TWO HUNDRED NINETY FIRST REPORT

Demands for Grants (2021-22) of Ministry of Civil Aviation

(Presented to the Rajya Sabha on 17th March, 2021)

(Laid on the Table of Lok Sabha on 17th March, 2021)
Website :  https://rajyasabha.nic.in
E-mail :  rsc-rtt@sansad.nic.in
Demands for Grants (2021-22) of Ministry of Civil Aviation

(Presented to the Rajya Sabha on 17th March, 2021)
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COMPOSITION OF THE COMMITTEE

(2020-21)
(Constituted on 13th September, 2020)

1. Shri T.G. Venkatesh - Chairman

Rajya Sabha

2. Shri Prasanna Acharya
3. Shri Sambhaji Chhatrapati
4. Dr. Sonal Mansingh
5. Shri Derek O’Brien
6. Shri Tiruchi Siva
7. Shri Dharmapuri Srinivas
8. Shri Vinay Dinu Tendulkar
9. Shri K.C. Venugopal
10. Shri Sushil Kumar Modi

Lok Sabha

11. Shri Anto Antony
12. Shri Margani Bharat
13. Shri Tapir Gao
14. Shri Rahul Kaswan
15. Shri Ramesh Chandra Majhi
16. Shri Sunil Baburao Mendhe
17. Shri K. Muraleedharan
18. Shri S.S. Palanimanickam
19. Shri Chhedi Paswan
20. Shri Kamlesh Paswan
21. Shri Sunil Kumar Pintu
22. Shri Prince Raj
23. Shri Tirath Singh Rawat
24. Shrimati Mala Roy
25. Shri Rajiv Pratap Rudy
26. Shri Dushyant Singh
27. Shri Rajbahadur Singh
28. Shri Ramdas Chandrabhanji Tadas
29. Shri Manoj Tiwari
30. Shri Krupal Balaji Tumane
31. Shri Dinesh Chandra Yadav

SECRETARIAT

Shri J. Sundriyal, Joint Secretary
Shri P. Narayanan, Director
Shri Dinesh Singh, Additional Director
Ms. Catherine John L., Under Secretary
INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorized by the Committee to present on its behalf, do hereby present this Two Hundred Ninety First Report on Demands for Grants (2021-22) of Ministry of Civil Aviation.

2. The Committee, at its meeting held on 16th February, 2021 considered the subject and heard the Secretary and other officials of Ministry of Civil Aviation.

3. The Committee wishes to express its thanks to the officers of Ministry of Civil Aviation for placing before the Committee, the material and information desired in connection with the subject and for clarifying the points raised by the Members.


NEW DELHI;
March 15, 2021
24 Phalguna, 1942 (Saka)

(T.G. Venkatesh)
Chairman,
Department-related Parliamentary Standing Committee on Transport, Tourism and Culture,
Rajya Sabha
<table>
<thead>
<tr>
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<td>Airports Authority of India</td>
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<td>AAICLAS</td>
<td>AAI Cargo Logistics and Allied Services</td>
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<td>Airports Economic Regulatory Authority</td>
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<td>AIL</td>
<td>Air India Limited</td>
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<td>AME</td>
<td>Aircraft Maintenance Engineering</td>
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<td>Ampere</td>
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<td>BCBP</td>
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<td>Full Form</td>
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<td>Compound Annual Growth Rate</td>
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<td>Indira Gandhi Rashtriya Uran Akademi</td>
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<td>ILS</td>
<td>Instrument Landing System</td>
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<td>Abbreviation</td>
<td>Full Form</td>
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<td>IMD</td>
<td>India Meteorological Department</td>
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<td>iOS</td>
<td>iPhone Operating System</td>
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<td>Input Tax Credit</td>
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<td>ITU</td>
<td>International Telecommunication Union</td>
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<td>JVC</td>
<td>Joint Venture Company</td>
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<td>KINFRA</td>
<td>Kerala Industrial Infrastructure Development Corporation</td>
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<td>LED</td>
<td>Light Emitting Diode</td>
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<td>Maharashtra Airport Development Company Limited</td>
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<td>MAFI</td>
<td>Modernization of Air Field Infrastructure</td>
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<td>Mumbai International Airport Ltd.</td>
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<td>Multi-modal International Hub Airport at Nagpur</td>
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<td>MIHAN India Limited</td>
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<td>MIS</td>
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<td>MoPR</td>
<td>Ministry of Panchayati Raj</td>
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<td>MoU</td>
<td>Memorandum of Understanding</td>
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<td>MRO</td>
<td>Maintenance, Repair and Overhauling</td>
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<td>Monitoring, Reporting and Verification</td>
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<td>MTOs</td>
<td>Maintenance Training Organizations</td>
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<td>MTOW</td>
<td>Maximum Take-Off Weight</td>
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<td>Meteorological Weather Processor</td>
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<td>NAPCC</td>
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<td>National Aero Sports Policy</td>
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<td>NDRF</td>
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<tr>
<th>Abbreviation</th>
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<td>NER</td>
<td>North-Eastern Region</td>
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<td>NTPC Vidhyut Vyapar Nigam</td>
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<td>Obstacle Limitation Survey</td>
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<td>PAPI</td>
<td>Precision Approach Path Indicator</td>
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<td>PHL</td>
<td>Pawan Hans Limited</td>
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<td>PMIC</td>
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<td>Personal Protective Equipment</td>
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<td>Rajiv Gandhi National Aviation University</td>
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<td>RTPCR</td>
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<td>RTR (A)</td>
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(vii)
<table>
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<td>Special Extra Section Flight</td>
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<td>SOI</td>
<td>Survey of India</td>
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<td>SOP</td>
<td>Standard Operating Procedures</td>
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<td>Standard Temperature and Pressure</td>
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<td>Survey of Villages and Mapping with Improvised Technology in Village Areas</td>
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<td>Unmanned Aircraft System</td>
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<td>UJALA</td>
<td>Unnat Jyoti by Affordable LEDs for All</td>
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<td>YIAPL</td>
<td>Yamuna International Airport Private Limited</td>
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REPORT

The Ministry of Civil Aviation is responsible for the formulation of national policies and programmes for the development and regulation of the Civil Aviation sector in the country. It also looks after the administration of the Aircraft Act, 1934, Aircraft Rules, 1937 and various other legislations pertaining to the aviation sector in the country.

2. In addition to primary functions of framing of policies, the Ministry provides guidance to the organizations in the implementation of policy guidelines, monitors and evaluates their activities and also provides their interface with Parliament. It also supervises implementation by the organizations of special programmes of the Government, particularly those intended for the weaker sections of society.

3. The Ministry of Civil Aviation has the following organizations under its administrative control:-
   (i) Attached Offices/Organizations
       • Directorate General of Civil Aviation (DGCA)
       • Bureau of Civil Aviation Security (BCAS)
       • Commission of Railway Safety (CRS)
       • Aircraft Accident Investigation Bureau (AAIB)
   (ii) Autonomous Bodies
       • Indira Gandhi Rashtriya Uran Akademi (IGRUA)
       • Airports Economic Regulatory Authority (AERA)
       • Rajiv Gandhi National Aviation University (RGNAU)
   (iii) Public Sector Undertakings
       • Airports Authority of India (AAI)
       • Air India Limited (AIL)
       • Pawan Hans Limited (PHL)

4. The Department-related Parliamentary Standing Committee on Transport, Tourism and Culture considered Demand No.8 containing the details of budget allocations of the Ministry of Civil Aviation, for the financial year 2021-22, at its meeting held on the 16th February, 2021. During the meeting, the Committee heard the views of the Secretary and other senior officers of the Ministry of Civil Aviation, as well as the Heads of the organizations under its purview, on budgetary and other aspects.
Assessment of the Demands for Grants (2021-22) of the Ministry

### Demand No.8

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<td>-</td>
<td>-0.09</td>
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<td>Net</td>
<td>3625.36</td>
<td>21.36</td>
<td>3646.72</td>
<td>3771.74</td>
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### CENTRE'S EXPENDITURE

#### Establishment Expenditure of the Centre

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<td>49.84</td>
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A. The budget allocation, net of recoveries, are given below:
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<td></td>
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<td>13.32</td>
<td>14.46</td>
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<td>4.01 Commissioner for Railway Safety</td>
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<td>-0.09</td>
<td>-0.09</td>
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<td>298.15</td>
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<tr>
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<td>5. Actual Recoveries</td>
<td>_</td>
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<td>_</td>
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<td></td>
<td>274.51</td>
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<tr>
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<td>6. Grants for Skill Development</td>
<td></td>
<td></td>
<td>15.00</td>
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<td>6.01 Grants for Skill Development</td>
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<td>0.01</td>
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<td>284.71</td>
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<tr>
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<td>7. Grants-in-Aid to Institution in Civil Aviation for Promotion/Development of Aero Sports</td>
<td></td>
<td></td>
<td>0.05</td>
<td>0.05</td>
<td></td>
<td>53.95</td>
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<td>Total Establishment</td>
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<td></td>
<td>284.64</td>
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<td>40.51</td>
<td>325.15</td>
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<tr>
<td>Expenditure of the Centre</td>
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<td>Central Sector Schemes/Projects</td>
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<td>8. Turnaround Plan of Air India Ltd.</td>
<td>–</td>
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<td>–</td>
<td>0.01</td>
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<td>9. Regional Connectivity Scheme</td>
<td>488.81</td>
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<td>488.81</td>
<td>465.17</td>
<td>–</td>
<td>465.17</td>
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<tr>
<td>10. Purchase of two new aircraft for Special Extra Section Flight operations</td>
<td>272.35</td>
<td>–</td>
<td>272.35</td>
<td>810.23</td>
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<td>810.23</td>
<td>809.96</td>
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<td>11. Air India Asset Holding Limited (SPV)</td>
<td>2568.05</td>
<td>–</td>
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<td>2205.00</td>
<td>–</td>
<td>2205.00</td>
<td>2215.50</td>
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<td>12. Mobile Air Dispensary and Ambulance</td>
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<tr>
<td>Total-Central Sector Schemes/Projects</td>
<td>3329.21</td>
<td>0.01</td>
<td>3329.22</td>
<td>3480.41</td>
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<tr>
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<tr>
<td>Public Sector Undertakings</td>
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</tr>
<tr>
<td>15. Airports Authority of India</td>
<td>–</td>
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<td>–</td>
<td>0.01</td>
<td>–</td>
<td>0.01</td>
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<td>16. Rohini Heliport Limited</td>
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<td>0.01</td>
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</tr>
<tr>
<td>Total - Public Sector</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>0.01</td>
<td>0.01</td>
<td>0.02</td>
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<td>Undertakings</td>
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<td>16.83</td>
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</tr>
<tr>
<td>Total - other Central Sector</td>
<td>Grand Total</td>
<td>3625.36</td>
<td>21.36</td>
<td>3646.72</td>
<td>3771.74</td>
<td>25.97</td>
<td>3797.71</td>
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<tr>
<td>B Development Heads</td>
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<tr>
<td>General Services</td>
<td></td>
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</tr>
<tr>
<td>1. Capital Outlay on Public</td>
<td>_</td>
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<td>_</td>
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<td>_</td>
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<tr>
<td>Total-General Services</td>
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<tr>
<td>Economic Services</td>
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<tr>
<td>2. Civil Aviation</td>
<td>3575.16</td>
<td>_</td>
<td>3575.16</td>
<td>_</td>
<td>3658.39</td>
<td>_</td>
<td>3658.39</td>
</tr>
<tr>
<td>3. Other Transport Services</td>
<td>13.32</td>
<td>_</td>
<td>13.32</td>
<td>_</td>
<td>_</td>
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<td>_</td>
</tr>
<tr>
<td>4. Secretariat-Economic Services</td>
<td>36.88</td>
<td>_</td>
<td>36.88</td>
<td>43.36</td>
<td>_</td>
<td>43.36</td>
<td>63.26</td>
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<tr>
<td></td>
<td>Outlay on Civil Aviation</td>
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</tr>
<tr>
<td><strong>Total-Economic Services</strong></td>
<td>3625.36 21.36 3646.72 3701.75 25.97 3727.72 4007.67 39.97 4047.64 3114.16 35.51 3149.67</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Others</strong></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>3625.36 21.36 3646.72 3771.74 25.97 3797.71 4077.66 53.97 4131.63 3184.15 40.52 3224.67</td>
<td></td>
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<table>
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<tr>
<th></th>
<th>Budget Support</th>
<th>IEBR</th>
<th>Total Budget Support</th>
<th>IEBR</th>
<th>Total Budget Support</th>
<th>IEBR</th>
<th>Total Budget Support</th>
<th>IEBR</th>
<th>Total Budget Support</th>
<th>IEBR</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C- Investment in Public Enterprises</strong></td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1. Air India Limited</td>
<td>– – – 0.01</td>
<td>145.00</td>
<td>145.01</td>
<td>0.01</td>
<td>2150.00</td>
<td>2150.01</td>
<td>0.01</td>
<td>4127.00</td>
<td>4127.01</td>
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<tr>
<td>2. Airports Authority of India</td>
<td>– – – –</td>
<td>5026.00</td>
<td>5026.00</td>
<td>–</td>
<td>4789.84</td>
<td>4789.84</td>
<td>–</td>
<td>5139.70</td>
<td>5139.70</td>
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<td></td>
</tr>
<tr>
<td>3. Pawan Hans</td>
<td>– – – –</td>
<td>9.45</td>
<td>9.45</td>
<td>–</td>
<td>8.05</td>
<td>8.05</td>
<td>–</td>
<td>7.00</td>
<td>7.00</td>
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</tr>
</tbody>
</table>
5. The Secretary, Ministry of Civil Aviation, while making a presentation before the Committee, on Demands for Grants (2021-22) of the Ministry, gave the following overview of the Budget (2021-22):

(₹ in crores)

<table>
<thead>
<tr>
<th>Year</th>
<th>2021-22</th>
<th>% of total allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocation as per Budget Estimates</td>
<td>3,224.67</td>
<td>100.00</td>
</tr>
<tr>
<td>Allocation to AIAHL (SPV)</td>
<td>2,268.99</td>
<td>70.36</td>
</tr>
<tr>
<td>Allocation to Regional Connectivity Scheme (RCS)</td>
<td>600.00</td>
<td>18.60</td>
</tr>
<tr>
<td>Salary &amp; Estt, DigiSKY, etc. (Ministry, DGCA, BCAS &amp; CRS)</td>
<td>283.59</td>
<td>8.79</td>
</tr>
<tr>
<td>Capital Expenditure : DGCA, BCAS &amp; AAIB</td>
<td>40.52</td>
<td>1.26</td>
</tr>
<tr>
<td>Balance : GIA to Autonomous Bodies &amp; AERA</td>
<td>31.57</td>
<td>0.98</td>
</tr>
</tbody>
</table>
5.1. The Secretary further stated that 70% of budget allocation is towards Air India Asset Holding Limited; about 19% of budget allocation for development of RCS airports and NER air connectivity; remaining 11% is distributed among Ministry (Main) and its attached & autonomous bodies for their salary, Capital and Revenue expenditure.

**Demand made by the Ministry vs. Actual allocation**

6. The Ministry has furnished the following data, regarding the projection made by the Ministry for 2021-22 and the actual allocation made for the Ministry:-

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Scheme</th>
<th>Projection 2021-22</th>
<th>BE 2021-22</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A.</strong></td>
<td><strong>Revenue Section</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>(i) Ministry of Civil Aviation – Secretariat. (ii) Directorate General of Civil Aviation (iii) Bureau of Civil Aviation Security (iv) Commission of Railway Safety</td>
<td>66.13 225.37 59.79 17.44</td>
<td>44.83 180.00 43.76 15.00</td>
</tr>
<tr>
<td>2.</td>
<td>Purchase of new aircraft for SESF Operation</td>
<td>0.01</td>
<td>0.01</td>
</tr>
<tr>
<td>3.</td>
<td>Air India Asset Holding Ltd.(SPV)</td>
<td>2269.22</td>
<td>2268.99</td>
</tr>
<tr>
<td>4.</td>
<td>Airports Economic Regulatory Authority of India</td>
<td>23.50</td>
<td>10.00</td>
</tr>
<tr>
<td>5.</td>
<td>IGRUA National Aviation University</td>
<td>0.01 16.50</td>
<td>0.01 7.32</td>
</tr>
<tr>
<td>6.</td>
<td>Airports Authority of India – For Hollongi Project</td>
<td>144.01</td>
<td>13.18</td>
</tr>
<tr>
<td>7.</td>
<td>Regional Connectivity Scheme (including RCS-NER Rs.70.00 crore)</td>
<td>806.05</td>
<td>600.00</td>
</tr>
<tr>
<td>8.</td>
<td>Skill Development</td>
<td>0.05</td>
<td>0.05</td>
</tr>
<tr>
<td>9.</td>
<td>Skill Development for Promotion / Development of Aero Sports</td>
<td>0.00</td>
<td>1.00</td>
</tr>
<tr>
<td><strong>Total – Revenue</strong></td>
<td></td>
<td>3628.07</td>
<td>3184.15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th><strong>Capital Section</strong></th>
<th>Projection 2021-22</th>
<th>BE 2021-22</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A.</strong></td>
<td><strong>Name of Organization</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Directorate General of Civil Aviation</td>
<td>88.08</td>
<td>24.00</td>
</tr>
</tbody>
</table>
Against the projected demand of ₹3758.72 crore for the FY 2021-22, Ministry of Finance has allocated ₹3224.67 crore. Ministry of Finance while conveying the Budget allocation for FY 2021-22 have also fixed the allocation for the 6 Centrally Sponsored Schemes. Ministry of Civil Aviation has adjusted the allocated Budget for projects and programmes as per priority for their execution. While the reasons for reduced allocation is not available as of now, requirement of additional funds will be taken up at the Revised Estimates stage.

6.1. The Committee observes that excluding the budgetary allocation for Air India Asset Holding Limited (SPV) in 2021-22, the projected requirement of the Ministry for all the other Schemes under Revenue Section is ₹1358.85 crore, against which BE allocation of ₹915.16 crore only has been made. The Committee, therefore, is apprehensive that the budgetary allocation made to the Ministry is not in sync with the actual budgetary requirements of the Ministry. The Civil Aviation sector has been dealt a huge blow by the Coronavirus pandemic and there is a need for huge intervention to save this sector, in this hour of crisis. The Committee notes that it is unreasonable that instead of giving an enhanced budgetary allocation, there has been a significant shortfall in the BE 2021-22 allocation of the Ministry. This surely is a matter of grave concern. The Committee, therefore, recommends that a higher fund allocation should be provided at the RE 2021-22 stage, to the Ministry, so that the Ministry can fulfill its mandate and bolster the growth of Civil Aviation sector in the right direction.

6.2. The Committee was also apprised by the Secretary that new budget Head has been created for Development of Aero Sports in BE 2021-22, for which ₹1 crore has been allocated for 2021-22.

