports viz. Port Blair, Visakhapatnam, Patna, Kandla, Porbandar, Srinagar, Puno, Juhu, Kanpur Chakeri and Bagdogra had generated revenue during the year 2020-21 and all the other airports were running in losses. While desiring to know the reasons for this sorry state of affairs of AAI airports, apart from COVID Pandemic, especially when the country is witnessing continuous spurt in air passenger traffic, the Committee would advise the Ministry to closely monitor the revenue receipts of all their airports running in losses, on monthly basis to find out the possible reasons besides COVID Pandemic. They recommend for immediate remedial measures to be taken urgently to reassess costs and make use of technological solutions to bring efficiency at reduced costs in a time bound manner.”

13. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“It is submitted that in FY 2020-21 & FY 2021-22, AAI’s financials & profitability were adversely impacted mainly due to COVID 19. In current FY 2022-23, good growth is seen in Air Traffic as well as Revenue Earnings & Profitability of AAI.

As regards, Committee’s observation for lesser number of AAI airports in profit, it is stated that the air traffic at AAI airports is not evenly spread and the air traffic growth is also concentrated to select airports only whereas AAI has to incur the operating expenditure in respect of all its Airports including Airports where revenue potential is less as well as maintenance of its Non-Operational Airports.

Further, after recovering from COVID Pandemic, new commercial contracts are being awarded. Emphasis is on awarding the Master Concessionaire at all Major and Medium sized airports. At the small airports also, new commercial contracts are being awarded to enhance the revenue of the airports.”

14. **While observing that out of 109 airports, only 10 airports had generated revenue during the year 2020-21 and all the other airports were running in losses, the Committee had advised the Ministry of Civil Aviation to closely monitor the revenue receipts of all the airports running in losses, on monthly basis to find out the possible reasons besides COVID Pandemic. However, the Action Taken Note as received from the Ministry is completely silent about the action taken by them in this respect. The Ministry had neither submitted possible reasons for the losses, nor had they apprised the Committee about the monitoring of revenue receipts of such airports on monthly basis. Hence, the Committee would like to know whether the Ministry is facing any constraint in doing so. While reiterating their earlier recommendation, the Committee would desire to be apprised of the measures initiated in this matter. The Committee recommend that the position of loss making airports should be reviewed regularly so as to bring down the losses to barest minimum. Further, in regard to their recommendation for reassessing the costs and making use of technological solutions to bring efficiency at reduced costs, the Committee have been informed that new commercial contracts are being awarded to enhance the revenue receipts at small airports and emphasis would be on awarding the Master concessionaire at all Major and Medium sized Airports. The Committee feel that the process is going to be time taking. Had these steps been taken earlier i.e. before being pointed out by the Committee, the revenue losses could have been avoided. The Committee would therefore, desire to be apprised of the present status of awarding new commercial contracts at all loss making airports and the outcome thereof. Besides, monthly review of revenue generation at all the airports must be done vigorously to achieve the intended objectives. With available digital technology, such a task should not pose much difficulty.**

Observations/Recommendations(Para Nos. 5 & 6)

15. In their recommendation contained in Para 5 of the original Report, the Committee had stated as under:

“The Committee undertook an On-the-spot study visit to Terminal 3 (T3) of Indira Gandhi International (IGI) Airport, New Delhi on 26 September, 2021 to oversee the provisions of passenger facilities there. Later, they reviewed the functioning of various airports, particularly Delhi and Mumbai, again on 1st July, 2022 during their next Study Visit. On both occasions, the Committee observe that T3 at Delhi is a very big Terminal and owing to large scale commercial space there, many of the boarding gates at this terminal are several kilometers away from the security gates which makes it very difficult for the passengers especially first-time travelers, senior citizens, pregnant woman, passengers with small children and physically challenged or ailing persons to reach boarding gates. The inconvenience faced by the passengers is worse in case they need to change the boarding gates at the last minute. Hence the Committee expressed reservations on the large scale commercialization on both sides of passenger route from security point to boarding gate, irrespective of the fact that whether the passenger likes to shop or not and felt that the same should be reviewed.”

16. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“The commercial space at IGIA has no correlation with the number of aerobridges in Terminal3. As per the Operation Management and Development Agreement (OMDA), under objective service quality requirement, 90% of the passenger should pass through the boarding bridges. To comply with 90% requirement, DIAL has to provide required number of aerobridges and the current number of aerobridges at terminal 3 is more than the required. Therefore, the higher no. of aerobridges has resulted into increase in distance of Boarding Gates from the Security gates.

At IGI Airport, the space for commercial activities in the terminals is allocated as per guidelines under OMDA, in line with approvals from the security regulator i.e., BCAS, and as per the good industry practice. Adequate passenger movement areas have been planned to ensure high level of passenger convenience at the terminals.

As regards OMDA guidelines, OMDA Schedule 1 (Development Standards and Requirements) refers to IATA Airport Development Reference Manual – 9th Edition, January 2004 and, as amended from time to time, with regard to the Terminal planning criteria. In its 9th edition, IATA ADRM guidelines stated that “At some larger airports up to 20% of the terminal area can be dedicated to airport shops.” This guideline provides an overall guidance to DIAL in terms of planning the commercial spaces in the terminal building. It may be noted that, currently, the total commercial space at the terminal buildings of IGIA is 6% of the terminal area.

It is further stated that from the revenue generated from non-aeronautical services, approx. 46% goes to AAI as revenue share and 30% is used to cross subsidise the airport charges providing relief to the passengers.”

17. In their recommendation no. 6 of the original Report, the Committee had stated as under:

“Secondly, the Committee observe that though, a facility of battery operated buggies is provided at T3 of IGI Airport, their number is very less at present and needs augmentation to at least double the number. The Committee, therefore, recommend that sufficient number of battery operated buggies should be made available by the operators at T3 of IGI Airport, Delhi to fulfill the need of passengers, particularly to senior citizens, pregnant woman, passengers with children and physically challenged/ailing persons to reach the boarding gates conveniently. The Committee also feel that the possibility of providing alternate short route to boarding gates, without having shops on sides, should be explored in all airports. Including Delhi and Mumbai where a very long distance from security point to boarding gates exist.”

18. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“DIAL has informed that buggies are made available by DIAL for the movement of eligible passengers. DIAL is having total 36 number of buggies for passenger facilitation. Keeping aside the charging time and breakdown, minimum of 23 number of buggies are being made available 24x7 for both International and Domestic passenger. These are the complimentary services being provided by DIAL.

Further, there is a dedicated buggy counter at pier junction on both domestic and international departures. DIAL has also extended buggy services for ferrying the passengers between Terminal 2 & Terminal 3. Doubling the buggies in the terminal will only cause the hardship and difficulties to passengers as it will affect the free flow of passenger movement. Therefore, in the interest of passenger convenience, it is not advisable to double the number of buggies.”

19. **As regards the Committee’s recommendation for reviewing the large scale commercialization on both sides of passenger route from security point to boarding gate, the MoCA in their Action Taken Note submitted that at IGI Airport, the space for commercial activities in the terminals is allocated as per guidelines under Operation Management and Development Agreement (OMDA) and that the revenue generated is resulting in cross subsidizing passenger amenities also. From this the Committee conclude that perhaps the Ministry is avoiding to address this issue. Still, it is a fact that inconvenience is caused to the passengers due to large scale commercial space at T3. The Committee therefore wish to stress that the existing provisions of OMDA may be reviewed to find out better solution to this issue. The Committee also recommend that alternative shorter routes may also be explored. Further, according to MoCA, more than the required number of aerobridges in Terminal has resulted into increase in distance**

of Boarding Gates from the Security Gates. Again, in response to the Committee's recommendation, for increasing the number of battery operated buggies to at least double the number, the Ministry have expressed a view that doubling the number of buggies in the terminal will affect the free flow of passenger movement. Hence, the Committee desire that since the number of buggies cannot be increased, number of rounds to be covered by each buggy daily may be increased and all 36 buggies should be charged and maintained in such a manner that atleast the existing number of 23 buggies available is increased maximally. The Committee thus strongly recommend that MoCA/AAI should review the situation in the light of massive increase in passenger traffic at Terminal-3 so as to ensure a realistic assessment of requirement of aerobridges and to reduce the distance from security point to boarding gates for a hassle free movement of passengers specially, senior citizens, pregnant woman, physically challenged or ailing persons by conducting regular onsite inspections.

Observations/Recommendations (Para No. 7)

20. In their recommendation contained in the original Report, the Committee had stated as under:

“The Committee have been apprised that considering the limitations of runway at Patna airport for operation of wide bodied aircraft, a Civil Enclave at Bihta was proposed for combined use of Airports Authority of India (AAI) and Indian Air Force (IAF). The existing runway length of Bihta Airport is 8200 feet which can cater to A-320/A-321 type of aircraft without load penalty. However, there is feasibility for extension of runway at Bihta airport to 12,000 feet making it suitable for operation of wide bodied aircraft like B-777/B-787 to facilitate international operations as well as growth of cargo. In this context, the Committee learn that the State Government of Bihar has already provided 108 acre of land to AAI as initially requested, for development of Bihta airport. Thereafter, to make the proposed airport suitable for large aircrafts for international operations, AAI has requested for 191.5 acre of land for Runway extension and approximately 08 Acre for Terminal building, from the State Government, which has so far not been handed over to AAI. The Committee strongly recommend that AAI should have a relook at the said proposal and availability of desired land in the area and thereafter the State Government of Bihar and AAI should meet at higher levels to materialize the acquisition of requisite land so that the work can be completed in a time bound manner.

The Committee take serious note of the fact that Phase-I of the Bihta airport project, which was targeted to increase its annual passenger capacity to 2.5 million, was to begin in October, 2017 airport project, the Committee feel that the MoCA/AAI needs to ensure a realistic assessment of requirement of land to make the whole exercise more meaningful and accurate. They further desire that there should be a closer and more intense and frequent interaction between the MoCA and State Government of Bihar at appropriate levels to resolve the constraint of availability of required land and find an amicable solution so as to bring the matter to its logical end and scheduled to be completed in two years. The project, however, is yet to take off despite passing of

nearly 5 years. The Committee strongly disapprove such a long delay in commencement of development work on the pretext of non-availability of land. In their view, it is sheer negation of planning process if Bihar Government was first requested for 108 acre of land for the project and then 191.5 acre for runway extension and approximately 08 acres for terminal building. While expressing dissatisfaction over the considerable delays in commencement of Bihta airport project, the Committee feel that the MoCA/AAI needs to ensure a realistic assessment of requirement of land to make the whole exercise more meaningful and accurate. They further desire that there should be a closer and more intense and frequent interaction between the MoCA and State Government of Bihar at appropriate levels to resolve the constraint of availability of required land and find an amicable solution so as to bring the matter to its logical end.”

21. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“The Airports Authority of India (AAI) has undertaken construction development of Patna Airport at an Administrative Approval and Expenditure sanction (AA&ES) cost of Rs.1,312.01 crore. However, the extension of Runway at Patna airport is constrained due to presence of Railway track at west side and Zoo at east side. Hence, even after existing development works at Patna airport, it is likely to touch the threshold in near future.

A joint meeting among the representatives of Ministry of Civil Aviation, Government of Bihar (GoB), Indian Air Force (IAF) and AAI was held in April, 2016 at JPNI Airport, Patna wherein it was decided to develop a Civil Enclave at Bihta so as to jointly (Patna and Bihta) cater to growing traffic demand at Patna.

Upgradation of Bihta Airport was proposed by IAF under MAFI which included extension of runway and installation of CAT II lights. As in the beginning, IAF was to provide CAT II lighting system under MAFI, AAI forwarded requirement of 108 acre of land to GoB for remaining work of development of Civil Enclave at Bihta.

However, in the meeting held between Hon'ble Chief Minister of Bihar and Hon'ble Minister of Civil Aviation at Patna in July 2017, it was informed that the work to be undertaken by IAF under MAFI has been deferred and accordingly, AAI was requested to take up this work. Further, during a meeting held in July, 2019 under the chairmanship of Chief Secretary, Govt. of Bihar it was suggested that the runway length of Bihta Airport may also be extended to 12,000 ft. to accommodate wide bodied aircraft. Consequently, AAI projected additional land requirements of (i) 191.5 acre for extension of runway to 12000 ft. and installation of approach light (ii) 8.00 acre of land for shifting terminal building location to accommodate Code E Aircraft parking stand.

The 8.00 acre of land is critical for fixing the location of terminal building to ensure operation of wide body aircraft.

The required land is yet to be handed over by the State Government to AAI.”

22. The Committee are very concerned to note from the Ministry's reply that the required land for extension of runway at Bihta Airport, Patna is yet to handed over by the State Government. The Committee further note that after a meeting held in July, 2019 under the chairmanship of Chief Secretary, Government of Bihar, wherein it was suggested that the runway length of Bihta Airport may be extended to 12,000 feet to accommodate wide bodied aircraft, no progress has been seen in the project for extension of runway at Bihta airport. It seems from the Action Taken Note that no further meeting was held after 2019. While taking this matter seriously, the Committee are quite surprised as to why the proposal for extension of Patna airport did not take note of the railway track and a zoo in the near vicinity of the same, which is now posing a constraint in executing the task. As the matter is yet to witness a positive outcome, the Committee desire that the same may be discussed at the highest level of Government for a decision without further delay.

Observations/Recommendations (Para No. 11)

23. In their recommendation, the Committee had stated as under:

"The Committee learn that an ambitious scheme, viz. Regional Connectivity Scheme – Ude Desh ka Aam Nagarik (RCS-UDAN) was launched in October, 2016 to enable air operations on unserved/underserved routes connecting different regions, promote balanced regional growth and make flying affordable for masses. The Cabinet Committee on Economic Affairs has approved Rs. 4500 crores for the scheme. As per the budget announcement 2020-21, 100 airports including 12 Water Aerodromes and 31 Heliports are proposed to be developed/revived by the year 2024 to support RCS-UDAN. Out of the same, 9 and 14 airports had been developed during 2019-20 and 2020-21, respectively. The Committee are, however, concerned to note that during 2021-22, out of 32 airports proposed to be developed under UDAN scheme, only 9 airports have been developed. Further, there is a proposal to develop 20 and 25 airports, during 2022-23 and 2023-24 respectively. The Committee urge upon the Ministry to closely and meticulously monitor the implementation of the projects under RCS-UDAN Scheme to ensure timely completion of the targeted airports so that the benefits of the scheme reach the passengers within the prescribed timelines."

24. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

"Up till now, on the basis of four round of biddings under UDAN, 180 RCS airports including 25 Water Aerodromes (WA) & 40 Helipads (H) in 32 States/UTs have been identified for operation of RCS flights in the country.

Taking UDAN scheme forward, it is strategically planned to develop one hundred more airports by 2024 to support scheme in compliance with Para. 57 of Budget Speech 2020-21, states that "One hundred more airports would be developed by 2024 to support UDAN scheme.

Out of 100 Airports, the following 33 airports have already been developed & operationalized.

Belgaum, Dimapur, Durgapur, Kalburgi, Kullu, Bidar, Hindan, Darbhanga, Bareilly, Bilaspur, Passighat, Kurnool, Hissar, Gaucher (H), Sahastradhara (H), Chinyalisaur (H), Statue of Unity (WA), Sabarmati River Front (WA), New Tehri(H), Srinagar (H), Rupsi, Tezu, Sindhudurg, Kushinagar, Haldwani(H), Mandi(H), Rampur(H), Keshod, Deoghar, Jeypore, Gondia, Almora (H) & Rourkela (33)

The following 5 airports are ready for operation:
Cooch Behar, Jamshedpur, Shibpur&Kargil, Ziro(H)

The development works of the following 12 airports/heliports have also been completed and are yet to be operationalized.

Dumka, Neyveli, Aligarh, Azamgarh, Moradabad, Shravasti, Chitrakoot, Bokaro, Ambikapur, Utkela, Baddi (H), &Sanjoli (H)

With respect to the development work of the remaining airports, the development work is in progress / planning stage.

The development works at the balance airports, heliports & water aerodromes are likely to be completed till 2024.”

25. The Committee note that in compliance with para 57 of Budget Speech 2021, the Government had planned to develop 100 more airports by 2024 to support the scheme. Out of these 100 airports, 33 airports have already been developed and operationalised, 5 airports are ready for operation and development works of the 12 airports/heliports have also been completed but these are yet to be operationalised. In case of the remaining 50 airports, heliports and water aerodromes, the development work is in the progress/planning stage and the same is likely to be completed by 2024. The Committee are dismayed to note the speed of the project since the work for only 50 airports/aerodromes/helipads have been initiated/completed so far. Out of these 50, development works have been completed in respect of 17 airports but these are yet to be operationalised. The Committee would like to know about their completion dates and reasons for their non-operationalisation till date. The Committee, emphasize that the airports which have been completed should be operationalised at the earliest and the work for the remaining airports be completed within the prescribed time limit i.e. the year 2024.

Observations/Recommendations (Para No. 12)

26. In their recommendation, the Committee had stated as under:

“The Committee note that out of 1000 RCS-UDAN routes proposed to be operationalized by FY 2023-24, 954 routes have already been awarded/allotted to Selected Airline Operators (SAOS). Further, 423 RCS routes connecting 67 unserved and underserved airports (including 8 heliports & 02 water aerodromes) have been operationalized so far and presently, 270 RCS routes are in operation and some of the routes have completed their 3 year of tenure. The committee trust that the Government

would maintain the sanctity of the Plan by taking all required measures for operationalization of all the proposed 1000 RCS UDAN routes by 2023-24. The Committee also note that the reasons for stopping of UDAN flights, that is, low yield and high operating costs, unavailability of maintenance support for sea planes in India, collapse of Jet Airways which affected closure of routes awarded to them, routes commenced, but stopped due to 2nd wave of Covid and other commercial reasons such as non-availability of suitable aircraft, leasing issues and maintenance issues of small aircraft etc. The Committee, however, are appreciative of the various steps taken by the Ministry to avoid stoppage of UDAN flights, viz. UDAN routes which could not start within given time are offered in next round of bidding process, extension of concessions has been provided to SAOs for suspension of Scheduled Domestic Operations, SAOs are given choice to avail extension of the initial 3 years tenure of RCS-UDAN routes by additional one year for all the routes completing their tenure on or before 31st December, 2021 due to COVID-19 pandemic, etc. The committee find these steps in the right direction and urge that these should be continued in future also along with other innovative measures to address the concerns of the SAOs, not only to avoid stopping of RCS flights but to achieve the earmarked targets as well. The committee, having noted the importance of air connectivity to remote areas of the country, recommend that Government should take effective steps to address the problems in RCS.UDAN Scheme to keep it operational to the optimum extent possible”.

27. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“By taking all required measures for operationalization of all the proposed 1000 RCS-UDAN routes by 2023-24, the bids for the cancelled routes/ State sponsored/ Tourism routes and other new routes have been invited under UDAN 4.2 & 4.3 round of bidding and as a result of which, 194 routes have been awarded to various SAOs.

Further, as per the Steering Committee, held on 21st September 2022, it was deliberated and decided to permit the SAOs to operate on the routes having the stage length above 500 KM, for the extended durations that were operated with either with reduced frequency or reduced RCS seats. For which SAO would only be eligible for the grant of VGF, without any other concessions/benefits. Accordingly, it is expected that SAO may recommence flight operations on such routes after grant of extension.

With regard to the operationalization of 1000 RCS routes, it is submitted that as of 11.01.2023, out of 1150 valid awarded RCS routes, 457 routes commenced connecting 71 airports including 2 Water Aerodrome & 9 Heliports”.

28. The Committee in their recommendation had appreciated the steps taken by the Ministry with regard to RCS-UDAN routes. At the same time while noting the importance of air connectivity to remote areas of the country, they had recommended that Government should take effective steps to address the problems in RCS-UDAN Scheme to keep it operational to the optimum extent possible. The Ministry in their reply has stated that as of 11.01.2023, out of 1150 valid awarded RCS routes, 457 routes commenced connecting 71 airports

including 2 Water Aerodrome & 9 Heliports. The Committee note that 543 routes are still non-functional, which have to be operated by the current FY. Since the success of the Scheme lies in having fully functional routes and timely commencement of remaining routes, the Committee desire that earnest efforts be taken to make the remaining 543 routes functional within the prescribed time schedule. The Committee would like to be apprised of the steps taken in this direction and the target achieved as a result thereof.

Observations/Recommendations (Para No. 24)

29. In their recommendation, the Committee had stated as under:

“The Committee have been informed that there is a proposal to hand over IGRUA, which is India’s largest flying school to a private player under PPP model and no funds had been provided to it to buy new aero plane in the last 5 years. According to the Ministry, the private sector model is giving maximum productivity. The Committee desire the Ministry to reconsider the same. The Committee do agree that imparting training to pilots is a revenue generating activity and private players are doing good work and can do a better Job in this area. However, the committee feel that it cannot be a blanket approach to go for private player model alone. The committee underscore the importance of these old flying schools which have been imparting training to our pilots much before the private player came into picture. The Government must intervene to protect these schools which are suffering from serious constraints and need attention of the Government for their revival and make it perform to the level of private players. There is a need to have both private players as well as government controlled bodies so that there could be proper check and balance and a situation of monopoly of private players in the market of training of pilots can be avoided.”

