

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2020-2021)**

(SEVENTEENTH LOK SABHA)

FORTY - THIRD REPORT

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

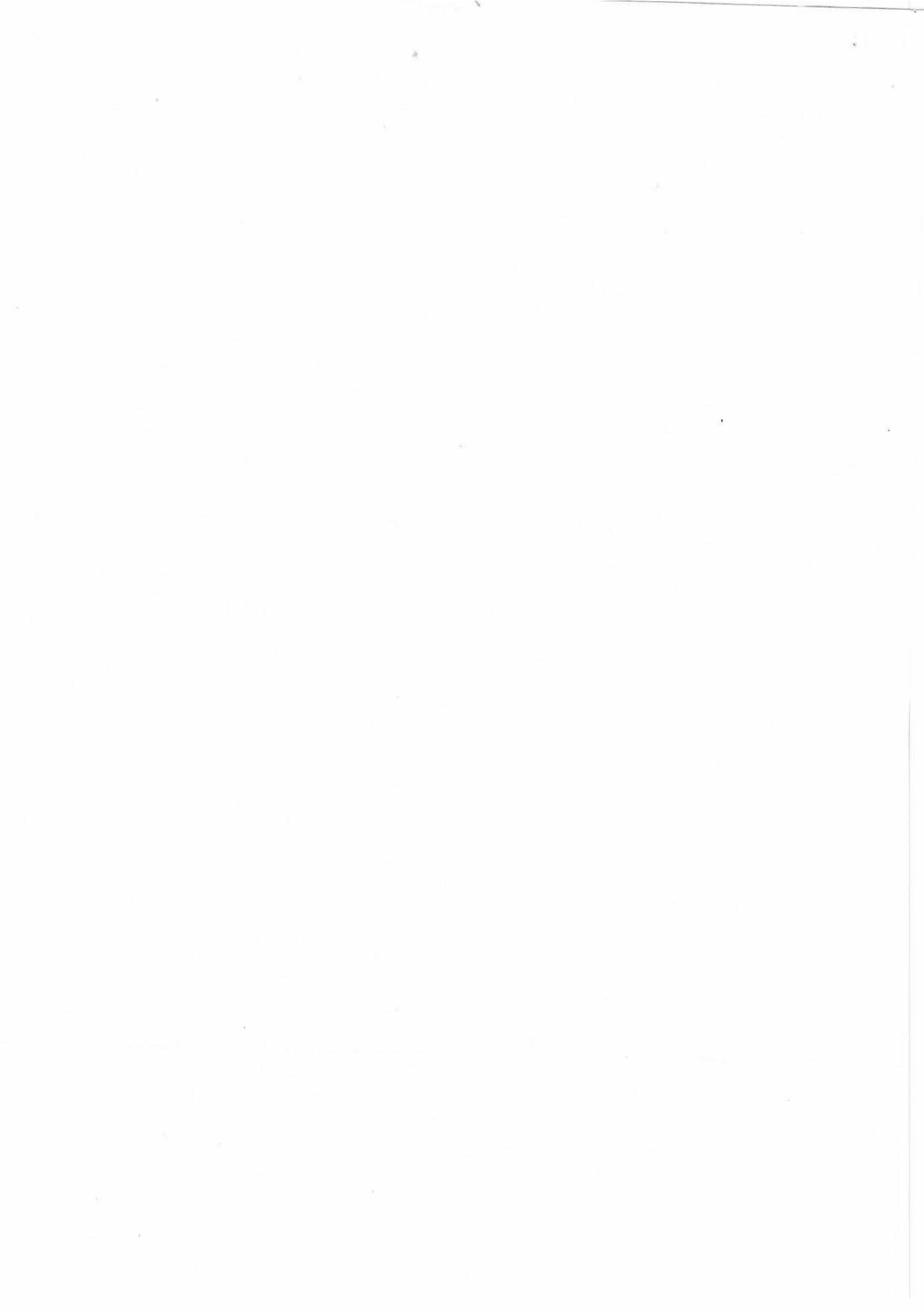
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**LOK SABHA SECRETARIAT
NEW DELHI**

March, 2021 /

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**COMPOSITION OF THE
COMMITTEE ON GOVERNMENT ASSURANCES*
(2020 - 2021)**

SHRI RAJENDRA AGRAWAL - Chairperson

MEMBERS

2. Shri Sudip Bandyopadhyay
3. Shri Nihal Chand Chauhan
4. Shri Gaurav Gogoi
5. Shri Nalin Kumar Kateel
6. Shri Ramesh Chander Kaushik
7. Shri Kaushalendra Kumar
8. Shri Ashok Mahadeorao Nete
9. Shri Santosh Pandey
10. Shri Pashupati Kumar Paras
11. Shri M.K. Raghavan
12. Shri Chandra Sekhar Sahu
13. Dr. Bharatiben Dhirubhai Shyal
14. Shri Indra Hang Subba
15. Smt. Supriya Sule

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S. L. Singh - Deputy Secretary

* The Committee has been constituted w.e.f. 09 October, 2020 *vide* Para No. 1773 of Lok Sabha Bulletin Part-II dated 16 October, 2020

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2020-2021), having been authorized by the Committee to submit the Report on their behalf, present this Forty Third Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2020-2021) at their sitting held on 03rd December, 2020 took oral evidence of the representatives of the Ministry of Civil Aviation regarding pending Assurances.
3. At their sitting held on 19 February, 2021, the Committee on Government Assurances (2020-2021) considered and adopted this Report.
4. The Minutes of the aforesaid sittings of the Committee form part of the Report.
5. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
18 March, 2021
27 Phalgun, 1942 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

REPORT

I. Introductory

The Committee on Government Assurances scrutinize the Assurances, promises, undertakings, etc., given by the Ministers from time to time on the floor of the House and report the extent to which such Assurances, promises and undertakings have been implemented. Once an Assurance has been given on the floor of the House, the same is required to be implemented within a period of three months. The Ministries/Departments of the Government of India are under obligation to seek extension of time required beyond the prescribed period for fulfilment of the Assurance. Where a Ministry/Department is unable to implement an Assurance, that Ministry/Department is bound to request the Committee for dropping it. The Committee consider such requests and approve dropping, in case, they are convinced that grounds cited are justified. The Committee also examine whether the implementation of Assurances has taken place within the minimum time necessary for the purpose and the extent to which the Assurances have been implemented.

2. The Committee on Government Assurances (2009-2010) took a policy decision to call the representatives of various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

3. The Committee on Government Assurances (2014-2015) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of the Government of India, in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through it.

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2020-2021) called the representatives of the Ministry of Civil Aviation and the Ministry of Parliamentary Affairs to render clarifications with regard to delay in implementation of the pending Assurances pertaining to the Ministry of Civil Aviation at their sitting held on 03rd

December, 2020. The Committee examined in detail the following fourteen Assurances (Appendices – I to XIV):

SI.No.	SQ/USQ No. dated	Subject
#1.	USQ No. 1509 dated 30.11.2011	Naming of Airports (Appendix – I)
2.	USQ No. 2516 dated 28.03.2012	Airport Expansion Projects (Appendix – II)
#3.	USQ No. 1165 dated 01.12.2014	Flying Schools/Institutes (Appendix – III)
#4.	USQ No. 1916 dated 09.03.2015	Flying Training Institutes (Appendix – IV)
#5.	USQ No. 932 dated 27.07.2015	Flying Training Institutes (Appendix – V)
#6.	USQ No. 1231 dated 01.12.2014	Installation of GAGAN System at Airports (Appendix – VI)
7.	USQ No. 1319 dated 03.03.2016	Land for Airports (Appendix – VII)
#8.	SQ No. 464 dated 06.04.2017 (Supplementary by Smt. Darshana Vikram Jardosh, M.P.)	Night Landing Facility at Airports (Appendix – VIII)
#9.	USQ No. 3181 dated 03.08.2017	Slots at Dubai Airport (Appendix – IX)
#10.	USQ No. 3986 dated 10.08.2017	Renaming of Airports (Appendix – X)
#11.	Special Mention dated 04.01.2018 by Dr. Kirit Somaiya, M.P.	Action against Jet Airways Pilots for Cockpit Fight (Appendix – XI)
12.	USQ No. 560 dated 13.12.2018	Air India Incident (Appendix – XII)
13.	SQ No. 221 dated 27.12.2018 (Supplementary by Shri Uday Pratap Singh, M.P.)	Sale of Air India Land (Appendix – XIII)
#14.	SQ No. 221 dated 27.12.2018 (Supplementary by Shri Sharad Tripathi, M.P.)	Sale of Air India Land (Appendix – XIV)

#Implementation Report laid on the Table of the House on 11.02.2021.

5. The Extracts from the Manual of Parliamentary Procedures in the Government of India, Ministry of Parliamentary Affairs laying guidelines on the definition of an Assurance, the time limit for its fulfilment, dropping/deletion and extension, the procedure for fulfilment, etc., besides maintenance of Register of Assurances and periodical reviews to minimize delays in implementation of the Assurances are reproduced at Appendix-XV.

6. During the oral evidence, the Committee enquired about the system in place in the Ministry for reviewing the pending Assurances and the frequency of meetings held in this regard. The Secretary, Ministry of Civil Aviation informed the Committee that they had prepared a brief presentation about the works that have been done in the last one year in the field of aviation, difficulties faced during the time and system in place in the Ministry for review of pending Assurances. He sought permission from the Committee to show the presentation. After getting permission from the Committee, the representatives of the Ministry showed the presentation to the Committee.

7. In view of the explanations submitted by the representatives of the Ministry of Civil Aviation during the course of oral evidence, the Committee acceded to the request of the Ministry to drop the two Assurances mentioned at Sl. Nos. 2 and 7 in the above list. Subsequently, Implementation Reports have been furnished in respect of the eleven Assurances mentioned at Sl. Nos. 1, 3 to 6, 8 to 11, 13 and 14.

Observations/Recommendations

8. The Committee note that the 14 pending Assurances pertaining to the Ministry of Civil Aviation, taken up by them could not be implemented by the Ministry even after a lapse of time ranging from more than two to nine years. After being taken up by the Committee, the Ministry subsequently furnished Implementation Reports in respect of eleven Assurances but the same are yet to be laid in the House. The Committee are concerned to note that even after conducting weekly review meetings as claimed by the Ministry, there is an

inordinate delay in fulfillment of the Assurances which indicates that monitoring, reviewing and follow-up action need to be further strengthened and streamlined. The Committee feel that the gaps/loopholes observed in the implementation of the Assurances need to be identified and bridged/plugged at the earliest. In addition, the present arrangement of Assurance review mechanism instituted by the Ministry should be overhauled and the implementation of the Assurances be monitored and outcome based review meetings be held at the highest level at regular intervals. The Committee also observe that lack of co-ordination between the Ministry of Civil Aviation and other Ministries/Departments including the Ministry of Parliamentary Affairs, the nodal Ministry; State Governments and agencies concerned is one of the reasons behind delays and lapses in the fulfillment of certain pending Assurances. The Committee, therefore, desire that the Ministry of Civil Aviation should adopt a pro-active approach, sensitize its officials about the importance of Parliamentary Assurances and enhance the level of co-ordination with other Ministries/Departments including the Ministry of Parliamentary Affairs; State Governments and agencies concerned for early/timely implementation of all pending Assurances. The Committee also desire that the Minutes of the review meetings undertaken by the Ministry for monitoring of pending Assurances be furnished to them.

II. Review of the Pending Assurances pertaining to the Ministry of Civil Aviation.

9. In the succeeding paragraphs, the Committee deal with an important pending Assurance pertaining to the Ministry of Civil Aviation and critically examined by them.

A. Air India Incident

10. In reply to USQ No. 560 dated 13.12.2018 regarding 'Air India Incident' (Appendix-XII), it was stated that on 12.10.2018, M/s Air India Express B737 aircraft VT-AYD was involved in an accident while taking off from Trichy Airport. The aircraft was operating flight AXB611 (Trichy-Dubai). During the takeoff from RWY27, the landing gear and belly of the aircraft hit the localizer antenna and upper part of the aerodrome boundary wall. As a result the portion of the boundary wall got broken and the ILS localizer antenna damaged. The aircraft flew in damaged condition for approximately 4hrs 20 min and landed safely at Mumbai. The occurrence of the incident had been treated as an accident and was being investigated by Aircraft Accident Investigation Bureau (AAIB).

11. In its Status Note furnished in December, 2020, the Ministry apprised the position regarding implementation of the Assurance as under:-

"Investigation is a time consuming process and notwithstanding complete lockdown due to COVID-19 w.e.f. February 2020 worldwide, all efforts are being made by Investigation team of AAIB to close the investigation at the earliest. AAIB has informed that the accident report has been completed and sent to National Transportation Safety Board for their comments on 29.10.2020 as per ICAO Annex 13 requirements. AAIB has also informed that efforts will be made to complete the report tentatively by 31 December, 2020."

12. During oral evidence, the Secretary, Ministry of Civil Aviation deposed before the Committee with regard to the Assurance as under:-

"In Trichy there was an Air India Express airplane whose bottom wheel of the landing gear collided with the compound wall while taking off. The plane had gone

half way. Then it was called back. It was a serious lapse. There is an Aircraft Accident Investigation Bureau for investigation. Through that, we have done the investigation. Investigation draft final report has come. In matters of international organizations, we have to send the draft Report to the country of manufacture i.e. where that plane was manufactured so that if there is any imperfection about the plane, they can provide views on it. This Report has been sent to the National Transport Safety Board (NTSB), One of the Agencies of US on 29 October. We hope that the reply will come by 31 December. After that AIB will finalize its Report."

13. The Committee asked as to whether the Ministry would like to request for extension of time. The Secretary, Ministry of Civil Aviation replied as under:-

"Sir, we have already taken the extension."

14. The Committee wondered as to how the plane whose belly was injured kept flying for four hours but nobody could find out the damage and enquired as to whether there is not any system which can detect the damage. The Secretary, Ministry of Civil Aviation submitted during evidence as under:-

"Sir, two things have happened in this. Pilot says that when he felt that there was some thud/hang, he kept flying. Later, when the airport people went to see there, they saw that the wall was broken."

15. The Committee then desired to know about the presence of sensors in the aircraft which could have prevented the damage to the aircraft. The Secretary, Ministry of Civil Aviation further elaborated as under:-

"The entire belly of the plane was scratched. Whatever we do, ultimately it depends on the pilot's experience. All the crew members there said that they heard some voice. Whenever this happens, those who are good pilots immediately bring the plane back. Nobody, takes the risk but this aircraft kept flying. The airport

people saw that the brick(s) had fallen there. They asked them to comeback and these people came back."

Observations/Recommendations

16. The Committee note with concern that the Assurance given in reply to USQ No. 560 dated 13.12.2018 regarding 'Air India Incident' is pending for implementation for more than 02 years despite the fact that the issue pertains to a sensitive subject i.e. Aviation Safety and Security. The Committee's examination has revealed that on 12.10.2018, an Air India Express Boeing 737 aircraft was involved in an accident during takeoff from Trichy Airport and got its entire belly scratched besides damaging ILS localizer antenna and also the aerodrome boundary wall. It continued to fly in damaged condition. The officials at the Trichy Airport called back the aircraft and it landed safely at Mumbai after approximately 4 hrs and 20 minutes. The occurrence of the incident was treated as an accident and was being investigated by Aircraft Accident Investigation Bureau (AAIB). The Committee have been informed that the delay in implementation of the Assurance is due to COVID-19 lockdown and time consuming investigation process. In the meantime, AAIB has informed the Ministry that the accident report has been completed and forwarded to the National Transportation Safety Board (NTSB) for its comments on 29.10.2020 as per ICAO requirements. AAIB also informed that efforts would be made to complete the report tentatively by 31.12.2020. The Committee feel that safety and security of air passengers is of paramount importance and should be accorded top priority. In the instant case, it is unlikely that the pilots did not

realize that the aircraft had hit something as the cabin crew themselves admitted that they heard noise soon after the take off roll. However, strangely enough, the cockpit crew decided to continue flying for more than 4 hrs. The Committee feel that it was a serious lapse which could have put life of passengers and crew at great risk and stringent action needs to be taken against all those responsible for the lapse. Apart from the personal shortcomings of the pilots and other officials concerned, if any, the incident reveals inadequacies in the existing flight safety protocol. The Committee believe that fundamental changes in technology, training and risk management can together result in laudable improvements in aviation safety and security and the Ministry needs to make more concerted efforts in these areas. Since the incident is of crucial importance and there is a need to ensure accountability in the matter, the Committee direct the Ministry to vigorously pursue the matter with all concerned including AAIB and NTSB by making concerted and coordinated efforts and expedite the fulfillment of the Assurance.