6.2.1. The Committee is disappointed to note that a mere token allocation of ₹1 crore has been made for ‘Development of Aero Sports’. While the creation of a new budget Head for Development of Aero Sports is a welcome move and a step in the right direction, the Committee feels that the amount allocated under the same, i.e., ₹1 crore is not sufficient to fund the development of Aero Sports in the country. Therefore, the Committee
recommends that the Ministry may examine the different projects it can take up under this Head and come up with revised projections and request the Ministry of Finance to grant additional funds under this head at the R.E. 2021-22 stage.

6.3. The Annual Plan for Expenditure through Budgetary support during 2021-22 (BE) is as given below:-

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Name of Organization</th>
<th>Budgetary Support (₹ in crores)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Air India Asset Holding Ltd.(AIAHL) SPV</td>
<td>2268.99</td>
</tr>
<tr>
<td>3.</td>
<td>Purchase of two new aircrafts for SESF operation</td>
<td>0.01</td>
</tr>
<tr>
<td>4.</td>
<td>Directorate General of Civil Aviation (DGCA)</td>
<td>24.00</td>
</tr>
<tr>
<td>5.</td>
<td>Bureau of Civil Aviation Security (BCAS)</td>
<td>11.50</td>
</tr>
<tr>
<td>6.</td>
<td>IGRUA &amp; National Aviation University</td>
<td>7.33</td>
</tr>
<tr>
<td>7.</td>
<td>Aeronautical Economic Regulatory Authority (AERA)</td>
<td>10.00</td>
</tr>
<tr>
<td>8.</td>
<td>Regional Connectivity Scheme (RCS)*</td>
<td>600.00</td>
</tr>
<tr>
<td>9.</td>
<td>Airport Authority of India (AA)-Hollongi Project</td>
<td>13.18</td>
</tr>
<tr>
<td>10.</td>
<td>Rohini Heliport Ltd.</td>
<td>0.01</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>2935.02</strong></td>
</tr>
</tbody>
</table>

*Includes ₹70.00 crore towards subsidy for RCS-NER (VGF).

6.3.1. The Ministry has informed the Committee, in its written reply, *inter alia*, that the requirement projected for BE 2021-22 was Rs.144.01 crore and that the budgetary allocation is for Rs.13.18 crore for BE (2021-22) for ‘Construction of Greenfield Airport at Hollongi in Arunachal Pradesh’. Depending on the pace of expenditure, the Ministry of Civil Aviation will take up with the Ministry of Finance, for additional allocation at RE 2021-22 stage.

6.3.2. The Committee notes that ₹ 13.18 crore, ₹ 10 crore and ₹ 7.33 crore have been allocated in BE 2021-22 for ‘Airports Authority of India – for Hollongi Project’, ‘Airports Economic Regulatory Authority of India’ and ‘IGRUA & National Aviation University’ against projected requirement of ₹ 144.01 crore, ₹ 23.50 crore and ₹ 16.51 crore respectively. These allocations are less than even half of the amount projected for these Heads. The Committee is constrained to observe that either the projections of the Ministry were unrealistic, or the Ministry failed to justify its projections before the Ministry of Finance. The Committee would like the Ministry to share its roadmap for the implementation of these projects.

6.3.3. The Committee underlines the importance of the Hollongi airport, for its proximity with a hostile neighbour. Allocation of not even 10% of the amount projected by the
Ministry is not fair, for such a project of strategic importance. The clarification of the Ministry that depending on the pace of expenditure, the matter of additional allocation will be taken up with the Ministry of Finance, at RE 2021-22 stage, appears to be a very routine one. The Committee expects the Ministry to strive hard to expedite the construction of the Hollongi airport.

7. The Capital Outlay in respect of Ministry of Civil Aviation for 2021-22 is ₹5180.22 crore, with a budgetary support component of ₹ 40.52 crore and I&EBR of ₹ 5139.70 crore.

7.1. The budgetary support component as reflected in the Demands for Grants of the Ministry is as under:

(₹ in crores)

<table>
<thead>
<tr>
<th>A.</th>
<th>Capital</th>
<th>Name of Organization</th>
<th>Budgetary Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sl. No.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Directorate General of Civil Aviation</td>
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<td>24.00</td>
</tr>
<tr>
<td>2.</td>
<td>Bureau of Civil Aviation Security</td>
<td></td>
<td>11.50</td>
</tr>
<tr>
<td>3.</td>
<td>Aircraft Accident Investigation Bureau (AAIB)</td>
<td></td>
<td>5.01</td>
</tr>
<tr>
<td>4.</td>
<td>Rohini Heliport Ltd.</td>
<td></td>
<td>0.01</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>40.52</td>
</tr>
</tbody>
</table>

7.2. The Annual Plan for Expenditure through Internal & Extra Budgetary Resources (I&EBR) during 2021-22 is given in the table below:-

(₹ in crores)

<table>
<thead>
<tr>
<th>S. No</th>
<th>Name of Organization</th>
<th>Internal &amp; Extra Budgetary Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Airports Authority of India</td>
<td>5139.70</td>
</tr>
</tbody>
</table>

7.3. On the Revenue side, approved outlay of Ministry of Civil Aviation for 2021-22 is ₹3184.15 crore which is earmarked for establishment related expenditure of various organizations under the Ministry as well as Regional Connectivity Scheme (₹600.00 crore) and Servicing of interest/loan debt transferred from Air India Ltd. to newly created Air India Asset Holding Ltd. (SPV) (₹2268.99 crore). The details in this regard, as furnished by the Ministry, are as under:-

(₹ in crores)

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Scheme</th>
<th>BE 2021-2022</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### B. Revenue

<table>
<thead>
<tr>
<th></th>
<th>Name of Organization</th>
<th>Major Head</th>
<th>Budget Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(i) Ministry of Civil Aviation – Secretariat.</td>
<td>5053</td>
<td>44.83</td>
</tr>
<tr>
<td></td>
<td>(ii) Directorate General of Civil Aviation</td>
<td></td>
<td>180.00</td>
</tr>
<tr>
<td></td>
<td>(iii) Bureau of Civil Aviation Security</td>
<td></td>
<td>43.76</td>
</tr>
<tr>
<td></td>
<td>(iv) Commission of Railway Safety</td>
<td></td>
<td>15.00</td>
</tr>
<tr>
<td>2</td>
<td>Purchase of new aircraft for SESF Operation</td>
<td></td>
<td>0.01</td>
</tr>
<tr>
<td>3</td>
<td>Air India Asset Holding Ltd.(SPV)</td>
<td></td>
<td>2268.99</td>
</tr>
<tr>
<td>4</td>
<td>Airports Economic Regulatory Authority of India</td>
<td></td>
<td>10.00</td>
</tr>
<tr>
<td>5</td>
<td>IGRUA</td>
<td></td>
<td>0.01</td>
</tr>
<tr>
<td></td>
<td>National Aviation University</td>
<td></td>
<td>7.32</td>
</tr>
<tr>
<td>6</td>
<td>Airports Authority of India – For Hollongi Project</td>
<td></td>
<td>13.18</td>
</tr>
<tr>
<td>7</td>
<td>Regional Connectivity Scheme (including RCS-NER ₹70.00 crore)</td>
<td></td>
<td>600.00</td>
</tr>
<tr>
<td>8</td>
<td>Skill Development</td>
<td></td>
<td>0.05</td>
</tr>
<tr>
<td>9</td>
<td>Skill Development for Promotion / Development of Aero Sports</td>
<td></td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td><strong>Total – Revenue</strong></td>
<td></td>
<td><strong>3184.15</strong></td>
</tr>
</tbody>
</table>

### Capital

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Name of Organization</th>
<th>Major Head</th>
<th>Budget Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Directorate General of Civil Aviation</td>
<td>5053</td>
<td>24.00</td>
</tr>
<tr>
<td>2.</td>
<td>Bureau of Civil Aviation Security</td>
<td>5053</td>
<td>11.50</td>
</tr>
<tr>
<td>3.</td>
<td>Investment in Air India Limited</td>
<td>5053</td>
<td>0.00</td>
</tr>
<tr>
<td>4.</td>
<td>Rohini Heliport Limited</td>
<td>5053</td>
<td>0.01</td>
</tr>
<tr>
<td>5.</td>
<td>Ministry (Main)</td>
<td>4059</td>
<td>5.01</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>40.52</strong></td>
</tr>
</tbody>
</table>

7.4. Details of the provisions made in the budget of the Ministry of Civil Aviation, during 2020-21, Revised Estimates for the year 2020-21 and provisions approved for 2021-
in respect of all constituent units have been summarized by the Ministry, as under:

<table>
<thead>
<tr>
<th></th>
<th>Capital</th>
<th>Revenue</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Estimates 2020-21</td>
<td>25.97</td>
<td>3771.74</td>
<td>3797.71</td>
</tr>
<tr>
<td>Revised Estimates 2020-21</td>
<td>53.97</td>
<td>4077.66</td>
<td>4131.63</td>
</tr>
<tr>
<td>Budget Estimates 2021-2022</td>
<td>40.52</td>
<td>3184.15</td>
<td>3224.67</td>
</tr>
</tbody>
</table>

7.5. As regards the pattern of overall allocation and expenditure in the Ministry during the last five financial years, the Ministry has furnished the following information:

<table>
<thead>
<tr>
<th>Year</th>
<th>Projection of Budget</th>
<th>Budget Allocation</th>
<th>Actual Expenditure</th>
<th>% of Allocated budget on projected Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-17</td>
<td>3468.54</td>
<td>3452.33</td>
<td>3405.80</td>
<td>99.53</td>
</tr>
<tr>
<td>2017-18</td>
<td>4809.01</td>
<td>2710.31</td>
<td>2663.99</td>
<td>56.36</td>
</tr>
<tr>
<td>2018-19*</td>
<td>16389.01</td>
<td>9700.00</td>
<td>9599.00</td>
<td>59.19</td>
</tr>
<tr>
<td>2019-20</td>
<td>10639.47</td>
<td>3700.00</td>
<td>3646.72</td>
<td>34.78</td>
</tr>
<tr>
<td>2020-21</td>
<td>4918.85</td>
<td>4131.63</td>
<td>2680.85 (till 31.01.2021)</td>
<td>84.00</td>
</tr>
</tbody>
</table>

*Higher allocation in 2018-19 was on account of ‘Turnaround Plan of Air India’ which was allocated Rs.3975.00 crore. Due to decision regarding strategic disinvestment of Air India, there was no allocation for this budget head during 2019-20.

8. The Secretary, during his presentation apprised that the actual expenditure for 2020-21 was ₹3646.72 crores and that ₹2680.85 crores have been spent till 31st January, 2021.

8.1. The Committee is distressed to note that the Ministry has been able to spend only 64.9% of the enhanced RE allocation of ₹4131.63 crores, which means that the Ministry has to spend ₹1450.78 crore in the remaining two months of the Financial Year 2020-21. The Committee apprehends significant underutilization of the budgetary funds available with the Ministry. At a time when the Government was facing major financial troubles on account of the Coronavirus pandemic, the Ministry received a considerable boost of 8.8% at RE 2020-21, as compared to BE 2020-21. Poor utilization of the funds would lead to idling of funds which should have been avoided. The Committee would like the Ministry to take stock of the reasons which caused the slow pace of utilization of funds and take corrective measures to ensure optimum utilization of the allocated funds, during the Financial Year 2021-22.

Outstanding C&AG Audit Paras
9. The Committee notes that the ATN of the Ministry on some of the C&AG Audit Paras are pending, even for the financial year 2012-13.

9.1. The Committee strongly urges the Ministry to scrutinize the reasons behind the delay in the submission of ATN and take necessary steps to ensure that such delays are not repeated.

Savings and Delays
10.1. The Committee takes note of the Savings of ₹37.01 crores, as furnished by the Ministry, which has been resulted under the Head ‘RCS’ for 2018-19 (Revenue), due to requirement of less funds towards subsidy to airlines for providing air connectivity in the North Eastern Region.

10.1.1. The Committee desires that it may be informed about the reasons therefor.

10.2. Further, the Committee takes note of the delay in the Digital Sky Platform Project, due to which Actual Expenditure for the year 2018-19 (Revenue), was less in comparison to Revised Estimates (2018-19).

10.2.1. The Committee may be apprised, in detail, of the reasons for the delay in the Digital Sky Platform Project.

Major Schemes and Initiatives of the Ministry

Regional Connectivity Scheme (RCS) – Ude Desh Ka Aam Nagrik (UDAN)
11. It has been stated in the Annual Report (2020-21) of the Ministry of Civil Aviation, that the Regional Connectivity Scheme (RCS) - Ude Desh Ka Aam Naagrik (UDAN) was launched on 21.10.2016. The first RCS-UDAN flight was inaugurated by Hon’ble Prime Minister on 27th April, 2017. 303 routes connecting airports across the length and breadth of the country have commenced. Within 3 years, 53 airports including 5 heliports and 2 water aerodromes have been developed and operationalized under UDAN as compared to 76 airports that have been developed in 70 years since independence. Over five million passengers have travelled on UDAN flights, as of the end of November 2020. Newer modes of air transportation have been introduced under UDAN including seaplanes, helicopters, flights via smaller aircrafts.

11.1. The Secretary, Ministry of Civil Aviation, while deposing before the Committee, clarified that RCS is a market driven Scheme. He stated that BE (2021-22) allocation of ₹600 crores has been made for this Scheme, which is an increase of 24% over previous year’s BE. He pointed out that the non-availability of land and wrong estimates made by the bidders are some of the issues faced by this Scheme.
11.2. In the written reply furnished by the Ministry, the following details regarding routes awarded and operationalized under RCS, round wise, have been given:-

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Valid RCS Route/ Awarded</th>
<th>RCS routes operationalized</th>
</tr>
</thead>
<tbody>
<tr>
<td>UDAN-1</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>UDAN-2</td>
<td>297</td>
<td>128</td>
</tr>
<tr>
<td>UDAN-3 (including 3.1)</td>
<td>335</td>
<td>127</td>
</tr>
<tr>
<td>UDAN – 4</td>
<td>80</td>
<td>6</td>
</tr>
<tr>
<td><strong>UDAN (Total)</strong></td>
<td><strong>768</strong></td>
<td><strong>317</strong></td>
</tr>
</tbody>
</table>

11.3. The Ministry has also stated that as per the Scheme document, the Selected Airline Operators (SAOs) are obligated to commence RCS flight operations on a RCS-route, as part of individual route proposal or a network proposal within a period of 180 days from the issuance of Letter of Award or within two months from the readiness of airport, whichever is later, unless any extension is granted by the Implementing Agency. As stated, the airports are taken for development only when a bid is received to connect the same. Sometimes, there is a delay in operationalizing some routes/discontinuation of the routes, due to reasons which include:-

i. Non-readiness of civil airports/heliports, which may be related to availability of land, creation of regional infrastructure, complying to the regulations by the airport operators.

ii. Delay in obtaining Scheduled Commuter Operators Permit by new entrant Airlines.

iii. Introducing the Heliport and Water aerodrome operations for first time in the country with robust regulatory framework.

iv. It is relevant to mention here that, in India, airlines generally operate in a very challenging environment with low yield and high operating cost (partly due to high tax incidences on ATF and other services). These challenges have been further aggravated by the COVID-19 pandemic which necessitated suspension of airlines operations for more than two months.

v. Other constraints in operation of RCS flights include, closure of airport for maintenance work, bad weather conditions during rainy & winter seasons, lack of Night Landing Facilities, lack of re-fueling facilities etc.

11.3.1. The Committee appreciates the positive impact that the RCS Scheme has had, on the growth of the Civil Aviation sector in the country. The Scheme has not only made air travel affordable and extensive, it has given a massive boost to the development of airports
and infrastructure development in the Civil Aviation arena. The Committee notes that UDAN has helped airline operators in developing sustainable business models and in providing start-up and scale-up opportunities to small regional airlines. UDAN has also provided the much needed impetus to the economic development of remote regions and contributed to a more inclusive growth in the economic activity across the country. It has also contributed majorly to job growth and economic development in the country.

11.3.2. The Committee takes note of the hurdles and problems faced by the various stakeholders, under this Scheme. The Committee recommends that the Ministry should take strategic steps on a war footing, to ensure that such hitches/glitches are sorted out, to ensure the success and viability of the Scheme. The Committee, further, underscores the importance of this Scheme and desires that the Ministry should, pro-actively, espouse the required measures, to make certain, that the UDAN scheme is given the necessary fillip, for the development and operationalization of potential airports.

11.4. In the written reply furnished by the Ministry, it has been stated that operationalization of unserved/underserved airports under Regional Connectivity Scheme (RCS) – UDAN – Ude Deshka Aam Nagrik, has extended the aviation infrastructure and services to the remotest part of the nation. However, the duties/functions of Air Traffic Services Wing/ATCOs have increased on account of the operationalization of these airports. Presently, operations at unserved/underserved airports are being managed by deputing Air Traffic Control Officers (ATCOs) on tour/posting. Considering the expansion of civil aviation in domestic sector, including operationalization of unserved/underserved airport as well as established and new regulatory requirements, AAI has formed a Committee to look into the current and future manpower requirement of ATCOs in India.

11.4.1. The Committee appreciates the timely action taken by the Ministry in forming a Committee to look into the current and future manpower requirement of ATCOs. However, merely forming a Committee will not suffice. This should be supplemented with a time bound, result oriented approach, to ensure that the operationalization of new airports and air travel security do not suffer for want of adequate number of ATCOs. The Committee so constituted, should meet at regular intervals and expedite its recommendations to enable AAI meet the shortage of ATCOs.

11.5. In reply to a query regarding the validity of subsidy under the UDAN Scheme after the withdrawal of subsidy, the Ministry has clarified that as per provisions, VGF support will be provided for RCS Flights for a period of three years from the date of commencement of RCS Flight operations on any RCS Route under a Selected Airline Operator Agreement. After three
years, it is expected that the route is developed and would be commercially viable.

11.5.1. Taking cognizance of the reply furnished by the Ministry, the Committee desires the Ministry to closely and meticulously, monitor the implementation and impact of the UDAN Scheme and formulate plans and guidelines to ensure that the benefits of the Scheme actually reach the passengers, as per the spirit of the Scheme.

11.6. In reply to a query about proposal from the Ministry of Tourism/ Culture, for connectivity, for their destinations or sites under RCS, the Ministry informed that 46 RCS routes have been awarded to the Selected Airline Operators (SAOs).

11.6.1. The Committee recognizes the need for co-ordination between/ among the Ministry of Civil Aviation, with the Ministries of Tourism and Culture, in matters regarding air connectivity to important tourist destinations and cultural sites in the country. Hence, the Committee recommends the Ministry of Civil Aviation, to work in tandem with the Ministries of Culture and Tourism, in order to ensure greater harmony among the concerned Ministries who are vital stakeholders in this regard.