30. In their Action Taken Note, the Ministry of Civil Aviation have submitted as under:

“Ministry of Civil Aviation has not taken any final decision regarding privatization of IGRUA.”

31. **The Committee had recommended that the Government must intervene for the revival of the old schools of flying like IGRUA. The Government stated that they have not taken any final decision regarding privatization of IGRUA. The Committee feel that IGRUA and training institutions of national importance should be revived with essential support. They are the treasure trove of learning and flying has always been the dream of youth. The Committee also note that Rajiv Gandhi National Aviation University (RGNAU), a Central University has been established by RGNAU Act, 2013. Both are at Fursatganj, Raebareli and are under the administrative control of MoCA. The Committee recommend that the Ministry should consider amalgamation of IGRUA, a society Registered under Societies Registration Act, 1860 with RGNAU, for uniform qualitative aviation studies, training and research to benefit the students and better utilisation of infrastructure.**

CHAPTER - II

Observations/Recommendations which have been accepted by the Government

Observations/Recommendations (Para No. 1)

The Indian Aviation industry is one of the fastest growing industries in the world. Indian Aviation Sector can contribute immensely to country's economy as it is inter-linked with other sectors in the economy and generates income and employment through global tourism and trade. Accordingly, a well-managed civil aviation infrastructure and efficiently-run, competitive airlines is the need of the day. It is, however, disquieting to note that airports in the country are facing serious capacity constraints and this is because of the fast pace of growth in the aviation sector resulting in traffic congestion. In so far as financial performance is concerned, out of 109 operational airports, only 10 are not running into losses. The aviation sector is growing fast and will continue to grow for quite sometime which needs a vision for the future human capital and infrastructure requirements for the upcoming airports. The Regional Connectivity Scheme - UDAN has been formulated under this vision, however setting up of an airport can be a huge challenge due to land acquisition issues, litigation issues, delay in clearances, etc. The Committee trust that the Ministry of Civil Aviation would initiate all necessary steps to address the capacity constraints in the existing airports and ensure that available infrastructure supports the expected growth of passenger as well as cargo traffic.

Reply of the Government

Some of the airports in the country are facing congestion in terminals at certain periods of the day, when demand exceeds capacity. This issue is being addressed through management of slot allocation / co-ordination with airlines to avoid bunching of flights. Further, development / upgradation of airports is a continuous process and is undertaken by Airport Operators from time to time.

Moreover, capacity of the terminal buildings is re-evaluated and compared with the traffic forecast from time to time to identify the saturation year of the terminal building. In the first phase, the ways and means are identified to enhance the capacity without altering the footprints of the terminal by increasing the infrastructures like facilitation counters; inline conveyors etc. Also, the issue is being addressed through management of slot allocation / coordination with airlines to avoid bunching of flights. When there is no possibility to increase the capacity within the existing terminals then new terminals are planned.

Further, Annual Cargo Handling Capacity (Lakh MT) and Capacity Utilization are as following:

Annual Cargo Handling Capacity (Lakh MT) and Capacity Utilization:

S. No.	Station	Capacity (Lakh MT)	Tonnage-21-22 (Lakh MT)	%Utilization
1	Ahmedabad	1.84	0.49	26.48
2	Amritsar	0.34	0.02	4.69
3	Aurangabad	0.31	0.01	2.76
4	Bagdogra	0.32	0.09	27.48
5	Bhopal	0.16	0.02	12.86
6	Bhubaneswar	0.26	0.11	39.66
7	Chennai	16.64	3.50	21.04
8	Coimbatore	0.84	0.08	8.98
9	Dehradun	0.10	0.01	6.27
10	Goa	0.24	0.05	21.42
11	Guwahati	0.84	0.22	26.17
12	Hubballi	0.18	0.00	0.25
13	Indore	0.46	0.09	19.19
14	Jaipur	1.00	0.14	14.15
15	Jammu	0.03	0.01	58.04
16	Kolkata	6.63	1.38	20.82
17	Kozhikode	0.40	0.11	26.13
18	Leh	0.22	0.03	13.43
19	Madurai	0.09	0.02	17.76
20	Mangaluru	0.23	0.04	15.20
21	Patna	0.13	0.12	93.99
22	Port Blair	0.29	0.06	20.09
23	Pune	0.72	0.29	39.73
24	Raipur	0.15	0.06	39.86
25	Rajahmundry	0.17	0.00	0.05
26	Ranchi	0.35	0.06	15.91
27	Srinagar	0.50	0.09	18.91
28	Surat	0.34	0.05	14.86
29	Thiruvananthapuram	0.19	0.02	8.99
30	Tiruchirappalli	0.38	0.05	13.78
31	Tirupati	0.24	0.00	0.34
32	Vadodara	0.03	0.01	39.30
33	Varanasi	0.17	0.04	25.53
34	Vijayawada	0.07	0.02	31.01
35	Visakhapatnam	0.21	0.04	20.66

Additionally, at the following airports, insignificant amount of cargo is being handled through passenger terminal.

21. Agra	22. Adampur	23. Belagavi	24. Bhavnagar
25. Darbhanga	26. Dibrugarh	27. Dimapur	28. Gwalior
29. Hindon	30. Jabalpur	31. Jalgaon	32. Jorhat
33. Kalaburagi	34. Kolhapur	35. Lilabari	36. Prayagraj
37. Rajkot	38. Tezpur	39. Tuticorin	40. Udaipur

Comments of the Committee

(Please see Para No. 8 of Chapter-I)

Observations/Recommendations (Para No. 2)

The Committee are well aware of the fact that the COVID-19 pandemic has had a massive impact on the Indian aviation sector in 2020 and major airlines faced huge losses. During such unprecedented and challenging times, employees in the Civil Aviation Sector were laid off, sent them on leave without pay, or their salaries/allowances were cut which in turn, must have impacted the purchase, repair and maintenance of aircraft, unkeep of airports, etc. adversely too. The Committee hope that now the Ministry is proceeding towards the path of taking effective measures to recover from the adverse impact of Covid-19 pandemic effectively and expeditiously.

Reply of the Government

The Ministry is proceeding towards the path of taking effective measures to recover from the adverse impact of Covid-19 pandemic effectively and expeditiously. The rate of employment in Airports Authority of India (AAI) and Airlines till November 2022 is mentioned below:

The employment in Airports Authority of India as on November, 2022

Group	Total Employees
A	6269
B	5819
C	1779
D	2063
Total	15930

The rate of employment in airlines as on November, 2022

Airlines	Total
IndiGo	25606
Air India	10501
AI Express	1588
Alliance Air	870

SpiceJet	10737
Vistara	4930
Go First	4964
Air Asia	2901
BlueDart	1228
Total	63325

Observations/Recommendations (Para No. 3)

The Committee note with satisfaction that India's domestic air traffic has more than doubled from around 61 million passengers in the year 2013-14 to around 137 million in 2019-20, thereby registering a growth of over 14% per annum. International traffic too has shown an upward trend and grown from 47 million in FY 2013-14 to around 67 million in FY 2019-20. Appreciating the fact that India is currently the third largest domestic aviation market and is expected to become the third largest overall market (including domestic and international traffic) by the year 2024, the Committee appreciate that the Government has taken various initiatives to match the requirement of human capital and physical infrastructure, which will be commented upon in the succeeding paragraphs.

The Committee observe that the Airports Authority of India (AAI) has embarked upon a CAPEX plan of more than Rs. 25,000 crores for a five year period upto 2025 for development/ upgradation/modernization of various airports with the objective to most the international aviation standards as well as requirement of air traffic/passenger growth in the Country which includes new Greenfield airports, expansions/modification of existing terminals, new terminals, expansions/ strengthening of existing runways, aprons, Air Navigation Services(ANS) works like control tower, technical blocks, etc. Out of 'in-principle' approval accorded for setting up of 21 Greenfield Airports across the country, 8 have since been operationalized and 13 Greenfield Airports are yet to be operationalized. The Committee, in this connection, urge that concerted and well-coordinated efforts by the Government as well as the airport developers including the State Governments are warranted for completion of all the undergoing projects to avoid any cost and time overrun. As land is to be provided free of cost by the State Governments, their role is of prime importance. This responsibility needs to be shouldered by the State Governments in right earnest. Nonetheless all the stakeholders should act in proper coordination and with unity of purpose to fulfill the bigger objective. As some of the airports are to be operationalized this year, the Committee desire to know the status of MOPA and Shimoga Airports (date of completion - August, 2022)- and Hollongi Airport (date of completion -November, 2022) at the action taken stage, apart from status of Bareilly, Hindon, Thanjavur and Darbhanga Airports, which were stated under consideration.

Reply of the Government

MOPA airport Status: - Airport inaugurated on 11.12.2022.

Shimoga Airports Status: Airport inaugurated on 27.02.2023.

Hollongi Airport Status: - Airport inaugurated on 19.11.2022.

Thanjavur Airport belongs to Indian Air Force.

- AAI land agreed for mutual exchange of 26.5 acres of AAI land with 56.16 acres of IAF land for development of New Civil Enclave at Thanjavur, to be developed under RCS.
- MoU has been signed between AAI and IAF on 01-12-2022 for mutual exchanges of 56.16 acres of IAF land with 26.5 acres of AAI land at Thanjavur airport. Handing over of the said land is in process.

Bareilly Airport:

Bareilly airport is a Civil Enclave having a runway dimension of 2744m x 45m with orientation 11/29. Terminal Building is of 3000 sqm capable of handling 0.20 MPPA and has an apron for parking of 2 code C type of aircraft. Bareilly Civil Enclave Complex was Operationalized/ Inaugurated by Hon'ble CM of UP in March 2021.

Hindon Airport :

Hindon airport is a Civil Enclave having a runway dimension of 2743m x 45m with orientation 09/27. Terminal Building is of 5425 sqm capable of handling 0.50 MPPA. New Civil Enclave at Hindon Airport, Ghaziabad was inaugurated by Hon'ble Prime Minister on 08.03.2019. State Govt has been requested that land given on lease may be acquired by State Govt permanently and handover to AAI for continued operation of flights.