NEW DELHI;
18 March, 2021
27 Phalgun, 1942 (Saka)

**RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES**

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION

LOK SABHA
UNSTARRED QUESTION NO. : 1509
(To be answered on the 30th November, 2011)

Naming of Airports

1509. KUMARI SAROJ PANDEY

Will the Minister of CIVIL AVIATION,

जागर विमानन मंत्री

be pleased to state:

- (a) the airports in the country which are yet to be named officially;
- (b) the details of the requests pending for renaming of airports; and
- (c) the reasons for not finalizing the names of the airports and the time by which the process of naming the airports will be completed?

ANSWER

MINISTER OF OVERSEAS INDIAN AFFAIRS & MINISTER OF CIVIL AVIATION

पुण्यवर्षे भारतीय कार्य तथा जागर विमानन मंत्री (SHRI VAYALAR RAVI)

(a) to (c) There are 87 operational airports owned and managed by Airports Authority of India in the country, out of which 70 airports have not been renamed as there is a general practice to name the airports after the cities which they serve, since passengers in general and especially foreign tourists and other visitors, who may not be familiar with the local history, find it easier to identify the airport. Renaming of two Airports namely Chandigarh and Raipur, received from State Government of Punjab and Chhatisgarh respectively, are under consideration.

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION

LOK SABHA
UNSTARRED QUESTION NO. : 2516
(To be answered on the 28th March, 2012)
AIRPORT EXPANSION PROJECTS

2516. SHRI P. KUMAR

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:

- (a) whether the Airport Authority of India (AAI) has requested various States including the State of Tamil Nadu to provide land for airport expansion projects;
- (b) if so, the details thereof, locationwise during each of the last three years;
- (c) the reaction of the State Government thereto;
- (d) whether the Government proposes to increase the flight activities from various airports in the country including Trichy airport in Tamil Nadu;
- (e) if so, the details thereof, locationwise; and
- (f) the steps taken by the Government in this regard?

ANSWER

MINISTER OF CIVIL AVIATION

नागर विमानन मंत्री

(SHRI AJIT SINGH)

(a): Yes, Madam.

(b) & (c): The details are at Annexure.

(d), (e) & (f): Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is however, up to the airlines to provide air services to specific places including Pantnagar depending upon the traffic demand and commercial viability. As such airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.

LAND ISSUES PENDING WITH STATE GOVT.

States	Airport	Land projected (in Acres.)	Reaction of the State Govt.
ANDHRA PRADESH	Vijayawada	465	Positive
	Tirupati	424.95	Positive
	Rajahmundry	966	Positive
	Kadapa	37.01	Positive
	Warrangal	435	Under consideration ✓
ANDAMAN & NICOBAR ISLAND	Port Blair	15.50	Partially Positive
ASSAM	Guwahati	215.25	Under consideration ✓
	Dibrugarh	227.2	Negative
	Jorhat (CE)	77+9	77 acres Negative + partially positive
	Lilabari (North Lakhimpur)	25	Positive
ARUNACHAL PRADESH	Daparizo	34.3	No response
BIHAR	Gaya	200	Positive
	Patna	227 & shifting of Rly. Track	Under consideration & shifting of Rly track not viable. ✓
CHHATISGARH	Raipur	2206	Under consideration ✓
GUJARAT	Ahmedabad	67.289	Under consideration ✓
	Bhavnagar	490.36	Under consideration ✓
	Porbandar	275.9	Under consideration ✓
	Rajkot	51.9	No Response
	Surat	2631.6	Positive
	Jamnagar	17.38	03.09.2010
	Kandla	282	Under consideration ✓

GOA	GOA	20	Positive
HIMACHAL PRADESH	Kangra	26	No Response
JAMMU & KASHMIR	Jammu	138	Positive
JHARKHAND	Ranchi	582	Positive
	Deoghar	53.41 675	Positive
KARNATKA	Mysore	Balance 122 + diversion of NH	Under consideration ✓
	Hubli	Balance 27	Positive
	Belgaum	370	Positive
	Mangalore	55.19	Positive
KERALA	Calicut	137	Positive
	Trivandrum	169.5	Positive
LAKSHADEEP	Agatti	9 +1= 10	Positive
MAHARASHTRA	Akola	174.67	Under consideration ✓
	Aurangabad	244.98	Under consideration ✓
MADHYA PRADESH	Indore	2541.8	Under consideration ✓
	Jabalpur	469	Positive
MEGHALAYA	Tura	1.56.5 2. Operating cost.	No Response
NAGALAND	Dimapur	278.78	Negative
ORISSA	Bhubaneshwar	132	No response.
	Jharsuguda	412.5	Positive

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RAJASTHAN	Jaipur	60	Under consideration ✓
	Bikaner	50	Under consideration ✓
	Udaipur	145	Under consideration ✓
	Kishangarh	442	Under consideration ✓
	Kota	14	Response awaited ✓
TAMILNADU	Coimbatore	594	Positive
	Tiruchirapalli	439	Positive
	Madurai	610	Positive
	Salem	563	Under consideration ✓
	Tuticorin	586	Positive
	Vellore	1046	Under consideration
	Chennai	15.60 4.81	Positive
TRIPURA	Agartala	303	Partially positive.
	Kamalpur	50.5	No response
UTTARAKHAND	Dehradun	167	Under consideration
	Pantnagar	176	Positive
UNION TERRITORY	Port Blair	71	Negative
	Pondicherry	Balance 386	Positive
WEST BENGAL	Bagdogra	118+ 23	For 118 acres negative + Partially positive for 23 acres.
	Behala	38.35	No Response
	Malda	61	No Response

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1165
(To be answered on the 1st December 2014)**

FLYING SCHOOLS/INSTITUTES

1165. **SHRI DILIP PATEL**

Will the Minister of CIVIL AVIATION

जानर विमानन मंत्री

be pleased to state:-

- (a) the details of the flying training schools/institutes for pilots in the country approved by the Government including those which are private institutes, State/location-wise;
- (b) whether the Government proposes to allocate the non-operational airstrips in the country to flying training schools/institutes; and
- (c) if so, the details thereof, State/location-wise

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

जानर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

- (a) There are total 40 flying training organizations in the country out of which 34 are functional and approved by Directorate General of Civil Aviation. 06 flying training organizations are non functional. The list of 40 Flying Training organizations including those which are private institutes, state/location wise is Annexed.
- (b) to (c) At present this Ministry do not have any proposal pending to allocate airstrips to flying schools/institute. However, a draft policy for considering allocation of non-operational airstrips to flying training schools/institute is under consideration.

Annexure referred to in reply to part (a) of the Lok Sabha Unstarred Question No. 1464 for 01.12.2014 by Shri Dilip Patel regarding "Flying Schools/Institutes".

ANNEXURE

Status of Flying Training Organisation as on 19.11.2014

S. No.	Name of the Flying Training Organisation	State	Ownership	Operational Status	Validity
1	Telangana State Aviation Academy, Andhra Pradesh, old Airport, Hyderabad-500011	Andhra Pradesh	State Gov.	Functional	14.02.2015
2	Fiwech Aviation Academy, A1-Kause; Plot No.295, Road No. 10, West Marredpally, Secunderabad.	Andhra Pradesh	Private	Functional	17.11.2015
3	Wings Aviation Pvt. Ltd., 1-11-256/E, Plot No. 106, Adjacent Airport Road, Begumpet, Hyderabad.	Andhra Pradesh	Private	Functional	29.07.2015
4	M/s Asia Pacific Flight Training Academy Ltd. GMR HIAL Airport Office Rajiv Gandhi International Airport Shamshabad, Hyderabad-500409	Andhra Pradesh	Private	Functional	09.06.2015
5	The Gujarat Flying Club, Civil Aerodrome, Hamri Road, Vadodara-390022 (Gujarat)	Gujarat	State Government	Functional	13.12.2014
6	Ahmedabad Aviation & Aeronautics Ltd., AAA Hanger, Old Terminal Airport, Ahmedabad 38003, Gujarat	Gujarat	Private	Functional	26.12.2014
7	Haryana Instt. Of Civil Aviation, Karnal Branch, Karnal	Haryana	State Government	Functional	09.12.2014
3	Haryana Instt. Of Civil Aviation, Hisar Branch Hisar:	Haryana	State Government	Functional	05.03.2015
9	Haryana Instt. Of Civil Aviation, Pinjore Branch, Pinjore.	Haryana	State Government	Functional	20.3.2015
10	Alchemist Aviation Pvt. Ltd., Sonari Aerodrome, Janshedpur, Jharkhand	Jharkhand	Private	Functional	07.01.2015
11	Govt. Aviation Training School, Jaltnur, Bangalore.	Karnataka	State Government	Functional	22.05.2015
12	HAL Rotary Wing Academy, Hindustan Aeronautics Ltd., Helicopter Division, P.E. No. 1790, Bangalore.	Karnataka	Central Government (PSU)	Functional	17.02.2015
13	Rajiv Gandhi Academy for Aviation Tech. Radhasree, T.C.36/1200(1&2), Vallakkadauv Enchakkal Thiruvananthapuram.	Kerala	Private	Non-Functional	
14	Madhya Pradesh Flying Club, Raja Bhoj Airport, Bhopal	Madhya Pradesh	Private	Functional	20.3.2015

15	Madhya Pradesh Flying Club, Devi Ahilyabai Holkar Airport, Civil Aerodrome, Bijesan Road, Indore-452005	Madhya Pradesh	Private	Functional	20.3.2015
16	M/s Chimes Aviation, Sagar, (MP)	Madhya Pradesh	Private	Functional	21.04.2015
17	Sha. Shub Flying Academy, (Guna) M.P.	Madhya Pradesh	Private	Functional	26.01.2015
18	Centaur Aviation Academy Ltd, Dalana Air Strip, Dewas Road, Ujjain, MP	Madhya Pradesh	Private	Non-Functional	Approval under suspension
19	Nagpur Flying Club, Office of the Divisional Commissioner, Civil Lines, Nagpur-01	Maharashtra	State Government	Functional	20.01.2015
20	The Borbay Flying Club, Juhu Airport, Santacruz (W), Mumbai	Maharashtra	Private	Functional	28.01.2015
21	National Flying Training Institute, Pvt. Ltd. C/o Airport Authority of India, Birsai Airport, P. O. Paraswada, Gordia, 425 514 Maharashtra	Maharashtra	Joint Venture (AAIBCAE)	Functional	18.02.2015
22	Academy of Career Aviation, Plot No. P-50, MIDC Ind. Area, Near Baramati Airport, Baramati-413133	Maharashtra	Private	Functional	30.04.2015
23	SKVM's Flying Academy of Aviation, Campus-Babulda, Banks of Tapi River, Mumbai-Agra Road, Shirpur, Dist-Dhule-425 405	Maharashtra	Private	Functional	27.11.2014
24	Blue Ray Aviation Pvt. Ltd, Osmandabad Airport, Osmandabad-413501	Maharashtra	Private	Non-Functional	
25	Bihar Flying Instt. Government of Bihar, Cabinet Secretariate Civil Aviation Directorate, Patna Airport, Patna	Bihar	State Government	Functional	13.12.2014
26	Govt. Aviation Training Instt. Directorate of Aviation, Orissa, Civil Aerodrome, Bhubaneswar.	Orissa	State Government	Functional	27.12.2014
27	Amritsar Aviation Club, Amritsar Intl. Airport P. O. Rajasana, Amritsar-143101, PB	Punjab	State Government	Functional	28.02.2015
28	Patiala Aviation Club, Civil Aerodrome, Sangrur Road, Patiala, Punjab	Punjab	State Government	Functional	20.03.2015
29	Banasthali Vidyapith Gliding Flying Club, Banasthali Univ., Banasthali, Dist. Tonk Raj.-304022	Rajasthan	Private	Functional	14.02.2015
30	The Madras Flying Club Ltd, Gate No. Old Airport, Meenamakkam, Chennai-600027	Tamilnadu	State Government	Non-Functional	
31	Orient Flight School, P.B. No. 1306, 40, GST Road, Chennai.	Tamilnadu	Private	Functional	30.01.2015
32	Southern Pilot Training Academy, (A unit of Kohinoor Educational Services Pvt. Ltd.,) Site B, Salem Airport, Omallur Dist. Karimpuram Salem (Tamilnadu)	Tamilnadu	Private	Non-Functional	
33	International Aviation Academy Pvt. Ltd., Salem Airport, P. O. Kamarpuram, Salem, Tamilnadu-636309	Tamilnadu	Private	Non-Functional	
34	Indira Gandhi Rashtriya Udan Akademi Fursatgari, Dist. Raebareilly, UP-229302	Uttar Pradesh	Central Government	Functional	23.12.2014

35	Ambitions Flying Club Pvt. Ltd., MS-10 NH-91, Aligarh Airstrip, Dhanipur, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	29.11.2014
36	Garg Aviation Ltd., Hanger No.3, Civil Aerodrome, Cantt. Kanpur-208004, UP	Uttar Pradesh	Private	Functional	10.02.2015
37	Pioneer Flying Club, Pvt. Ltd, MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	10.01.2015
38	Saraswati Aviation Academy, Sultanpur, Ambhat Airfield, UP	Uttar Pradesh	Private	Functional	02.02.2015
39	Falcon Aviation Academy, Faizabad (UP)	Uttar Pradesh	Private	Functional	19.12.2014
40	M/s Amber Aviation Pvt. Ltd., Civil Aerodrome, Parli Ngar, Uttarakhand	Uttarakhand	Private	Functional	20.02.2015

GOVERNMENT OF INDIA
 MINISTRY OF CIVIL AVIATION
 LOK SABHA
 UNSTARRED QUESTION NO. : 1916
 (To be answered on the 9th March 2015)

FLYING TRAINING INSTITUTES

1916. SHRI KANWAR SINGH TANWAR

Will the Minister of CIVIL AVIATION

माननीय विमानतंत्र मंत्री

be pleased to state:-

- (a) the details of the flying training institutes for pilots in the country approved by the Government including those which are private institutes, State/location-wise;
- (b) whether the Government proposes to allocate the non-operational airstrips in the country to certain flying training institutes; and
- (c) if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

माननीय विमानतंत्र मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

(a) There are total 40 flying training organizations in the country, out of which 34 are functional and approved by Directorate General of Civil Aviation. 06 flying training organizations are non functional. The list of 40 flying training organizations including those which are private institutes, State/Location-wise is Annexed.

(b) and (c): A policy is under consideration which is being worked out by the Ministry and Airports Authority of India jointly.