11.7. The Committee has been given to understand that out of the 778 valid routes awarded under the UDAN Scheme, only 315 routes have been commenced so far, which is less than 40% of what were awarded.

11.7.1. The Committee would like the Ministry, to examine the reasons for non-commencement of routes that have already been awarded under the UDAN Scheme; to identify the bottlenecks in this regard; and to chalk out strategic steps to address the issues involved.

Lifeline UDAN

12. The Ministry has informed that ‘Lifeline UDAN’ was launched during pandemic COVID-19, after the scheduled domestic flight operations were suspended from 25th March, 2020. Lifeline UDAN was an initiative to ensure a steady supply of essentials as well as medical supplies, PPEs (Personal Protective Equipment), test kits etc. to all parts of the country. The Ministry facilitated Lifeline UDAN mechanism to match the requirements/consignments of States /UTs/MoHFW (HLL & ICMR)/other Ministries with special flight plans. 588 flights were operated under Lifeline Udan operations by Air India, Alliance Air, Pawan Hans Limited and some private airlines till 28th May, 2020 to transport approximately 1000 ton of cargo by the Lifeline UDAN flights covering an aerial distance of 5,45,000 Kms. The focus of the Lifeline UDAN was on North Eastern region, the Islands and the hilly terrains. Lifeline UDAN flights ensured quick movement of medical supplies, medical teams, setting up of COVID labs and
RTPCR machines across the country. These flights were also used to fly specialists, chemicals and equipment to Vishakapatnam after gas leak tragedy.

12.1. The Committee applauds this timely and valuable, life saving initiative of the Ministry. The Committee wishes to place on record, its appreciation for the role of air carriers involved in the Lifeline UDAN operations, under the hub and spoke model, with seamless co-ordination between various agencies.

**Vande Bharat Mission (VBM)**

13. The Vande Bharat Mission (VBM) is the name given to the mission aimed at repatriation of lakhs of Indian nationals who were stranded and distressed in various parts of the world due to the COVID-19 pandemic. The Mission involves repatriation of Indian nationals by air, sea and land routes. The VBM also enables individuals of various nationalities stuck in India to return to their respective countries and continues to do so. The State Governments have also played a crucial role in this exercise in as much as to ensure necessary quarantine and other arrangements.

13.1. The Committee places on record its deep appreciation for this massive repatriation operation carried out by the Ministry.

**Unmanned Aircraft System (Drone)**

14. The Ministry has taken the following steps to regulate the operations of Drones and to promote the manufacturing of Drones in India under Atma Nirbhar Bharat and to facilitate training of Drone operators:

   a) Draft Unmanned Aircraft System (UAS) Rules prepared.
   b) Draft Unmanned Aircraft System Traffic Management (UTM) Policy prepared.
   c) Digital Sky Platform (DSP) initiated to cover the entire range of activities like online registration, approval of flight path, post flight analysis etc.
   d) With a view to broadbase the training structure, permissions granted to various organisations such as Central/ State Governments, Universities, manufacturers, FTOs, Non- Scheduled Operators Permit holders (NSOPs), Scheduled Operators Permit holders (SOPs), Maintenance Training Organisations (MTOs) to undertake drone training.
   e) 15 DGCA approved FTOs have been permitted to undertake drone training.
   f) Online enlisting of Drone operating in India started in Jan 2020. Till 31st December, 2020, 22,863 Drone Acknowledgement Number (DAN) have been issued.

14.1. The Committee takes note of the steps taken to establish an UTM Ecosystem in India and hopes that the formulation of UTM Policy would facilitate Drone Traffic
Management Services for operation of Drones within the air traffic environment, in our air space, and that the UAS Rules would provide the requisite regulatory framework for Beyond Visual Line of Sight (BVLOS) operations, in the country.

**Drone Directorate**

15. The Secretary, during his powerpoint presentation before the Committee, stated that a separate Drone Directorate, headed by a Deputy Director General along with a team of 12 (twelve) other technical officers, has been set up in DGCA on 21st October, 2020.

15.1. According to the Annual Report (2020-21) of the Ministry of Civil Aviation, SVAMITVA Scheme, a Central Sector Scheme has been launched by Hon"ble Prime Minister of India on National Panchayat Day, *i.e.*, 24th April, 2020 with the Ministry of Panchayati Raj (MoPR) as the nodal Ministry for implementation of the scheme. In the States, the Revenue Department/ Land Records Department will be the Nodal Department and shall carry out the scheme with the support of State Panchayati Raj Department. Survey of India shall work as the technology partner for implementation SOI-Survey of India (Technology Partner of SVAMITVAScheme) who is responsible for mapping using Drone Technology. Joint Inspection team of DGCA headed by Drone Directorate submitted its report on 25.11.2020 to remove roadblock in the SVAMITVA Scheme, using drone Technology for mapping land records (Village abadi) and issuing property card under SVAMITVA Scheme of Government of India.

15.2. The Committee opines that the setting up of Drone Directorate is a step forward in strengthening the Drone ecosystem of India, by way of addressing the delays in rolling out permission, managing Drone Training Schools and fast tracking Drone certifications. The Committee desires the Ministry to take necessary steps for the proper functioning of the Drone Directorate, which will help transform India to be a major global player in the arena of Drones.

**Digital Sky Platform**

16. The Digital Sky Platform project is aimed to develop an IT platform to enable the Drone ecosystem in India by enforcement of the DGCA CAR 1.0 digitally. The platform would provide features to bring different agencies on the same platform to enable the registration of Drones, flight planning, real time tracking, conflict management and flight log analysis to check for deviation from the approved flight plans. The system is envisaged to divide the Indian airspace in red, yellow and green colour zones with respect to the no permission to fly drone, controlled permission to fly drones and approved zones for drone flying respectively. System would allow to add/update the zones as per the requirements to address the dynamic need to permit
or deny the drone flying in a specific air space. It is also planned that the system would be able to capture the real time telemetry information from drones and also provide the inputs for the conflict management of the Drone flights.

16.1. The Committee takes note of the features of the Digital Sky Platform and would like to impress upon the Ministry, to take necessary steps to ensure that the project achieves its objectives, in an unhindered manner.

Krishi Udan

17. The Krishi Udan Scheme has been approved on 10th September, 2020 to grow domestic and international air freight of agri-produce and to enhance share of Indian carriers in international movement of all types of cargo. It would help improve value realization, especially in North-East and tribal districts through better integration and optimization of agri-harvesting and air transportation and contributing to agri-value chain sustainability and resilience under different and dynamic conditions.

17.1. The Secretary, while elaborating upon the Krishi Udan Scheme, stated that the Scheme stands converged with Operation Greens, through air freight subsidy of 50% for agri-perishables of NER States and 4 Himalayan States/UTs. The expansion of products covered, will boost Krishi Udan Scheme and improve air cargo transportation from these States. The products covered under Operation Greens have been enlarged to include 22 perishables.

17.2. The Committee notes that this Scheme would provide the much needed quick cargo services to cater to the huge demand in the domestic and international markets, for the farm products of the North-Eastern region and other remote areas of the country. The Committee is happy to note that the Scheme would ensure that perishable products find good markets and market value, in and outside the country, which would otherwise have gone wasted, owing to lack of storage and connectivity.

Sub-Group on Krishi Udan and Krishi Rail

18. The Ministry has furnished the following details about the Sub-Groups:-

(i) Para 23 (8) of Union Budget 2020-21 Speech of Hon’ble Finance Minister had announced as follows: “Krishi Udan will be launched by the Ministry of Civil Aviation on international and national routes. This will immensely help improve value realization especially in North-East and tribal districts”.

(ii) In pursuance thereof, Secretaries in the Ministries of Agriculture & Farmers’’ Welfare and Civil Aviation and Chairman, Railway Board, had constituted an inter-agency Committee under the Chairpersonship of Additional Secretary, D/o Agriculture,
Cooperation & Farmers” Welfare (AC&FW) on 6th February, 2020 with the mandate to prepare their preliminary Concept Note on the Budget announcements on Krishi Udan and Krishi Rail within three weeks of its constitution. This Committee constituted a Sub-Group each on Krishi Udan and Krishi Rail, to draw up the broad contours of the Concept Note.

(iii) The two Sub-Groups, held a series of meetings besides holding stakeholder consultations, and drew up the respective draft Concept Notes. The Sub-Committee of D/o Agriculture, Cooperation & Farmers” Welfare (AC&FW) reviewed the draft Concept Note on Krishi Rail on 26th February, 2020 and on Krishi Udan on 27th February, 2020.

(iv) Further, these were reviewed by the inter-agency Committee of Secretaries on 3rd March, 2020. With regard to Krishi Udan, 3 pilot projects were launched by the Committee, and these were further fine-tuned in the meeting of the Sub-Committee of D/o Agriculture, Cooperation & Farmers” Welfare (AC&FW) on 12th March, 2020, to cover (a) Guwahati and Agartala to rest of India, Middle and Far East for Mushroom, Flowering plants and Cut-Flowers, Honey, Pineapple, Orange, Kiwi, Ginger, Honey, etc.; (b) Sikkim via Bagdogra/ Guwahati/ Delhi/ Kolkata to the rest of India for Organic Produce; and (c) Patna to Pune/ Mumbai/ Bengaluru for Litchis.

(v) Coordination is ensured through VC meetings held by Senior Economic Adviser, MoCA/ CEO of AAICLAS with participation of D/o AC&FW, APEDA, airport cargo terminal operators, airlines, freight forwarders, etc., to draw up strategies for the movement of agri-perishables Krishi Udan Scheme across the country as well as abroad to (a) fast-track the implementation and facilitation of the pilot projects, and (b) resolve problems faced by various supply chains due to Covid-19 conditions, besides facilitating creation of new ones, especially in NER and tribal districts………………

A unique 2-tier inter-Ministerial institutional mechanism has been set up for continuous policy direction and implementation of policies comprising of (i) Apex Group on Convergences jointly chaired by Secretary (Civil Aviation) and Secretary (Agriculture) with Secretaries of other Ministries/ Departments concerned for decisions on policy and regulatory aspects, and (ii) Focus Group on Operationalization and Implementation chaired by Senior Economic Adviser (MoCA) with membership at Joint Secretary level from Ministries/ Departments concerned, has been constituted.

18.1. The Committee appreciates the constitution of the Sub Groups and hopes that these Sub Groups would help address the bottlenecks/ problems faced in the implementation of Krishi Udan and Krishi Rail, and ensure the success of the Schemes.
Public Private Partnership of Airports

19. The Ministry shared the following details on the subject:-

a) The Union Cabinet, on 08.11.2018, had accorded ‘In-principle’ approval for leasing out six airports of Airports Authority of India (AAI) viz., Ahmedabad, Lucknow, Mangaluru, Guwahati, Jaipur and Trivandrum for operation, management and development through PPP.

b) Further, AAI Board has recommended for leasing out 06 more airports viz., Amritsar, Varanasi, Bhubaneswar, Indore, Raipur and Trichy for Operation, Management and Development under PPP. A decision has been taken to club each of the 6 airports with a nearby smaller airport for PPP. This would require amendment of Airports Economic Regulatory Authority Act as the present Act provides for tariff determination for single airport and not for group of airports. AAI has been asked to proceed accordingly.

19.1. In his presentation before the Committee, the Secretary apprised the Committee that six airports have been awarded and that AAI is working on the next round of leasing out of airports in Tier-II and Tier-III cities.

19.2. On the concern being raised regarding transparency in the decision taken to privatize six airports, the Ministry clarified that the terms and conditions of the transaction of Public Private Partnership (PPP) of six airports were decided by the Empowered Group of Secretaries (EGoS) chaired by CEO, Niti Aayog and represented by the Secretaries of Ministry of Finance (Department of Economic Affairs, and Department of Expenditure) also. The Ministry of Finance and Niti Aayog have finalized the contours of the bidding process for PPP of six airports. In order to ensure more competition and to give more flexibility to bidders, the following conditions, among others were stipulated:-

i. No prior airport experience
ii. No cap on number of airports
iii. Per Passenger Fee as bidding parameter instead of revenue sharing.

19.3. The Committee underlines the need for a comprehensive negotiation and guidelines, in the award of airports under PPP model. The Committee urges the Ministry to take note of the management model of Kochi International Airport at Nedumbassery, and analyze the advantages and liabilities of such a model. The Ministry, may, after such analysis, adopt such a concept, if the advantages outweigh the liabilities. The Committee, further, stresses upon the need to make sure that the guidelines regarding
operationalizing the new airports are unbiased, so that all parts of India are benefitted by the same.

**Carbon Offsetting and Reduction Scheme for International Aviation**

20. The Ministry, in its written note, mentioned that TERI studied the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) scheme and provided the first Inception Report. As per the Report, the scheme is likely to pose a huge challenge to the airlines in countries like India where the aviation market is still growing and the resources as well as options for national actions are limited. The CORSIA involves significant additional obligations and costs for the airline operators and may put them at a competitive disadvantage vis-à-vis international airlines in other countries. In view of serious implications of CORSIA for the Indian airlines in the long term, it is useful to evaluate the impact of the scheme and analyse possible options, including administrative and economic measures, that the Indian aviation industry and the Indian airline authorities should adopt to cope with the challenge of CORSIA.

20.1. The Group of Secretaries recommended the following, with regard to change in Baseline and country-wise offsetting obligations and promotion of Bio-fuels:-

i. For the calculation of offsetting requirement, CORSIA requires the baseline value to be fixed based on the average emissions of 2019 and 2020. Postponing the baseline to two years preceding the mandatory phase (i.e. 2025 & 2026) for States who have opted not to participate in the pilot phase and the first phase, would make the Scheme fairer to airline operators of such States.

ii. Responsibility of emission reduction should be borne by the States rather than the airlines. This may have several positive implications like the case where a Member state can allocate emissions amongst airlines according to national priorities as well as can use the economywide market based trading mechanisms for offsets. During discussions in the Group, the Secretary(CA) highlighted the point that airline companies are corporate bodies which are fluid entities where unfavourable situations like bankruptcy or closure may take place. So, offsetting obligations being borne by the States would be more logical. The baseline emissions should be based on ‘Principle of Nationality’ i.e., the nationals of India travelling abroad should be the basisof India’s baseline rather than passengers travelling an Indian designated carrier. This is also consistent with the UNFCCC principles under which each country is held responsible for the production and regulation of greenhouse gases produced within its boundary. On the same lines, each country should be held responsible for controlling the emissions generated due to the international travel from its territory irrespective of the airlines used by the travelers. The airline
based system stipulated under CORSIA is far removed from reality in this regard as there are a large number of airlines that carry more traffic from other countries than from their own country.

iii. As regards bio-fuels, it was agreed that efforts should continue for production of bio-fuels and making it available to airlines at a viable cost. The ICAO requirements for CORSIA eligible bio-fuels should also be kept in view. Ministry of Civil Aviation will keep in touch with the Ministry of Petroleum & Natural Gas and the Ministry of New & Renewable Energy on this issue.

iv. Vintage of Programmes for Eligible Carbon Units: It was agreed that India’s member at TAB will continue to make efforts for ensuring that India’s interests are protected with regard to the recognition of programmes and the vintage, and also with regard to MRV requirements.

20.2. The Secretary, while flagging the concerns raised by various quarters regarding CORSIA, apprised the Committee, that India has filed reservations with ICAO on the following issues [ICAO Assembly (2019)]:-

- Opposed the present nature of the scheme and suggested that baseline should be fixed closer to when India and a number of other countries join in 2027.
- Proposed Member State driven principle of stabilizing aviation emissions and attribute responsibility of emission reduction to Member States instead of airline operators.
- Proposed that CORSIA Emissions unit eligibility criteria developed by ICAO should be consistent with the principles developed by UNFCCC.

He further stated that a Working Group, with M/o Environment, Forest & Climate Change, M/o External Affairs and M/o Petroleum and Natural Gases, is exploring diplomatic ways to take up the concerns of the developing nations with regard to CORSIA and that the issue of CORSIA was discussed in the 11th BRICS Summit to build consensus.

20.3. The Secretary, Ministry of Civil Aviation, while deposing before the Committee, stated thus:-

“It is a concern of the international community that airlines are emitting greenhouse gases which need to be controlled. It is a good preposition but how do they control. They say that we would restrict the pollution levels to what airlines have been permitting in the year 2019. They say that this quota would be fixed for airlines and only for international travel. Our argument has been that a large number of Indians are travelling. Because Indians are travelling, airlines are making use of it. So, in the international arena, our carriers account for only 15 per cent to
20 per cent and 80 per cent is carried by foreign carriers. So, Indians travelling abroad, this quota is going to foreign airlines. As a result, what would happen is that after six years or eight years, they would say that if our airlines want to fly more -- because our polluting capacity has been restricted to 2019 -- we would have to buy carbon credits. It means our airlines would have to pay more money than other airlines, say, Emirates. It is very surprising that the maximum credits are coming to airlines of the Gulf, whereas the maximum people are travelling from our country and we travel not only to Gulf, Indians travel long haul, USA and Europe. That is what we have been trying to argue with them. We say that it cannot be given to airlines. It should be the national credit. If Indians are flying, the credit should come to Indians. That is one point we have made.”

20.4. The Committee recommends that urgent, substantive steps should be taken to allay the widespread concern/fear regarding serious adverse implications of CORSIA on the airlines in India. The Committee recommends the Ministry to ensure that India’s interests are protected at any cost, keeping in view the vital role played by the Civil Aviation sector in the development and growth of our economy. The Committee desires that the concerns of India in this regard, should be raised at the diplomatic level effectively.

**Flying Training Organizations**

21. As per the Annual Report (2020-21) of the Ministry, the following steps have been taken, as part of fiscal, monetary and procedural reforms, with a view to leverage the idle capacity in Indian airports and create a congenial atmosphere for Flying Training Organizations (FTOs):

   a. To begin with, 6 airports (Lilabari, Khajuraho, Belagavi, Kalaburgi, Jalgaon and Salem) have been permitted to allow the FTOs to operate at their premises on the basis of payment of substantially rationalised concession fee by the FTOs.
   b. India’s largest flying school IGRUA (Amethi, UP), has been permitted to start pilot training in Gondia and Gulbarga.
   c. IGRUA”s operation and management is proposed to be handed over to a private operator on a PPP basis for 30 years.

21.1. The Secretary, during his deposition before the Committee, while elucidating upon the liberalized FTO Policy at six AAI airports, stated that minimum concession fee has been reduced from several crores to ₹15 lakhs per annum; actual fee is to be arrived at by competitive bidding; land and infrastructure will come back to AAI after the prescribed lease period of 25 years; and that 15 DGCA approved FTOs have been permitted to undertake drone training.