Darbhanga Airport:

- Darbhanga Airport is an Air Force Station with runway length of 2560m x 45m with orientation of 10/28 and suitable for operation of Code C type of aircraft.
- Interim Civil Enclave building of 1400 sqm at Darbhanga Airport has been constructed at a cost of Rs.76 crores on 2.3 acres of land provided by IAF on short term lease and Operations started on 08.11.2020.
- Following major Works in Progress/ Planned at Darbhanga Airport: -
 - Strengthening of Runway, Taxi track, Apron and Allied works was awarded at a cost of Rs. 64.61 Cr., Work has been rescinded. Retendering to be done. Tentative PDC for the work March 2023.
 - C/o RWY shoulders, RESA and Blast Pad for Conversion of VFR to IFR work was awarded at a cost of Rs. 13.35 cr. With DoS – Jan 2021 and PDC – March 2023.
 - Development of Permanent Civil Enclave along with CAT-I lighting. For the same 78 acres of land (54 Acres for Civil Enclave + 24 Acres for CAT-I lighting) requested from GoB.

- Expansion of Interim civil enclave along with associated facilities on 2.42 acres of land provided by IAF. Work awarded at a cost of Rs 36.94 Cr. With DOS – Oct 22 and PDC – July 23.
- Land requirement of 78 Acres (54 Acres for Civil Enclave + 24 Acres for CAT-I lighting) for development of New Civil Enclave forwarded to GoB on 18.03.2021. Proposal approved by State Govt. and land acquisition under process. 24 acres of land for installation of approach lights handed over by State Govt. on 14.11.2022.
- State Govt. has relocated the wild animals and fencing done for protection as requested by AAI.

Comments of the Committee

(Please see Para No. 11 of Chapter-I)

Observations/Recommendations (Para No. 9)

The Committee note that in the wake of COVID Pandemic, Pune emerged as a major centre of COVID-19 vaccine production in the country. Vaccines are continuously being supplied from Pune to the different parts of the country and beyond. In such a scenario, it is a matter of concern that the issue with regard to transfer of defence land, which would be used for cargo area and expansion of facilities at the Pune Airport, hasn't been resolved as yet. The committee trust that as assured by the Secretary, MoCA during evidence, the matter has since been taken up with the Secretary, Ministry of Defence, for ensuring hassle-free supply of COVID-19 vaccine from Pune to different parts of the country and abroad. The Committee would like to be apprised of the progress in the matter.

Reply of the Government

Ministry of Defence has already accorded approval and working permission for construction of cargo infrastructure at Pune Airport on 13 acres of land vide letter dated 02.03.2022. MOU is also signed on 21st June 2022 by AAI with IAF. Working permission for construction of cargo infrastructure on 1.76 acres of IAF land is also granted by IAF vide their letter dated 27.06.2022 & also handed over to AAI for construction of cargo facilities for which work is in progress, PDC of the work is 31st March 2023. The physical progress of the work is 55%.

Observations/Recommendations (Para No. 14)

The Committee are aware that still there are many non-operational airstrips/airports owned by AAI and many State Governments. They recommend that such unused/non-operational airstrips and dormant airports should be utilized for promoting regional/remote area air connectivity under RCS. Utilizing such unused/non-operational airstrips under AAI and State Government would surely ease out the pressure currently prevailing on the airport infrastructure in the country.

Reply of the Government

UDAN is a demand-driven scheme, wherein airline operators assess the feasibility of operation on a particular route and bid under the scheme from time to time. The selection of airlines is made through a transparent bidding process.

Ministry of Civil Aviation (MoCA) after extensive consultations with States/ UTs, Airlines and other key stakeholders of the Industry has decided to promote small aircraft operations including seaplanes and helicopters with more focus to the small aircraft operations for last mile connectivity and introduced a sub-scheme under UDAN i.e. Small Aircraft Scheme (SAS). This would facilitate to move further from “Regional Connectivity to Remote Connectivity.

Accordingly, bids have been invited under UDAN 4.2 round. Resultantly, 184 (Fixed wing/helicopter/Seaplane) routes connecting 8 unused/non-operational airstrips, 4 Heliports & 11 Water Aerodromes have been awarded to the various selected airline operators for the operation of RCS flights.

Observations/Recommendations (Para No. 15)

As regards aero-sports, the Committee find that not much headway has' been made in this area in spite of the tremendous potential in the country for such sports in view of its demographic dividend. Needless to say, aerosports has the potential of creating significant opportunities for growth of tourism, employment generation and interest in aviation activities. As per the submission of the Ministry, no target was set for aero sports. Now on 7 June, 2022, the Government has announced much awaited' 'National /Air Sports Policy' (NASP). The Committee are hopeful that a growth-oriented NASP would surely help attract investments in latest aero-sports technology, infrastructure and best practices. Besides, the revenue from air sports activities, multiplier benefits in terms of growth in travel, tourism, infrastructure and local employment, especially in hilly areas of the country, would be much higher. Also, creating air sports hubs across the country will bring in air sports professionals and tourists from across the world. The Committee would like to be apprised of the objectives enshrined in the Policy, its salient features and also action plan/targets set for aero sports in the coming years.

Reply of the Government

The Government of India plans to promote the country's air sports sector, by way of making it safe, affordable, accessible, enjoyable and sustainable. Systems and processes need to be simplified and made more transparent; focus on quality, safety and security needs to be enhanced; and investments in infrastructure, technology, training and awareness building need to be facilitated. The National Air Sports Policy (NASP) 2022, launched on 07 June 2022 is a step in this direction. It has been drafted on the basis of the inputs received from policy makers, air sports practitioners and public at large. It is an evolving document and will be modified from time to time.

The key objectives of NASP 2022 include the following: a) Promote an air sports culture in the country b) Enable adoption of international good practices in safety including but not limited to, air sports infrastructure, equipment, operations, maintenance and training c) Develop a simple, stakeholder-friendly and effective governance structure d) Enhance participation and success of Indian sportspersons in global air sports events; and e) Promote design, development and manufacturing of air sports equipment in India in line with the Atmanirbhar Bharat Abhiyan.

The coverage of NASP 2022 will include the following air sports: a) Aerobatics b) Aeromodelling and model rocketry c) Amateur-built and experimental aircraft d) Ballooning e) Drones f) Gliding and powered gliding g) Hang gliding and powered hang gliding h) Parachuting (including skydiving, BASE1 jumping and wingsuits etc.) i) Paragliding and paramotoring (including powered parachute trikes etc.) j) Powered aircraft (including ultralight, microlight and light sports aircraft etc.); and k) Rotorcraft (including autogyro). The list of air sports may be modified from time to time, as may be deemed necessary by the competent authority. The coverage of NASP 2022 will include vintage aircraft in each air sport, where applicable. There will be a four-tier governance structure for air sports in India: a) Air Sports Federation of India (ASFI) as the apex governing body b) National associations for individual air sports or a set of air sports, as appropriate c) Regional (e.g. West/ South/ North East etc.) or State and Union Territory level units of the national air sports associations, as appropriate; and d) District-level air sports associations, as appropriate.

Observations/Recommendations (Para No. 16)

The Committee find that Aero Club of India (ACI) has been facing resource crunch for long. It has not received any budget grants since 2015-16. During 2020-21, ACI requested for funds of ₹498 crore for activities, viz. setting up of a flying training organization by ACI, support for procurement of flying training equipment and support for the development of aero sports. Again, in FY 2021-22, ACI requested for funds of Rs. 198 crore for activities, viz. procurement of aircraft (for skydiving) and gliders & winches for aerospots, establishment of additional Flying Training organizations and infrastructure, establishment of national aviation museum and procurement of trainer aircraft for flying training & simulators.

In the context of this revival of AGI, a representative of the Ministry admitted before the committee that ACI can play a very important role in Aero sports. Aero sports in the present time is a very distributed activity among Ministries. Presently, it is looked after by Ministry of Tourism, Ministry of Youth Affairs and Sports and the DGGA, Ministry of civil Aviation only frames regulations for the Aero sports. Also, in State Governments, many organizations are promoting adventure sports, Therefore, in the area of aero sports seem to have very good potential, once suitable infrastructure and safety parameters are in place' The committee strongly recommend to the Government to effectively utilize the services of ACI for promotion of aero sports in the Country since now a National Air Sports Policy has been formulated. The AGI should be allocated funds of the required level for the same.

Reply of the Government

National Aero Sports Policy (NASP) was notified on 07.06.2022. Ministry of Civil Aviation is in the process of formation of Aero Sports Federation of India (ASFII).

Observations/Recommendations (Para No. 18)

As regards manpower position in civil aviation in the Country, the Committee note that at present, the direct employment in the aviation and aeronautical manufacturing sector is about 250,000 employees which includes pilots, cabin crew, engineers, technicians, airport staff, ground handling, cargo, retail, security, administrative and sales staff etc. According to the Ministry, this figure is expected to increase to around 350,000 by 2024. In this context, the Committee have been informed that there are currently 35 Directorate General of Civil Aviation (DGCA) approved Flying Training Organizations (FTOS) in the Country. Out of these, Indira Gandhi Rashtriya Udan Academy (IGRUA) at Amethi (UP) is under the administrative control of the Central Government. Eight FTOS are under State Governments and 26 are owned by the private sector. Indian FTOS had 229 aircrafts for flying training as on 30 November, 2021.

The Committee have been told that unlike old FTO policy, where around 13% airport royalty (revenue share payment by FTOS to AAI) was charged on FTO revenue and land rentals were linked to local land rates, which contributed to the financial distress, closure of training operations and long drawn legal disputes between the FTOS and AAI, the liberalized FTO policy, which has been approved by AAI on 25 September, 2020, has removed the concept of airport royalty and land rental charges are also significantly rationalized. The Committee are hopeful that new FTO Policy would help achieve the larger target of increasing the number of candidates taking pilot training in India itself since the pilot training abroad is quite expensive for India aspirants. The Committee further note that in pursuance of the Liberalized FTO Policy, AAI has received bids for all nine FTO slots in March, 2021 despite the airline sector going through a serious financial crisis due to Covid. They find it appreciable that AAI has issued award letters for 9 FTOS to be established at 5 airports. Soft launch of two FTOS was done on 15 August, 2021 and one FTO became operational on 12th April, 2022. Also, in the second round of FTO creation, tender process is in progress for establishing 15 FTOS at 10 Airports and bids have been opened and are at the stage of financial concurrence for award of work for 8 FTOS at 7 Airports. The Committee desire to be apprised of the overall status at the action taken stage. In view of the foregoing, the Committee are hopeful that the Liberalized FTO Policy will make setting up of FTOS in the country, more attractive and would go a long way in fulfilling the requirements of human capital for the Sector. They further hope that MoCA will intensify their efforts to strengthen all the existing 35 FTOS to enhance their flight training capacity and contribute in making the Country a global training hub.