ANNEXURE REFERRED TO IN REPLY TO PART (b) TO (c) OF LOK SABHA UNSTARRED QUESTION NO. 1916 FOR 09.03.2015 REGARDING "FLYING TRAINING INSTITUTES" SHRI KANWAR SINGH TANWAR

Directorate General of Civil Aviation
Status of Flying Training Organisation as on 19.02.2015

S. No.	Name of the Flying Training Organisation	State	Ownership	Operational Status	Validity
1	Telangana State Aviation Academy, Andhra Pradesh, old Air port, Hyderabad-500011	Andhra Pradesh	State Government	Functional	31.07.2015
2	Flytech Aviation Academy, A1-Kausar, Plot No.295, Road No. 10, West Maradpally, Secunderabad.	Andhra Pradesh	Private	Functional	17.11.2015
3	Wings Aviation Pvt. Ltd., 1-11-256/B, Plot No. 108, Adjacent Airport Road, Begumpet, Hyderabad.	Andhra Pradesh	Private	Functional	26.07.2015
4	M/s Asia Pacific Flight Training Academy Ltd. GMR HIAL Airport Office Rajiv Gandhi International Airport Shamshabad, Hyderabad-500409	Andhra Pradesh	Private	Functional	09.06.2015
5	The Gujarat Flying Club, Civil Aerodrome, Hami Road, Vadodara-390022 (Gujarat)	Gujarat	State Government	Functional	13.03.2015
6	Ahmedabad Aviation & Aeronautics Ltd., AAA Hanger. Old Terminal Airport, Ahmedabad 38003, Gujarat	Gujarat	Private	Functional	25.12.2015
7	Haryana Instt. Of Civil Aviation, Karnal Branch, Karnal	Haryana	State Government	Functional	09.12.2015
8	Haryana Instt. Of Civil Aviation, Hissar Branch, Hissar.	Haryana	State Government	Functional	05.03.2015
9	Haryana Instt. Of Civil Aviation, Pinjore Branch, Pinjore.	Haryana	State Government	Functional	20.3.2015
10	Alchemist Aviation Pvt. Ltd., Sonari Aerodrome, Jamshedpur, Jharkhand	Jharkhand	Private	Non-Functional	07.01.2015
11	Govt. Aviation Training School, Jakkur, Bangalore.	Karnataka	State Government	Functional	22.05.2015
12	HAL Rotary Wing Academy, Hindustan Aeronautics Ltd., Helicopter Division, P.B. No. 1790, Bangalore.	Karnataka	Central Government	Functional	17.02.2016

13	Rajiv Gandhi Academy for Aviation Tech. Radhasree, T.C36/1200(1&2), Vallakkadauv Enchakkal Thiruvananthapuram,	Kerala	Private	Non-Functional	
14	Madhya Pradesh Flying Club, Raja Bhoj Airport, Bhopal	Madhya Pradesh	Private	Functional	20.3.2015
15	Madhya Pradesh Flying Club, Devi Ailiyabai Holkar Airport, Civil Aerodrome, Bijasan Road, Indore-452005	Madhya Pradesh	Private	Functional	20.3.2015
16	M/s Chimes Aviation, Sagar, (M/P)	Madhya Pradesh	Private	Functional	21.04.2015
17	Sha-Shib Flying Academy, (Guna) M.P.	Madhya Pradesh	Private	Functional	31.07.2015
18	Centaur Aviation Academy Ltd, Datana Air Strip, Dewas Road, Ujjain, MP	Madhya Pradesh	Private	Non-Functional	Approval under suspension
19	Nagpur Flying Club, Office of the Divisional Commissioner, Civil Lines, Nagpur-01	Maharashtra	State Government	Non-Functional	20.01.2015
20	The Bombay Flying Club, Juhu Airport, Santacruz (W), Mumbai	Maharashtra	Private	Functional	31.07.2015
21	National Flying Training Institute, Pvt. Ltd, C/o Airport Authority of India, Birsai Airport, P.O. Paraswada, Gondia, 425 614 Maharashtra	Maharashtra	Joint Venture (AAI&CAE)	Functional	06.03.2015
22	Academy of Carver Aviation, Plot No. P-50, MIDC Ind. Area, Near Baramati Airport, Baramati-413133	Maharashtra	Private	Functional	30.04.2015
23	SKVM's Flying Academy of Aviation, Campus-Babulde, Banks of Tapi River, Mumbai-Agra Road, Shirpur, Dist.-Dhule-425 405	Maharashtra	Private	Functional	27.08.2015
24	Blue Ray Aviation Pvt. Ltd., Osmandabad Airport, Osmanabad-	Maharashtra	Private	Non-Functional	
25	Bihar Flying Instt. Government of Bihar, Cabinet Secretariate Civil Aviation Directorate, Patna Airport, Patna	Bihar	State Government	Functional	13.09.2015
26	Govt. Aviation Training Instt. Directorate of Aviation, Orissa, Civil Aerodrome, Bhubaneswar.	Orissa	State Government	Functional	27.12.2015
27	Amritsar Aviation Club, Amritsar Intl. Airport P.O. Rajasansai,	Punjab	State Government	Functional	28.02.2015
28	Patiala Aviation Club, Civil Aerodrome, Sangrur Road, Patiala	Punjab	State Government	Functional	20.03.2015
29	Banasthali Vidyalpith Gliding Flying Club, Banasthali Univ., Banasthali, Dist. Tonk Raj.-304022	Rajasthan	Private	Functional	14.02.2015
30	The Madras Flying Club Ltd., Gate No. Old Airport, Meenamabakkam, Chennai- 600027	Tamilnadu	State Government	Functional	06.03.2015

31	Orient Flight School, P.B. No. 1306, 40, GST Road, Chennai.	Tamilnadu	Private	Functional	30.01.2015
32	Southern Pilot Training Academy, (A unit of Kothinoor Educational Services Pvt. Ltd.,) Site B, Salem Airport, Ormalur Dist. Kamalapuram, Salem (Tamilnadu)	Tamilnadu	Private	Non-Functional	
33	International Aviation Academy Pvt. Ltd., Salem Airport, P.O- Kamlapuram, Salem, Tamilnadu-636309	Tamilnadu	Private	Non-Functional	
34	Indira Gandhi Rasitriya Udan Akademi Fursatgarij, Dist. Raebareilly, UP-229302	Uttar Pradesh	Central Government	Functional	23.12.2015
35	Ambitions Flying Club Pvt. Ltd., MS-10 NH-91, Aligarh Airstrip, Dhanipur, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	28.02.2015
36	Garg Aviation Ltd., Hanger No.3, Civil Aerodrome, Cantt. Kanpur-208004, UP	Uttar Pradesh	Private	Functional	31.07.2015
37	Pioneer Flying Club, Pvt. Ltd, MS-10, NH-91, Dhanipur, Airport, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	31.07.2015
38	Saraswati Aviation Academy, Sultanpur, Amhat Airfield, UP	Uttar Pradesh	Private	Functional	31.07.2015
39	Falcon Aviation Academy, Faizabad (UP)	Uttar Pradesh	Private	Functional	19.12.2015
40	M/s Amber Aviation Pvt. Ltd., Civil Aerodrome, Pant Ngar, Uttarakhnad	Uttarakhand	Private	Functional	20.02.2015

NOTE: 1. Flying Training Students including those availing SC/ST scholarship (P/MSC) under various Central/State Government Schemes in their own interest shall personally verify the current status of the functioning of above Flying Training Organisations(FTO) before seeking admission in these FTOs as these Organisations during the period of validity may become nonfunctional due to various reasons - such as Non-availability of CFI due to resignation or getting employment in some other Organisation, Non-compliance of Applicable Regulatory Requirements by on approval of Flying Training Organisations.

NOTE:2. Central/State Government granting scholarship for CPL course shall personally take measures to ensure that the Government Money given to the Flying Training Organisations for SC/ST/Other students are being utilise in the interest of SC/ST /Other candidates and they are issued CPL after completion of the course.DGCA does not monitors these schemes as DGCA does not have regulations to monitor utilisation of these scholarship being granting by Central/State Governments.

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 932
(To be answered on the 27th July 2015)**

FLYING TRAINING INSTITUTES

**932. SHRI NAGAR RODMAL
SHRIMATI KAMLA DEVI PAATLE
SHRIMATI POONAMBEN MAADAM**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) the details of Flying Training Institutes for pilots in the country approved by the Directorate General of Civil Aviation (DGCA) including the private institutes, State/location-wise;
- (b) whether DGCA has conducted an audit of pilot training institutes across the country and if so, the details and the outcome thereof;
- (c) whether DGCA has found discrepancies in the functioning of some of these training institutes;
- (d) if so, the details thereof institute-wise, State/UT-wise along with the action taken by DGCA in each case; and
- (e) whether the Government proposes to utilise the non-operational airstrips/runways for flying institutes and if so, the details of such airstrips/runways?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

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- (a) The details of Flying Training Institutes is as per Annexure-"A".
- (b) to (d) Yes, Madam. DGCA has conducted audit of total 33 Flying Training Institutes. Details of Audit are as per Annexure "B". During Audit total 484 discrepancies/findings were observed out of which 3 are Level 1 and 481 are level-II (which do not affect the safety standards seriously). Findings of Audit have been forwarded to Flying Training

Institutes to take necessary corrective action and to furnish action taken report to DGCA.

(e) The policy regarding allocation of non-operational airstrips in the country to certain Flying Training Institutes is under consideration.

Directorate General of Civil Aviation
Status of Flying Training Organisation

Annexure A³

S No.	Name of the Flying Training Organisation	State	Ownership	Operational Status	Validity
1	Telangana State Aviation Academy, Andhera Pradesh, old Air port, Hyderabad-500011	Telangana	State Government	Functional	31.07.2015
2	Flytech Aviation Academy, A1-Kausar, Plot No.295, Road No. 10, West Maredepally, Secunderabad.	Telangana	Private	Functional	17.11.2015
3	Wings Aviation Pvt. Ltd., 1-11-256/B, Plot No. 108, Adjacent Airport Road, Begumpet, Hyderabad.	Telangana	Private	Functional	26.07.2015
4	M/s Asia Pacific Flight Training Academy Ltd. GMR HIAL Airport Office Rajiv Gandhi International Airport Shamsabad, Hyderabad-500409	Telangana	Private	Functional	31.07.2015
5	The Gujarat Flying Club, Civil Aerodrome, Hami Road, Vadodara-390222 (Gujarat)	Gujarat	State Government	Functional	31.07.2015
6	Ahmedabad Aviation & Aeronautics Ltd., AAA Hanger, Old Terminal Airport, Ahmedabad 38003, Gujarat	Gujarat	Private	Functional	25.12.2015
7	Haryana Instt. Of Civil Aviation, Karnal Branch, Karnal	Haryana	State Government	Functional	09.12.2015
8	Haryana Instt. Of Civil Aviation, Hissar Branch, Hissar.	Haryana	State Government	Functional	31.07.2015
9	Haryana Instt. Of Civil Aviation, Pinjore Branch, Pinjore.	Haryana	State Government	Functional	31.07.2015
10	Alchemist Aviation Pvt. Ltd., Sonari Aerodrome, Jamshehpur, Jharkhand	Jharkhand	Private	Non-Functional	
11	Govt. Aviation Training School, Jakkur, Bangalore	Karnataka	State Government	Functional	31.12.2015
12	HAL Rotary Wing Academy, Hindustan Aeronautics Ltd., Helicopter Division, P.B. No. 1790, Bangalore.	Karnataka	Central Government	Functional	17.02.2016
13	Rajiv Gandhi Academy for Aviation Tech., Radeshasree, T.C36/1200(1&2), Vallakkedav Enchakkal Thiruvananthapuram,	Kerala	Private	Functional	31.07.2015
14	Madhya Pradesh Flying Club, Raja Bhoj Airport, Bhopal	Madhya Pradesh	Private	Functional	06.08.2015

**Directorate General of Civil Aviation
Status of Flying Training Organisation**

S. No.	Name of the Flying Training Organisation	State	Ownership	Operational Status	Validity
15	Madhya Pradesh Flying Club, Devi Anilyabai Holkar Airport, Civil Aerodrome, Bijasan Road, Indore-452005	Madhya Pradesh	Private	Functional	06.08.2015
16	M/s Chimes Aviation, Sagar, (MP)	Madhya Pradesh	Private	Functional	31.07.2015
17	Sha- Shilb Flying Academy, (Guna) M.P.	Madhya Pradesh	Private	Functional	31.07.2015
18	Centaur Aviation Academy Ltd, Datana Air Strip, Dewas Road, Ujjain, MP	Madhya Pradesh	Private	Non-Functional	Approval under suspension
19	Nagpur Flying Club, Office of the Divisional Commissioner, Civil Lines, Nagpur-01	Maharashtra	State Government	Functional	31.07.2015
20	The Bombay Flying Club, Juhu Airport, Santacruz (W), Mumbai	Maharashtra	Private	Functional	31.07.2015
21	National Flying Training Institute, Pvt. Ltd, C/o Airport Authority of India, Birsi Airport, P.O. Paraswada, Gondia, 425 614 Maharashtra	Maharashtra	Joint Venture (AAI&CAE)	Functional	31.12.2015
22	Academy of Carver Aviation, Plot No. P-50,MIDC Ind. Area, Near Baramati Airport, Baramati-413133	Maharashtra	Private	Functional	31.07.2015
23	SKVM's Flying Academy of Aviation, Campus-Babulde, Banks of Tapi River, Mumbai-Agra Road, Shirpur, Dist.-Dhule-425 405	Maharashtra	Private	Non-Functional	27.08.2015
24	Blue Ray Aviation Pvt. Ltd., Osmandabad Airport, Osmanabad-	Maharashtra	Private	Non-Functional	
25	Bihar Flying Instt. Government of Bihar, Cabinet Secretariate Civil Aviation Directorate, Patna Airport, Patna	Bihar	State Government	Functional	13.09.2015
26	Govt. Aviation Training Instt. Directorate of Aviation, Orissa, Civil Aerodrome, Bhubaneswar.	Orissa	State Government	Functional	31.07.2015
27	Amritsar Aviation Club, Amritsar Intl. Airport P.O. Rajasansi,	Punjab	State Government	Functional	31.07.2015
28	Patiala Aviation Club, Civil Aerodrome, Sangrur Road, Patiala	Punjab	State Government	Functional	31.07.2015

Directorate General of Civil Aviation
Status of Flying Training Organisation

No.	Name of the Flying Training Organisation	State	Ownership	Operational Status	Validity
31	Haryana Vidyapeeth Gliding Flying Club, Banasthali Univ., Banasthali, Dist. Tonk Reg. 304022	Rajasthan	Private	Non-Functional	14.02.2015
32	The Madras Flying Club Ltd., Gate No. Old Airport, Meenambakkam, Chennai-600027	Tamilnadu	State Government	Functional	31.07.2015
33	Chront Flight School, P. B. No. 1306, 40, GST Road, Chennai.	Tamilnadu	Private	Functional	31.07.2015
34	Southern Pilot Training Academy, (A unit of Kohinor Educational Services Pvt. Ltd.) Site B, Salem Airport, Omallur Dist. Kamalapuram, Salem (Tamilnadu)	Tamilnadu	Private	Non-Functional	
35	International Aviation Academy Pvt. Ltd., Salem Airport, P. O. Kamalapuram, Salem, Tamilnadu-636309	Tamilnadu	Private	Non-Functional	
36	Indira Gandhi Rashtriya Udan Akademi Fursatganj, Dist. Raebareilly, UP-229302	Uttar Pradesh	Central Government	Functional	23.12.2015
37	Arbitions Flying Club Pvt. Ltd., MS-10 NH-91, Aligarh Airstrip, Dhanipur, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	31.07.2015
38	Garg Aviation Ltd., Hanger No.3, Civil Aerodrome, Cantt. Kanpur-208004, UP	Uttar Pradesh	Private	Functional	31.07.2015
39	Pioneer Flying Club, Pvt. Ltd, MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Uttar Pradesh	Private	Functional	31.07.2015
40	Saraswati Aviation Academy, Sultanpur, Amhat Airfield, UP	Uttar Pradesh	Private	Functional	19.12.2015
	Falcon Aviation Academy, Faizabad (UP)	Uttar Pradesh	Private	Functional	19.12.2015
	M/S Amber Aviation Pvt. Ltd., Civil Aerodrome, Pant Ngar, Uttarakhand	Uttarakhand	Private	Functional	31.07.2015



Annexure - B

S.No.	Name of FTO	State	Inspection Date	No. of Findings Level I	No. of Findings Level II	Total Deficiency Corrected	
						Level I	Level II
1	The Gujarat Flying Club, Vadodara	Gujarat	17-18/11/2014		7		0
2	Ahemadabad Aviation & Aeronautics Ltd.	Gujarat	27-29/11/2014		11		0
3	Chimes Aviation, Sagar, MP	Madhya Pradesh	23-24/12/2014		2		0
4	Sha-Shib Flying Academy	Madhya Pradesh	20-21/01/2015		19		0
5	Nagpur Flying club	Maharashtra	13-14/01/2015		26		0
6	The Bombay Flying Club	Maharashtra	23-25/02/2015		30		29
7	National Flying Training Institute, Gondia	Maharashtra	3-4/02/2015	3	20	3	16
8	Academy of Carver Aviation, Baramati	Maharashtra	23-24/03/2015		32		0
9	Garg Aviation Ltd., Kanpur	Uttar Pradesh	20-21/11/2014		4		4
10	Amber Aviation Pvt. Ltd, Pantnagar	Uttarakhand	25-26/11/2014		6		6
11	HICA Hisar	Haryana	15/12/2014		5		5
12	HICA Karnal	Haryana	16/12/2014		7		7
13	HICA Pinjore	Haryana	21/01/2015		3		2
14	Amritsar Aviation club	Punjab	29-30/01/2015		8		8
15	Patiala Aviation Club	Punjab	16-17/02/2015		24		24
16	Banasthal vidyapith Gobind Flying Club	Rajasthan	20-21/05/2015		28		0
17	Rajiv Gandhi Academy for Aviation Tech., Trivencrum	Kerala	16-17/12/2014		30		0
18	Asia Pacific Flight Training Academy, Hyderabad	Teianganana	18-19/12/2014		6		6