21.2. In reply to a query about Ministry’s plans to make use of the non-operational airports for
Pilot Training Institutes, the Ministry has furnished the following details:-

i. With a view to optimally utilize the unused infrastructure at AAI airports and enhance the number of license pilots in the country, 6 airports (Lilabari, Khajuraho, Belagavi, Kalaburgi, Jalgaon and Salem) have been permitted to allow the FTOs to operate at their premises on the basis of payment of substantially rationalized concession fee by the FTOs. The concept of royalty (payment of revenue share by FTOs to AAI) has been abolished.

ii. The Request For Proposal (RFP) for leasing of 06 airstrips has already been floated by AAI to invite bidders. Based on the outcome of this initiative, it might be replicated at other airports.

iii. As stated above, AAI has drastically reduced its minimum concession fee from several crores to INR 15 lakhs. AAI has also removed the payment of royalty. The concessions will help improve the financial sustainability of the FTOs.

iv. India’s largest flying school IGRUA (Amethi, UP), has been permitted to start pilot training in Gondia and Gulbarga to enhance flying hours which gets affected during winter months.

v. These initiatives will provide the necessary training facilities for commercial pilot licensing within the country. This will result in generation of employment opportunities within the country and help in reversing the outflow of foreign exchange.

21.3. On the issue of support extended to State Governments to open new FTOs, the following facts were placed before the Committee:-

a. The Ministry does not provide any financial assistance or any other kind of assistance to the State Government to open FTOs.

b. AAI has recently improvised its policy to promote FTOs. With a view to optimally utilise the unused infrastructure at AAI airports and enhance the number of license pilots in the country, 6 airports (Lilabari, Khajuraho, Belagavi, Kalaburgi, Jalgaon and Salem) have been permitted to allow the FTOs to operate at their premises on the basis of payment of substantially rationalised concession fee by the FTOs. The concept of royalty (payment of revenue share by FTOs to AAI) has been abolished.

c. The Request For Proposal (RFP) for leasing of 06 airstrips has already been floated by AAI to invite bidders. Based on the outcome of this initiative, it might be replicated at other airports.
d. AAI has drastically reduced its minimum concession fee from several crores to INR 15 lakhs. AAI has also removed the payment of royalty. The concessions will help improve the financial sustainability of the FTOs.

21.3.1. In order to meet the training requirements for the future growth of aviation sector in the country, particularly with reference to the huge demand for trained pilots, the Ministry should explore the possibility of creating a funding mechanism for promoting new FTOs.

**Indira Gandhi Rashtriya Uran Akademi (IGRUA)**

22. The Secretary apprised the Committee of the following steps taken/ proposed to be taken with regard to IGRUA:-

- Capacity of IGRUA is being enhanced to produce 100 cadets per year.
- An AME School is to be started. 1st batch is planned to commence in August, 2021.
- 1st batch of the Drone training school has commenced from 11th February, 2021.
- Private O&M operator at IGRUA through the PPP route.

22.1. The Ministry has shared the following roadmap for IGRUA:-

i. IGRUA’s operation and management is proposed to be handed over to a private operator on a PPP basis for 30 years. This will help replace its ageing aircraft fleet, hire more instructors at market salaries, improve the simulator facilities and enhance the number of pilots passing out every year.

ii. The matter is currently under process in consultation with IGRUA and M/s Deloitte, the Consultants cum Transaction Adviser. A note for Cabinet in this regard is to be moved for consideration and approval.

iii. India’s largest flying school IGRUA (Amethi, UP), has been permitted to start pilot training in Gondia and Gulbarga to enhance flying hours which get severely affected during winter months due to visibility issues.

22.2. Further, the Ministry, in its written reply, informed that interactions with FTOs have been held. Draft Cabinet note in this regard is to be circulated shortly. IGRUA is in the process of acquiring two single engine trainer aircraft. Further, there is requirement of 8 single engine and 2 multi-engine trainer aircraft. This may be brought in by the new operator to be selected through the PPP bidding process.

22.3. The Committee appreciates the roadmap for IGRUA and earnestly hopes that the roadmap would be implemented at the earliest.
Aero Club of India (ACI)

23. On the issue of eviction notice issued by AAI, to Aero Club of India, the Ministry informed that the Aero Club of India, a company incorporated under the Companies Act, 1956, is governed by the conditions and provisions contained in its Memorandum of Association and Article of Association. The Aero Club of India is not enlisted as an organization under the Government of India (Allocation of Business) Rules, 1961. There is no Government shareholding in the Aero Club of India.

The budgetary allocation to ACI was made against the object head ‘Grants-in-aid to Aero Club of India for development of Aero Sports’ under ‘Grants for creation of Capital Assets( Plan)’ under the Demands for Grants of the Ministry of Civil Aviation.

Aero Club of India, in the past, has been provided grants in aid for development of aerosports. The grants were sanctioned to ACI for procurement of various aerosports equipment and activities. The sanction providing grants in aid to ACI for procurement of these equipment/related services was subject to certain specific conditions laid down in the sanctions issued in this regard.

A proposal from ACI for the FY 2021-22 seeking a total budgetary support of Rs 198 crore had been received for the procurement of aircraft (for skydiving) and gliders & winches for aerosports, establishment of additional Flying Training Organisations and infrastructure, establishment of national aviation museum and procurement of trainer aircraft for flying training & simulators. In order to enable the Ministry to examine the proposal for budgetary support, certain information/clarification has been sought from ACI on 05.01.2021. The reply from ACI is still awaited. However, in order to meet the Aero sports activities in the country, a new budgetary head (GIA to Institutions in Civil Aviation sector for Promotion / Development of Aero Sports) has been created for the FY 2021-22, with the allocation of Rs. 1.00 crore.

23.1. The Committee would like the Ministry to follow up with ACI, their much awaited proposal for budgetary support. The Ministry may apprise the Committee about the response of ACI on this issue, at the earliest.

23.2. The Committee takes note of the fact that training aircrafts and adventure sports equipment which were provided by the Aero Club of India to several State Governments including the State of Rajasthan, Bangalore Flying Club and IIT Kanpur, have been lying unutilized for several years, while the Aero Club of India has been making efforts to retrieve such aircrafts that are under-utilized or un-utilized by the State.
Governments. The Committee recommends that ACI should be supported by the Government in retrieval of all such underutilized or unutilized aero sports assets provided by it for FTOs and development of aero sports, since they are Government property.

23.3. The Committee takes note of the fact that Aero Club of India has worked under the purview of the Ministry of Civil Aviation. ACI has also figured prominently in the Outcome Budget and the Annual Report of MoCA. Over the years, the annual audited accounts of ACI, both in English and in Hindi, are placed in both Houses of Parliament. It also has a deemed status as an autonomous body under the Ministry of Civil Aviation. The Aero Club of India, which has a legacy and was responsible for licensing, even during the pre-independence days, has been the primary organization promoting Flying Training Organizations (FTOs) across the country, by providing them infrastructural support by means of aircrafts and equipment provided by the Ministry of Civil Aviation. The Committee takes note of the update that the Aero Club of India had its official location and headquarters at the Safdarjung Airport for over thirty years. The ACI building was constructed on the leased land given to them by the Ministry of Tourism. It has been observed that on the expiry of the lease period, despite performing semi-Government function of promoting the FTOs across the country, the Aero Club of India was served an eviction notice by imposing a penalty of non-extension of lease and thereafter, through a Court order, the eviction was initiated, claiming penalties. The Committee feels that since ACI is a body with the support of the Ministry of Civil Aviation itself, it deserves that the official building be restored to it in recognition of performing its role as a support and semi-autonomous body under the Ministry of Civil Aviation. The Committee desires that the Ministry of Civil Aviation may review the matter and issue appropriate instructions to the AAI Board for re-allotment of the said premises to Aero Club of India.

**Maintenance Engineering Training School**

24. The Ministry has informed that it intends to impart basic aircraft maintenance training on Aircraft, Power plant and its system. Total number of DGCA approved Aircraft Maintenance Engineering (AME) schools at present is 48 with a total capacity of 3,255 trainees. The AME schools are being strengthened, with a view to meet the increasing demand of aircraft maintenance personnel. Several initiatives including the modifications in the examination pattern, standardization of syllabus, initiation of graduation programme for aircraft maintenance personnel, revising of granting of licenses are being taken. Upgradation of AME schools will also be undertaken, by affiliating them with Rajiv Gandhi National Aviation University
(RGNAU). The AME school is expected to commence at IGRUA in August 2021, to develop competent/skilled manpower for maintenance of aircraft, thus enhancing the competency and employability of students in the aviation industry. In this arrangement, part of practical training is to be imparted by the Aircraft Maintenance Organization (AMO).

24.1. The Committee takes note of the policy initiatives made by the Ministry for Pilot Training Institutes, Flying Training Organizations and Maintenance Engineering Training Schools in the country. The Committee hopes that these initiatives would positively address the noticeable shortage of pilots and type rated commanders; and other technical personnel for the Civil Aviation sector in the country. The Committee calls upon the Ministry to facilitate the Pilot Training Institutes, Flying Training Organizations and Maintenance Engineering Training Schools, in executing the onerous responsibility of tapping the manpower potential and skilled workforce available in the country.

**Maintenance, Repair and Overhauling (MRO) facilities in India**

25. In the written reply furnished by the Ministry, it has been stated that several reforms have been undertaken to reduce the tax incidence on Indian MROs, ease the compliance burden and make them competitive vis-à-vis global MRO players. Some of these include:

i. Under the Atmanirbhar Bharat Abhiyan, AAI has come up with an MRO policy with highly liberalized land rentals. Royalty (revenue share payment to AAI by MRO) has been abolished. This may lead to enhanced business for Indian MROs and help reverse the outflow of business, employment and foreign exchange to foreign MROs.

ii. Custom duty waiver applicable to airlines extended to MROs including waiver of customs duty on tools, toolkits and spares imported by MROs.

iii. Input Tax Credit has been permitted for discharging GST on inter-state stock transfers of aircraft engines, parts and spares.

iv. GST on direct MRO contracts has been reduced from 18% to 5% with full Input Tax Credit from 1 April 2020.

v. Transactions sub-contracted by foreign OEMs/MRO to domestic MRO are treated as ‘exports’ with zero-rated GST from 1 April 2020.

vi. Relaxed restriction on utilization of duty-free parts from one year to three years.

vii. Extended stay in India of foreign aircraft for entire duration of MRO work or 6 months, whichever is lesser.
viii. Revised the Notification to enable export of serviceable parts;

ix. 100% Foreign Direct Investment permitted via automatic route for MRO;

x. Liberalised policy for borrowing and lending in Foreign Currency and Rupees on competitive terms for MROs.

This would attract MRO business to India which would result in savings for airlines in maintenance and also promote India as an aircraft maintenance hub.

25.1 In response to a vital query raised by a Member of the Committee, as to how much time it will take for the Ministry to get MRO in the country, the Ministry has, inter alia, stated that:-

Boeing India’s has collaborated with Air Works for making India a Repair Development and Sustainment hub. The hub aims to grow capabilities in India in the areas of heavy maintenance, component repairs, training and skilling of IAF and IN maintainers.

- Airbus has signed a Memorandum of Understanding (MoU) with GMR Group to explore collaboration opportunities across aviation services, technologies and innovation.

- Hindustan Aeronautics Limited (HAL) has signed MoU with Air India Engineering Services Limited (AIESL) for carrying out MRO activities for civil aircrafts and defence aircrafts as a part of civil-defence convergence in MRO.

- New investment seen in hangar-based maintenance facilities at Kochi and Hyderabad airports (02 hangars each) to commence operations by Feb-March 2021. This includes the first set of two inflatable hangers which have been contracted by Indian MRO thus swiftly adding to the airframe MRO capacity.

- New Business Aviation Terminal developed at IGI, Delhi Airport with common-user MRO facilities.

- SAFRAN is expected to start engine repairs in India by 2022.

- Pratt & Whitney has started engine repair in association with Air India Engineering Services Limited (AIESL).

25.2 The Committee takes cognizance of the immense potential that India has, in offering MRO facilities in its soil. However, the country has not yet been able to fully exploit the opportunities available in this sector. It would be a huge loss for the country, if we do not tap the vast technical and skill base, at hand, in the country. There is urgent need for the creation of a congenial environment in the country to cater to the requirements of the sector, which provides benefits in terms of jobs, prosperity and boost
to the economy. The Committee, therefore, strongly recommends that the Ministry should give requisite focus on the issues presently faced in the MRO sector and chalk out effective as well as strategic steps, to ensure that India evolves into a key international player in offering MRO facilities.

25.3. The Committee also deliberated on the provision of a Flight Training School and an MRO Centre in Rajasthan. The matter regarding availability of pre-Independence air strips was deliberated upon.

25.3.1. The Committee would like to urge the Ministry to analyze the prospects and take necessary favourable action thereon. The Committee realizes the huge potential of such air strips and recommends that the Ministry should examine the feasibility of making available, such air strips, to FTOs who are willing to open their schools in those areas.

**Rationalization of FTO and MRO charges**

26. As per the Annual Report of the Ministry, the charges were rationalized to encourage setting up of FTOs and MROs at AAI Airports in line with NCAP – 2016 and Hon’ble PM’s self-reliant India. India has lot of potential to become global hub for FTOs and MROs and has the required resources to address the ever growing domestic and global demand. The rationalization of charges will give impetus to provision of the required infrastructure for setting up of state-of-the-art FTOs and MROs. The proposal for setting up of FTOs at AAI Airport has already been invited and has drawn lot of interest from the Industry. **The Committee welcomes this initiative of the Ministry.**

**Domestic Aircraft Manufacturing**

27. The Secretary, in his deposition before the Committee, stated that Customs Duty on parts/engines for manufacture of aircraft by PSUs of Ministry of Defence has been reduced from 2.5% to 0%, in order to promote Aatmanirbharta and to help grow aviation eco-system in domestic aircraft manufacturing.

27.1. **The Committee is gratified to note the timely action taken by the Ministry to promote domestic aircraft manufacturing.**

**Aircraft financing/leasing**

28. The Secretary, while making a presentation before the Committee, submitted that four crucial tax incentives *viz.*, tax holiday for capital gains incomes of aircraft leasing company; tax exemptions for aircraft lease rental paid to foreign lessor; tax incentive for re-location of foreign funds in Indian Financial System Code (IFSC); and tax exemptions to investment division
of foreign banks located in IFSC, have been provided to make India a hub for aircraft financing/leasing. He added that the following are the Tax Reforms completed so far and work in progress, in respect of aircraft leasing:-

(i) 10 out of 15 consecutive years tax holiday to IFSC based leasing units.

(ii) Income on disposal of aircraft by aircraft leasing unit in IFSC is not taxable. (Finance Bill, 2021) – provided commencement of operation is before 31st March, 2024.

(iii) Income earned by Non-Resident lessor on leasing aircraft to IFSC based lessee is not taxable. (Finance Bill, 2021)

(iv) Payment of interest by IFSC-based lessor to Non-Residents is exempt.

(v) Non-applicability of MAT provision under the Income Tax.

(vi) Stamp duty exemption by Government of Gujarat.

28.1. He also furnished the below mentioned Regulatory and Non-Tax Reforms, that have been completed so far and the work in progress:-

(i) IEC waived

(ii) GR Waiver for IDERA and all other termination of lease agreement

(iii) GR Waiver on end-of-lease re-export of aircraft in fully or partly knocked down condition

(iv) DAP2020 (envisages inclusion of leasing as a category of acquisition)

(v) Insurance / Pension Funds participation on aircraft leasing.

28.2. The Committee hopes that the steps taken by the Ministry will give the much needed impetus to aircraft financing/leasing in the country.

Airspace Control

29. As regards the ownership of the domain for controlling air space, the Ministry informed that the Airspace is a national asset under domain of Government of India. Airports Authority of India (AAI) is responsible for provision of Air Traffic Services (ATS) in civil airspace in India. In addition, Military is responsible for provision of services in notified airspace under military control. In the past, about 40% of the airspace was unavailable for civilian use. This resulted in aircraft taking circuitous routes to reach their destinations – leading to inefficient use of fuel and time along with avoidable extra expenditure. As part of ‘Atma Nirbhar Bharat’, IAF has agreed to release these portions of airspace for civilian use. This has led to significant savings in flight time, fuel usage and reduction in carbon emission. The potential savings to the airlines will be
to the tune of Rs.1000 crores per annum. The overall benefit to the aviation ecosystem will be potentially much higher.

29.1. The Ministry has informed that a Coordination Committee was accordingly set up between AAI and IAF to enhance the airspace availability and optimize the use of airspace without compromising the air security.

This resulted into:

i. Significant savings in flight time, fuel usage and reduction in carbon emissions.

ii. Potential savings to the airlines to the tune of Rs.1000 crores per annum.

iii. The benefit of reduced cost and flight time to the passengers.

iv. Overall benefit to the aviation ecosystem.

29.2. The Committee hopes that the Flexible Use of Airspace (FUA) strategy between civil and military users, will render an array of benefits and sustainability to airlines, by saving flight time and reducing airline operational costs.

30. The Ministry has further informed that the Airspace Review Committee, constituted under the Chairpersonship of Joint Secretary, Ministry of Civil Aviation, aims to review the existing restricted/danger/prohibited airspace and serves as a platform of coordination among the representatives of Airports Authority of India, Indian Air Force, Indian Army, Indian Navy, Indian Coast Guard, HAL and DGCA. As a consequence of the efforts of the Committee, 32 Conditional Routes (CDR) have been activated on daily basis as per the agreement between AAI and IAF. The proposal of AAI to activate another 36 CDRs is also under consideration of IAF. Moreover, AAI has planned to propose 50 more CDRs by March, 2021. Further, upper airspace of 46 out of 48 IAF Restricted Areas converted as Temporary Reserved Areas. The Committee appreciates this initiative of the Ministry.

**Airports Authority of India (AAI)**

31. According to the Ministry, the Airports Authority of India (AAI) is consistently endeavouring with all the required programs & SOPs in line with the Government’s Directive & ICAO initiatives to meet the commitment to conserve environment/resources and to reduce the adverse impact on society, community and ecosystem, thus contributing to National Action Plan for Climate Change (NAPCC).

AAI is focusing on energy conservation by exploring alternative solutions for generating green energy by installing and operating roof top & ground mounted solar power plants. Around 44.37 MWP capacity Solar Power Plants have been installed at its various Airports and 12 MWp Solar Energy is being procured through open access. Work is in progress for around 16.26 MWp capacity Solar Power Plants. AAI has generated 480 lakh units and sourced 2.26 lakh units
through open access, translating to benefit of ₹ 29 crore in the year 2020. This has also resulted into reduction in Carbon Emission of 57,900 tCO₂ per annum. Further, the AAI has signed MoU with NVVN (NTPC VidhyutVyaparNigam), a subsidiary of NTPC Ltd, to establish solar power plants and purchase solar power through open access to make 100% green powered airports in phased manner. AAI and NVVN will also jointly work towards supporting Govt. of India initiatives for adoption of electric vehicles by creation of public charging infrastructure and promoting usage of electric vehicles at airports. A Plan will be developed for adoption of electric vehicles on city side and airside at various airports and provision of Electric Vehicle Charging Stations.