Reply of the Government

Atamirbhar Bharat policy of the Gol. In last two years under two phases, AAI has facilitated in setting up of 15 new FTOs in its airports. The newly added FTOs in the first and second phases of tender action by AAI are as follows:

S. No	Region	Name of Agency	Name of Airport	Status/ Award Date
1	SR	M/s Samvardhane Technologies Pvt. Ltd.	Belagavi	31.5.2021
2	SR	M/s Red Bird Flight Training Academy Pvt. Ltd.	Belagavi	31.5.2021
3	WR	M/s Jetserve Aviation Pvt. Ltd.	Jalgaon	31.5.2021
4	WR	M/s Skynex Aero Pvt. Ltd.	Jalgaon	31.5.2021
5	SR	M/s Red Bird Flight Training Academy Pvt. Ltd.	Kalaburgi	31.5.2021
6	SR	M/s Asia Pacific Flight Training Academy Ltd.	Kalaburgi	31.5.2021
7	NR	M/s Jetserve Aviation Pvt. Ltd.	Khajuraho	31.5.2021
8	NER	M/s Red Bird Flight Training Academy Pvt. Ltd.	Lilabari	31.5.2021
9	NR	Consortium of M/s Shaurya Flight Sim Pvt. Ltd. & M/s Pinnacle Air Pvt. Ltd.	Khajuraho	29.10.2021
10	NR	Avyanna Aviation Pvt. Ltd.	Kishangarh	03.06.2022
11	SR	Ekviar Training Organization Pvt. Ltd.	Salem	03.06.2022
12	WR	Ganpat Care Foundation	Bhavnagar	03.06.2022 by CHQ
13	NER	Hercules Aviation Training School Pvt. Ltd	Tezu	Waiting NoC from Air Force
14	SR	Ekviar Training Organization Pvt. Ltd.	Kadapa	03.06.2022
15	SR	Ekviar Training Organization Pvt. Ltd.	Hubballi	03.06.2022

As desired by the committee, a note on status of the applications received for setting up FTOs/bases at AAI airports are as following:

S. No.	Place	FTO	Current Status
1	Kalaburgi	Asia Pacific Flight Training Academy Limited	Approved
2	Kalaburgi	Red Bird Flight Training Pvt. Ltd.	Approved
3	Lilabari	Red Bird Flight Training Pvt. Ltd.	Approved
4	Belagavi	Red Bird Flight Training Pvt. Ltd.	Approval is under process.
5	Belagavi	Samvardhane Technologies Pvt. Ltd.	NOC issued. Not applied for FTO
6	Khajuraho	Jetserve Aviation Pvt. Ltd.	Approved
7	Khajuraho	Shaurya Flight Sim Pvt. Ltd.	Approval is under process.
8	Jalgaon	Skynex Aero Pvt. Ltd.	Approved
9	Jalgaon	Jetserve Aviation Pvt. Ltd.	Approval is under process.

Observations/Recommendations (Para No. 21)

The Committee are happy to note that the Government has been taking various measures to meet substantial requirement of human capital in the coming years. Some among them are viz. the total number of flying hours at Indian FTOs has been increased from 1.20 lakh hours in the pre-covid period (2019) to 1.62 lakh hours in 2021, upgradation of AME schools has been proposed inter-alia by affiliating them with Rajiv Gandhi National Aviation university (RGNAU), India's only Aviation university, an AME school is expected to commence at IGRUA by 31 Jan, 2023, DGCA has introduced new online on Demand Examination (OLODE) for the AME and flight crew (FC) candidates from November,2021 thereby extending an opportunity to the candidates to choose date and time to appear in the examination as per his/her choices on the available slots of the examinations, 49 DGCA approved AME schools are being strengthened by taking initiatives, viz. modifications in the examination pattern, standardization of syllabus, initiation, of graduation programme for aircraft maintenance personnel, revising of granting of

licenses, etc. The committee would further desire that possibilities of utilizing about 200 untitled airstrips, as admitted by a representative of the Ministry during evidence, should be looked into actively now. Efforts should be made to set up flying clubs in all the states for the purpose. The committee do share the views of the representative of the Ministry that priority should be to make an arrangement that all the pilots recruited in India gets training in the country. Even students from abroad should come and take pilot training in India. The committee trust that with combined efforts of the Ministry, State Governments, Industry and institutes to achieve their common goals, the country would be able to overcome the constraints with regard to the present as well future requirements of the Human Capital in the civil aviation sector.

Reply of the Government

Approval of AME School at IGRUA under CAR 147 (Basic) is under progress – Online On Demand Examination (OLODE) started in the month of December 2021 and it is being conducted 8 times in a year to fill the gap between 4 regular sessions of the Flight Crew (FC) and AME examinations. The candidates can now have the opportunity to appear as per his/her choice on the available slots of the examinations every month round the year. The OLODE has been able to meet the demands of the FTO and AME schools which can now produce more number of aspiring Pilots and AMEs in a given time frame.

As on date 53 AME Training Institute have been approved by DGCA under CAR-147 (Basic). New regulations CAR-147 (Basic), to align the Indian regulations with those of leading global aviation regulators, have been put in place. All approvals of AME Training schools are being granted under such regulations only.

With these regulations in place, students will become eligible for issue of AME license in three years under CAR-147 (Basic).

Observations/Recommendations (Para No. 22)

The Committee agree to the submission of the Ministry that Remotely Plotted Aircraft systems (RPAS) or drones will be ubiquitous by 2024 as drones provide excellent service in mass benefit areas like SVAMITVA Scheme, agriculture, locust control, mining, urban local bodies, healthcare, disaster relief, surveying of oil pipelines and power transmission lines and law enforcement etc. The Committees trust that India's unique strengths in aerospace, software development, telecommunication, frugal engineering and entrepreneurship would make it a front runner in this fast-growing sector. In view of the foregoing, the committee are of the strong opinion that under the drone policy, the drone industry need to be given a boost as it has the potential to open employment opportunities and can contribute to economic growth of the country.

Reply of the Government

Production Linked Incentive (PLI) Scheme for drones and drone components was notified on 30th September 2021. The total incentive is INR 120 crore spread over three financial years. Nearly double the combined turnover of all domestic drone manufacturers in FY 2020-21. The PLI rate is 20% of the value addition, one of the highest among PLI schemes. The value addition shall be calculated as the annual sales revenue from drones and drone components (net of GST) minus the purchase cost (net of GST) of drone and drone components. PLI rate kept constant at 20% for all three years, an exceptional treatment for drones. The minimum value addition norm at 40% of net sales for drones and drone components instead of 50% which is an exceptional treatment for drones. Eligibility norm for MSME and startups is at nominal levels. The coverage of the scheme includes developers of drone-related software also. PLI for a manufacturer shall be capped at 25% of total annual outlay. This will allow widening the number of beneficiaries. In case a manufacturer fails to meet the threshold for the eligible value addition for a particular financial year, she will be allowed to claim the lost incentive in the subsequent year if she makes up the shortfall in the subsequent year.

The Central Government has undertaken a series of measures to promote India's upcoming drone industry, such as:

1. Liberalised Drone Rules, 2021 has been notified on 25th August 2021
2. Drone Airspace Map has been published on 24th September 2021, opening up nearly 90% of Indian airspace as a green zone for drone flying up to 400 feet
3. Production-Linked Incentive (PLI) scheme for drones has been notified on 30th September 2021
4. UAS Traffic Management (UTM) Policy Framework has been published on 24th October 2021
5. Monetary grant program for purchase of agricultural drones was announced by the Union Agriculture Ministry on 22nd January 2022.
6. All five application forms under Drone Rules, 2021 have been made online on the Digital Sky Platform on 26th January 2022
7. Drone certification scheme has been notified on 26th January 2022, making it easier to obtain type certificate by drone manufacturers
8. Mission 'Drone Shakti' has been announced for supporting drone startups and promoting Drone-as-a-Service (DrAAS) as part of the Union Budget on 1st February 2022
9. Drone import policy has been notified on 9th February 2022, banning import of foreign drones and freeing up import of drone components
10. Drone (Amendment) Rules, 2022 has been notified on 11th February 2022, abolishing the requirement of a drone pilot licence.

11.43 drone schools across the country have been approved by DGCA as on 24th January 2023. More are on the anvil.

Observations/Recommendations (Para No. 23)

The Committee are appreciative of the various steps taken by the Government to promote drone industry like notifying Liberalized Drone Rules' 2021 on 25th August, 2021 and the same having further amended to abolish the requirement of Drone Pilot License, approval is granted for establishing a Remote Pilot Training Organization (RPTO)/drone school as per Rule 39 of The Drone Rules, 2021, opening of a single window Digitasky for applicants who intends to obtain the authorization to establish a RPTO/drone school, etc. Further, currently there are 23 RPTOs authorized by DGCA and 16 FTOs have been permitted to start drone training. The First batch of IGRUA's Drone Training school has started at Gurugram on 11th February, 2021. Besides, due to ease of use and versatility of drones, it can be used in remote and inaccessible areas of the country. The Committee are also of the opinion that since our country is primarily an agricultural country use of drones in agriculture can help increase the agricultural productivity. The Committee trust that much more initiative will be devised in consultation with the experts in the field for its cutting-edge applications so as to facilitate increased social acceptance of drone usage. The challenges in this direction should be dealt with by taking corrective measures, wherever warranted, without compromising the national security and privacy of people.

Reply of the Government

Drones have applications in almost all sectors of the economy. These include agriculture, vaccine delivery, surveillance, search and rescue, transportation, mapping, defence and law enforcement to name a few. The Government released the liberalised Drone Rules, 2021 on 25th August 2021. In order to encourage manufacturing under the Atmanirbhar Bharat Abhiyan, Ministry of Civil Aviation has sensitised various Union Ministries and State governments to promote use of drones.

Drone outreach programmes were conducted in various States and Union Territories to promote use of drones, encourage startups for innovation, research and development in the emerging sector.

DGCA has approved 36 Remote Pilot Training Organisations which are more commonly known as Drone schools. In order to skill people in the safe handling of drones, these facilities have already trained over 1900 drone pilots.

In order to promote the use of drone technology in agriculture, the following provisions have been made under the guidelines of Sub-Mission on Agricultural Mechanization (SMAM) being implemented by the Department of Agriculture and Farmers Welfare (DA&FW):

(i) Financial assistance @ 100% of the cost of agriculture drones up to a maximum of Rs. 10 lakhs per drone is provided for purchase of drones by institutes under Indian Council of Agricultural Research, Krishi Vigyan Kendras (KVKs), State Agriculture Universities (SAUs), State and other Central Government Agricultural Institutions/Departments and Public Sector Undertakings (PSUs) of Government of India engaged in agricultural activities. The Farmers Producers Organizations (FPOs) are provided grants up to 75% of the cost of agriculture drone for its demonstrations on the farmers fields.