S.No.	Name of FTO	State	Inspection Date	No. of Findings Level I	No. of Findings Level II	Total Deficiency Corrected			
						Level I	Level II		
19	Telangana State Aviation Academy, Hyderabad	Telangana	24-26/12/2014		11		0		
20	Flytech Aviation Academy, Secunderabad	Telangana	22-23/12/2014		12		0		
21	Wings Aviation Pvt Ltd Hyderabad	Telangana	14-16/01/2015		19		0		
22	GFTS Bangalore	Karnataka	12-13/01/2015		14		14		
23	HAL Rotary Wing Academy Bangalore	Karnataka	30-31/03/2015		18		0		
24	Orient Flight School, Chennai	Tamilnadu	26-27/03/2015		13		0		
25	Madhya Pradesh Flying Club Bhopal	Madhya Pradesh	13-14/04/2015		21		21		
26	The Madaras Flying Club Ltd chennai	Tamilnadu	09-10/04/2015		37		35		
27	Alchemist Aviation Pvt Ltd Jamshedpur	Jharkhand	20-21/11/2014		10		0		
28	Bihar Flying Institute Patna	Bihar	25-26/11/2014		12		0		
29	Govt Aviation Training Institute Bhubaneshwar	Orissa	10-11/12/2014		10		0		
30	Indra Gandhi Rashtriya Udan Academy, Rai Bareilly	Uttar Pradesh	3-5/12/2014		10		10		
31	Saraswati Aviation Academy Sultanpur	Uttar Pradesh	29-01-2015		12		0		
32	Falcon Aviation Academy	Uttar Pradesh	28-01-2015		11		0		
33	Madhya Pradesh Flying Club Indore	Madhya Pradesh	26-02-2015		3		3		
Total						3	481	3	190

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1231
(To be answered on the 1st December 2014)**

INSTALLATION OF GAGAN SYSTEM AT AIRPORTS

1231. **SHRIMATI POONAM MAHAJAN**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) the salient features of GPS Aided Geo Augmented Navigation (GAGAN) System;
(b) the details of GAGAN System installations at various airports of the country, State/UT-wise along with the expenditure incurred thereon;
(c) whether the Government is examining the potential usages of this system to derive maximum benefits for all the sectors; and
(d) if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

(a) & (b): GAGAN (GPS Aided GEO Augmented Navigation) is an Indian satellite based navigation system, developed jointly by Airports Authority of India and Indian Space Research Organisation. The GAGAN System provides very accurate and high level of integrity satellite signals for precision air navigation over the entire Indian airspace. The expenditure till October, 2014 for the GAGAN project is Rs.777.08 Crores. The details of GAGAN system installations are as follows:

(i) GAGAN system consists of 15 Indian Reference Stations (INRES), 2 Indian Master Control Centre (INMCC) and 3 Indian Land Uplink Station (INLUS), 2 Geostationary Satellites

(ii) The fifteen INRES are installed at various airports in India at Delhi, Ahmedabad (Gujarat), Bengaluru (Karnataka), Thiruvananthapuram (Kerala), Kolkata (West Bengal), Guwahati (Assam), Port-Blair (Andaman & Nicobar Islands-UT), Jammu (J&K), Gaya (Bihar), Jaisalmer (Rajasthan), Nagpur (Maharashtra), Dibrugarh (Assam), Bhubaneswar (Orissa), Porbandar (Gujarat) and Goa.

(iii) The two INMCCs are located in Bengaluru (Karnataka).

(iv) The two INLUS are located in Bengaluru (Karnataka) and one INLUS in Delhi.

(c) & (d) : Yes, Madam. An Inter-Ministerial Group (IMG) has been constituted to examine and promote the potential of sector specific utilization of GAGAN system for its use in Non-Aviation Sectors such as Railways, Road Transport, Shipping, Defence, Science & Technology, Mining, Agriculture, Urban Development, Power etc.

GOVERNMENT OF INDIA
 MINISTRY OF CIVIL AVIATION
 LOK SABHA
 UNSTARRED QUESTION NO. : 1319
 (To be answered on the 3rd March 2016)

LAND FOR AIRPORTS

1319. SHRI RAJENDRA AGRAWAL

Will the Minister of CIVIL AVIATION

नागर विमानतल मंत्री

be pleased to state:-

- (a) whether the number of pending issues related to land for airport projects with the State Governments have come down;
- (b) if so, the details thereof indicating the number of issues resolved/pending as on date, State/UT-wise including Uttar Pradesh;
- (c) the extant policy regarding land allotment to airports; and
- (d) whether the Government proposes to change/amend the current policy and if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानतल मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

(a) & (b): Development / upgradation of airports is a continuous process and the land requirement always increases as and when further expansion of airport projects are taken up. At the same time, it may be difficult for the State Governments to comply with the requirements immediately as it involves environment clearances, relocation of affected families, payment of compensation to the land owners etc. The details relating to issues resolved, pending etc. are being collected and will be laid on the Table of the House.

(c) & (d) : Presently, there is no specific policy for allotment of land to airports. As the land is a State subject, it is for the concerned State Governments to consider the matter appropriately and to make available the required land to the airport operator on mutually agreed terms and conditions.

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
STARRED QUESTION NO. : 464
(To be answered on the 6th April 2017)

NIGHT LANDING FACILITY AT AIRPORTS

*464. SHRI ABHISHEK SINGH

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government has taken note of non-availability of night landing facilities at some of the major airports of the country including Swami Vivekananda airport, Raipur, Chhattisgarh;
- (b) if so, the details thereof and the reaction of the Government thereto; and
- (c) whether the Government proposes to improve infrastructure at these airports and provide night landing facility and if so, the details thereof?

ANSWER

Minister of CIVIL AVIATION

नागर विमानन मंत्री

(Shri Ashok Gajapathi Raju Pusapati)

(a) to (c): A Statement is laid on the Table of the House.

Statement in reply to parts (a) to (c) of the Starred (*) Question No. 464 for answer on 06.04.2017 regarding 'Night Landing Facility at Airports'.

(a) to (c): All the major airports in the country, including Swami Vivekananda Airport, Raipur are already equipped with Night Landing Facilities. Improving the infrastructure, including Night Landing Facility at the airports is a continuous process and is undertaken by Airports Authority of India (AAI) depending upon commercial viability, traffic demand, operational requirements, demand from airlines, technical feasibility etc.

(Q. 464)

श्री अभिषेक सिंह : अध्यक्ष महोदया, भारत का एविएशन सेक्टर, इस देश में और पूरे विश्व में जो एविएशन ग्रोथ हो रही है, उसमें सबसे तेजी से आगे बढ़ रहा है। इसके बावजूद, हमारे देश में 31 एयरपोर्ट्स ऐसे थे जहां से कोई भी फ्लाइट ऑपरेशनल नहीं थी और 12 एयरपोर्ट्स ऐसे थे, जो अंडरसर्व्ड एयरपोर्ट्स कहे जाते थे। मैं केन्द्र सरकार और माननीय मंत्री जी को धन्यवाद देता हूँ कि इन सभी को क्लब करते हुए 70 नए एयरपोर्ट्स में सीजनल कनेक्टिविटी स्कीम के तहत, 128 नए रूट्स को लेकर इस देश में एक ऐतिहासिक क्रान्ति का संचार किया गया है। इनमें छत्तीसगढ़ के चार नए एयरपोर्ट्स शामिल हैं, इसके लिए मैं छत्तीसगढ़ की ओर से माननीय मंत्री जी को धन्यवाद देता हूँ।

इन छोटे शहरों में जो एयरपोर्ट्स हैं, वहां कई बार ऐसी स्थिति उत्पन्न होती है, चाहे मेडिकल इमर्जेंसी हो या फिर लॉ एंड ऑर्डर की कोई सिचुएशन बनती है तो वहां से अर्जेंट इवैकुएशन करना पड़ता है। इसके अलावा, हमारे देश के कई एयरपोर्ट्स सैचुरेट होते जा रहे हैं, उनमें दिन में ज्यादा फ्लाइट्स लेने की क्षमता कम हो रही है। लैण्ड एक्वीजिशन एवं शहर के बीच आने से उनकी स्थिति बड़ी क्रिटिकल बन जाती है। कई ऐसे शहर हैं, जहां सीजनल ट्रैफिक बहुत ज्यादा रहता है। इसके अलावा, यदि हम रात में नाइट लैंडिंग फेसिलिटी देते हैं तो कॉस्ट भी कम आती है।

मैं माननीय मंत्री जी से जानना चाहता हूँ कि उन्होंने सीजनल कनेक्टिविटी स्कीम के माध्यम से जो एयरपोर्ट्स लिए हैं, क्या भविष्य में वहां भी नाइट लैंडिंग फेसिलिटी उपलब्ध कराने के बारे में विचार करेंगे?

SHRI ASHOK GAJAPATHI RAJU: Madam Speaker, as of now, there are 47 licensed landing airports through out the country. The Airports Authority of India has done work in 82. So, there are 35 that are still to receive the licensing. Airlines have to apply for it and as soon as the Airlines apply, they have the procedure of doing a test fly and the DGCA licenses it. So, in the pipeline, we already have about 35 still to be done in the country. Then new airports can always be looked at. This is a continuous process.

I agree with the hon. Member that the airstrips are not for cattle grazing. They should be used for aircrafts.

श्री अभिषेक सिंह : माननीय अध्यक्ष जी, छत्तीसगढ़ का जो रायपुर स्वामी विवेकानन्द एयरपोर्ट है, जब हर साल लगातार सर्वे होता है तो पूरे देश में पहले नम्बर पर कस्टोमर एमीनिटीज और कस्टोमर सैटिसफैक्शन

सर्वे में आता है। मैं माननीय मंत्री जी से निवेदन करना चाहता हूँ कि भविष्य में रायपुर को इंटरनेशनल एयरपोर्ट का दर्जा आपके सहयोग से मिले। बहुत-बहुत धन्यवाद।

SHRI ASHOK GAJAPATHI RAJU: The Government of India is promoting aviation. In fact, we have mentioned that we are the fastest growing in the world and that will definitely cover these types of suggestions.

KUMARI SUSHMITA DEV: Madam Speaker, thank you. I thank the hon. Minister. In a reply to the earlier Question he mentioned about extra flights in Silchar. मेरा प्रश्न यह है कि नाइट लैंडिंग फैसिलिटी सिल्वर जैसे छोटे शहर में बहुत जरूरी है क्योंकि जब बराक वैली में बारिश होती है तो बाकी जो कम्युनिकेशन होता है, जैसे सड़कें हैं, वे नॉन-प्लायबल हो जाती हैं। उस हालात में एयरबेस एयरकम्युनिकेशन बहुत जरूरी होता है। नाइट लैंडिंग फैसिलिटी जो सिल्वर एयरपोर्ट में है, वह बहुत सालों से रेडी है। उसको ए.टी.सी. एयर फोर्स कंट्रोल करता है। नाइट लैंडिंग के मामले में एक सर्वे मई 2015 में हो चुका है। सी.आई.एस.एफ. ने अभी टैम्पररीली कुछ एडीशनल फोर्सेज दी हैं। लास्ट फ्लाइट साढ़े तीन बजे सिल्वर से निकलती है, परंतु बी.सी.एस. द्वारा एक और सर्वे किये जाने की जरूरत है। अगर वह सर्वे माननीय मंत्री जी तुरंत करवा दें, मैं चाहती हूँ कि सात बजे की फ्लाइट भी जल्दी शुरू हो जाए। मैं इस बारे में राज्य मंत्री, सिविल एविएशन से भी मिलने गई थी और उन्होंने मुझे एश्योरेंस दिया था। अगर माननीय मंत्री जी भी हाउस में यह एश्योरेंस दे दें तो नाइट लैंडिंग फैसिलिटी बहुत जल्दी ही शुरू हो जाएगी।

SHRI ASHOK GAJAPATHI RAJU: The Silchar airport is with the Indian Air Force. They have the night landing facility which exists there. It is a question of watch house. We will take it up with the Air Force and let us see what happens. ...

(Interruptions)

माननीय अध्यक्ष : सभी एयरपोर्ट नहीं। बैठिए। सभी के हाथ ऊपर हैं।

श्रीमती दर्शना विक्रम जरदोश: माननीय अध्यक्ष जी, जैसे अभी सांसद जी ने बताया, छत्तीसगढ़ और रायपुर के बदले में सूस्त को बोलना चाहिए, वह ही मेरी समस्या है।... (व्यवधान) मैं यहां पर जब भी खड़ी हुई हूँ तो एयरपोर्ट की कनेक्टिविटी के लिए ही बोलने के लिए खड़ी हुई हूँ और वहां जयन्त सिन्हा जी ने दो फ्लाइट शुरू भी कर दी हैं। जो भी मंत्री यहां आए हैं, वह हमारे साथ हमारी समस्या के साथ जुड़ गये हैं। एविएशन मंत्री जी नहीं आए हैं, इसलिए यहां से वह भी एश्योरेंस दे दें कि वह सूस्त आएंगे। मेरी इतनी मांग है कि स्मार्ट सिटी की सूची में जो शहर आ चुके हैं, उनको यह फैसिलिटी होनी चाहिए। मुम्बई के सबसे पास होने के कारण जो मुम्बई ओवरलोडेड है तो नाइट लैंडिंग की भी सुविधा हमारे यहां हो जाए और 17

इंटरनेशनल कंपनीज, जैसे रिलाएंस, एन.टी.पी.सी., ओ.एन.जी.सी. जहां पर कभी-कभी डिजास्टर हुआ है तो डिजास्टर रूट के ऊपर, नाइट लैंडिंग सुविधा के लिए मैं मंत्री जी से निवेदन करना चाहूंगी कि माननीय मंत्री जी सूरत आकर बताएं। ... (व्यवधान)

HON. SPEAKER: You go there and then tell.

SHRI ASHOK GAJAPATHI RAJU: Among the 47 airports, Surat has already got the night landing facility. So, there is no problem for Surat. The aircraft can land in night. We will try to motivate airlines to perform there.

SHRI TATHAGATA SATPATHY: My headphone was not on. So, I missed what you said.

Jharsuguda is the core of western Odisha. The people of western Odisha have long been demanding air facility and air connection to the rest of the country. They have been deprived very unduly. With the previous Government our Biju Janata Dal and especially Shri Mahtab had insisted many a times to ensure that at least an airfield starts operating. Nothing has been done although the State Government has given land and all other facilities. The airport has not been built. The ATC is non-functional. No development has taken place.

I would like to know from the Government whether they have any specific programme for Jharsuguda airport and make it workable within a specific time limit. Thank you.

SHRI ASHOK GAJAPATHI RAJU: Madam Speaker, this is a new airport that the State had wanted it to be promoted. Both the Government of India and the State Government are working at it. There is some work going on there. I will get the status report and I will keep the Member informed as to what the status is.

माननीय अध्यक्ष : जयप्रकाश जी, पूरे बिहार को स्पेशल प्रोजेक्ट के लिए मांग लो।

... (व्यवधान)

श्री जय प्रकाश नारायण यादव : माननीय अध्यक्ष जी, अब स्पेशल प्रोजेक्ट तो नहीं मिलेगा। अब आपकी कृपा से मैं माननीय मंत्री जी से जानना चाहता हूँ कि देश के खतरनाक एयरपोर्टों में से क्या पटना एयरपोर्ट उसमें से नम्बर एक पर है? ... (व्यवधान) क्या पटना एयरपोर्ट को बढ़िया नया एयरपोर्ट बनाने की अनुशंसा

बड़े पैमाने पर बहुत दिनों से चल रही है? नये एयरपोर्ट बनाने की प्रक्रिया जल्दी ही कब शुरू की जाएगी? एयरलाइन्स में पटना में आने के वक्त भारी अफरा-तफरी रहती है और बैग की जांच करने वाली मशीन एक ही है जिसके कारण बीस-बीस मिनट तक लेट होते हैं। आप स्वयं भी पता लगवा सकते हैं कि इसको सुधारने का उपाय और नया एयरपोर्ट बनाने की प्रक्रिया कब शुरू होगी? क्या माननीय मंत्री जी बताएंगे?

SHRI ASHOK GAJAPATHI RAJU: Madam Speaker, the aircraft keep changing. So, from propellers we have moved to jets. Now the space for landing at Patna Airport is not enough. It requires more land. Land is a State Subject, Aviation is a Central Subject and airlines do not like load restriction. So there is a problem that has arisen in Patna. But on load restriction, jets are going there. It is a very busy airport. In fact, there is a new terminal being planned. There is a place called Bihta, which, I understand, is very close to Patna. It is under the control of Armed Forces. We spoke to the Military, we spoke to the State Government and they were all interested to give us some land so that that can also be developed as a second airport, a more viable airport for Patna. So we are looking at it and working at it. We are taking the State Government into confidence because without land you cannot have an airport.

SHRI KODIKUNNIL SURESH : Madam Speaker, I thank you for this opportunity.