As per Energy Conservation Act, various energy saving measures have been taken up consistently under identified short term and long term measures through regular Energy Audits by specialized agencies. The review audits mandated to be carried out after three years to assess the effectiveness of implementation measures of previous audits have already been completed for 33 airports and review audit of 11 airports was completed in 2020.

AAI has already completed replacement of conventional light fixtures with LED fittings, in phase I in 23 airports, with expenditure of ₹ 16 crores approximately. In phase II, the work at 62 airports with an expenditure of ₹ 24.41 crores, has been taken up by M/s EESL. While the work at six airports are completed in the year 2020, the replacement at 52 airports has already been completed and work is in progress at four airports.

31.1. The Committee is pleased to note that AAI has set a new benchmark in its endeavour to reduce carbon footprint. The Committee exhorts AAI to continue its efforts to conserve environment, to the extent possible, and to reduce the adverse impact of carbon emissions on the global ecosystem, in line with the national as well as global climate change initiatives.

32. The Committee, during its deliberations, took cognizance of various ranges of facilities available at airports, including the Facial Recognition Technology (FRT) employed. The Committee desires the Ministry to ensure that FRT employed at the airports is infallible. The Committee also urges upon the Ministry to provide all facilities of international standards, in its airports.

Adequate connectivity of airports with roads and railways

33. The Committee has, time and again, been pointing towards poor connectivity of airports with roads and railways. This inadequacy has proved to be a stumbling block in the connectivity domain of the logistics, created for hassle free and seamless movement of man and materials,
across the length and breadth of the country.

33.1. The Committee recommends the Ministry to ensure that requisite synergy is achieved between/amongst the concerned Ministries/Departments, so that airports are well connected with other means of transport and tourists/flyers reach their destinations, from the airports, in a smooth and safe manner.

Implementation of SKYBOOKS360 System

34. The Airports Authority of India (AAI) has signed an agreement with Chandigarh International Airport (CHIAL) for providing SKYBOOKS360 - a comprehensive e-business solution for invoicing and accounting. Skybooks360 is a flagship product of AAI (Airports Authority of India) for Management of Airports operations that improve service, reduce cost, manage security & increase efficiency at airports. SkyBooks360 is a unique system to provide an Integrated E-Business Solution to Airport Operators. It serves as a comprehensive end to end solution for invoicing, financial management, accounting services and reporting, with interactive dash board reporting, combining all aviation related complex processes, on a single platform. Furthermore, this sophisticated service can be web-based, meaning no heavy IT implementation with zero down time, ensuring prompt and accurate accounting and reporting of diverse business and financial management needs, on real time basis. SkyBooks360 is an International Financial Reporting Standards (IFRS) compliant tool.

34.1. The Committee recognizes the utility of SKYBOOKS360 System as a unique customized enterprise resource planning solution to provide an integrated e-business to airport operators and air navigation service providers and hopes that it would provide seamless and integral management of core business processes.

AIR SEWA

35. The Committee has been given to understand that Air Sewa is an initiative of Ministry of Civil Aviation, launched in 2016, to offer passengers a convenient and hassle-free air travel experience. Air Sewa platform brings various aviation stakeholders, like airports, airlines, DGCA, BCAS etc., on a common platform for redressal of air traveller’s grievances. It works through an interactive web portal (airsewa.gov.in) and mobile app for both Android and iOS platforms that include a mechanism for grievance redressal, checking flight status/schedule information, airport information and FAQS. Air Sewa is planned to have additional features like escalation of the grievances, transfer of the grievances amongst stakeholders, mobile app for the nodal officer, maps for select airports and dashboards in future release.

35.1. While appreciating the initiative of the Ministry, the Committee recommends that
the grievances of passengers should be addressed in a time bound manner. The Committee desires that the Air Sewa Platform should be upgraded periodically, so that it fulfills the dynamic requirements of the air passengers. The Committee underlines the need for formulating the desired SOP for the purpose.

**Digi Yatra**

36. In the Annual Report of the Ministry, it has been stated that considering the growth projections, its direct impact on the passenger journey, the cost of Infrastructure and the impact on the speed and efficiency of passenger processes, Ministry of Civil Aviation has taken up a key initiative to re-imagine domestic air travel in India by looking beyond the conventional ‘build a bigger Airport to manage more Passengers’, to look for Innovation and technology for better and cost-effective solutions. One of the key initiatives in this direction is ‘Digi Yatra’ for a seamless, hassle-free and paperless journey experience to every domestic air traveller in India. Using cutting edge Identity Management and ‘Face recognition’ technologies, it aims to simplify the passenger processes at various check points in the airport right from the terminal entry gate, check-in/ bag drop, security check and boarding gates. With Digi Yatra, passengers will no longer need to show their tickets/ boarding passes and their physical Identity cards at many of the check points at the airport. This will lead to reduced waiting time in queues, faster processing times and simpler processes.

36.1. The Ministry has informed that the cost of establishing and operating Digi Yatra Central platform for 7 years is about ₹ 60/- crores. Due to the financial constraints faced by all operators, the proposal is under revision for an App based ID management to reduce the cost as well as allay the issues of data privacy and data protection in case of centralized storage of data. Mumbai International Airport Limited (MIAL) had reservations to join the Digi Yatra Foundation JVC. However, after repeated consultation at different levels, MIAL has agreed to join the platform, with their reservation about consideration of the points they have raised with regard to identity verification at entry gate. There are still issues like reluctance on the part of Airlines; budget constraints on account of Covid-19; and delay in implementation due to lockdown.

36.2. The Committee, while appreciating the initiative of the Ministry, accentuates the need to ensure data privacy and data protection, in the process of implementation of Digi Yatra.

**Seaplane Operations in India**

37. The Ministry has informed about introduction of a new mode of transportation *i.e.*, seaplane operations from water aerodromes under UDAN (Ude Desh ka Aam Nagrik), under
which the interested Airlines, based on their assessment and commercial viability, participate in the bidding under the Scheme. Under the Scheme, water bodies identified through transparent bidding process are developed under ‘Revival of unserved and underserved airports/water aerodromes etc.’ scheme for sea plane operations. This will also help connecting remote/tourist areas and reduces travel time. To promote viability of RCS operation, VGF and other concessions/incentives are extended to SAOs by State Govt./ Central Govt. and Airport Operators. Airports Authority of India (AAI) has awarded 28 seaplane routes connecting 12 Water Aerodromes across the country. RCS route between Sabarmati River Front & Statue of Unity has commenced on 31st October, 2020. AAI requested several States to identify potential water bodies for conduct of Pre-Feasibility Study for seaplane operations. A Multi-Disciplinary Team with officials from AAI, DGCA and Spicejet was formed to conduct the Study. Since 2018, based on State Govt./ UT request Pre-Feasibility Study for development of Water Aerodromes has been conducted across 10 nos. States/UT for a total of 31 nos. locations. Out of these pref easibility studies conducted, presently, 12 nos. Water Aerodromes are being developed under RCS UDAN by 2021-22 as routes have been awarded to & from these aerodromes under UDAN 3.0, 3.1 & 4.0. The development of these Water Aerodromes will be done by State Govt. in consultation with AAI and Capital Expenditure will be borne under UDAN Scheme. The first Seaplane Operations under this scheme was inaugurated by Hon’ble Prime Minister of India on 31st October, 2020 for Sabarmati Riverfront - Statue of Unity route. Airports Authority of India, the implementing agency, has awarded 12 Water Aerodromes under RCS-UDAN. Ministry of Civil Aviation has seized with the issue and have been holding regular meeting with the stakeholders for expeditious development of infrastructure of Water Aerodromes under revival of airports/heliports/water aerodromes scheme for Seaplane Operations under the UDAN Scheme. Seaplane Operations under the UDAN scheme have already been operationalized from 02 Water Aerodromes namely Statue of Unity, Kevadia to Sabarmati River Front.

37.1. The Committee takes note of the innovative initiatives taken by the Ministry to promote Seaplane operations in the country. Needless to say, the Seaplane services will revolutionize the nation’s regional connectivity. The Committee desires that the Ministry should ensure that the necessary amenities, matching up to international standards for Seaplane operations, such as terminal buildings, facilitation counters, check-in counters, modern ticketing methods, food counters, motels, shopping facilities etc. are provided, for the smooth operations of Seaplanes.

37.2. The Committee also underlines the urgent need to formulate a ‘Seaplane Policy’. The Committee desires the Ministry to conduct a feasibility study for landing sea planes in Rajasthan and furnish the same to the Committee, including the action taken thereon.
**Skill Development/ Training**

38. The Ministry has furnished in its reply, the following key issue of skill training partnership with the private sector:-

a. Aerospace & Aviation Sector Skill Council (AASSC) is the apex skill development body in the Aerospace and Aviation sector. AASSC is responsible for bridging the gap between supply and demand of skilled manpower in the Aerospace and Aviation domain. It achieves this through an ever-expanding network of accredited private skill training partners and assessment agencies.

b. There are currently more than 80 accredited Private Skill Training Centres and 3 Private Assessment Agencies which are providing aviation and aerospace skill training to aspiring youth across various districts in India.

c. There are 32 Flying Training Organisations (FTOs) and 48 Aircraft Maintenance Engineering (AME) schools in India. Majority of them are owned by private entities.

d. The Government does not establish any skill centre but provide full support and facilitation to AASSC.

38.1. The Secretary, during his deposition before the Committee, while elaborating upon the creation of more avenues in the aviation sector, highlighted the following efforts made regarding Skill Development:-

   (i) Standardization of syllabus and other structural reforms in Aircraft.

   (ii) Maintenance Engineering School is underway to ensure the employability of the students.

   (iii) Reforms in Flying training Organisations are being undertaken with a view to double pilots trained in India from 350 to about 700 pilots a year.

   (iv) Faster clearances by DGCA without compromising on safety.

38.2. The Committee recognizes the fact that the Indian aviation industry is one of the fastest growing markets in the world and that India has a vast talent pool of skilled manpower. Initiatives such as ‘Make in India’ campaign and ‘Atmanirbhar’ campaign have given a huge boost to industry players. The focus on indigenization in the Civil Aviation sector has created a high demand for good technical talent and skill development. The Committee, therefore, underlines the need for better interventions for skill development/training in the country, to augment the skills of available manpower. The Committee recommends the Ministry to formulate futuristic plans for devising tailor-made technical courses for skill development, training and research, in consultation with the
private sector. The Committee is of the considered opinion that the Ministry should endeavour to incorporate international best practices, in the area of skill development.

**Aviation Turbine Fuel (ATF)**

39. Members of the Committee have, repeatedly, been raising serious concerns about the high cost of ATF prevailing in the country and the resultant exorbitant ticket prices prevailing in various sectors of air travel. In its written reply on the above stated concern, the Ministry has furnished the following status about the cost of ATF:-

(a) M/o Civil Aviation has requested M/o Finance to include Aviation Turbine Fuel (ATF) in the ambit of Goods and Service tax (GST) with full input tax credit at the earliest. It has been proposed that the GST rate may be no higher than @ 18% on larger aircraft (on par with AvGas and Bunker Fuel) and @ 5% on smaller aircraft and freighters (weight less than 40 tonnes), while keeping GST rates on air transport services unchanged. Support of various State Governments for this proposal has also been sought.

(b) In the interregnum, it has been proposed to provide Central Excise relief by reversing the duty rate hike of March 2016, i.e. now reducing it from 11% to 8% for larger aircraft, including freighter aircraft, with Maximum Take-off Weight (MTOW) of 40 tonnes and more. For aircraft with MTOW of less than 40 tonnes, 5% of Central Excise/VAT rate in the pre-GST regime has been proposed to be restored.

(c) It has also been proposed to remove the import restrictions on ATF and making it freely importable by Indian airlines in order to promote ease of doing business and providing flexibility to domestic carriers.

(d) In order to uphold affordability of air passenger and sustainability of air cargo transportation as per the National Civil Aviation Policy, 2016 and to rationalise the billing mechanism of Fuel Throughput (Airport Operator) Charge levied by Airport Operators on ATF, it has been decided to discontinue levy of this charge in any manifestation at all airports, airstrips and heliports across India with immediate effect. AERA or M/o Civil Aviation as the case may be have been desired to take into account the amount in this revenue stream and duty compensate the airport operators/AAI by suitably recalibrating other tariffs during their determinations of airport tariffs. Most State Governments have reduced VAT on ATF for aircraft operated in accordance with the requirements of RCS-UDAN scheme. In some cases, VAT on scheduled and non-scheduled aircraft of MTOW of 40 tons and less or even
of MTOW of more than 40 tonnes has been reduced.

The Ministry has added that the State Governments have reduced VAT/Sales Tax on ATF drawn on RCS airports to 1% or less for a period of 10 years. On non-RCS-UDAN operations also, various State Governments have reduced VAT/Sales Tax on ATF to within 5% {e.g., Andhra Pradesh, Assam, Chandigarh, Chhattisgarh, Goa, Gujarat (at some airports), Haryana, Jharkhand, Karnataka, Kerala, Maharashtra, Nagaland, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh (at some airports), and West Bengal}. In so far as building consensus among States to bring ATF under the ambit of GST is concerned, M/o Civil Aviation has already requested all States and UT Administrations to support the proposal to bring ATF under the ambit of GST as a matter of extreme urgency whenever the matter is placed by the M/o Finance on the agenda of the GST Council meeting.

39.1. The Ministry has shared its approach, through the following measures, for reduction in taxes and airport charges:

(a) Fuel Throughput (Airport Operator) Charge levied by Airport Operators on ATF was eliminated w.e.f. 15th January, 2020 at all airports across India.

(b) Central Excise on ATF was reduced from 14% to 11% w.e.f. 11th October, 2018.

(c) Central Excise duty at a reduced rate of 2% is leviable on ATF drawn by passenger operators as well as cargo operators from Regional Connectivity Scheme (RCS) airports for an initial period of three years from the date of notification.

(d) State Governments have reduced VAT/Sales Tax on ATF drawn on RCS airports to 1% or less for a period of 10 years.

(e) On non-RCS-UDAN operations also, various State Governments have reduced VAT/Sales Tax on ATF to within 5% {e.g., Andhra Pradesh, Assam, Chandigarh, Chhattisgarh, Goa, Gujarat (at some airports), Haryana, Jharkhand, Karnataka, Kerala, Maharashtra, Nagaland, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh (at some airports), and West Bengal}. The Ministry has added that open access fuel farm infrastructure development at airports has been encouraged for enhancing competitive delivery of fuel supplies to air transport operations from Indian airports.

In order to ensure the overall cost-competitiveness of air transport operations of India-registered air carriers various cost elements other than ATF are also being addressed simultaneously, besides providing avenues for enhancing their revenue streams from passenger and air cargo operations by connecting unserved and underserved regions. This is amply borne out by the
unprecedented and continuous growth and development of India’s aviation sector during the last five years coupled with the resilience and rebound to near normalization seen in the last one year in domestic and air cargo operations after the unforeseen global Covid-19 pandemic.

Further, in order to bring coherence and simplicity in tax regime, M/o Civil Aviation has requested the M/o Finance to bring ATF under the ambit of GST with the following proposal:

(a) Applicable GST rate of no more than 12% on ATF with full ITC.

(b) Output tax on sale of tickets both on business and economy air passenger transport services may be levied uniformly @ 12%.

(c) Output tax on other services (viz. air cargo and ancillary services including catering, add-ons, etc.) may be levied @12%.

(d) Airlines may be allowed full ITC for GST paid on all goods and services.

M/o Finance has informed that as per Article 279A (5) of the Constitution, the GST Council shall recommend the date on which the GST be levied on ATF, besides petroleum crude, high speed diesel, petrol, and natural gas. As per section 9(2) of CGST Act, inclusion of these products in GST will require recommendation of the GST Council.

39.2. The Committee takes serious note of the high ATF prices prevailing in the country. The Committee welcomes the steps taken by State Governments in reducing the VAT on ATF for the flights operated under UDAN Scheme. The Committee is concerned to note that the State Governments have shown reluctance to reduce the VAT on ATF for other flights. The Ministry may follow up and deliberate this issue with the State Governments, in order to bring much needed relief and help, to the air passengers, and the Aviation Sector.

40. The Ministry has conceded that it strongly supports bringing ATF under the ambit of Goods and Services Tax (GST) at the earliest at GST rates which are comparable globally, with full input tax credit (ITC). This measure would address the high tax incidence of ATF and provide immediate relief to airlines whose finances are under severe stress due to the curtailment of international and domestic passenger movements resulting from the Covid-19 pandemic.

M/o Civil Aviation has already requested M/o Finance to bring ATF under the ambit of GST. M/o Finance, in its reply dated 8th August 2020, stated that as per Article 279A (5) of the Constitution, the GST Council shall recommend the date on which the GST be levied on ATF, besides petroleum crude, high speed diesel, petrol, and natural gas. As per section 9(2) of CGST Act, inclusion of these products in GST will require recommendation of the GST Council. The
GST Council, so far, has not made any recommendation for inclusion of ATF under GST. M/o Finance has also noted that the issue has wider ramifications for States.

40.1. The Committee is of the considered view that the issue of inclusion of ATF under GST should be pursued vigorously, by the Ministry, with the GST Council. The Committee hopes that the GST Council will consider the proposal favourably.

Development of airport infrastructure

41. The Secretary submitted the following facts regarding the growth of Indian civil aviation sector:-

- Indian aviation sector has consistently clocked double-digit growth in last few years
- India’s domestic passenger traffic has more than doubled from around 61 million in FY 2013-14 to around 137 million in 2019-20, registering a growth of over 14% per annum
- International passenger traffic has grown from 47 million in FY 2013-14 to around 67 million in FY 2019-20, registering a growth of over 6% per annum
- India is currently the third largest domestic passenger market and is expected to become the third largest overall (including domestic and international pax) by the year 2024

41.1. The Committee desires the Ministry to develop a comprehensive, strategic and futuristic Master Plan for the development and expansion of airports in the country, to meet the ever growing demand for brand new and better airports. The Committee urges the Ministry to ensure that adequate parking space and slots are available at the airports. The Committee would like the Ministry to formulate necessary policies, schemes and guidelines, to attract much needed investment for airport projects.

41.2. The Committee reiterates its recommendation made in its 276th Report, for ensuring sufficient space for commercial shops, while granting approval for new airports. Further, 5 Star/3 Star hotels and multiplexes should be constructed near the new airports. The Committee also desires that extra land, if any, should not be sold and should be kept for future developmental activities.

Development of Airports

42. The Ministry in its written reply, has stated that the land for development of an airport is handed over to AAI by the respective State Government free of cost and free from all encumbrances. Generally, issues like repulsion from locals for compensation, various clearances/NOC, litigations related to land ownership etc. are faced by the State Governments
in acquiring the land for development of the airport.