(ii) For individual purchase of drones, the Small and Marginal, Scheduled Caste/Scheduled Tribe, Women and North Eastern State farmers are provided financial assistance @ 50% of the cost up to a maximum of Rs. 5.00 lakhs and other farmers @ 40% up to a maximum of Rs. 4.00 lakhs

(iii) Looking into the unique advantages of Drones in agriculture, the DA&FW has released the Standard Operating Procedures (SOPs) which provide concise instructions for effective and safe operations of drones for pesticide and nutrient application. (iv) Advantages of deploying Drone in agriculture include high field capacity and efficiency, less turnaround time and other operational delays, wastage reduction of pesticide (around 30%), water saving (around 90%) due to ultra-low volume spraying technology in comparison to conventional spraying method.

CHAPTER - III

Observations/Recommendations which the Committee do not desire to pursue in view of Government's replies

Observations/Recommendations (Para No. 8)

The Committee are convinced that non-availability of the required land is one of the major constraints being faced by the AAI in construction, expansion or modernization of both Brownfield and Greenfield airports' When compared with the National Highway projected, where issue of land requirement is not a major constraint, the MoCA have taken a stand during evidence that NHAI projects are linear projects and require less land, while for airport projects, huge mass of land in the range of hundreds of acres are required. And, if the cost of the land is loaded on to the airport project, the project itself will become unviable. The Committee note the view of the Ministry in this regard. However, the Committee would desire the Government to explore the possibilities of acquiring land on the lines of NHAI, wherever feasible, after consultations with the experts and other stakeholders to remove the anomalies with regard to availability of land for construction of airports so that this impediment in the growth of the aviation sector is removed or at least minimized. The Committee also urge upon the Government to have a future vision based on the ever growing air passenger traffic and its requirements and recommend that a separate set of rules/policy may be framed for acquisition and compensation of land required for airport projects to meet the ever increasing requirement of land in the wake of rapid growth of Indian aviation sector.

Reply of the Government

Airports built by AAI in most of the places are running in operational loss for many years. AAI is not able to recover even the operational cost and cross-subsidies them by its earning from other profitable airports including JV airports in Delhi & Mumbai. If AAI is required to procure the land at its own, it will increase the cost of the airport development significantly and will reduce its ability to build more airports. Moreover, land acquisition of AAI would create complexity and delay in acquisition of land.

With regard to the example of NHAI, it is submitted that NHAI apart from its own earnings is funded by Gol's Budget. In case of AAI, budgetary support from Gol is not available for building airports, except under Regional Connectivity Scheme (RCS). Even in RCS, Gol does not contribute fund for land acquisition and the State Governments are expected to give land free of cost to AAI.

Further for Greenfield airport, as per the Greenfield Airports Policy, 2008, the responsibility of the implementation of the airport project including land acquisition lies with the concerned airport developer. Policy also prescribes that State Government can provide concessional land to an airport company for development of Greenfield airports.

Further, National Civil Aviation Policy (NCAP) has also stipulated that for the development of Greenfield airport by AAI, land will be provided free of cost and free from all encumbrances by State Government without treating it as equity.

Observations/Recommendations (Para No. 10)

The Committee note that upcoming airports viz. Noida International Greenfield Airport at Jewar, Uttar Pradesh and Navi Mumbai International Airport at Navi Mumbai, Maharashtra are being constructed within a distance of 150 kms from Indira Gandhi International (IGI) Airport, Delhi and Chhatrapati Shivaji Maharaj International (CSMI) Airport, Maharashtra, respectively. However, the guidelines for setting up of Greenfield Airports says that a greenfield airport proposed to be set up by AAI or an Airport Company should be beyond 150 km of an existing civilian airport, else it would require the approval of the Government. The Secretary, Civil Aviation during evidence clarified to the Committee that these two cases are some of the exceptions, though, as a matter of policy, it is discouraged. The Committee have been told that these airports would ease the heavy passenger volume as well as air and ground traffic at the IGI and CSMI Airports, respectively. The Committee urge that the MoCA, after due assessments, should consider taking up some more greenfield airport projects on the lines of Jewar and Navi Mumbai International Airport after relaxation of the norms with regard to setting up of new greenfield airports in the country to ease heavy passenger volume in many airports facing congestion due to continuous growth of air passenger traffic in the country.

Reply of the Government

As per Greenfield Airports Policy, 2008, no greenfield airport would be allowed within an aerial distance of 150 Km of an existing civilian airport. In case a greenfield airport is proposed to be set up within 150 Km of an existing civilian airport, the impact on the existing airport would be examined. Such cases would be decided by the Government on a case to case basis.

Accordingly, Government has already given approvals to Greenfield airport projects which are within 150 Kms distance from the existing airports such as Jewar near Delhi airport, Navi Mumbai near Mumbai airport, Mopa near Dabolim airport, Dholera near Ahmedabad airport etc.

Observations/Recommendations (Para No. 13)

The Committee have been told that RCS-UDAN scheme is designed to be financially as self-sustainable as possible. Promoting affordability of regional air connectivity is envisioned under RCS by supporting airline operators through concessions by Central Government, State Governments and airport operators to reduce the cost of airline operations on regional routes and financial (Viability Gap Funding or VGF) support to meet the gap, if any, between the cost of airline operations and expected revenues on such routes. The Committee are of the firm opinion that a proper passenger survey of the RCS-UDAN Scheme should be conducted to gauge the passenger satisfaction and

viability and to find out as to how far the Scheme has been able to achieve the intended objective to bring air connectivity to the unserved/underserved routes. If required, corrective measures may be taken, accordingly. The Committee may be apprised of the action plan in this regard.

Reply of the Government

UDAN has enhanced quality of life by providing enhanced comfort and reduced travel time at affordable prices to the common man. A large number of first-time flyers have been able to take to the skies due to UDAN.

UDAN has provided an impetus to economic development of remote regions and contributed to a more equitable and inclusive growth in economic activity across the country.

It has provided a boost to businesses with enhanced connectivity to industrial hubs and made trade more efficient. It has also unlocked India's tourism potential by connecting iconic tourism hotspots.

More than 113 Lakhs passengers already benefitted from the Scheme as of 11.01.2023.

Based on the testimonial of experiences of air passengers of the RCS-UDAN Scheme, Coffee Table Book has been released by Hon'ble Prime Minister at the Donyi Polo Airport on date 19.11.2022. The Coffee Table Book is a collection of the experience of beneficiaries and the journey of RCS UDAN.

Observations/Recommendations (Para No. 17)

In the field of Aerospports, the Committee are rather surprised to learn that there does not exist a formal coordination mechanism between the MoCA, Ministry of Youth Affairs & Sports and Ministry of Tourism for promotion, monitoring and regulations of Aerospports in the country. The inter-ministerial consultation is statedly done, as and when required, while framing policy or schemes by the Ministries/ Department's. While taking note of the sincere effortsof the Government in formulating a National Air Sports Policy, the Committee are of the considered opinion that the impact and efficacy of the efforts being made in implementation of the said policy would be much productive, if coordination and organized monitoring with the active Involvement of Ministry of Youth Affairs & Sports and Ministry of Tourism IS established. The Committee, therefore, recommend to the Ministry to take appropriate steps accordingly, on an urgent basis.

Reply of the Government

The Ministry has noted the above recommendations for compliance.

Observations/Recommendations (Para No. 19)

The committee are also of the view that there should be stringent regulatory mechanism to ensure that the pilots trained in domestic FTOs are fully capable to fly any aircraft being used in commercial flights at present, without any requirement of undergoing further training on payment basis from the airlines as a pre-condition for employment. The committee desire that any such instances, if found to be prevalent, need to be curbed immediately, in the interest of domesticity trained pilots.

Reply of the Government

Like India, USA and Europe also have regulations and their inbuilt checks and balances to allow such operations, mostly oriented towards safety and associated Insurance issues. In India, popular commercial airlines operate different variants of same type of airplanes e.g. M/s Indigo operates A320 and A321 aircrafts, M/s Spice jet operates B737NG and B737 Max. A pilot having A320 type rating can fly A319, A320 and A321 aircrafts with different training. Permissions are evaluated and granted from time to time on smaller commercial planes. Instructors of flying training Institutes are allowed to fly multiple types or variants. Air India, Indigo, Spice Jet, Go Air are utilizing their respective pool of pilots amongst the variants of such types. Based upon the standards of certification and recommendations of the manufacturer, various planes are classified into a type or a variant. Pilot licensing is like-wise categorized by class or type. A particular pilot is allowed to fly a particular type or variants of that plane because the flying characteristics, cockpit layouts, aircraft systems and handling characteristics may be similar or have commonality in operations. When these commonalities or differences are established, it is evaluated that if such nature of operation is similar and reasonably safe for the pilot to adapt to the changes in common variants or types without compromising with safety. The operating procedures are different for different types which makes it challenging for the pilot to adapt if he flies different variants which have no commonality. Particular emphasis is given to the pilot behavior in case of emergency and the required appropriate actions arising out of muscle memory or adaptive habits which have been inculcated due to longer time spent in a particular cockpit.

Observations/Recommendations (Para No. 20)

The committee find to their dismay that at present, the shortage of commanders on certain types of aircraft is managed by issuing Foreign Aircrew Temporary Authorization (FATA) to foreign pilots. There are 87 FATA holders in India till May, 2022 and during 2019, 2020 and 2021, about 2,368, 400 and 296 foreign pilots, respectively were recruited. Further, up to May 2022, there are 87 FATA holders in India. Although DGCA has issued 862 Commercial Pilot Licenses (CPLs) In 2021, which is an all-time high, however, the Committee note with concern that in spite of 35 FTOs in the country,

around 40 percent of the CPLs are still being issued from foreign FTOs. During 2019, out of a total of 744 CPLs issued, 314 (42%) were issued from foreign FTOs. During 2020, out of the total of 578 CPLs issued, 243 (42%) were issued from foreign FTOs and during 2021, out of the total of 862 CPLs issued, 358 (41%) were issued from foreign FTOs. According to the Ministry, cost of doing flying training abroad is around Rs. 1.2 crores per cadet, which is a direct loss of foreign exchange to the tune of Rs. 500 crore annually. The committee are of the firm view that without addressing the basic constraints faced by the Indian aviation sector like of inadequate infrastructure, FTOs, AME schools, policy support to the stakeholders, the MoCA cannot hope to fulfill an additional requirement of around 10,000 pilots during next 5 years with the expected air traffic growth and resultantly substantial growth of the fleet size of Indian carrier. Quite obviously the bottlenecks have to be dealt with the sense of urgency and priority. The annual loss of foreign exchange to foreign FTOs needs, to be gradually reversed under the 'Atmanirbhar Bharat' movement, as also submitted by the Ministry.