Madam, Sabarimala is an international pilgrim centre. The hon. Minister is also very much aware of the importance of Sabarimala. Crores of devotees of Lord Aiyappa are coming to Sabarimala area. But there is no air connectivity to Sabarimala. I think Sabarimala is the only pilgrim centre in the country which does not have air connectivity. So, I would like to ask the hon. Minister, through you, whether there is any proposal to set up an airport near Sabarimala.

SHRI ASHOK GAJAPATHI RAJU: Madam Speaker, we would like more places to be covered with airports around the country.

HON. SPEAKER: Yes, definitely.

SHRI ASHOK GAJAPATHI RAJU: So, wherever the State Governments come forward to give us land and if it has economic viability, we will definitely get it done.

श्री गजानन कीर्तिकर : मैडम, मुम्बई में जुहू एयरपोर्ट भारत का सबसे पुराना एयरपोर्ट है। यहां से प्राइवेट एयरक्राफ्ट, हेलीकॉप्टर फ्लाई करते हैं और बगल में जो बड़ा इंटरनेशनल छत्रपति शिवाजी एयरपोर्ट है, उसका ओवरलोड, कंजम्पशन ज्यादा है। लैंडिंग के लिए बहुत कठिनाई आती है। मैं उस क्षेत्र से सांसद हूं। मैंने पिछले दो वर्ष से मंत्रालय से मांग की है और मैंने वहां के लिए नाइट लैंडिंग का प्रोजेक्ट दिया है तो मैं इस प्रोजेक्ट के बारे में माननीय मंत्री जी से जानना चाहता हूं कि वह इस बारे में बताएं।

SHRI ASHOK GAJAPATHI RAJU: Madam Speaker, Chatrapati Shivaji Airport in Mumbai is one of India's busiest airports. Mumbai is a premier city of India. The Juhu Airport is basically being used as a Heliport as well as an airport right now. They are both working as complimentary to one another.

श्री ए.पी. जितेन्द्र रेड्डी : मैडम, सब राज्य हो गये तो मेरा तेलंगाना क्यों पीछे रह जाए? इसलिए मैं भी पूछ लेता हूं। Madam, as the Minister knows, the Hyderabad Airport is one of the busiest airports in the country. But when we come to the airport to catch early morning flight around 6.00 a.m., too much of traffic comes towards the airport and so it is very difficult for the passengers to reach the terminal on time, as the number of air passengers has gone up. So, is there any proposal with the Ministry to expand the road, which is approaching the terminal? When the cars are in the queue, it takes a long time for the passengers to reach the terminal and by that time, the flight takes off. As a result, many of the passengers miss their flight.

So, I would like to know whether there is any proposal for expanding the road, which reaches the terminal.

SHRI ASHOK GAJAPATHI RAJU: Madam, the terminal has a rather wide road coming there. The problem, as I see it, is indiscipline parking. Now, if people do not use the parking lots and park their cars on the road, whatever is the width of the road, it would be of no use, no avail. So, we would request the State Government to kindly give us traffic police there to guide the traffic.

HON. SPEAKER: Yes, discipline is required.

SHRI ADHIR RANJAN CHOWDHURY : Madam, the hon. Minister is well aware that the Siliguri is recognized as a strategically important place in India. It is called 'Chicken's Neck' Corridor in view of strategic importance. There is one airport named as Bagdogra Airport, which does not enjoy the night landing facility. Over the years, people of those particular area are suffering. Moreover it is also the access point to the North-Eastern India and also to Bhutan.

HON. SPEAKER: Okay. You want to know about Bagdogra Airport.

SHRI ADHIR RANJAN CHOWDHURY : But there is no night landing facility available there.

So, I would like to know from the hon. Minister whether the State Government or the Central Government have any plan to offer the night landing facility at Bagdogra given the strategic importance of that area.

SHRI ASHOK GAJAPATHI RAJU: Madam, Bagdogra Airport is a strategically important airport, but the problem for developing all these things, you need land. We have requested the State Government to give us land. I personally met the Chief Minister also and made this request. If the State Government gives us land, we can do the work.

SHRI ADHIR RANJAN CHOWDHURY : Thank you, Madam.

श्री धनंजय महाजीक : अध्यक्ष महोदया, आप जानती हैं कि कोल्हापुर बहुत प्रॉस्पैरस जगह है। कोल्हापुर में पर्यटन और उद्योग बहुत बड़े पैमाने पर बढ़ रहा है। वहां का एयरपोर्ट दिसम्बर, 2011 तक फंक्शनल था, उसके बाद उसका लाइसेंस खत्म हो गया है। जब से मैं एमपी बना हूँ, तब से मैं कोशिश कर रहा हूँ कि वह लाइसेंस इवोक हो। हमने लाइसेंस बनाने के लिए एयरपोर्ट ऑथोरिटी और डीजीसीए को प्रपोजल दिया है। हमने दो साल में एयरपोर्ट ऑथोरिटी और डीजीसीए ऑफिस के दस-दस चक्कर लगाए हैं। हर बार वे कोई क्वैरी निकालते हैं, उनकी कमेटियां आती हैं, सर्वे होता है, वे वापस जाते हैं तो मैं फिर उनसे जा कर मिलता हूँ, लेकिन अभी तक यह काम नहीं हो पाया है। वहां पर ऐसे कई रीजनल्स छोटे ऑपरेटर्स हैं, जो फ्लाइट शुरू करना चाहते हैं, लेकिन जब तक लाइसेंस मिलेगा तब तक हम शेड्यूल शुरू नहीं कर सकते हैं।

मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ कि आपने रिजनल कनेक्टिविटी में कोल्हापुर का इंकलुजन किया है, इसके लिए मैं आपका आभारी हूँ, लेकिन जब तक लाइसेंस शुरू नहीं होगा तब तक फ्लाइट शुरू नहीं होगी। मैं आपके माध्यम से जानना चाहता हूँ कि कब तक लाइसेंस शुरू होगा?

माननीय अध्यक्ष : अगर मंत्री जी के पास कोल्हापुर की जानकारी होगी तो वह जानकारी देंगे, नहीं तो वह आपको इसकी जानकारी बाद में देंगे।

SHRI ASHOK GAJAPATHI RAJU: Madam, Deccan Charters has taken the tender to connect Kolhapur to Mumbai; and we anticipate that this will start functioning in September.

HON. SPEAKER: May be. Thank you.

SHRI SIRAJUDDIN AJMAL: Thank you very much, Madam for giving me an opportunity to ask my supplementary.

Madam, the Guwahati Airport is the busiest airport in the North-East. It is the only doorway or gateway to the North-East India. But it is in very bad condition. The toilets there are very dirty. Even the luggage area is in a shabby position. Can I request the hon. Minister Saheb to look into this?

Madam, also, a project of Rs. 1,000 crore was sanctioned for making the Guwahati Airport much bigger. I would like to know from the Minister as to what has happened about that.

SHRI ASHOK GAJAPATHI RAJU: Madam, Guwahati Airport is a very important airport; it is an international airport. Air Service Standards have been fixed, and they are being graded that way. So, all these toilets facilities and other facilities that the passengers do have to get, are going to be graded in all the airports in the country. So, that is being done. The Airports Authority of India is at it.

Of course, expansion plans exist almost everywhere, and there would be bottlenecks. I would enquire about the latest status of the Guwahati Airport.

HON. SPEAKER: Question No. 465.

Shri Dharmendra Yadav – not present.

Shri Shirang Appa Barne.

GOVERNMENT OF INDIA
 MINISTRY OF CIVIL AVIATION
 LOK SABHA
 UNSTARRED QUESTION NO. : 3181
 (To be answered on the 3rd August 2017)

SLOTS AT DUBAI AIRPORT

3181. SHRI DEVAJIBHAI G. FATEPARA
 SHRI DIBYENDU ADHIKARI

Will the Minister of CIVIL AVIATION

नागर विमानतल मंत्री

be pleased to state:-

- (a) whether the Government has sought assurance from UAE/Dubai to provide right/feasible slots at Dubai airport to Indian carriers;
- (b) if so, the details thereof and the response of the UAE Government thereto;
- (c) whether the Government is in discussion with UAE for increasing bilateral flights;
- (d) if so, the details thereof;
- (e) whether the Government has received proposal from Gulf nations for unified bilateral air traffic pact for more access to Indian airports;
- (f) if so, the present bilateral entitlement therein; and
- (g) the proposal of the Government to review the air traffic pact with the international carriers therefor?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानतल मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) to (d): Yes Madam, in December, 2015, Federation of Indian Airlines (FIA) had drawn the attention of the Government towards the non-availability of feasible slots at Dubai International Airport(DXB). The matter was taken up with the Dubai Civil Aviation Authority in January, 2016. Dubai Civil Aviation Authority has requested for increasing capacity entitlements on India-Dubai sector which is under consideration with the Government.

(e): No Madam.

(f): Does not arise.

(g): No such proposal is under consideration.

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 3986
(To be answered on the 10th August 2017)**

RENAMING OF AIRPORTS

3986. **SHRIMATI KOTHAPALLI GEETHA
SHRI RAM CHARITRA NISHAD**

Will the Minister of CIVIL AVIATION

तागर विमानतल मंत्री

be pleased to state:-

- (a) whether the Government of Andhra Pradesh has sent any proposal to change the existing names of airports in Rajamahendravaram as GMC Balayogi airport and also Gannavaram airport in Vijayawada as NTR international airport;
- (b) if so, the details thereof and action taken thereon;
- (c) whether the Government proposes to rename existing airports as well as future Greenfield airports after cities and not personalities and if so, the details thereof;
- (d) whether internal deliberations have been held on this matter and a view has emerged that the names of airports should be only after cities; and
- (e) if so, the details thereof and the details of deliberations made in such meetings?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

तागर विमानतल मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) & (b): The Government of Andhra Pradesh has sent proposals along with the resolutions passed by the Andhra Pradesh Legislative Assembly and Legislative Council on 21.03.2017 to change the existing names of Vijayawada Airport as Nandamuri Taraka Ramarao Airport, Amravathi and Tirupathi Airport as Sri Venkateswara Airport, Tirupathi respectively. Since a policy on naming / re-naming of airports is presently under deliberation in this Ministry, it has been emerged that all proposals for naming / re-naming of airports may await the finalization of the above policy.

(c) to (e): Yes, Madam. Due to lack of any firm and explicit instructions/guidelines for naming/renaming of airports in the country and considering the convenience of passengers in general and especially foreign tourists who are not familiar with the local history of the area, a view has emerged to name the airports by the name of the city in which they are located/served and the terminals of the airports after eminent personalities in honour of their memory. There will be no changes to existing airport names.

HON. SPEAKER: Shri Rabindra Kumar Jena, Dr. Kulmani Samal and Kunwar Pushpendra Singh Chandel are permitted to associate with the issue raised by Shri Nagendra Kumar Pradhan.

डॉ. किरिट सोमैया (मुम्बई उत्तर पूर्व): माननीय अध्यक्ष जी, आज मीडिया में एक बात सामने आई है और मैंने माननीय मंत्री श्री रिजीजू और जयंत सिन्हा जी से कन्फर्म किया है। 1 जनवरी को जेट एयरवेज़ का लंदन से मुम्बई विमान आ रहा था, इसमें 324 लोग थे, दो बच्चे और 14 क्रू मैम्बर्स थे। दोनों पायलट्स में आपस में लड़ाई-झगड़ा हुआ। पुरुष पायलट ने ने स्त्री पायलट को चांटा मारा, वह केबिन के बाहर आ गई और थोड़ी देर बाद दूसरा पायलट भी बाहर आ गया और भगवान भरोसे विमान ऊपर जा रहा था। इतनी गंभीर बात हुई है। इन दोनों के संबंध क्या थे? मीडिया ने बताया कि वह पति-पत्नी थे तो जेट एयरवेज़ ने उनको साथ में ड्यूटी कैसे दी?

324 लोग प्लेन में थे, प्लेन हवा में था, कॉकपिट में झगड़ा हुआ और एयरलाइन्स स्टेटमेंट इश्यू करती है - There was a misunderstanding. क्या यह मिसअंडरस्टैंडिंग है? मैं आपके माध्यम से मंत्री जी से प्रार्थना करता हूँ कि एयरलाइन्स और दोनों पायलट्स के खिलाफ कड़ी से कड़ी कार्रवाई होनी चाहिए। 324 जानें खतरों में आ गई थीं और ईश्वर की कृपा से बच गईं।

I would request the hon. Minister to please reply.

HON. SPEAKER: Shri Rabindra Kumar Jena, Shri Bhairon Prasad Mishra and Kunwar Pushpendra Singh Chandel are permitted to associate with the issue raised by Dr. Kirit Somaiya.

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU): Action will be taken according to the regulation and no one will be spared.

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 560
(To be answered on the 13th December 2018)**

AIR INDIA INCIDENT

560. **SHRIMATI VASANTHI M.**

Will the Minister of CIVIL AVIATION
नागर विमानन मंत्री

be pleased to state:-

- (a) whether an Air India Express plane flew four hours with a ruptured belly;
(b) whether this flight was damaged when it hit the boundary wall of the airport during take off;
(c) whether the Directorate General of Civil Aviation has ordered any investigation into this tragedy; and
(d) if so, the findings thereon?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION
नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

a) to d) On 12.10.2018, M/s Air India Express B737 aircraft VT-AYD was involved in an accident while takeoff from Trichy Airport. The aircraft was operating flight AXB611 (Trichy-Dubai).

During takeoff from RWY27, the landing gear and belly of the aircraft hit the localizer antenna and upper part of the aerodrome boundary wall. As a result the portion of the boundary wall got broken and the ILS localizer antenna damaged. The aircraft flew in damaged condition for approximately 4hrs 20 min and landed safely at Mumbai.

The occurrence has been treated as an accident and is being investigated by Aircraft Accident Investigation Bureau (AAIB).

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
STARRED QUESTION NO. : 221
(To be answered on the 27th December 2018)

SALE OF AIR INDIA LAND

*221. SHRI VENKATESH BABU T.G.

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Air India is having huge tracts of unutilized land at various cities in the country;
- (b) if so, the details thereof, city-wise;
- (c) whether the Air India has proposed to sell its unutilized land including prime land;
- (d) if so, the details thereof and the amount of revenue likely to be generated therefrom; and
- (e) the steps taken to overcome the public carrier from debt trap?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) to (e): A statement is laid on the table of the House.

**STATEMENT IN REPLY TO PARTS (a) TO (e) OF LOK SABHA
STARRED QUESTION NO.221 TO BE ANSWERED ON 27.12.2018
REGARDING SALE OF AIR INDIA LAND TABLED BY SHRI
VENKATESH BABU T.G., MP**

(a) & (b): Air India possesses 30 un-utilised tracts of land, details of which are at Annexure.

(c) & (d): The Cabinet Committee of Economic Affairs (CCEA) had approved Turn Around Plan (TAP) and Financial Restructure Plan (FRP) of Air India on 12th April 2012 which, inter-alia, includes the monetization of Real Estate Assets in Air India to the tune of Rs.5000 crore over a 10 years period with the annual target of Rs.500 crore from the financial year 2013 onward.

Air India has planned to monetize its unutilised/surplus immovable real estate assets over the next few years. Till date, Air India has realized an amount of Rs.410 crore through sale of its non-core assets in various cities in India and abroad. Air India has also realized a rental income of Rs.314 crore approx. Further, amount of revenue likely to be generated from monetisation of land/properties depends on the bid process and subject to No Objection Certificates (NOCs) from concerned authorities.

(e): The Government has prepared a Revival Plan of Air India which focuses on building a competitive and profitable airline group. The Revival Plan comprises several major elements including:

- (i)** A comprehensive financial package, as approved by Government of India - this includes transferring non-core debt and assets to a SPV
- (ii)** Higher levels of operational efficiency by strengthening management and implementing best practice business processes
- (iii)** Robust organizational and governance reforms to be implemented by an eminent Board
- (iv)** Differentiated business strategies for each Air India's core businesses
- (v)** World-class HR practices to ensure a talented and motivated workforce and
- (vi)** Sale of non-core real estate assets and strategic disinvestment of subsidiaries such as Air India Air Transport Services Ltd.