42.1. The Committee recommends that the Ministry should co-ordinate with the concerned stakeholders/ entities and sort out issues concerning compensation, clearances and litigation, at the earliest. The Committee expects the Ministry to furnish the details of the specific action taken in this regard.

**Necessary Navigation Aids at all Airports**

43. The Ministry has apprised the Committee that upgradation of infrastructure at an airport is a continuous process and AAI undertakes upgradation from time to time, depending on the availability of land, commercial viability, traffic demand etc. AAI has also taken steps to upgrade Instrument Landing System (ILS) from CAT-I to CAT-II/III(B) to sustain flight operations at major airports which are affected by low visibility for prolonged period due to fog. So far, CAT- II/III(B) ILS has been made operational at Delhi (IGIA 03 Runways), Bengaluru (BIAL 02 Runways), Kolkata (NSCIA 01 Runway), Jaipur, Amritsar and Lucknow Airports. CAT-II ILS has been made operational at Kolkata (NSCIA 01 Runway).

43.1. The Committee emphasizes the imminent need to employ modern technologically advanced navigation aids and facilities at all airports in the country. The Ministry should urgently chalk out an Action Plan to operate CAT-II/III(B) ILS in all airports, in a fixed time bound period.

**Providing Passenger Processing System at the Airports**

44. The Ministry has informed that a Technical Committee has deliberated for identifying viable solutions for the reduction in Common Use Terminal Equipment (CUTE) & other charges relating to Airport IT System and submitted its Report on 13.11.2020. Subsequently, the Ministry discussed the extant issues with CEOs of Airport Operator & Airlines and Technical Committee members. Consultations with airlines and airport operators are being undertaken to improve efficiency of the services with rationalization of charges. The Committee appreciates the efforts made by the Ministry, to proactively monitor and address the issues faced by the Civil Aviation sector, including the provision for Passenger Processing System at the Airports.

**Making Airports Accessible to all under the ‘Accessible India Campaign’**

45. According to the Ministry, the general guidelines, formulated by Ministry of Social Justice and Empowerment, on the 10 features of accessibility, have been shared with all AAI airports for making the airports accessible, which include:-

1. Accessible Route/Approach
2. Accessible Parking
3. Accessible Entrance to the Building
4. Accessible Reception (Helpdesk)
5. Accessible Corridor/Tactile Flooring
6. Accessible lift
7. Staircase with Handrails (Main passenger movement zone)
8. Accessible toilets
9. Accessible Drinking Water Facility
10. Signage
   - Accessibility features are being incorporated in all the AAI airports
   - Data for 54 airports has already been uploaded on the MIS portal of AIC and data of other airports is being uploaded.
   - Presently 07 AAI Airports namely Ahmedabad, Jaipur, Calicut, Kolkata, Trivandrum, Trichy and Chennai are having Ambulift facility through Ground Handling agencies. 35 Airports of AAI already have aerobridge facility.
   - AAI has initiated the procurement process of Ambulifts at 20 Airports having Code C or above Aircraft Operation and doesn”t have aerobridge facility to ensure seamless transfer of Divyang passengers. Tender has been invited for procurement of 20 Nos Ambulift and the technical bid was opened on 10th Nov, 2020. Tender shall be finalized by January, 2021 and expected date of completion of project in December 2021.
   - AAI is conducting regular sensitization workshops with Airport Directors and other staff of AAI explaining the 10 points guidelines and standards requirements.
   - AAI also trains employees at Indian Aviation Academy on the special standardized training package created under ICAO Trainair Plus program on ICAO STP: Passengers with reduced mobility.
   - Personnel on help desk are being given training to communicate efficiently with all Divyangjans including training on sign language for hearing impaired and mute (deaf and dumb) persons.
   - As per RPwD act 2016, accessibility standards/guidelines are required to be notified by Ministry of Civil Aviation. In this regard, „Guidelines for Accessible Airports in India” containing all the details on Accessible Airport Infrastructure including the above 10 features of accessibility has been prepared by AAI and forwarded to MoCA. Further,
MoCA advised that the points related to airlines and BCAS to also be incorporated to make comprehensive guidelines of Ministry of Civil Aviation.

- This comprehensive handbook incorporating all the accessibility features of infrastructure, security services and airlines would be forwarded by MOCA to DEPwD for vetting, post which it will be published.

45.1. The Committee applauds the sensitivity and empathy shown by the Ministry, towards the genuine needs and concerns of the differently abled people. The Committee hopes that the Ministry will be able to fulfill the objective of the campaign to make a barrier free and conducive travel environment for differently abled people.

**Srinagar airport**

46. Some Members of the Committee faced a harrowing experience, during the recent Study Visit of the Committee to Srinagar, as they were stranded at the Srinagar airport, due to cancellation of flights amidst adverse foggy conditions. Availability of CAT-II or CAT-III landing facility at the Srinagar airport could have facilitated the landing of aircrafts in those circumstances.

46.1. The Ministry has clarified that AAI maintains a Civil Enclave at Srinagar airport, while airfield installations/airside operations at the airports, are maintained by Indian Air Force (IAF). At present, ILS Category I is operational and maintained by AAI at RWY 31 of the Srinagar airport. In a meeting chaired by Secretary (Civil Aviation), it was decided that the work of installation of CAT II landing system at Srinagar airport will be undertaken by IAF under Modernization of Airfield Infrastructure (MAFI)-II. The facility is scheduled to commence from December 2021.

46.2. The Committee is dismayed to note that regular delay in flight operations and cancellation of flights occur at Srinagar airport, due to non-availability of CAT-II or CAT-III facility. The Committee fails to understand the reason behind non-installation of CAT-II/ CAT-III facilities in Srinagar airport, in the present age of technology and that too, at one of the strategic locations of J&K. The Committee takes serious note of the inconvenience and delays faced by the flyers, especially Members of Parliament, international & domestic tourists, due to such deficiencies at the Srinagar airport. The Committee hopes that Modernization of Military Airfields (MAFI) project which is a turn key project, would enhance the operational capability, by facilitating air operations of civilian aircrafts, even in poor visibility and adverse weather conditions, while enhancing aerospace safety.
46.3. The Committee feels that in view of the fact that Srinagar, being one of the most attractive tourist places in India, visited by a large number of tourists, the absence of CAT-II or CAT-III facility at the Srinagar airport hampers the flow of tourists to the Kashmir valley, which in turn affects its economy badly. Therefore, the Ministry should impress upon IAF to install such facility at the airport, at the earliest.

46.3.1. While taking note of the above mentioned recommendations and facts, the Committee observes that MAFI project of the Indian Air Force should decide and cull out those activities which are primarily navigational equipment including approach landing systems, PAPI runway lights, threshold lights, instruments and equipment etc., where AAI/ATS have a unique advantage, as they have been handling these systems across the country, for over seven decades. Domestic civil aviation safety is the primary responsibility of the Ministry of Civil Aviation, DGCA and AAI. The utilization of these navigational aids/approach landing systems/equipment etc., which have been installed across the country, is primarily done by the AAI, which has domain knowledge. They are also familiar with the quality procurement processes, maintenance and operational requirements of these instruments which they have been using for Civil operations for over fifty years. The Committee recommends that a High Level Committee may be created with the Indian Air Force to cull out those activities related to navigation and landing facilities which are, primarily, in the domain knowledge with the AAI, for Civil operations. The Committee recommends that apart from this, the development of the rest of the infrastructure planned under the MAFI scheme may continue as envisaged, for a greater synergy between civil aviation requirements and operational requirements of Indian Air Force.

46.4. The Srinagar Airport, spread in an area of 67.1 acres, is jointly operated by IAF and AAI. The existing runway (13/31) has a dimension of 3658 m x 45 m and is suitable for code ‘C’ type of Aircraft (A321-200) and present terminal building has an area of 16900 sq.m., which can handle 950 passengers at peak hour. During its Study Visit, the Committee was given to understand that the extension of the runway by 396m on RWY 18 side, along with construction of RCC boundary wall and allied safety and security infrastructure work, have been taken up at a cost of Rs 77 crores and that it is expected to be completed by March, 2021. The Committee noted certain bottlenecks being faced while widening the approach road; and issues related to the relocation of market complex & brick kilns near the Srinagar Airport.

46.5. While deliberating on the logistics for Srinagar Airport, the Committee desired the Ministry of Civil Aviation to make serious efforts to modernize the infrastructure facilities
at both the Jammu and Srinagar Airports. The Chairman also directed the officials of the Ministry of Civil Aviation for affordable flight fares and increased frequency of flights between Srinagar- Jammu- Leh and Srinagar- Delhi- Jammu, to increase tourist footfall in the region.

46.6. The Committee strongly recommends the adoption of best international safety practices, in the Civil Aviation sector, particularly at airports, as well as landing of airplanes in difficult terrains of Jammu and Kashmir. The Committee underlines the need for coordinated efforts, for providing competitively priced mechanism, adequate and convenient transport, advanced infrastructure facilities and tourist safety, to cater to the needs of domestic and foreign tourists arriving in the region.

Kannur airport

47. The Committee has been given to understand that the developer M/s. Kannur International Airport Limited (KIAL) has conveyed expansion plan for Kannur International Airport. The proposed expansion will consist of the following:

   a) Extension of runway from 3050 meters to 4000 meters with parallel taxi track and CAT-1 approach lighting.
   b) Completion of CAT-1 approach lighting for 25 runway.
   c) Expansion of Apron capacity from the existing capacity of 20 Code -C aircrafts / 14 (8 Code-C plus 6 Code-E) in a phased manner. In the next phase capacity will be doubled.
   d) Completion of international cargo complex with an area of 5800 sq. meter in addition to the current cargo complex with an area of 1200 sq. meter.
   e) Construction of solar power plant
   f) Completion of admin block
   g) Construction of hydrant refuelling facilities

47.1. The Committee takes note of the steps taken/ proposed to be taken for the expansion of Kannur Airport.

Kushinagar airport

48. The Ministry has informed the Committee that the work of Development of Kushinagar Airport was taken up by the Government of Uttar Pradesh (GoUP) through M/s RITES, and subsequently, the work of modification of existing terminal building and construction of Interim Terminal Building was taken up by AAI.

The present status of works is as follows:

- The work of 3200m x 45m Runway, Taxi Track, Apron having 4 Power in/Power out
Bays & Isolation Bay has been completed by M/s RITES.

- The work of Fire Station, Boundary Wall & Provision of PAPI has been completed by M/s RITES.

- The work of ATC building block & Electric Sub-Station building and one Police Station Building is under progress and proposed to be completed by M/s RITES on 28.02.21.

- The work of Modification & Alteration of Existing Terminal Building as Departure & Guest House as Arrival has been completed by AAI.

- The work of Interim Terminal Building including Air-Conditioning and other packages at an estimated cost of ₹ 27.20 Cr. is under progress & proposed to be completed in all respect by 28.02.2021.

- The work of Provision of 90m x 240 m RESA for Rwy 29 & Rwy 11 amounting to ₹4.65 Cr. is in progress and proposed to be completed by 28.02.21.

- Work of 2.35 Km Approach Road from City to Airport within Airport premises is planned to be executed through State Govt. as deposit work at an estimated cost of ₹ 33.20 Cr.

Kushinagar airport is identified as an RCS airport under RCS- UDAN to connect Gaya and Lucknow. Accordingly, the airport is being developed/upgraded for operation of ATR- 72 type aircraft under revival of airports/heliports/water aerodromes scheme. Airports Authority of India had submitted applications for grant of Aerodrome License to Kushinagar Airport in Day VFR conditions. The licensing inspection of airport was carried out by DGCA and inspection finding / open observations were communicated on 29.01.2021 to AAI for compliance and submission of updated ATR. The observations made are being complied with, for issue of license for VFR Operations for which obstruction removal has been completed. Upgradation work of Kushinagar airport is likely to be completed in 2020-21.

48.1. The Committee takes note of the upgradation work carried out at the Kushinagar Airport and desires that the work should be completed within the stipulated time frame.

**Kolhapur airport**

49. The upgradation of Kolhapur for IFR and Airbus 320 operations has been undertaken by AAI. The projected Date of completion for pavement works is 31.12.2021 and that for Terminal building work is 30.06.2022. A total of ₹100 Cr. (approx.) have been spent against sanctioned amount of ₹ 274 Cr and 40% of work has been completed. The request for upgradation of Kolhapur Airport from VFR to all weather operations was made by AAI; but same is under
process for pending action on the removal and lighting of obstacles in and around the airport.

49.1. The Committee takes note of the upgradation work undertaken at the Kolhapur airport and desires that the outstanding issues be sorted out with the concerned authorities, without any further delay.

Pakyong airport
50. The Airports Authority of India has awarded RCS routes connecting Pakyong to Delhi, Guwahati, Kolkata to the Selected Airline Operators under RCS-UDAN. While Pakyong to Kolkata route recommenced on 01.02.2021, Pakyong to Delhi route recommenced on 23.01.2021.

50.1. The Committee, during its visit in October, 2018 to Pakyong Airport, observed that flight operations were stopped due to poor visibility. The Committee may be apprised, of the current status of flight operations from Pakyong Airport.

Thanjavur airport
51. The Ministry has informed the Committee that the issues concerning exchange of land between AAI & IAF and the working permission on the IAF land, for development of a civil enclave at Thanjavur airport for RCS operations is being taken up by AAI with IAF.

51.1. The Committee urges upon the Ministry to sort out both issues, in order to facilitate the smooth exchange of land between AAI and IAF.

Keshod airport
52. The AAI is in the process of handing over Keshod Airport to Indian Coast Guard (ICG). However, the execution of MoU between AAI and ICG with respect to leasing of land could not be progressed, for the matter is pending with MoD. Airports Authority of India applied for grant of Aerodrome License of Keshod Airport and pre-licensing inspection was carried out by DGCA from 17.12.2020 to 19.12.2020 and issued observations/inspection Report to AAI. AAI, on 27.01.2021, has submitted compliance on the observations, which is under examination at DGCA. Keshod Airport is being developed under revival of airports/heliports/water aerodromes scheme for operation of RCS flights. Airports Authority of India, the implementing agency has awarded Keshod airport under UDAN to connect Ahmedabad and Mumbai. RCS flights from Keshod are likely to commence in 2021.

52.1. The Committee takes note of the recent developments that have taken place, in respect of Keshod Airport, and desires that the matter relating to leasing of land which is pending with the Ministry of Defence, be pursued vigorously, so that the process of handing over the airport to the Indian Coast Guard, is completed.
**Nagpur Airport**

53. Nagpur Airport is licensed airport for Public Use Category. The MIHAN India Limited (MIL) is a joint venture of Maharashtra Airport Development Company Limited (MADC) and Airports Authority of India (AAI), proposes to develop ‘Multi-modal International Passenger and Cargo Hub’ at Nagpur (MIHAN) through PPP mode. In May 2016, MIL had initiated steps for the selection of Strategic Partner (PPP Partner) for the same. However, pursuant to certain observations by Ministry of Civil Aviation, GoI, the same was annulled in March, 2020, as per the directions of Project Monitoring and Implementation Committee (PMIC), which is headed by Hon’ble Chief Secretary, Govt. of Maharashtra. The MIL has now initiated the process of re-inviting the tender for selection of PPP Partner, which is expected to be completed in FY 2021 – 2022. Dr. Babasaheb Ambedkar International Airport, Nagpur, is equipped with all the basic amenities, including sufficient seating area with social distancing norms, lounge, eatable and daily needs stores, well maintained toilets, well maintained passenger trolleys, provision of hand sanitizers at various locations, dustbins, contactless boarding pass facility (CUTE facility which is installed by M/s. SITA), use of Braille signage’s in lifts & washrooms for the convenience of passengers, etc., to name a few.

53.1. The Committee takes note of the upgradation of amenities available at Nagpur Airport. The Committee desires that the selection of Strategic Partner (PPP Partner) may be done at the earliest.

**Airport at Bihar**

54. One Member of the Committee was critical about the proposed airport at Bihta, Bihar, which, in his opinion, would add zero percent operational advantage.

54.1. It has been brought to the notice of the Committee that the existing Patna airport is under further development, with a stipulated investment of around ₹1200 crores. However, while this investment is on, it has also been observed that despite provisioning a spend of ₹1200 crores on this project, no additional operational advantage would accrue on the operations side. The limitations of non-installation of approach lighting system, CAT-II/CAT-III ILS and other Navigational aid facilities, which could have enhanced the operational capacity, will be there. More so, the load penalty would always be there, since there would be inherent restrictions on operations during peak summer season. Also, the same limitations would accrue during winters and foggy seasons. The fact that the AAI was fully aware of the expenditure being incurred, without any added operational advantage, is a matter of deep concern regarding the process of decision-making. However, since the project is already under implementation, the Committee desires that a project for
the city-side, at Patna, with additional terminal parking capacity and creation of parallel
taxi track, should be taken up on priority, to justify the investment made so far.

54.2. The Committee understands that there is a proposal to develop the Bihta Civil Enclave
presently administered by the Indian Air Force, with an estimated expenditure of
approximately ₹ 1000 crores. The Committee observes that if the Bihta airport is
constructed as a Civil Enclave, it would still have the same limitations and constraints
faced by the Patna airport. It would be a sheer replication of Patna airport, without any
distinct operational advantage, except for landing A321 category of aircraft.

54.3. The Committee notes that AAI has asked for additional 191.5 acres of land. The
Committee observes that if AAI would proceed with the planned expansion of Bihta
airport, even without having a clear possession of additional 191.5 acres of land, it would
result in an unsound investment. The Committee, therefore, observes that the proposed
Bihta airport has still several limitations than any Greenfield project which may be
considered for the State of Bihar.

54.4. The Committee notes that there is a proposal for a new Greenfield project in Bihar,
at Sonpur in Saran, almost 10 kms away from Patna, with easy four-lane road which is
under construction and would be the first Greenfield project in the State of Bihar, catering
to the civil aviation requirement of the region for the next 50 to 100 years. The Committee
would like to know the status of this project and whether the Government of India
approached the State Government of Bihar to indicate the advantages/disadvantages of a
Greenfield project vis-a-vis a brown field defence project with reference to operations,
utilization, future expansion, etc.