Reply of the Government

DGCA approves Flying Training Organization (FTO) as per laid down rules and regulations. To further improve the standards of FTO and encourage more operators to setup FTOs, DGCA reviews its regulation as per international practices from time to time. On the basis of these regulations, the interested organizations/ individual applies to DGCA for setting up a Flying Training Organization.

Due to timely revision of regulations, positive growth has been observed with regard to more flying hours at FTOs and more number of CPL issued to cadets from Indian FTOs. There is no shortage of pilots in India. There is, however, a marginal shortage of commanders on certain types of aircraft and the same is being managed by utilising foreign pilots by issuing Foreign Aircrew Temporary Authorization (FATA). As the air traffic increases the requirement of pilots will go up. Given the growing requirement in the domestic aviation sector, most trained pilots get employed. There were 34 Flying Training Organizations (FTO) as on 31st March 2022. Since then, four more have commenced operations - two at Kalaburagi (Karnataka) and one each at Jalgaon (Maharashtra) and Lilabari (Assam) - taking the number to 38 as on 31st July 2022. Currently, there are six approved type rating training organizations in India which are providing aircraft type rating training after obtaining CPL.

Post Covid, the air traffic across the globe including India is increasing. The requirement of pilots is likely to go up. As per Industry projections there may be a need for 1000 pilots per annum in India over next five years. At present, there are 34 Flying Training Organisations (FTOs) operating at 52 bases as approved by the Directorate General of Civil Aviation (DGCA). As per the data received from airlines, 248 pilots were recruited by various Scheduled operators in 2021 Total number of Commercial Pilots Licenses issued by Directorate General of Civil Aviation (DGCA) during 2021-22 is as below:-

Year	Total Number of CPL issued
2021(01.01.2021- 31.12.2021)	862
2022 (01.01.2022- 14.12.2022)	1108
Total	1970

Given the growing requirement of the Indian aviation sector, most trained pilots get employed.

CHAPTER - IV

Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee

Observations/Recommendations (Para No. 4)

The Committee are concerned to note that out of 136 airports managed by Airport Authority of India (AAI), only 109 are operational. Further, it is worrisome that out of 109 airports, only 10 airports viz. Port Blair, Visakhapatnam, Patna, Kandla, Porbandar, Srinagar, Puno, Juhu, Kanpur Chakeri and Bagdogra had generated revenue during the year 2020-21 and all the other airports were running in losses. While desiring to know the reasons for this sorry state of affairs of AAI airports, apart from COVID Pandemic, especially when the country is witnessing continuous spurt in air passenger traffic, the Committee would advise the Ministry to closely monitor the revenue receipts of all their airports running in losses, on monthly basis to find out the possible reasons besides COVID Pandemic. They recommend for immediate remedial measures to be taken urgently to reassess costs and make use of technological solutions to bring efficiency at reduced costs in a time bound manner.”

Reply of the Government

“It is submitted that in FY 2020-21 & FY 2021-22, AAI's financials & profitability were adversely impacted mainly due to COVID 19. In current FY 2022-23, good growth is seen in Air Traffic as well as Revenue Earnings & Profitability of AAI.

As regards, Committee's observation for lesser number of AAI airports in profit, it is stated that the air traffic at AAI airports is not evenly spread and the air traffic growth is also concentrated to select airports only whereas AAI has to incur the operating expenditure in respect of all its Airports including Airports where revenue potential is less as well as maintenance of its Non-Operational Airports.

Further, after recovering from COVID Pandemic, new commercial contracts are being awarded. Emphasis is on awarding the Master Concessionaire at all Major and Medium sized airports. At the small airports also, new commercial contracts are being awarded to enhance the revenue of the airports.”

Comments of the Committee

(Please see Para No. 14 of Chapter – I)

Observations/Recommendations(Para Nos. 5)

“The Committee undertook an On-the-spot study visit to Terminal 3 (T3) of Indira Gandhi International (IGI) Airport, New Delhi on 26 September, 2021 to oversee the provisions of passenger facilities there. Later, they reviewed the functioning of various airports, particularly Delhi and Mumbai, again on 1st July, 2022 during their next Study Visit. On both occasions, the Committee observe that T3 at Delhi is a very big Terminal and owing to large scale commercial space there, many of the boarding gates at this terminal are several kilometers away from the security gates which makes it very difficult for the passengers especially first-time travelers, senior citizens, pregnant woman, passengers with small children and physically challenged or ailing persons to reach boarding gates. The inconvenience faced by the passengers is worse in case they need to change the boarding gates at the last minute. Hence the Committee expressed reservations on the large scale commercialization on both sides of passenger route from security point to boarding gate, irrespective of the fact that whether the passenger likes to shop or not and felt that the same should be reviewed.”

Reply of the Government

“The commercial space at IGIA has no correlation with the number of aerobridges in Terminal3. As per the Operation Management and Development Agreement (OMDA), under objective service quality requirement, 90% of the passenger should pass through the boarding bridges. To comply with 90% requirement, DIAL has to provide required number of aerobridges and the current number of aerobridges at terminal 3 is more than the required. Therefore, the higher no. of aerobridges has resulted into increase in distance of Boarding Gates from the Security gates.

At IGI Airport, the space for commercial activities in the terminals is allocated as per guidelines under OMDA, in line with approvals from the security regulator i.e., BCAS, and as per the good industry practice. Adequate passenger movement areas have been planned to ensure high level of passenger convenience at the terminals.

As regards OMDA guidelines, OMDA Schedule 1 (Development Standards and Requirements) refers to IATA Airport Development Reference Manual – 9th Edition, January 2004 and, as amended from time to time, with regard to the Terminal planning criteria. In its 9th edition, IATA ADRM guidelines stated that “At some larger airports up to 20% of the terminal area can be dedicated to airport shops.” This guideline provides an overall guidance to DIAL in terms of planning the commercial spaces in the terminal building. It may be noted that, currently, the total commercial space at the terminal buildings of IGIA is 6% of the terminal area.

It is further stated that from the revenue generated from non-aeronautical services, approx. 46% goes to AAI as revenue share and 30% is used to cross subsidise the airport charges providing relief to the passengers.”

Comments of the Committee

(Please see Para No. 19 of Chapter – I)

Observations/Recommendations(Para Nos. 6)

“Secondly, the Committee observe that though, a facility of battery operated buggies is provided at T3 of IGI Airport, their number is very less at present and needs augmentation to at least double the number. The Committee, therefore, recommend that sufficient number of battery operated buggies should be made available by the operators at T3 of IGI Airport, Delhi to fulfill the need of passengers, particularly to senior citizens, pregnant woman, passengers with children and physically challenged/ailing persons to reach the boarding gates conveniently. The Committed also feel that the possibility of providing alternate short route to boarding gates, without having shops on sides, should be explored in all airports. Including Delhi and Mumbai where a very long distance from security point to boarding gates exist.”

Reply of the Government

“DIAL has informed that buggies are made available by DIAL for the movement of eligible passengers. DIAL is having total 36 number of buggies for passenger facilitation. Keeping aside the chargingtime and breakdown, minimum of 23 number of buggies are being made available 24x7 for both International and Domestic passenger. These are the complimentary services being provided by DIAL.

Further, there is a dedicated buggy counter at pier junction on both domestic and international departures. DIAL has also extended buggy services for ferrying the passengers between Terminal 2 & Terminal 3. Doubling the buggies in the terminal will only cause the hardship and difficulties to passengers as it will affect the free flow of passenger movement. Therefore, in the interest of passenger convenience, it is not advisable to double the number of buggies.”

Comments of the Committee

(Please see Para No. 19 of Chapter – I)

CHAPTER - V

Observations/Recommendations in respect of which final replies of Government are still awaited

Observations/Recommendations (Para No. 7)

The Committee have been apprised that considering the limitations of runway at Patna airport for operation of wide bodied aircraft, a Civil Enclave at Bihta was proposed for combined use of Airports Authority of India (AAI) and Indian Air Force (IAF). The existing runway length of Bihta Airport is 8200 feet which can cater to A-320/A-321 type of aircraft without load penalty. However, there is feasibility for extension of runway at Bihta airport to 12,000 feet making it suitable for operation of wide bodied aircraft like B-777/B-787 to facilitate international operations as well as growth of cargo. In this context, the Committee learn that the State Government of Bihar has already provided 108 acre of land to AAI as initially requested, for development of Bihta airport. Thereafter, to make the proposed airport suitable for large aircrafts for international operations, AAI has requested for 191.5 acre of land for Runway extension and approximately 08 Acre for Terminal building, from the State Government, which has so far not been handed over to AAI. The Committee strongly recommend that AAI should have a relook at the said proposal and availability of desired land in the area and thereafter the State Government of Bihar and AAI should meet at higher levels to materialize the acquisition of requisite land so that the work can be completed in a time bound manner.

The Committee take serious note of the fact that Phase-I of the Bihta airport project, which was targeted to increase its annual passenger capacity to 2.5 million, was to begin in October, 2017 airport project, the Committee feel that the MoCA/AAI needs to ensure a realistic assessment of requirement of land to make the whole exercise more meaningful and accurate. They further desire that there should be a closer and more intense and frequent interaction between the MoCA and State Government of Bihar at appropriate levels to resolve the constraint of availability of required land and find an amicable solution so as to bring the matter to its logical end and scheduled to be completed in two years. The project, however, is yet to take off despite passing of nearly 5 years. The Committee strongly disapprove such a long delay in commencement of development work on the pretext of non-availability of land. In their view, it is sheer negation of planning process if Bihar Government was first requested for 108 acre of land for the project and then 191.5 acre for runway extension and approximately 08 acres for terminal building. While expressing dissatisfaction over the considerable delays in commencement of Bihta airport project, the Committee feel that the MoCA/AAI needs to ensure a realistic assessment of requirement of land to make the whole exercise more meaningful and accurate. They further desire that there should be a closer and more intense and frequent interaction between the MoCA and State Government of Bihar at appropriate levels to resolve the constraint of availability of required land and find an amicable solution so as to bring the matter to its logical end.

Reply of the Government

The Airports Authority of India (AAI) has undertaken construction development of Patna Airport at an Administrative Approval and Expenditure sanction (AA&ES) cost of Rs.1,312.01 crore. However, the extension of Runway at Patna airport is constrained due to presence of Railway track at west side and Zoo at east side. Hence, even after existing development works at Patna airport, it is likely to touch the threshold in near future.