ANNEXURE

Sl No.	Description/Location	Area (in Sqm.)
1.	AI Plot of land at Baba Kharak Singh Marg, New Delhi	14326*
2.	Residential Plot at Gurgaon.	420
3.	Commercial Land at Rail Head Complex, Rakh Bahu, Residency Rd., Jammu	1518
4.	Residential Land at Sector-3, Trikuta Nagar, Jammu	1138
5.	Land for Housing colony (13 Flats) Vidyadhar Housing Colony, Khasra No.16C & 17K SADA, Khajuraho	8094
6.	Residential Land for Housing Colony 8, Hyderpura Bye Pass West Distt. Badgam, Srinagar	9861
7.	Land for Booking Office, Near Bus Stand, Behind Telephone Exchange, Khajuraho	2090
8.	Commercial Land for Booking Office at Indira Nagar, Bengaluru.	804
9.	Land for office premises at Udaygiri, Bengaluru.	25617
10.	Land for Housing Colony at Gangamuthanahalli, Bengaluru.	5827
11.	Land for Housing Colony at NCC Nagar, Thiruvananthapuram	2479
12.	Residential Plot at Krishnaswamy Nagar, Pankaja Mills Road, Sowtripalayam Village, Ramanathapuram, Coimbatore, Tamilnadu	4024
13.	Vacant Land at Plot No. 1 & 4 under Dag No. 404 & 405 of Patta No. 180, Mouza Dibrugarh Town, Ward- Gabherupathar, Sub-District- Dibrugarh, (Assam)	3519
14.	Commercial Vacant Land at B. No. 6 of Dag No. 414, Tourist Lodge Compound, Kohima Road, near Super Market, Dimapur	1038
15.	Vacant Residential Land at Dag No. 487, Village Borjhar, Mouza - Kakhin Rani under Palasbari Circle, Guwahati (Assam)	1405
16.	Residential Plot for Staff Quarters at Khaikhali, Kolkata	10684
17.	Commercial Land at Plot nos. 951,953 & 954, Ward No. 1, Street No. 46, Revenue Village - Muharrampur, East Gandhi Maidan, Patna	566
18.	Land for staff Quarters at Sardar Nagar, Site No.1 Vibhag-1, Hansol, Near Indira Bridge, Ahmedabad	16000

19.	Land & Building for Booking Office, Airlines House, Station Road, Near SBI, Bhuj.	399
20.	Plot No.21, Ghanshyam Nagar, Bhuj, Kutch, Gujarat	2500
21.	Commercial Land for Booking office at Jamnagar	1000
22.	06 Residential Plots, Charkop, Kandivali, Mumbai	5410
23.	Residential Plot No.24, Sector 27, CIDCO, Nerul, Navi Mumbai	100021
24.	Residential Plot No.2, Sector 27, CIDCO, Nerul, Navi Mumbai	69973
25.	Land for Booking Office at Angels Chamber, Dheber Road, Rajkot	1076
26.	Residential Plot no-43, 44.78 & 79, Village Nana Mava, Rajkot	1331
27.	Land for Booking Office, T.P. Scheme No.9, Plot No.1, Vadodra	2000
28.	Land for Staff Qtrs., Plot no. 8,9,10, Survey No. 3(Part) Town Center, Bajipura, Aurangabad	706
29.	Bungalow Plot no. ASL-56 Survey no. 925 in Ashwin L at New Nashik.	385
30.	Residential cum Commercial Land at Laxmi House, Mount Road, Teynampet, Chennai.	5371

* Note: Property handed over to Ministry of Housing and Urban Affairs on 18th August 2017 on as is where is basis.

2 12 12
11 01 ½ hrs

ORAL ANSWER TO QUESTION

HON. SPEAKER: Q. No. 221

(Q. 221)

श्री उदय प्रताप सिंह : माननीय अध्यक्ष महोदया, आपका धन्यवाद ... (व्यवधान) अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि ... (व्यवधान) इस देश में एयरपोर्ट अथारिटी के पास जो सरप्लस लैंड है, ... (व्यवधान)

HON. SPEAKER: I am requesting all of you to go to your seats. Otherwise, today I will be naming you. मैं आज कार्रवाई करूंगी। I am again and again telling you.

... (Interruptions)

श्री उदय प्रताप सिंह : अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि इस देश में एयरपोर्ट अथारिटी के पास जो सरप्लस लैंड है, क्या उस भूमि का कमर्शियल उपयोग करके हम अपने सिस्टम को और फाइनेंशियली स्ट्रॉंग कर सकते हैं? क्या इस संबंध में देश में हमारी सरकार या मंत्रालय ने कोई इस तरह की नीति बनाई है, जिससे हम पूरे एविएशन के सिस्टम को मजबूत कर सकें, उस पैसे के माध्यम से बेहतर सुविधा बना सकें और छोटे-छोटे शहरों को भेजने का काम कर सकें?

श्री जयंत सिन्हा : माननीय अध्यक्ष जी, प्रश्न जो है, वह एयर इंडिया पर है, लेकिन माननीय सदस्य ने प्रश्न पूछा है, एयरपोर्ट अथारिटी ऑफ इंडिया के बारे में मैं इसका उत्तर दूंगा। हमारी पूरी कोशिश है कि एयरपोर्ट अथारिटी ऑफ इंडिया की जो हवाई अड्डों के आस-पास सरप्लस लैंड है, उनका सही तरीके से उपयोग हो सकें। इसके लिए हम लोग उस जमीन का कमर्शियलाइजेशन करवा रहे हैं। ... (व्यवधान) हमारी कोशिश है कि एयरपोर्ट रिलेटेड जो भी एक्टिविटीज हैं या होटल

और टूरिज्म से रिलेटेड जो एक्टिविटीज हैं, उसमें उनका संपूर्ण उपयोग किया जाए। ... (व्यवधान)
इसके द्वारा एयरपोर्ट्स को भी सुविधा दी जाएगी और साथ ही साथ हम लोग एयरपोर्ट अथारिटी
ऑफ इंडिया को और साधन दिलवा सकेंगे। इसी तरह से माननीय सदस्य ने कहा है कि हम लोग
अपने एयरपोर्ट्स को सही तरीके से चला पाएंगे और पैसेंजर्स को और भी सुविधाएं दे पाएंगे
... (व्यवधान) अतः मैं माननीय सदस्य जी से कहता हूँ कि उनका जो सुझाव है, वह बहुत ही सही
सुझाव है और उस सुझाव पर हम लोग कार्यरत हैं। ... (व्यवधान)

श्री उदय प्रताप सिंह : अध्यक्ष महोदया, आपका धन्यवाद। मैं एक और विषय माननीय मंत्री जी के
ध्यान में लाना चाहता हूँ। हमारी एयर इंडिया जो इस देश में भारत सरकार के अधीन संचालित है,
अगर हम 'एयर इंडिया' पर ध्यान दें, तो हमारा एयरक्राफ्ट जब खड़ा होता है और जब उसमें
सीढ़ियां लगाई जाती हैं, उन सीढ़ियों पर एयर इंडिया लिखा हुआ होता है। वह हमेशा हमारे पैरों के
नीचे आता है। हमारे पैर लगातार उस इंडिया को टच करते हैं।

अध्यक्ष महोदया, मैं आपके माध्यम से माननीय मंत्री जी से आग्रह करना चाहता हूँ और
जानना भी चाहता हूँ कि क्या इस व्यवस्था को हम ठीक नहीं कर सकते हैं? कम से कम हमारा
'इंडिया', हमारा 'भारत' पर चढ़ते समय हमारे पैर उस नाम पर न टकराएं, क्या इस व्यवस्था में
परिवर्तन करने के लिए माननीय मंत्री जी अपनी तरफ से कोई प्रयास करेंगे?

श्री जयंत सिन्हा : अध्यक्ष महोदया, माननीय सदस्य का यह बहुत ही अच्छा सुझाव है और हम
लोग इस पर जरूर ध्यान देंगे। ... (व्यवधान)

SHRIMATI P.K. SHREEMATHI TEACHER : Thank you, Madam Speaker. I
would like to ask a Supplementary about the Kannur International Airport.
... (Interruptions) The hon. Minister may give a positive answer.

The Kannur Airport, which has already started two weeks ago, has a
4,000-metre runway. It is a very beautiful international airport.
... (Interruptions)

11.16.70
37

I would only like to ask the hon. Minister whether he would start the Air India service from New Delhi to Kannur and Kannur to New Delhi. I hope, the answer of the hon. Minister would be positive...*(Interruptions)*

SHRI JAYANT SINHA: Hon. Madam Speaker, I am happy to let the hon. Member know that under UDAN, there have been many bids for Kannur Airport to operate services from Kannur Airport to many different airports around the country including Hindon, which is near Delhi. So, as soon as Hindon is ready, I am sure that we will be starting services from Kannur to Hindon also, which will make the passengers come to Delhi very comfortably and conveniently...*(Interruptions)*

HON. SPEAKER: Hon. Members, please, listen to me.

... *(Interruptions)*

HON. SPEAKER: I am requesting all of you to go back to your seats.

... *(Interruptions)*

HON. SPEAKER: I also want justice for all of them, who want to ask questions and who want the House to run.

... *(Interruptions)*

HON. SPEAKER: Today, I am telling every leader that all these things should stop, now.

... *(Interruptions)*

HON. SPEAKER: I will name all of you, who are standing in the Well.

So, I am requesting all the leaders to please behave properly.

... *(Interruptions)*

HON. SPEAKER: I am sorry; please go back to your seats.

... (Interruptions)

HON. SPEAKER: Shri Sharad Tripathi, please ask your Supplementary.

... (Interruptions)

श्री शरद त्रिपाठी : माननीय अध्यक्ष महोदया, आपने मुझे अनुपूरक प्रश्न पूछने की अनुमति प्रदान की है, इसके लिए मैं आपका बहुत-बहुत धन्यवाद करता हूँ ... (व्यवधान)

माननीय अध्यक्ष : खड़गे जी, मैं जीरो ऑवर में आपको बोलने दूंगी, अभी नहीं।

... (व्यवधान)

श्री शरद त्रिपाठी : माननीय अध्यक्ष महोदया, जब अपनी एविएशन पॉलिसी यहां बनी थी, तो उस समय सन् 1934 में अखण्ड भारत था और उस आधार पर यहां पर एविएशन पॉलिसी में अपने देश के विमानन मंत्रालय का रजिस्ट्रेशन हुआ, उस आधार पर विमानों पर आज भी वी.टी. यानी विक्टोरिया टैरिटरी के रूप में अंकित है। ... (व्यवधान) आज चूंकि पाकिस्तान हमसे अलग हो चुका है, फिर भी वी.टी. के रूप में हमारी विमानन पद्धति का, एविएशन मंत्रालय का इंटरनेशनल रजिस्ट्रेशन है। ... (व्यवधान) क्या माननीय मंत्री जी इसके लिए कोई उपाय करेंगे कि एक नए तरीके से, फिर से भारत के आधार पर रजिस्ट्रेशन हो? ... (व्यवधान)

श्री जयंत सिन्हा : माननीय अध्यक्ष जी, यह गलतफहमी है कि वी.टी. जो है, उसका अर्थ वायसरॉयज़ टैरिटरी है। ... (व्यवधान) उस जमाने में जब यह नाम दिया गया था तो कुछ प्रकार के तरीके थे, जिनके कारण वह दिया गया और फिर उसके बाद लोगों ने उसका एक अर्थ निकाला, लेकिन वह अर्थ जो है, वह शब्दों से नहीं जुड़ा हुआ है। ... (व्यवधान) तत्पश्चात् मंत्रालय की तरफ से बड़े प्रयत्न हुए हैं, प्रयास हुए हैं कि अपने भारत के लिए अनुकूल कोई कॉल सिग्नल लैटर्स हम लोगों को मिलें, लेकिन हमारी कोशिश अभी तक सफल नहीं हो पाई है, लेकिन हमारे प्रयास इसमें निरंतर जारी हैं। ... (व्यवधान)

HON. SPEAKER: Mr. Kharge, I am really sorry; आप इस हाऊस में दिए हुए एश्योरेंस का पालन नहीं कर रहे हो। मैं अलाऊ करूंगी, मैंने बोला है कि मैं 12 बजे आपको अलाऊ करूंगी, 12 बजे शून्य काल में आपका विषय उठाने दूंगी, मगर हाऊस में दिए हुए वचन का भी आप पालन नहीं कर रहे हो। I am really sorry for that. You please understand. Whatever it is, I will not listen to it, now.

... (Interruptions)

माननीय अध्यक्ष: क्या कहना चाहते हो? आप अपने वचन की बात करो।

SHRI MALLIKARJUN KHARGE : Madam Speaker, we are ready to cooperate fully. I am requesting you to direct the Government to constitute a JPC. They have looted the money ... (Interruptions)

HON. SPEAKER: This is not the way. I am sorry.

... (Interruptions)

श्री अरविंद सावंत : अध्यक्ष महोदया, मैं आपका बहुत आभारी हूँ। Air India is a national carrier of the country and being a national carrier of the country, we always feel proud of it. But the fact remains that it is making losses for years together. ... (Interruptions) Recently, the ground staff went on strike. The hon. Minister came forward to resolve the issue. ... (Interruptions)

HON. SPEAKER: I want the names of all of them.

... (Interruptions)

SHRI ARVIND SAWANT : But after giving promises also, the issue is pending. वहाँ जो लोग काम कर रहे हैं दस-दस, बीस-बीस, तीस-तीस वर्ष से काम कर रहे हैं।... (व्यवधान) एक ही तनख्वाह पर काम कर रहे हैं। आपने जो लैंड मोनेटाइजेशन के कानून की बात की है, उसका मैं स्वागत करता हूँ, लेकिन एक सवाल पूछता हूँ कि इस लैंड पर कितना एनक्रोचमेंट हुआ

है? ...*(व्यवधान)* क्या यह लैंड फ्री है, क्या इस लैंड का मोनेटाइजेशन हो सकता है? आपको यह भी बताना होगा कि when you are going to do land monetization? If the land is already encroached by someone how are you going to do it? ...*(Interruptions)* वहाँ जो घर बसे-बसाए होंगे, क्या आप उनको निष्कासित कर सकते हैं या आप उनको कुछ नया आवास दे सकते हैं? ...*(व्यवधान)* जो लोग सालों से वहाँ काम कर रहे हैं, बीच में उन्होंने हड़ताल भी की और आपने उनको वचन दिया कि आपकी समस्या का निराकरण करेंगे वे सारे कर्मचारी आज भी उसी स्थिति में हैं, उसके ऊपर सरकार क्या कार्रवाई कर रही है? ...*(व्यवधान)*

श्री जयंत सिन्हा : अध्यक्ष महोदया, आज के समय एयर इंडिया के पास कई जगह भूमि है, जिसका कहीं-कहीं उपयोग हो रहा है और कहीं-कहीं उपयोग नहीं हो रहा है...*(व्यवधान)* जहाँ-जहाँ उसका उपयोग नहीं हो रहा है और लोग उस पर बसे हुए नहीं हैं, न उस जमीन पर अतिक्रमण है, उस जमीन को हम लोगों ने बेचने का प्रयास किया है...*(व्यवधान)* मुझे आपको बताते हुए बहुत खुशी होती है और मैं माननीय सदस्य को भी बताना चाहूँगा कि आज के समय जो-जो जमीन जर्जर थी, जिस पर कोई नहीं था, उसको बेचकर हम लोगों को 410 करोड़ रुपये की राशि प्राप्त हुई है...*(व्यवधान)* हम लोगों को रेंटल से 314 करोड़ रुपये सालाना मिला है, जिस-जिस जमीन को हम लोगों ने किराये पर चढ़ाया है...*(व्यवधान)* जहाँ-जहाँ जमीन पर कोई विवाद है या लोग बसे हुए हैं, उस पर हम लोग सही तरीके से समझौता बनाकर, सब लोगों को शांतिपूर्वक अपने साथ लेकर, उसका निवारण कर रहे हैं और उसी प्रकार से हमारी आगे की भी प्रक्रिया चल रही है...*(व्यवधान)*

SHRI DINESH TRIVEDI : Thank you very much for letting me ask this question. Madam, when we talk about monetisation of assets, one of the assets is the routes. ...*(Interruptions)* Air India is one of the best airlines in the world. One of the reasons why Air India has gone into red is because you have

not really utilized your routes efficiently and the routes were given to somebody else. ...*(Interruptions)*

My question is: are you having a relook at monetising the routes of Air India? I am not blaming your Government. It has happened before that. Are you going to have a relook at the routes of Air India? ...*(Interruptions)*

SHRI JAYANT SINHA: Madam Speaker, the hon. Member is actually right. It is actually the fault of the previous Government, whose Members are now demonstrating in front of us, in terms of misutilisation of Air India's routes and in a very deliberate way, destroying the effectiveness of Air India in terms of being able to build out its routes. ...*(Interruptions)*

Madam Speaker, the hon. Member and the people of this country will be very pleased to know that since our Government assumed office, we have actually grown Air India dramatically. ...*(Interruptions)* We have used our routes in the best way possible, and as a result of that Air India has achieved a very impressive turnaround. I would like to give the hon. Member some numbers so that he understands how we have utilised these routes. ...*(Interruptions)*

We have increased the capacity of Air India by 28 per cent. The number of planes has gone up from 96 to 118, and even as we have done that, the plane load factor has grown from 73 per cent to 79 per cent, demonstrating that we are using our routes very well. ...*(Interruptions)* Yields have gone up. Hon. Member, the number of revenue passengers has gone up from 15.4 million a year to 20.7 million a year while our on-time performance is 78 per

cent has held steady. ...*(Interruptions)* As a result of this and as a result of adding these new routes, particularly international routes, as you know, we have expanded the number of routes to the U.S. very dramatically; for example, we have increased the number of flights a week to San Francisco to nine. Our operating profit in fiscal year 2016-17 was positive because industry conditions also improved and we were able to generate an operating profit. ...*(Interruptions)*

So, we have addressed all of the sins of the past, all of the legacy burdens that we got from the previous Government and achieved an impressive turnaround. ...*(Interruptions)* We have addressed exactly the issue that you mentioned, which is to expand our profitable routes, increase the number of revenue-paying passengers, increase our yields based on those factors and thus achieve an operating profit.... *(Interruptions)*

HON. SPEAKER: I am again requesting you to go to your seats. Otherwise I will have to name all those who are in the Well.