54.5. The Committee understands that the proposal for the new Sonpur Greenfield project has
been vetted by the Airports Authority of India and AAI has submitted the proposal, for
acceptance by the Government of Bihar. Knowing the capacity enhancement and the future
requirement of aviation in Bihar, the Committee recommends that the AAI should
consider acquiring the land on its own, which is at a very nominal price compared to city
areas, for the creation of a Greenfield project in Bihar as a part of the Prime
Minister's package and to plan the expansion requirement of Eastern India, particularly
the State of Bihar, which has a population of approximately 12 crores. Notably, the State of
Bihar is one of the few large States, which does not have an international Greenfield
airport, yet. The Committee would also like the AAI to carry forward the proposal of the
new Greenfield airport project to cater to the future growth of civil aviation sector in
Bihar, in particular, and in the nation, in general.
Greenfield Airports

55. The Ministry has furnished the following status of Greenfield Airports at Durgapur, Kannur, Jewar, Navi Mumbai and Mopa, Goa:

Durgapur International Airport, West Bengal

On 11\textsuperscript{th} December, 2008, Government of India granted ‘in-principle’ approval to M/s Bengal Aerotropolis Project Ltd (BAPL) for setting up of a domestic Greenfield airport at Durgapur. The construction work has been completed. Aerodrome License to Durgapur Airport has been issued by DGCA on 24\textsuperscript{th} April, 2015 and the commercial operations have commenced on 18\textsuperscript{th} May, 2015, with Air India ATR-42 flight connecting this Airport to Kolkata.

Kannur International Airport, Kerala

Government of India granted ‘in principle’ approval to Government of Kerala on 19\textsuperscript{th} February, 2008. Government of Kerala has appointed M/s Kerala Industrial Infrastructure Development Corporation (KINFRA) as nodal agency for development of the airport. A Special Purpose Vehicle (SPV) namely M/s Kannur International Airport Limited (KIAL) has been formed for the implementation of the project. The construction work has been completed. Aerodrome License to Kannur Airport has been issued by DGCA on 03.10.2018 and the airport was operationalized on 9\textsuperscript{th} December, 2018.

Noida International Greenfield Airport, Jewar

‘In principle’ approval has been given for setting up of a Noida International Greenfield Airport \textit{vide} certificate dated 08.05.2018. GoUP appointed Yamuna Expressway Industrial Development Authority (YEIDA) as the implementing agency for the project under PPP mode. State Government has awarded the project to M/s Zurich Airports International for development of the airport under PPP and the Concession Agreement has been signed for this on 7\textsuperscript{th} October, 2020. M/s. Zurich Airport International AG has formed an SPV- Yamuna International Airport Private Limited (YIAPL). YIAPL is now the concessionaire of the project. In accordance with the provisions of the Concession Agreement, YIAPL has submitted the Master Plan to the State Government in December, 2020. GoUP forwarded the Master Plan to M/o Civil Aviation for seeking comments/suggestions. The Master Plan was circulated to MHA, M/o Defence, D/o Revenue, IMD, M/o Health and Family Welfare, BCAS, AERA, AAI and Agreement Section of MoCA for furnishing their views with respect to Noida International Airport. Further, the AAI, DGCA and M/o Defence have found the Master Plan in order and the same has been forwarded to the State Government of U.P.
NMIAL- Navi Mumbai International Airport

After the 'in-principle' approval of the Government, State Govt. of Maharashtra has awarded the project of Navi Mumbai Airport to Mumbai International Airport Ltd. (MIAL) for development and operation under Public Private Partnership (PPP) basis. City & Industries Development Corporation of Maharashtra (CIDCO) is the nodal agency for the project and the tendering process was completed in February, 2017 where MIAL emerged as the successful bidder. The Letter of Award was issued in October, 2017 and Concession Agreement was signed by CIDCO with Navi Mumbai International Airport Ltd. (NMIAL) on 08.01.2018. The private parties viz., GVK, ACSA and Bidvest have now decided to sell their equity to Adani Group.

State Government has completed key pre-development works and most of the R&R work. Secretary (CA) reviewed the project in a meeting held on 20.11.2020 with the officers of State Government, CIDCO and NMIAL.

The major issues in the project are:-

- Financial Closure process is ongoing, once new promoters complete the process of acquiring 23.5 % shares of MIAL, ACSA (10%) and Bidvest (13.5%).

- There are obstacles in the Obstacle Limitation Survey (OLS) of the project. These obstacles are required to be removed by the concerned Authorities under whose jurisdiction the obstacle falls.

In the meeting held on 20.11.2020, State Government has assured that a detailed Action Plan on removal of the obstacles will be prepared and submitted to AAI. The Project is being reviewed on monthly basis under the Chairmanship of Secretary (CA). A meeting was taken by Secretary (CA) on 14.01.2021 to review the status of Navi Mumbai project. The airport operator along with the State Government of Maharashtra have been directed to finalize the instrumental approach for removing the obstacles in diversified categories such as Category I/II/III. The airport developer and the State Government are yet to submit the SOP for removing the identified obstacles. Upon receipt of SOP, a proper survey shall be done before proceeding and Airports Authority of India (AAI) together with the airport operators will coordinately work it out.

Greenfield International Airport at Mopa in Goa

‘In-principle’ approval was granted for the project in March, 2000. Concession Agreement between Govt. of Goa and GGIAL has been signed on 8th November, 2016. Memorandum of Understanding (MoU) was signed between Government of India and M/s. GMR Goa International Airport Limited (GGIAL) on 31st March, 2017. The construction work
was stopped w.e.f. 19-01-2019 due to ‘status-quo’ order of Hon’ble SC dated 18.01.2019.

- The project faced restraints from the Courts leading to time overrun of 634 days.
- The Supreme Court has allowed resuming the construction works vide judgment dated 16.01.2020 and Work has resumed from 17th January, 2020.
- A meeting was taken by Secretary, Civil Aviation on 28.08.2020 with Secretary MoRTH, State Government of Goa and NHAI regarding expressway connectivity to Mopa airport. The issue has been resolved and MoRTH has notified the expressway under National Highway Act. The construction work is going-on in full swing and is expected to be completed by August 2022.

55.1. The Committee recommends that during the entire process of commissioning, planning, construction and execution of Greenfield Airports, the environmental and developmental aspects should be thoroughly deliberated upon, examined and duly implemented. Furthermore, various issues which might crop up during the process, should be tackled by the Ministry, without delay and efficiently.

55.2. The Committee notes the inconvenience of passengers, who are dropped by the Taxi operators at the airport approach point, from where passengers, including the elderly, have to walk up to more than 400-500 steps with their luggage, to reach the departure gate of the Goa Dabolim Airport. An immediate solution should be found by the Airports Authority of India for ease of transportation of those passengers who are dropped at the toll entry point of the existing airport at Goa-Dabolim.

55.3. The Committee takes note of the initiatives taken by the Airports Authority of India to improve amenities and city side terminal area as well. As Mopa airport is likely to commence operations in the next couple of years, it would be a challenge for Dabolim airport to retain its traffic. Hence, it is very important that AAI, in order to maintain traffic growth and utilization of newly created assets and extended facilities, gears up for the challenge that they are going to face, by the potential growth of other airports viz., Mopa and Sindhudurg.

**Operationalization of Defence airports for Civil Aviation**

56. On a query as to how the airports which are under the control of Defence can be operationalized for civil aviation, the Ministry has stated that Airports Authority of India (AAI) maintains 27 Civil Enclaves at various Defence airports in the country for operating civil flights from these airports. AAI establishes a Civil Enclave at an airport on request of the concerned State Government after signing a mutually agreed MoU with the State Government, subject to availability of land by the Defence Authorities.
56.1. The Committee is not satisfied with the reply furnished by the Ministry and feels that the reply is quite evasive. Therefore, the Committee desires that a detailed reply may be furnished by the Ministry in this regard.

57. The Committee desires that the Ministry may submit a detailed note, after due study, on the difference between a Greenfield project, a brownfield project and a defence brownfield project (civil enclave). All advantages and disadvantages of each category of project should be spelt out comprehensively so that State Governments which are willing to undertake expansion of civil aviation activities may avail the note for sound decision making.

57.1. A complete and comprehensive report should be obtained from Airline Operators, Airports Authority of India, Air Traffic Control and cargo operators including the DGCA, State administration and BCAS, to specify the challenges/shortcomings as far as use of Civil Enclaves across the country is concerned.

**Karipur Flight Accident**

58. The Committee also took cognizance of the Karipur flight accident which occurred on 7th August, 2020. Director General, Aircraft Accident Investigation Bureau (AAIB) informed the Committee, that a few components of the flight which was involved in the Karipur accident, have been sent to the National Transportation Safety Board and that every aspect of the accident is being investigated into. The investigation to ascertain the probable cause(s) of accident is in progress and due to very strict COVID-19 Protocol issued by CDC, USA, there is a delay in the availability of the defect investigation report of a few components.

58.1. The Committee desires speedy investigation into the mishap.

**Aircraft Accident Investigation Bureau (AAIB)**

59. AAIB was formed to investigate the accidents and serious incidents in accordance with SARPs (Standard & Recommended Practices) issued by ICAO separating investigative function from the regulatory function. AAIB functions under the administrative purview of the Ministry of Civil Aviation.

59.1. The Committee feels that the administrative jurisdiction of AAIB under the Ministry of Civil Aviation go against the tenets of impartiality and equality, since it may raise the genuine question of conflict of interest. The principle of good governance expects the placement of AAIB under a Ministry other than the Ministry of Civil Aviation, just like CCRS functions under the administrative purview of MoCA, though it looks after
railway accidents. The Committee may also be apprised of the steps taken for shifting the jurisdiction of AAIB and also to empower AAIB.

**National Aero Sports Policy**

60. The Committee learnt that Ministry of Civil Aviation has constituted a Committee on 4\textsuperscript{th} January, 2021 to prepare the Draft National Aero Sports Policy (NASP) 2021. The Committee includes representatives from Ministry of Tourism, Ministry of Youth Affairs and Sports, BCAS,DGCA, ACI and Aero sports industry. Till 24\textsuperscript{th} February, 2021 two meetings have been held with the Committee members to discuss the global best practices for drafting NASP. The Committee may submit the Draft NASP 2021 by May, 2021 which will be uploaded on the websites of the Ministry and DGCA for feedback from the public. The policy will, *inter-alia*, address the objectives of growth, investments, employment generation, safety and national security in respect of aero sports. A growth-oriented National Aero-Sports Policy (NASP) may help attract investments in latest aero sports technology, infrastructure and best practices.

60.1. The Committee is of the view that aero sports have a huge potential for growth, in terms of tourism and employment generation, in the country. However, the infrastructure needed, to realize such potential, is missing at present. The Committee calls upon the Ministry to formulate a National Aero-Sports Policy to help attract investments, both foreign and domestic, in the field of aero sports. The Committee underlines the need for bringing in the latest technology, equipments, infrastructure and international best practices, to promote aero sports in the country. The Committee also notes that in the process of the formulation of the National Aero Sports Policy, wider consultation should be held with the stakeholders, which should also include Aerosports Wing of the NCC in the Ministry of Defence, State Governments, the Ministry of Youth Affairs & Sports and Ministry of Tourism, along with the Aero Club of India, which is the nodal body for FTOs and aero sports in India.

**Flight Radio Telephony Licence (FRTOL) exams**

60.A. In reply to a clarification sought by a Member of the Committee, during the meeting held on 16\textsuperscript{th} February, 2021, as to why FRTOL exam should not be with the Department of Telecommunications and that it should be with the Ministry of Civil Aviation or the DGCA, the Ministry has stated as follows:-

The International Civil Aviation Organisation (ICAO) Annex 1 mandates the satisfactory establishment of knowledge and skill of an applicant and issuance of Radio Telephone operator’s Restricted certificate - Aeromobiles (RTR (A)) as specified in the general radio regulations annexed to the International Telecommunication Convention, for.
operation of the radio telephone on board an aircraft. Thus, holding of a RTR (A) issued by the Safety Regulator is mandatory for operation of the radio telephone on board an aircraft. In case of India, this license has to be issued by DGCA.

However in India, Wireless Planning and Coordination (WPC) Wing of the Department of Telecommunications (DoT) is the nodal agency to implement International Telecommunication Union (ITU) Regulations being signatory to international convention who are also responsible for issuance of RTR (A). As such RTR(A) is issued by DoT. However, to comply with ICAO guidelines, based on RTR(A) issued by Department of Telecommunications (DoT) and class I medical certificate, Flight Radio Telephone Operators License (FRTOL) is issued by DGCA.

This issue was taken up earlier in 2009 through a D.O. from the then Hon'ble Minister of State for Civil Aviation requesting Ministry of Communication & Information Technology to empower DGCA under rule 3 of the Indian Wireless Telegraphy (Commercial Radio Operators Certificate of Proficiency and License to Operate Wireless Telegraphy) Rules 1954. The Ministry of Communication & Information Technology, after examining the proposal, had informed that RTR (A) examination which is the qualifying examination for the Flight Radio Telephony Operator's License (FRTOL) issued by DGCA would have to be continued to be conducted and certificate issued by the Ministry of Communication & Information Technology.

Further, an O.M. dated 25.02.2021 has been sent to Department of Telecommunication to allow DGCA to conduct RTR(A) examination along with the CPL examination that is already being conducted by DGCA.

60.A.1. The Committee takes note of the reply furnished by the Ministry. The Ministry may update the Committee about the response of the Department of Telecommunication, to the communication of the Ministry of Civil Aviation, requesting the former, to allow DGCA to conduct RTR(A) examination, along with the CPL examination, that is already being conducted by DGCA. The Committee feels that since this is an inter-Ministerial matter at a policy level, the Cabinet Secretary should convene a meeting and decide on merits, the issue of RTR(A) licenses by DGCA, along with CPL examination, as mandated under ICAO guidelines. This will streamline the process of issue of licenses from a single window and also at the same time, create ease of training for pilots in the aviation sector, to meet the huge shortfall of trained pilots in the aviation sector in India.
All Women Cockpit Crew in Air India

61. The Committee takes note of the first non-stop flight from San Francisco to Bengaluru, flown by four women pilots, on 11th January, 2021, flying over the North Pole and covering a distance of about 16,000 kilometers.

61.1. The Committee is pleased to note such a historical event and applauds the Ministry for such an exciting and novel initiative.

Enhanced share of Indian carriers in the international traffic

62. The Ministry has taken the following measures to ensure positive discrimination towards Indian carriers in order to enhance their share in the international traffic:-

i. India has adopted Open Sky policy (unlimited frequencies to/from 6 metro cities in India) for passenger traffic on reciprocal basis with countries beyond 5000 kms. This would encourage our carriers to undertake long-haul operations.

ii. Negotiate for/gainfully utilize 5th freedom traffic rights to enable one-stop long-haul operations by Indian carriers.

iii. Review of certain Air Service Agreements with a view to ensure balance of benefits and principles of reciprocity.

iv. Over 90% of the air cargo to/from India is at present carried by foreign carriers. To promote increased carriage of cargo by Indian carriers, non-scheduled cargo operations by foreign carriers have been restricted to 6 metro cities only.

v. Further scheduled cargo operations by foreign carriers will now be permitted only as per thereciprocal provisions in the bilateral Air Services Agreements.

vi. Presently regular schedules international flights have been restricted. a) India has however, entered into air bubble arrangements with 15 countries (viz. UAE, Qatar, Maldives, Afghanistan, Bahrain, Bhutan, Iraq, Kenya, Oman, Ukraine, Bangladesh, Ethiopia, Nepal, Kuwait and Russia) within 5000 kms from Delhi. Generally, traffic destined for the country concerned only has been permitted with a view to restrict 6th freedom movement of passengers (except UAE and Qatar- where the designated carriers have been permitted to carry traffic destined for countries of Africa and South America as well). b) India has also entered into air bubble arrangements with 10 countries (USA, Canada, UK, France, Germany, Nigeria, Japan, Netherlands, Tanzania and Rwanda) beyond 5000 km from Delhi and Indian carriers are being encouraged to mount more and more flights to these destinations.
62.1. The Committee welcomes the initiatives taken by the Ministry to enhance the share of Indian carriers in the international traffic.

**Mobile Air Dispensary and Air Ambulance**

63. In its written submission, the Ministry mentioned that a series of Inter-Ministerial meetings were conducted for providing air dispensary services in North Eastern Region, pursuant to which, the Ministry proposed to provide Budgetary Support for Transport part for Air Ambulance in NER. Initially, it was proposed to involve PHL for operationalization of Air Ambulance services in Manipur. However, Budgetary provisions could not be done as the scheme requires ownership by anyone out of M/oH&FW/ DoNER / State Govt. for its implementation but which could not be finalized. Moreover, the Pawan Hans Limited (PHL) is under Strategic Disinvestment and therefore MoCA couldn’t pursue the proposal anymore. Directorate General of Civil Aviation has already put in place regulatory framework by issuing Civil Aviation Requirements (CAR) on Operation of Aero Medical Transportation (AMT). Provisions of this CAR are also applicable to HEMS operations, for which DGCA has issued Operations Circular on 11th February, 2016.

With the repeal of Air Corporation Act in March 1994, the Indian domestic aviation was deregulated. Airlines are now free to induct capacity with any aircraft type and free to select whatever markets and network they wish to service and operate. However, Government has laid down Route Dispersal Guidelines to achieve better regulation of air transport services taking into account the need for air transport service of different regions of the country. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government.

63.1. The Committee recognizes the importance of Mobile Air Dispensary and Air Ambulance, which are life saving. The Committee desires the Ministry to ensure that the issue regarding ownership of the scheme for providing air dispensary services in North Eastern region, is sorted out at the earliest. The Committee further desires that in the event of lack of clarity regarding the disinvestment of Pawan Hans Ltd., the Ministry should take necessary action to identify stakeholders other than PHL, for the fruitful implementation of the scheme.

**Helicopter Services**
64. The Committee takes note of the crucial need for airplane and helicopter connectivity in remote and hilly regions of the country, to harness the huge tourism potential of such areas which remained untapped, due to inadequate air connectivity.

64.1. The Secretary, while elaborating upon the proposed Helicopter landing facilities, informed the Committee that the marking of helipads on the Map of the Country is being undertaken by DGCA for which details have been sought from all the stakeholders. The Chairman, M/o Railways has been requested to develop helicopter landing facilities at important Railway Stations.

64.2. The Ministry, in its reply, has stated that the Airports Authority of India has awarded 33 Helicopter routes under RCS-UDAN. The Ministry of Civil Aviation was seized with the issue and have been holding regular meeting with the stakeholders for expeditious Helicopter Operations under the UDAN Scheme. The Ministry has scaled down infrastructure requirement for Helicopter operations depending upon the existing volume of operations and requested the concerned State Govt. for speedy development/upgradation under revival of airports/heliports/water aerodromes scheme. Helicopter Operations under the UDAN scheme have already been operationalized from 05 Heliports.

64.3. The Committee takes note of the efforts made by the Ministry to enhance helicopter connectivity in the country. The Committee recommends the Ministry to adopt a futuristic approach in connecting important tourist destinations in the country, through helicopter services, in a planned manner. The Committee emphasizes the need to ensure adequate infrastructure, amenities and facilities at the heliports.

Air Travel Safety Concerns

65. A number of incidents were reported in the media, raising serious concerns about flight safety. The incidents related to landing without deploying gear, aircraft veering off runways, tail strikes etc.