A joint meeting among the representatives of Ministry of Civil Aviation, Government of Bihar (GoB), Indian Air Force (IAF) and AAI was held in April, 2016 at JPNI Airport, Patna wherein it was decided to develop a Civil Enclave at Bihta so as to jointly (Patna and Bihta) cater to growing traffic demand at Patna.

Upgradation of Bihta Airport was proposed by IAF under MAFI which included extension of runway and installation of CAT II lights. As in the beginning, IAF was to provide CAT II lighting system under MAFI, AAI forwarded requirement of 108 acre of land to GoB for remaining work of development of Civil Enclave at Bihta.

However, in the meeting held between Hon'ble Chief Minister of Bihar and Hon'ble Minister of Civil Aviation at Patna in July 2017, it was informed that the work to be undertaken by IAF under MAFI has been deferred and accordingly, AAI was requested to take up this work. Further, during a meeting held in July, 2019 under the chairmanship of Chief Secretary, Govt. of Bihar it was suggested that the runway length of Bihta Airport may also be extended to 12,000 ft. to accommodate wide bodied aircraft. Consequently, AAI projected additional land requirements of (i) 191.5 acre for extension of runway to 12000 ft. and installation of approach light (ii) 8.00 acre of land for shifting terminal building location to accommodate Code E Aircraft parking stand.

The 8.00 acre of land is critical for fixing the location of terminal building to ensure operation of wide body aircraft.

The required land is yet to be handed over by the State Government to AAI.

Comments of the Committee

(Please see Para No. 22 of Chapter – I)

Observations/Recommendations (Para No. 11)

The Committee learn that an ambitious scheme, viz. Regional Connectivity Scheme - Ude Desh ka Aam Nagarik (RCS-UDAN) was launched in October, 2016 to enable air operations on unserved/underserved routes connecting different regions, promote balanced regional growth and make flying affordable for masses. The Cabinet Committee on Economic Affairs has approved Rs. 4500 crores for the scheme. As per the budget announcement 2020-21, 100 airports including 12 Water Aerodromes and 31 Heliports are proposed to be developed/revived by the year 2024 to support RCS-

UDAN. Out of the same, 9 and 14 airports had been developed during 2019-20 and 2020-21, respectively. The Committee are, however, concerned to note that during 2021-22, out of 32 airports proposed to be developed under UDAN scheme, only 9 airports have been developed. Further, there is a proposal to develop 20 and 25 airports, respectively during 2022-23 and 2023-24. The Committee urge upon the Ministry to closely and meticulously monitor the implementation of the projects under RCS-UDAN Scheme to ensure timely completion of the targeted airports so that the benefits of the scheme reach the passengers within the prescribed timelines.

Reply of the Government

Up till now, on the basis of four round of biddings under UDAN, 180 RCS airports including 25 water aerodromes & 40 Helipads in 32 States/UTs have been identified for operation of RCS flights in the country.

Taking UDAN scheme forward, it is strategically planned to develop one hundred more airports by 2024 to support scheme in compliance with Para. 57 of Budget Speech 2020-21, states that “One hundred more airports would be developed by 2024 to support UDAN scheme.

Out of 100 Airports, the following 33 airports have already been developed & operationalized.

Belgaum, Dimapur, Durgapur, Kalburgi, Kullu, Bidar, Hindan, Darbhanga, Bareilly, Bilaspur, Passighat, Kurnool, Hissar, Gaucher (H), Sahastradhara (H), Chinyalisaur (H), Statue of Unity (WA), Sabarmati River Front (WA), New Tehri(H), Srinagar (H), Rupsi, Tezu, Sindhudurg, Kushinagar, Haldwani(H), Mandi(H), Rampur(H), Keshod, Deoghar, Jeypore, Gondia, Almora (H) & Rourkela (33)

The following 5 airports are ready for operation:

Cooch Behar, Jamshedpur, Shibpur & Kargil, Ziro(H)

The development works of the following 12 airports/heliports have also been completed and are yet to be operationalized.

Dumka, Neyveli, Aligarh, Azamgarh, Moradabad, Shrivasti, Chitrakoot, Bokaro, Ambikapur, Utkela, Baddi (H), & Sanjoli (H)

With respect to the development work of the remaining airports, the development work is in progress / planning stage.

The development works at the balance airports, heliports & water aerodromes are likely to be completed till 2024.

Comments of the Committee

(Please see Para No. 25 of Chapter – I)

Observations/Recommendations (Para No. 12)

The Committee note that out of 1000 RCS-UDAN routes proposed to be operationalized by FY 2023-24, 954 routes have already been awarded/allotted to Selected Airline Operators (SAOs). Further, 423 RCS routes connecting 67 unserved and underserved airports (including 8 heliports & 02 water aerodromes) have been operationalized so far and presently, 270 RCS routes are in operation and some of the routes have completed their 3 year of tenure. The committee trust that the Government would maintain the sanctity of the Plan by taking all required measures for operationalization of all the proposed 1000 RCS UDAN routes by 2023-24. The Committee also note that the reasons for stopping of UDAN flights, that is, low yield and high operating costs, unavailability of maintenance support for sea planes in India, collapse of Jet Airways which affected closure of routes awarded to them, routes commenced, but stopped due to 2nd wave of Covid and other commercial reasons such as non-availability of suitable aircraft, leasing issues and maintenance issues of small aircraft etc. The Committee, however, are appreciative of the various steps taken by the Ministry to avoid stoppage of UDAN flights, viz. UDAN routes which could not start within given time are offered in next round of bidding process, extension of concessions has been provided to SAOs for suspension of Scheduled Domestic Operations, SAOs are given choice to avail extension of the initial 3 years tenure of RCS-UDAN routes by additional one year for all the routes completing their tenure on or before 31st December, 2021 due to COVID-19 pandemic, etc. The committee find these steps in the right direction and urge that these should be continued in future also along with other innovative measures to address the concerns of the SAOs, not only to avoid stopping of RCS flights but to achieve the earmarked targets as well. The committee, having noted the importance of air connectivity to remote areas of the country, recommend that Government should take effective steps to address the problems in RCS.UDAN Scheme to keep it operational to the optimum extent possible.

Reply of the Government

By taking all required measures for operationalization of all the proposed 1000 RCS-UDAN routes by 2023-24, the bids for the cancelled routes/ State sponsored/ Tourism routes and other new routes have been invited under UDAN 4.2 & 4.3 round of bidding and as a result of which, 194 routes have been awarded to various SAOs.

Further, as per the Steering Committee, held on 21st September 2022, it was deliberated and decided to permit the SAOs to operate on the routes having the stage length above 500 KM, for the extended durations that were operated with either with reduced frequency or reduced RCS seats. For which SAO would only be eligible for the grant of VGF, without any other concessions/benefits. Accordingly, it is expected that SAO may recommence flight operations on such routes after grant of extension.

With regard to the operationalisation of 1000 RCS routes, it is submitted that as of 11.01.2023, out of 1150 valid awarded RCS routes, 457 routes commenced connecting 71 airports including 2 Water Aerodrome & 9 Heliports.

Comments of the Committee

(Please see Para No. 28 of Chapter – I)

Observations/Recommendations (Para No. 24)

The Committee have been informed that there is a proposal to hand over IGRUA, which is India's largest flying school to a private player under PPP model and no funds had been provided to it to buy new aero plane in the last 5 years. According to the Ministry, the private sector model is giving maximum productivity. The Committee desire the Ministry to reconsider the same. The Committee do agree that imparting training to pilots is a revenue generating activity and private players are doing good work and can do a better Job in this area. However, the committee feel that it cannot be a blanket approach to go for private player model alone. The committee underscore the importance of these old flying schools which have been imparting training to our pilots much before the private player came into picture. The Government must intervene to protect these schools which are suffering from serious constraints and need attention of the Government for their revival and make it perform to the level of private players. There is a need to have both private players as well as government controlled bodies so that there could be proper check and balance and a situation of monopoly of private players in the market of training of pilots can be avoided.

Reply of the Government

Ministry of Civil Aviation has not taken any final decision regarding privatization of IGRUA.

Comments of the Committee

(Please see Para No. 31 of Chapter – I)

NEW DELHI
7 August 2023
16 Sravana 1945 (Saka)

DR. SANJAY JAISWAL
CHAIRPERSON
COMMITTEE ON ESTIMATES

**MINUTES OF THE SEVENTH SITTING OF THE COMMITTEE ON
ESTIMATES (2023-2024)**

The Committee sat on Monday, the 7th August, 2023 from 1500 hrs. to 1530 hrs in Room No. '52-B', First Floor, Parliament House, New Delhi.

PRESENT

Dr. Sanjay Jaiswal – Chairperson

MEMBERS

2. Kunwar Danish Ali
3. Shri Sudarshan Bhagat
4. Shri P. P. Chaudhary
5. Shri Dilip Saikia
6. Shri Dharmendra Kumar Kashyap
7. Shri Mohanbhai Kalyanji Kundariya
8. Shri K. Muraleedharan
9. Shri Kamlesh Paswan
10. Dr. K.C. Patel
11. Shri Ashok Kumar Rawat
12. Shri Jual Oram
13. Shri Jugal Kishore Sharma
14. Shri Pratap Simha
15. Shri Parvesh Sahib Singh
16. Smt Sangeeta Kumari Singh Deo
17. Shri R.K. Singh Patel

SECRETARIAT

1. Smt. Anita Bhatt Panda - Additional Secretary
2. Shri Muraleedharan. P - Director

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration and adoption of the following three draft Reports:

- (i) Action Taken Report on the Observations/Recommendations of the Committee contained in their 15th Report (17th Lok Sabha) on the subject 'Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country',
- (ii) Xxx xxx
- (iii) Xxx xxx

3. The Committee after due deliberations adopted the draft Reports. The Committee, then, authorised the Chairperson to finalize the draft Reports and present the same to Lok Sabha.

The Committee, then, adjourned.

APPENDIX II

ANALYSIS of Action taken by the Government on the recommendations contained in the 15th Report of the Committee on Estimates (Seventeenth Lok Sabha)

(i)	Total number of recommendations/observations	24
(ii)	Recommendations/Observations which have been accepted by the Government: (Sl. Nos. 1, 2, 3, 9,14,15,16,18,21,22 & 23) Percentage of total recommendations	11 45.83%
(iii)	Recommendations/Observations which the Committee do not desire to pursue in view of Government's reply: (Sl. Nos. 8, 10, 13, 17, 19 & 20) Percentage of total recommendations	6 25%
(iv)	Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee: (Sl. Nos. 4,5 & 6) Percentage of total recommendations	3 12.50%
(v)	Recommendations/Observations in respect of which final reply of Government is still awaited: (Sl. Nos. 7, 11, 12,& 24) Percentage of total recommendations	4 16.67%