... *(Interruptions)*

HON. SPEAKER: The House stands adjourned to meet again at 12 o' clock.

11 15 hrs

The Lok Sabha then adjourned till Twelve of the Clock.

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
STARRED QUESTION NO. : 221
(To be answered on the 27th December 2018)

SALE OF AIR INDIA LAND

*221. SHRI VENKATESH BABU T.G.

Will the Minister of CIVIL AVIATION
नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Air India is having huge tracts of unutilized land at various cities in the country;
- (b) if so, the details thereof, city-wise;
- (c) whether the Air India has proposed to sell its unutilized land including prime land;
- (d) if so, the details thereof and the amount of revenue likely to be generated therefrom; and
- (e) the steps taken to overcome the public carrier from debt trap?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION
नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) to (e): A statement is laid on the table of the House.

**STATEMENT IN REPLY TO PARTS (a) TO (e) OF LOK SABHA
STARRED QUESTION NO.221 TO BE ANSWERED ON 27.12.2018
REGARDING SALE OF AIR INDIA LAND TABLED BY SHRI
VENKATESH BABU T.G., MP**

(a) & (b): Air India possesses 30 un-utilised tracts of land, details of which are at Annexure.

(c) & (d): The Cabinet Committee of Economic Affairs (CCEA) had approved Turn Around Plan (TAP) and Financial Restructure Plan (FRP) of Air India on 12th April 2012 which, inter-alia, includes the monetization of Real Estate Assets in Air India to the tune of Rs.5000 crore over a 10 years period with the annual target of Rs.500 crore from the financial year 2013 onward.

Air India has planned to monetize its unutilised/surplus immovable real estate assets over the next few years. Till date, Air India has realized an amount of Rs.410 crore through sale of its non-core assets in various cities in India and abroad. Air India has also realized a rental income of Rs.314 crore approx. Further, amount of revenue likely to be generated from monetisation of land/properties depends on the bid process and subject to No Objection Certificates (NOCs) from concerned authorities.

(e): The Government has prepared a Revival Plan of Air India which focuses on building a competitive and profitable airline group. The Revival Plan comprises several major elements including:

(i) A comprehensive financial package, as approved by Government of India - this includes transferring non-core debt and assets to a SPV

(ii) Higher levels of operational efficiency by strengthening management and implementing best practice business processes

(iii) Robust organizational and governance reforms to be implemented by an eminent Board

(iv) Differentiated business strategies for each Air India's core businesses

(v) World-class HR practices to ensure a talented and motivated workforce and

(vi) Sale of non-core real estate assets and strategic disinvestment of subsidiaries such as Air India Air Transport Services Ltd.

ANNEXURE

Sl. No.	Description/Location	Area (in Sqm.)
1.	AI Plot of land at Baba Kharak Singh Marg, New Delhi	14326*
2.	Residential Plot at Gurgaon.	420
3.	Commercial Land at Rail Head Complex, Rakh Bahu, Residency Rd., Jammu	1518
4.	Residential Land at Sector-3, Trikuta Nagar, Jammu	1138
5.	Land for Housing colony (13 Flats) Vidyadhar Housing Colony, Khasra No.16C & 17K SADA, Khajuraho	8094
6.	Residential Land for Housing Colony 8, Hyderpura Bye Pass West Distt. Badgam, Srinagar	9861
7.	Land for Booking Office, Near Bus Stand, Behind Telephone Exchange, Khajuraho	2090
8.	Commercial Land for Booking Office at Indira Nagar, Bengaluru.	804
9.	Land for office premises at Udaygiri, Bengaluru.	25617
10.	Land for Housing Colony at Gangamuthanahalli, Bengaluru.	5827
11.	Land for Housing Colony at NCC Nagar, Thiruvananthapuram	2479
12.	Residential Plot at Krishnaswamy Nagar, Pankaja Mills Road, Sowripalayam Village, Ramanathapuram, Coimbatore, Tamilnadu	4024
13.	Vacant Land at Plot No. 1 & 4 under Dag No. 404 & 405 of Patta No. 180, Mouza Dibrugarh Town, Ward-Gabherupathar, Sub-District- Dibrugarh, (Assam)	3519
14.	Commercial Vacant Land at B. No. 6 of Dag No. 414, Tourist Lodge Compound, Kohima Road, near Super Market, Dimapur	1038
15.	Vacant Residential Land at Dag No. 487, Village Borjhar, Mouza - Kakhin Rani under Palasbari Circle, Guwahati (Assam)	1405
16.	Residential Plot for Staff Quarters at Khaikhali, Kolkata	10684
17.	Commercial Land at Plot nos. 951,953 & 954, Ward No. 1, Street No. 46, Revenue Village - Muharrampur, East Gandhi Maidan, Patna	566
18.	Land for staff Quarters at Sardar Nagar, Site No.1 Vibhag-1, Hansol, Near Indira Bridge, Ahmedabad	16000

19.	Land & Building for Booking Office, Airlines House, Station Road, Near SBI, Bhuj.	399
20.	Plot No.21, Ghanshyam Nagar, Bhuj, Kutch, Gujarat	2500
21.	Commercial Land for Booking office at Jamnagar	1000
22.	06 Residential Plots, Charkop, Kandivali, Mumbai	5410
23.	Residential Plot No.24, Sector 27, CIDCO, Nerul, Navi Mumbai	100021
24.	Residential Plot No.2, Sector 27, CIDCO, Nerul, Navi Mumbai	69973
25.	Land for Booking Office at Angels Chamber, Dheber Road, Rajkot	1076
26.	Residential Plot no-43, 44 78 & 79, Village Nana Mava, Rajkot	1331
27.	Land for Booking Office, T.P. Scheme No.9, Plot No.1, Vadodra	2000
28.	Land for Staff Qtrs., Plot no. 8,9,10, Survey No. 3(Part) Town Center, Bajipura, Aurangabad	706
29.	Bungalow Plot no. ASL-56 Survey no. 925 in Ashwin L at New Nashik.	385
30.	Residential cum Commercial Land at Laxmi House, Mount Road, Teynampet, Chennai.	5371

* Note: Property handed over to Ministry of Housing and Urban Affairs on 18th August 2017 on as is where is basis.

11 01 ½ hrs

ORAL ANSWER TO QUESTION

HON. SPEAKER: Q. No. 221

(Q. 221)

श्री उदय प्रताप सिंह : माननीय अध्यक्ष महोदया, आपका धन्यवाद ... (व्यवधान) अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि ... (व्यवधान) इस देश में एयरपोर्ट अथारिटी के पास जो सरप्लस लैंड है, ... (व्यवधान)

HON. SPEAKER: I am requesting all of you to go to your seats. Otherwise, today I will be naming you. मैं आज कार्रवाई करूंगी। I am again and again telling you.

... (Interruptions)

श्री उदय प्रताप सिंह : अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूँ कि इस देश में एयरपोर्ट अथारिटी के पास जो सरप्लस लैंड है, क्या उस भूमि का कमर्शियल उपयोग करके हम अपने सिस्टम को और फाइनेंशियली स्ट्रॉंग कर सकते हैं? क्या इस संबंध में देश में हमारी सरकार या मंत्रालय ने कोई इस तरह की नीति बनाई है, जिससे हम पूरे एविएशन के सिस्टम को मजबूत कर सकें, उस पैसे के माध्यम से बेहतर सुविधा बना सकें और छोटे-छोटे शहरों को भेजने का काम कर सकें?

श्री जयंत सिन्हा : माननीय अध्यक्ष जी, प्रश्न जो है, वह एयर इंडिया पर है, लेकिन माननीय सदस्य ने प्रश्न पूछा है, एयरपोर्ट अथारिटी ऑफ इंडिया के बारे में मैं इसका उत्तर दूंगा। हमारी पूरी कोशिश है कि एयरपोर्ट अथारिटी ऑफ इंडिया की जो हवाई अड्डों के आस-पास सरप्लस लैंड है, उनका सही तरीके से उपयोग हो सकें। इसके लिए हम लोग उस जमीन का कमर्शियलाइजेशन करवा रहे हैं। ... (व्यवधान) हमारी कोशिश है कि एयरपोर्ट रिलेटेड जो भी एक्टिविटीज हैं या होटल

और टूरिज्म से रिलेटेड जो एक्टिविटीज हैं, उसमें उनका संपूर्ण उपयोग किया जाए। ... (व्यवधान)
इसके द्वारा एयरपोर्ट्स को भी सुविधा दी जाएगी और साथ ही साथ हम लोग एयरपोर्ट अथारिटी
ऑफ इंडिया को और साधन दिलवा सकेंगे। इसी तरह से माननीय सदस्य ने कहा है कि हम लोग
अपने एयरपोर्ट्स को सही तरीके से चला पाएंगे और पैसेंजर्स को और भी सुविधाएं दे पाएंगे
... (व्यवधान) अतः मैं माननीय सदस्य जी से कहता हूँ कि उनका जो सुझाव है, वह बहुत ही सही
सुझाव है और उस सुझाव पर हम लोग कार्यरत हैं। ... (व्यवधान)

श्री उदय प्रताप सिंह : अध्यक्ष महोदया, आपका धन्यवाद। मैं एक और विषय माननीय मंत्री जी के
ध्यान में लाना चाहता हूँ। हमारी एयर इंडिया जो इस देश में भारत सरकार के अधीन संचालित है,
अगर हम 'एयर इंडिया' पर ध्यान दें, तो हमारा एयरक्राफ्ट जब खड़ा होता है और जब उसमें
सीढ़ियां लगाई जाती हैं, उन सीढ़ियों पर एयर इंडिया लिखा हुआ होता है। वह हमेशा हमारे पैरों के
नीचे आता है। हमारे पैर लगातार उस इंडिया को टच करते हैं।

अध्यक्ष महोदया, मैं आपके माध्यम से माननीय मंत्री जी से आग्रह करना चाहता हूँ और
जानना भी चाहता हूँ कि क्या इस व्यवस्था को हम ठीक नहीं कर सकते हैं? कम से कम हमारा
'इंडिया', हमारा 'भारत' पर चढ़ते समय हमारे पैर उस नाम पर न टकराएं, क्या इस व्यवस्था में
परिवर्तन करने के लिए माननीय मंत्री जी अपनी तरफ से कोई प्रयास करेंगे?

श्री जयंत सिन्हा: अध्यक्ष महोदया, माननीय सदस्य का यह बहुत ही अच्छा सुझाव है और हम
लोग इस पर जरूर ध्यान देंगे। ... (व्यवधान)

SHRIMATI P.K. SHREEMATHI TEACHER : Thank you, Madam Speaker. I
would like to ask a Supplementary about the Kannur International Airport.
... (Interruptions) The hon. Minister may give a positive answer.

The Kannur Airport, which has already started two weeks ago, has a
4,000-metre runway. It is a very beautiful international airport.
... (Interruptions)

I would only like to ask the hon. Minister whether he would start the Air India service from New Delhi to Kannur and Kannur to New Delhi. I hope, the answer of the hon. Minister would be positive...*(Interruptions)*

SHRI JAYANT SINHA: Hon. Madam Speaker, I am happy to let the hon. Member know that under UDAN, there have been many bids for Kannur Airport to operate services from Kannur Airport to many different airports around the country including Hindon, which is near Delhi. So, as soon as Hindon is ready, I am sure that we will be starting services from Kannur to Hindon also, which will make the passengers come to Delhi very comfortably and conveniently...*(Interruptions)*

HON. SPEAKER: Hon. Members, please, listen to me.

... *(Interruptions)*

HON. SPEAKER: I am requesting all of you to go back to your seats.

... *(Interruptions)*

HON. SPEAKER: I also want justice for all of them, who want to ask questions and who want the House to run.

... *(Interruptions)*

HON. SPEAKER: Today, I am telling every leader that all these things should stop, now.

... *(Interruptions)*

HON. SPEAKER: I will name all of you, who are standing in the Well.

So, I am requesting all the leaders to please behave properly.

... *(Interruptions)*

HON. SPEAKER: I am sorry; please go back to your seats.

... (Interruptions)

HON. SPEAKER: Shri Sharad Tripathi, please ask your Supplementary.

... (Interruptions)

श्री शरद त्रिपाठी : माननीय अध्यक्ष महोदया, आपने मुझे अनुपूरक प्रश्न पूछने की अनुमति प्रदान की है, इसके लिए मैं आपका बहुत-बहुत धन्यवाद करता हूँ ... (व्यवधान)

माननीय अध्यक्ष : खड़गे जी, मैं जीरो ऑवर में आपको बोलने दूंगी, अभी नहीं।

... (व्यवधान)

श्री शरद त्रिपाठी : माननीय अध्यक्ष महोदया, जब अपनी एविएशन पॉलिसी यहां बनी थी, तो उस समय सन् 1934 में अखण्ड भारत था और उस आधार पर यहां पर एविएशन पॉलिसी में अपने देश के विमानन मंत्रालय का रजिस्ट्रेशन हुआ, उस आधार पर विमानों पर आज भी वी.टी. यानी विक्टोरिया टैरिटरी के रूप में अंकित है। ... (व्यवधान) आज चूंकि पाकिस्तान हमसे अलग हो चुका है, फिर भी वी.टी. के रूप में हमारी विमानन पद्धति का, एविएशन मंत्रालय का इंटरनेशनल रजिस्ट्रेशन है। ... (व्यवधान) क्या माननीय मंत्री जी इसके लिए कोई उपाय करेंगे कि एक नए तरीके से, फिर से भारत के आधार पर रजिस्ट्रेशन हो? ... (व्यवधान)

श्री जयंत सिन्हा : माननीय अध्यक्ष जी, यह गलतफहमी है कि वी.टी. जो है, उसका अर्थ वायसरॉयज टैरिटरी है। ... (व्यवधान) उस जमाने में जब यह नाम दिया गया था तो कुछ प्रकार के तरीके थे, जिनके कारण वह दिया गया और फिर उसके बाद लोगों ने उसका एक अर्थ निकाला, लेकिन वह अर्थ जो है, वह शब्दों से नहीं जुड़ा हुआ है। ... (व्यवधान) तत्पश्चात् मंत्रालय की तरफ से बड़े प्रयत्न हुए हैं, प्रयास हुए हैं कि अपने भारत के लिए अनुकूल कोई कॉल सिग्नल लैटर्स हम लोगों को मिलें, लेकिन हमारी कोशिश अभी तक सफल नहीं हो पाई है, लेकिन हमारे प्रयास इसमें निरंतर जारी हैं। ... (व्यवधान)

HON. SPEAKER: Mr. Kharge, I am really sorry; आप इस हाऊस में दिए हुए एश्योरेंस का पालन नहीं कर रहे हो मैं अलाऊ करूंगी, मैंने बोला है कि मैं 12 बजे आपको अलाऊ करूंगी, 12 बजे शून्य काल में आपका विषय उठाने दूंगी, मगर हाऊस में दिए हुए वचन का भी आप पालन नहीं कर रहे हो। I am really sorry for that. You please understand. Whatever it is, I will not listen to it, now.

... (Interruptions)

माननीय अध्यक्ष: क्या कहना चाहते हो? आप अपने वचन की बात करो।

SHRI MALLIKARJUN KHARGE : Madam Speaker, we are ready to cooperate fully. I am requesting you to direct the Government to constitute a JPC. They have looted the money ... (Interruptions)

HON. SPEAKER: This is not the way. I am sorry.

... (Interruptions)

श्री अरविंद सावंत : अध्यक्ष महोदया, मैं आपका बहुत आभारी हूँ Air India is a national carrier of the country and being a national carrier of the country, we always feel proud of it. But the fact remains that it is making losses for years together. ... (Interruptions) Recently, the ground staff went on strike. The hon. Minister came forward to resolve the issue. ... (Interruptions)

HON. SPEAKER: I want the names of all of them.

... (Interruptions)

SHRI ARVIND SAWANT : But after giving promises also, the issue is pending. वहाँ जो लोग काम कर रहे हैं दस-दस, बीस-बीस, तीस-तीस वर्ष से काम कर रहे हैं... (व्यवधान) एक ही तनख्वाह पर काम कर रहे हैं। आपने जो लैंड मोनेटाइजेशन के कानून की बात की है, उसका मैं स्वागत करता हूँ, लेकिन एक सवाल पूछता हूँ कि इस लैंड पर कितना एनक्रोचमेंट हुआ

है? ... (व्यवधान) क्या यह लैंड फ्री है, क्या इस लैंड का मोनेटाइजेशन हो सकता है? आपको यह भी बताना होगा कि when you are going to do land monetization? If the land is already encroached by someone how are you going to do it? ... (Interruptions) वहाँ जो घर बसे-बसाए होंगे, क्या आप उनको निष्कासित कर सकते हैं या आप उनको कुछ नया आवास दे सकते हैं? ... (व्यवधान) जो लोग सालों से वहाँ काम कर रहे हैं, बीच में उन्होंने हड़ताल भी की और आपने उनको वचन दिया कि आपकी समस्या का निराकरण करेंगे। वे सारे कर्मचारी आज भी उसी स्थिति में हैं, उसके ऊपर सरकार क्या कार्रवाई कर रही है? ... (व्यवधान)

श्री जयंत सिन्हा : अध्यक्ष महोदया, आज के समय एयर इंडिया के पास कई जगह भूमि है, जिसका कहीं-कहीं उपयोग हो रहा है और कहीं-कहीं उपयोग नहीं हो रहा है।... (व्यवधान) जहाँ-जहाँ उसका उपयोग नहीं हो रहा है और लोग उस पर बसे हुए नहीं हैं, न उस जमीन पर अतिक्रमण है, उस जमीन को हम लोगों ने बेचने का प्रयास किया है।... (व्यवधान) मुझे आपको बताते हुए बहुत खुशी होती है और मैं माननीय सदस्य को भी बताना चाहूँगा कि आज के समय जो-जो जमीन जर्जर थी, जिस पर कोई नहीं था, उसको बेचकर हम लोगों को 410 करोड़ रुपये की राशि प्राप्त हुई है।... (व्यवधान) हम लोगों को रेंटल से 314 करोड़ रुपये सालाना मिला है, जिस-जिस जमीन को हम लोगों ने किराये पर चढ़ाया है।... (व्यवधान) जहाँ-जहाँ जमीन पर कोई विवाद है या लोग बसे हुए हैं, उस पर हम लोग सही तरीके से समझौता बनाकर, सब लोगों को शांतिपूर्वक अपने साथ लेकर, उसका निवारण कर रहे हैं और उसी प्रकार से हमारी आगे की भी प्रक्रिया चल रही है।... (व्यवधान)

SHRI DINESH TRIVEDI : Thank you very much for letting me ask this question. Madam, when we talk about monetisation of assets, one of the assets is the routes. ... (Interruptions) Air India is one of the best airlines in the world. One of the reasons why Air India has gone into red is because you have

not really utilized your routes efficiently and the routes were given to somebody else. ...(*Interruptions*)

My question is: are you having a relook at monetising the routes of Air India? I am not blaming your Government. It has happened before that. Are you going to have a relook at the routes of Air India? ...(*Interruptions*)

SHRI JAYANT SINHA: Madam Speaker, the hon. Member is actually right. It is actually the fault of the previous Government, whose Members are now demonstrating in front of us, in terms of misutilisation of Air India's routes and in a very deliberate way, destroying the effectiveness of Air India in terms of being able to build out its routes. ...(*Interruptions*)

Madam Speaker, the hon. Member and the people of this country will be very pleased to know that since our Government assumed office, we have actually grown Air India dramatically. ...(*Interruptions*) We have used our routes in the best way possible, and as a result of that Air India has achieved a very impressive turnaround. I would like to give the hon. Member some numbers so that he understands how we have utilised these routes. ...(*Interruptions*)

We have increased the capacity of Air India by 28 per cent. The number of planes has gone up from 96 to 118, and even as we have done that, the plane load factor has grown from 73 per cent to 79 per cent, demonstrating that we are using our routes very well. ...(*Interruptions*) Yields have gone up. Hon. Member, the number of revenue passengers has gone up from 15.4 million a year to 20.7 million a year while our on-time performance is 78 per

cent has held steady. ...*(Interruptions)* As a result of this and as a result of adding these new routes, particularly international routes, as you know, we have expanded the number of routes to the U.S. very dramatically; for example, we have increased the number of flights a week to San Francisco to nine. Our operating profit in fiscal year 2016-17 was positive because industry conditions also improved and we were able to generate an operating profit. ...*(Interruptions)*

So, we have addressed all of the sins of the past, all of the legacy burdens that we got from the previous Government and achieved an impressive turnaround. ...*(Interruptions)* We have addressed exactly the issue that you mentioned, which is to expand our profitable routes, increase the number of revenue-paying passengers, increase our yields based on those factors and thus achieve an operating profit.... *(Interruptions)*

HON. SPEAKER: I am again requesting you to go to your seats. Otherwise I will have to name all those who are in the Well.

... *(Interruptions)*

HON. SPEAKER: The House stands adjourned to meet again at 12 o' clock.

11 15 hrs

The Lok Sabha then adjourned till Twelve of the Clock.

Chapter 8

Assurances

8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances as approved by the Committee on Government Assurances (CGA) of the respective House, is given at Annex-3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance on the floor of the House.

Definition

8.2 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This limit has to be strictly followed.

Time limit for fulfilling an assurance

8.3 To ensure early fulfillment of assurances, entire process beginning from culling out of assurances from the proceedings of the House to the submission of Implementation Report including extension of time, dropping and transfer of assurances have been automated through a Software Application named "Online Assurances Monitoring System" (OAMS). Requests for extension of time, dropping or transfer of assurances and submission of Implementation Report through any other offline mode shall not be entertained under any circumstances.

Online Assurances Monitoring System (OAMS)

Calling out of Assurances

8.4 When an assurance is given by a Minister or when the Presiding Officer, directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs, from the relevant proceedings and communicated to the Department concerned online through 'OAMS' normally within 20 working days of the date on which it is given on the floor of the House.

Deletion from the list of assurances

8.5 If the administrative Ministry/Department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfill it, it may upload its request at 'OAMS' within a week of treating such statement as assurance for getting it deleted from the list of assurances. Such action will require prior approval of the Minister concerned and this fact should be clearly indicated in their communication containing the request. If such a request is made towards the end of stipulated period of three months, then it should invariably be accompanied with a request of extension of time. The department should continue to seek extension of time till the decision of the Committee on Government Assurances is conveyed through 'OAMS'. Requests received through offline mode shall not be entertained by either Rajya Sabha/Lok Sabha Secretariat or Ministry of Parliamentary Affairs.

Extension of time for fulfilling an assurance

8.6 If the Department finds that it is not possible to fulfill the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required alongwith details of action taken/progress made in the matter. All such request should be submitted at 'OAMS' for decision by CGA thereon with the approval of the concerned Minister.

Registers of Assurances

8.7.1 The particulars of every assurance will be entered by the Parliament Unit of the Ministry/Department concerned in a register as at Annex 4 after which the assurance will be passed on to the concerned section

8.7.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs through 'OAMS' the section concerned should take prompt action to fulfill such assurances and keep a watch thereon in a register as at Annex 5.

8.7.3 The registers referred to in paras 8.7.1 and 8.7.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session wise.

The Section Officer in charge of the concerned section will:

Role of Section
Officer and Branch
Officer

- (a) scrutinize the registers once a week;
- (b) ensure that necessary follow-up action is taken without any delay whatsoever;
- (c) submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and
- (d) review of pending assurances should be undertaken periodically at the highest level in order to minimize the delay in implementing the assurances.

8.8 The branch officer will likewise keep his higher officer and Minister informed of the progress made in the implementation of assurances, drawing their special attention to the causes of delay.

8.9.1 Every effort should be made to fulfill the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an Implementation Report(IR) containing the available information should be uploaded at 'OAMS' in part fulfillment of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.

Procedure for
fulfillment of an
assurance

8.9.2 Information to be furnished in partial or complete fulfillment of an assurance should be approved by the Minister concerned before it is uploaded at 'OAMS' in both English and Hindi versions in the prescribed pro forma as at Annex-6 , together with its enclosures. After online submission of the Report for fulfillment of the assurance partial or complete as the case may be, four hard copies each in Hindi and English version with one copy of each version duly authenticated by the officer concerned should be sent to the Ministry of Parliamentary Affairs for laying until e-laying is adopted by the concerned House.

8.9.3 The Implementation Report should be submitted at 'OAMS' only. Implementation Report sent by any other mode or sent to Rajya Sabha/Lok Sabha Secretariat directly, will not be considered for laying.

Laying of the Implementation Report on the Table of the House

8.10 The Ministry of Parliamentary Affairs, after scrutiny of the Implementation Report, will arrange to lay it on the Table of the House concerned. A copy of the Implementation Report, as laid on the Table, will be forwarded by Ministry of Parliamentary Affairs to the member(s) concerned. Details of laying of Implementation Report submitted by the Ministry/Department concerned would be made available by the Ministry of Parliamentary Affairs at 'OAMS'. The Parliament Unit of the Ministry/Department concerned and the concerned section will, on the basis of information available at 'OAMS', update their records.

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

8.11 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfillment of the obligation, independent of the assurance given. After this, a formal report regarding implementation of the assurance indicating the date on which the paper was laid on the Table will be submitted at 'OAMS' in the prescribed pro forma (Annex-6) in the manner already described in para 8.9.2

8.12 Each House of Parliament has a Committee on Government Assurances nominated by the Chairman/Speaker. It scrutinizes the Implementation Reports and the time taken in the fulfillment of Government Assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by Ministry of Parliamentary Affairs from time to time as available on 'OAMS' are to be followed strictly.

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

8.13 The Ministries/Departments will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two Committees for remedial action wherever called for.

Reports of the
Committees on
Government
Assurances

8.14 On dissolution of the Lok Sabha, the pending assurances do not lapse. All assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government Assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with specific recommendations regarding the assurances to be dropped or retained for implementation by the Government.

Effect on assurances
on dissolution of
the Lok Sabha

MINUTES

**COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
FIRST SITTING
(03.12.2020)**

The Committee sat from 1100 hours to 1215 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Ramesh Chander Kaushik
3. Shri Kaushalendra Kumar
4. Shri Santosh Pandey
5. Shri Pashupati Kumar Paras

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S.L. Singh - Deputy Secretary

WITNESSES**Ministry of Civil Aviation**

1. Shri Pradeep Singh Kharola - Secretary
2. Smt. Usha Padhee - Joint Secretary
3. Shri Satyendra Kumar Mishra - Joint Secretary
4. Smt. Rubina Ali - Joint Secretary
5. Shri Angshumali Rastogi - Joint Secretary
6. Shri Amber Dubey - Joint Secretary
7. Shri Arun Kumar - DG, DGCA
8. Shri Pranjol Chandra - Director

Ministry of Parliamentary Affairs

1. Shri P.K. Haldar - Under Secretary

XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

2. XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

3. XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
4. XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

5. Thereafter, the representatives of the Ministry of Civil Aviation and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them not to disclose the deliberations of the Committee to any outsider. The Committee then took oral evidence of the representatives of the Ministry of Civil Aviation regarding pending Assurances. The Committee were perturbed to note the long pendency of the Assurances of the Ministry. The Chairperson asked the Secretary, Ministry of Civil Aviation to give an overview of the pending Assurances of the Ministry and also enquired about the internal mechanism and system of monitoring and reviewing the implementation of pending Assurances in the Department.

6. The Secretary, Ministry of Civil Aviation accordingly briefed the Committee on the above issues. The Chairperson asked the representatives of the Ministry to furnish the Minutes of their review meetings for monitoring of pending Assurances.

7. The Chairperson and Members thereafter raised various queries and sought certain clarifications on the 14 pending Assurances (Annexure-III) taken up for the day. The witnesses responded to these queries and also provided clarifications. In view of the explanations submitted by the representatives of the Ministry during the course of oral evidence, the Committee acceded to the request of the Ministry to drop the Assurances mentioned at Sl. Nos. 2 and 7. As some queries required detailed reply and inputs from various quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

8. The evidence was completed.

9. The Chairperson thanked the witnesses for deposing before the Committee and furnishing the available information on the queries raised and clarifications sought by them.

10. The witnesses, then, withdrew.

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

The Committee then adjourned.

COMMITTEE ON GOVERNMENT ASSURANCES (2020-2021) LOK SABHA

Statement of pending Assurances pertaining to the Ministry of Civil Aviation discussed during oral evidence held on 03.12.2020

S. No.	SQ/USQ No. dated	Subject
#1.	USQ No. 1509 dated 30.11.2011	Naming of Airports
2.	USQ No. 2516 dated 28.03.2012	Airport Expansion Projects
# 3.	USQ No. 1165 dated 01.12.2014	Flying Schools/Institutes
#4.	USQ No. 1916 dated 09.03.2015	Flying Training Institutes
#5.	USQ No. 932 dated 27.07.2015	Flying Training Institutes
#6.	USQ No. 1231 dated 01.12.2014	Installation of GAGAN System at Airports
7.	USQ No. 1319 dated 03.03.2016	Land for Airports
#8.	SQ No. 464 dated 06.04.2017 (Supplementary by Smt. Darshana Vikram Jardosh, M.P.)	Night Landing Facility at Airports
#9.	USQ No. 3181 dated 03.08.2017	Slots at Dubai Airport
#10.	USQ No. 3986 dated 10.08.2017	Renaming of Airports
#11.	Special Mention dated 04.01.2018 by Dr. Kirit Somaiya, M.P.	Action against Jet Airways Pilots for Cockpit Fight
12.	USQ No. 560 dated 13.12.2018	Air India Incident
13.	SQ No. 221 dated 27.12.2018 (Supplementary by Shri Uday Pratap Singh, M.P.)	Sale of Air India Land
#14.	SQ No. 221 dated 27.12.2018 (Supplementary by Shri Sharad Tripathi, M.P.)	Sale of Air India Land

*Implementation Report laid on the Table of the House on 11.02.2021.

MINUTES

**COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
FIFTH SITTING
(19.02.2021)**

The Committee sat from 1100 hours to 1215 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Ramesh Chander Kaushik
3. Shri Kaushalendra Kumar
4. Shri Pashupati Kumar Paras
5. Shri M.K. Raghavan
6. Shri Chandra Sekhar Sahu

SECRETARIAT

- | | | |
|-------------------------------|---|------------------|
| 1. Shri Pawan Kumar | - | Joint Secretary |
| 2. Shri Lovekesh Kumar Sharma | - | Director |
| 3. Shri S.L. Singh | - | Deputy Secretary |

WITNESS**Ministry of Women and Child Development**

- | | | |
|-------------------------------|---|----------------------|
| 1. Shri Ram Mohan Mishra | - | Secretary |
| 2. Shri Ashish Srivastava | - | Additional Secretary |
| 3. Ms. Pallavi Agarwal | - | Joint Secretary |
| 4. Ms. Aastha Saxena Khatwani | - | Joint Secretary |
| 5. Ms. Aditi Das Rout | - | Joint Secretary |

Ministry of Parliamentary Affairs

- | | | |
|---------------------|---|-----------------|
| 1. Shri P.K. Halder | - | Under Secretary |
|---------------------|---|-----------------|

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2. Thereafter, the Committee considered and adopted the following two draft Reports and authorized the Chairperson to present the same at a later date after carrying out verbal and consequential changes:

- (i) Draft Forty-third Report (17th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Civil Aviation'; and
- (ii) Draft Forty-fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Law and Justice (Department of Legal Affairs)'.

3.	XXXX	XXXX	XXXX
4.	XXXX	XXXX	XXXX
5.	XXXX	XXXX	XXXX
6.	XXXX	XXXX	XXXX
7.	XXXX	XXXX	XXXX
8.	XXXX	XXXX	XXXX

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

The Committee then adjourned.