65.1. The Committee strongly feels that the Ministry should accord due priority to the safety and security of air travelers, in the light of increasing incidents and examine the reasons behind such incidents and take remedial action.

Aircraft (Amendment) Act, 2020

66. The Committee takes note of media reports about the proposal to enhance the maximum limit of fine from the existing ₹10 lakh to ₹1 crore, on airports and airport operators for lapses in air travel safety under the Aircraft (Amendment) Act, 2020. It also enlarges the scope of
the existing Aircraft Act, 1937 to include regulation of all areas of air navigation.

66.1. The Committee appreciates the statutory provisions for ensuring zero tolerance in the matter of air safety. The Committee is of the view that such an amendment would fulfill the requirements of ICAO. The Committee expects that such an amendment will lead to improvement in the level of safety and security of aircraft operations in the country.

Air Cargo

67. The Secretary, Ministry of Civil Aviation informed the Committee that India’s domestic air cargo handling grew by 8.24% (CAGR) between FY 2013-14 and FY 2019-20, whereas international air cargo grew by about 6% per annum. He mentioned that strong resilience was shown by India’s air cargo sector despite severe challenges posed by the pandemic and that an increase in dedicated freight aircraft was registered from 6 (as on September, 2018) to 25. Air freight capacity also added with 150 passenger aircrafts deployed on the basis of passenger to cargo conversion and the focus has been on medical/ pharma cargo; and agri-produce since March, 2020. He shared the following data:-

67.1. The Committee is of the considered view that India has a huge untapped market potential in terms of air cargo. The Committee strongly feels that the Ministry should undertake dynamic policy and structural changes in the air cargo sector, in order to ensure that there is a much desired boom in this sector. The Ministry should also aim towards transparency and paperless trade environment in this sector.
**Emergency landing and cancellation of flights**

68. The Committee has taken note of media reported instances of emergency landings and cancellation of flights, causing thereby, anxiety, confusion and inconvenience to the air travelers, especially the elderly and children. The Committee is given to understand that the flyers have been, often, not even provided the basic courtesies/protocols such as alternative hotel accommodation, appropriate information regarding other possible flights, water, medicine, food, toilet facilities etc., in case of such contingencies.

68.1. The Committee is disturbed to note that the air travelers get a raw deal, many times, in cases of emergency landings and cancellation of flights by airlines. The Committee is of the considered view that it is incumbent upon the airlines, as well as the AAI, to ensure the safety, comfort and health of the passengers, especially women, children and patients. It is a matter of concern to the Committee that there are guidelines in this regard; but they are not complied with. The Committee strongly recommends the Ministry to ensure that the guidelines are scrupulously adhered to and that stringent, punitive action should be taken in case of violation of the said guidelines.

**Cancellation charges**

69. Time and again, the Committee’s attention has been drawn towards the high cancellation charges levied by the private airlines operating in the country.

69.1. The Committee expresses its anguish that there is no uniformity in the cancellation charges levied by the airlines. The Committee underlines the need for rationalizing the cancellation charges and prescribing an upper limit of cancellation charges that can be collected from the passengers. The Committee reiterates its recommendation in this regard, made in its 276th Report, requiring the airlines to restrict not more than 50% of the base fare as cancellation charges. The tax and fuel surcharge collected should be refunded to the passengers on cancellation of tickets. The Committee hopes that the Ministry would be able to persuade the airlines for such rationalization in the interest of the passengers.

**Core Group on Safety and Security**

70. On recommendations of the Committee, a Core Group has been constituted under the Chairmanship of Secretary, Ministry of Civil Aviation to address the safety and security aspects. In pursuance thereof, the Committee would like to make the following suggestions/recommendations, for inclusion in the mandate of the Core Group:-
(i) Adequate arrangements of proper lights and other landing instruments should be made at all airports, particularly to cater to flight operations during foggy days. Periodic upgradation of such equipments should also be made. An action plan, with feasible timelines, should be prepared, and steps should be taken to strictly adhere to the timelines. The Competent Authority should give detailed reasons in case of delays, if any.

(ii) Runways which were created during the pre-independence period and are lying idle as on date, should be identified and be developed in such a way that they can be used for flight operations in case of emergency situations, such as natural calamities and war.

(iii) The Core Group should ensure necessary coordination between NHA/Ministry of Road Transport & Highways and Ministry of Railways in order to identify stretches/pockets of land, along National Highways and Railway tracks, to facilitate emergency landing of helicopter ambulance in the event of accidents/natural calamities.

(iv) It should be ensured that international best practices and guidelines are adopted and implemented in the operations of helicopter ambulances.

(v) In order to further strengthen the Core Group, a Sub-Committee, headed by an officer not below the rank of Joint Secretary may be formed, comprising the Ministries of

(i) Railways; (ii) Road Transport & Highways; (iii) Ports, Shipping & Waterways; and (iv) Civil Aviation.

(vi) The Sub-Committees may consider engaging the services of consultants, who are experts in the respective fields, with requisite global exposure and good reputation for the services rendered by them.

(vii) The Sub-Committees should mandatorily report to the Core Group on Safety and Security, on a monthly basis, to enable the Core Group to review and monitor the activities of these Sub-Committees.

(viii) Similar Sub-Committees may be formed in the Ministry of Defence & Home Affairs; and ONGC & GAIL. Since these Ministries/Organisations are not under the purview of the Standing Committee, it is suggested that in case of any bottlenecks/logjams in this regard, the Standing Committee should be informed accordingly, at the earliest.

(ix) The review of the activities and progress made by the Core Group should be done
monthly and after the matters are streamlined and teething problems are sorted out, the review meetings may be held on quarterly basis. If need is felt, a fresh legislation may be piloted by the Ministry of Civil Aviation in this regard, at the earliest.

(x) The recent glacier burst at Uttarakhand led to loss of precious lives. Provision for helicopter landing facilities at ecologically sensitive areas may be considered, to ensure effective disaster management operations. For such facilitation, the Core Group should actively engage with NDRF also regularly. There is a need for close monitoring of ecological changes using the latest technology available, in order to prevent such natural disasters. In conclusion, the Committee accentuates the doubtless necessity for very close and effective coordination among all the related Ministries/ Departments/ Organizations and entities.

Hotline number among the Ministries for effective co-ordination in case of emergency

71. The issue regarding provision of hotline number among the Ministries for effective co-ordination in case of emergency was discussed in detail, in the Meeting of the Core Group held under the Chairmanship of Secretary, Civil Aviation on 07.12.2020. During the meeting, the PED (Safety)/Railway Board informed that Ministry of Home Affairs (MHA) has recently started a portal, where contact number of each and every District Magistrate or nominated person has been put up. In case of any accident or mis-happening, all the data/information may be passed through that portal i.e., www.112.gov.in & 112 app. Accordingly, the portal maybe utilized and all departments should get linked to this portal. Further, MHA has a 24x7 manned control room that can also be used for such communications. The Committee welcomes this initiative of the Ministry.

Commission of Railway Safety

72. During their deposition before the Committee, the representatives of the Ministry of Civil Aviation, informed that the Commission of Railway Safety needs to be restructured as a complete organization, having its own resources and infrastructure such as technical manpower support, test lab, logistic and data bank etc. and that induction of officers should be at lower level, on permanent absorption basis, instead of deputation basis from Railways. The Ministry has endorsed the recommendation made by the Committee in its 188th Report that the status of CCRS and Commissioners to the Apex level and Special Secretary respectively, may be upgraded. The proposal initiated by the Ministry of Civil Aviation for the upgradation of the Chief Commissioner of Railway Safety & Commissioners and consent had been received from the Ministry of Railways in September, 2018. The Committee noted that although the Ministry of
Railways agreed to include officers of the Commission in relevant training courses, CRS and Dy. CCRS are not being included in regular or specialized training program like AMP, high speed etc.

72.1. The Committee desires that timely action be taken by the Ministry to address the above stated concerns/issues.

72.2. During the Study Visit of the Committee to Goa in January, 2020 the Committee was apprised by the Commissioner of Railway Safety that in order to utilize the expertise available in other Ministries such as Shipping, Petroleum, Civil Aviation and Railways regarding various type of Accident Investigation, the Commission has written a letter to DGCA, Oil Industry Safety Directorate, Railways and DG Shipping for formation of a core knowledge sharing group. He mentioned that all the Departments have been requested to nominate nodal officers dealing with investigation of accidents and that regular meeting and knowledge sharing has been planned. Further, modalities to help each other during investigation of any type of accidents will also be formalized shortly.

72.3. The Committee takes note of the above stated line of action and desires that the Ministry may furnish periodical information to this Committee, regarding the progress made in regard to the same.

**Huge losses incurred by private airlines**

73. The Committee finds that huge losses have been incurred by private airlines operating in the country, during the pre-Covid-19 pandemic as well as before the pandemic.

73.1. The Committee recognizes the fact that the aviation sector has been hit hard by global economic slowdown and the Covid-19 pandemic. The Committee understands that the adverse effect of the Covid-19 pandemic, on the airlines operating in the country, which were already reeling under heavy losses, was unprecedented. While acknowledging the resilience shown by the civil aviation sector in the country during such trying times, the Committee recommends that the Ministry should turn this situation to its advantage, by bringing in immediate and long term measures, to strengthen the civil aviation sector in the country and to enable its resurgence.

**Miscellaneous**

74. Section 5A of the Aircrafts Act, 1934 states that “Power to issue directions-“(1) The Director-General of Civil Aviation or any other officer specially empowered in this behalf by the Central Government may, from time to time, by order, issue directions, consistent with the provisions of this Act and rules made thereunder.”

Clause 3A of Aircrafts Rules 1937 states that “(1) Delegation of powers - “Any power or duty
conferred or imposed by these rules on the Central Government may be exercised or discharged by the Central Government or by any person authorized by it in that behalf.

(2) Any power or duty conferred or imposed by these rules on the Director General may be exercised or discharged by the Director-General or any other person authorized by the Central Government in that behalf.”

74.1. The Committee notes that Aero Club of India has played a pivotal role in promoting flying training through its 20 affiliated Flying Training Organizations across the country ever since independence and giving more than 4000 trained pilots to the nation. The Committee desires that DGCA may consider delegating certain promotional and audit responsibilities under the Aircrafts Act, 1934 to share the responsibility of maintaining checks and fulfilling the mandatory requirements of CPL/PPL at various FTOs.

74.2. The Committee notes that regulatory authorities across the world allow the organizations that are affiliated to Fédération Aéronautique Internationale (FAI) to regulate aero sports in the respective nations. However in India, no such authorization has been extended. In this regard, the Committee is of the view that DGCA may recognize an organization, preferably Aero Club of India, as the regulatory body for aero sports and may also consider recognizing the Aero Club of India, which is affiliated to FAI, as the nodal body to regulate and issue certificates of permit for aero sport activities in the country, under a regulatory framework prepared by the DGCA.

Shortage of availability of slots for turboprop aircrafts

75. The Committee notes that there is shortage of availability of slots for smaller turboprop aircrafts operations from metros like Delhi and Mumbai, to match the requirements of the RCS across the country. The Committee expresses its concern on this issue and desires that the Ministry should take urgent timely action to address this concern.
Demand made by the Ministry vs. Actual allocation

The Committee observes that excluding the budgetary allocation for Air India Asset Holding Limited (SPV) in 2021-22, the projected requirement of the Ministry for all the other Schemes under Revenue Section is ₹1358.85 crore, against which BE allocation of ₹915.16 crore only has been made. The Committee, therefore, is apprehensive that the budgetary allocation made to the Ministry is not in sync with the actual budgetary requirements of the Ministry. The Civil Aviation sector has been dealt a huge blow by the Coronavirus pandemic and there is a need for huge intervention to save this sector, in this hour of crisis. The Committee notes that it is unreasonable that instead of giving an enhanced budgetary allocation, there has been a significant shortfall in the BE 2021-22 allocation of the Ministry. This surely is a matter of grave concern. The Committee, therefore, recommends that a higher fund allocation should be provided at the RE 2021-22 stage, to the Ministry, so that the Ministry can fulfill its mandate and bolster the growth of Civil Aviation sector in the right direction.

(Para 6.1)

The Committee is disappointed to note that a mere token allocation of ₹1 crore has been made for ‘Development of Aero Sports’. While the creation of a new budget Head for Development of Aero Sports is a welcome move and a step in the right direction, the Committee feels that the amount allocated under the same, i.e., ₹1 crore is not sufficient to fund the development of Aero Sports in the country. Therefore, the Committee recommends that the Ministry may examine the different projects it can take up under this Head and come up with revised projections and request the Ministry of Finance to grant additional funds under this head at the R.E. 2021-22 stage.

(Para 6.2.1)

The Committee notes that ₹ 13.18 crore, ₹ 10 crore and ₹ 7.33 crore have been allocated in BE 2021-22 for ‘Airports Authority of India – for Hollongi Project’, ‘Airports Economic Regulatory Authority of India’ and ‘IGRUA & National Aviation University’ against projected requirement of ₹ 144.01 crore, ₹ 23.50 crore and ₹ 16.51 crore respectively. These allocations are less than even half of the amount projected for these Heads. The Committee is constrained to observe that either the projections of the Ministry were unrealistic, or the Ministry failed to justify its projections before the Ministry of Finance. The Committee would like the Ministry to share its roadmap for the implementation of these projects.
The Committee underlines the importance of the Hollongi airport, for its proximity with a hostile neighbour. Allocation of not even 10% of the amount projected by the Ministry is not fair for such a project of strategic importance. The clarification of the Ministry that depending on the pace of expenditure, the matter of additional allocation will be taken up with the Ministry of Finance, at RE 2021-22 stage, appears to be a very routine one. The Committee expects the Ministry to strive hard to expedite the construction of the Hollongi airport.

The Committee is distressed to note that the Ministry has been able to spend only 64.9% of the enhanced RE allocation of ₹4131.63 crores, which means that the Ministry has to spend ₹1450.78 crore in the remaining two months of the Financial Year 2020-21. The Committee apprehends significant underutilization of the budgetary funds available with the Ministry. At a time when the Government was facing major financial troubles on account of the Coronavirus pandemic, the Ministry received a considerable boost of 8.8% at RE 2020-21, as compared to BE 2020-21. Poor utilization of the funds would lead to idling of funds which should have been avoided. The Committee would like the Ministry to take stock of the reasons which caused the slow pace of utilization of funds and take corrective measures to ensure optimum utilization of the allocated funds, during the Financial Year 2021-22.

Outstanding C&AG Audit Paras
The Committee strongly urges the Ministry to scrutinize the reasons behind the delay in the submission of ATN and take necessary steps to ensure that such delays are not repeated.

Savings and Delays
The Committee takes note of the Savings of ₹37.01 crores, as furnished by the Ministry, which has been resulted under the Head ‘RCS’ for 2018-19 (Revenue), due to requirement of less funds towards subsidy to airlines for providing air connectivity in the North Eastern Region.

The Committee desires that it may be informed about the reasons therefor.
The Committee may be apprised, in detail, of the reasons for the delay in the Digital Sky Platform Project.

(Para 10.2.1)

**Regional Connectivity Scheme (RCS) – Ude Desh Ka Aam Nagrik (UDAN)**

The Committee appreciates the positive impact that the RCS Scheme has had, on the growth of the Civil Aviation sector in the country. The Scheme has not only made air travel affordable and extensive, it has given a massive boost to the development of airports and infrastructure development in the Civil Aviation arena. The Committee notes that UDAN has helped airline operators in developing sustainable business models and in providing start-up and scale-up opportunities to small regional airlines. UDAN has also provided the much needed impetus to the economic development of remote regions and contributed to a more inclusive growth in the economic activity across the country. It has also contributed majorly to job growth and economic development in the country.

(Para 11.3.1)

The Committee takes note of the hurdles and problems faced by the various stakeholders, under this Scheme. The Committee recommends that the Ministry should take strategic steps on a war footing, to ensure that such hitches/glitches are sorted out, to ensure the success and viability of the Scheme. The Committee, further, underscores the importance of this Scheme and desires that the Ministry should, pro-actively, espouse the required measures, to make certain, that the UDAN scheme is given the necessary fillip, for the development and operationalization of potential airports.

(Para 11.3.2)

The Committee appreciates the timely action taken by the Ministry in forming a Committee to look into the current and future manpower requirement of ATCOs. However, merely forming a Committee will not suffice. This should be supplemented with a time bound, result oriented approach, to ensure that the operationalization of new airports and air travel security do not suffer for want of adequate number of ATCOs. The Committee so constituted, should meet at regular intervals and expedite its recommendations to enable AAI meet the shortage of ATCOs.

(Para 11.4.1)

Taking cognizance of the reply furnished by the Ministry, the Committee desires the Ministry to closely and meticulously, monitor the implementation and impact of the UDAN Scheme and formulate plans and guidelines to ensure that the benefits of the Scheme
actually reach the passengers, as per the spirit of the Scheme.

(Para 11.5.1)

The Committee recognizes the need for co-ordination between/ among the Ministry of Civil Aviation, with the Ministries of Tourism and Culture, in matters regarding air connectivity to important tourist destinations and cultural sites in the country. Hence, the Committee recommends the Ministry of Civil Aviation, to work in tandem with the Ministries of Culture and Tourism, in order to ensure greater harmony among the concerned Ministries who are vital stakeholders in this regard.

(Para 11.6.1)

The Committee would like the Ministry, to examine the reasons for non-commencement of routes that have already been awarded under the UDAN Scheme; to identify the bottlenecks in this regard; and to chalk out strategic steps to address the issues involved.

(Para 11.7.1)

**Lifeline UDAN**

The Committee applauds this timely and valuable, life saving initiative of the Ministry. The Committee wishes to place on record, its appreciation for the role of air carriers involved in the Lifeline UDAN operations, under the hub and spoke model, with seamless co-ordination between various agencies.

(Para 12.1)

**Vande Bharat Mission (VBM)**

The Committee places on record its deep appreciation for this massive repatriation operation carried out by the Ministry.

(Para 13.1)

**Unmanned Aircraft System (Drone)**

The Committee takes note of the steps taken to establish an UTM Ecosystem in India and hopes that the formulation of UTM Policy would facilitate Drone Traffic Management Services for operation of Drones within the air traffic environment, in our air space, and that the UAS Rules would provide the requisite regulatory framework for Beyond Visual Line of Sight (BVLOS) operations, in the country.

(Para 14.1)

**Drone Directorate**

The Committee opines that the setting up of Drone Directorate is a step forward in
strengthening the Drone ecosystem of India, by way of addressing the delays in rolling out permission, managing Drone Training Schools and fast tracking Drone certifications. The Committee desires the Ministry to take necessary steps for the proper functioning of the Drone Directorate, which will help transform India to be a major global player in the arena of Drones.

(Para 15.2)

**Digital Sky Platform**

The Committee takes note of the features of the Digital Sky Platform and would like to impress upon the Ministry, to take necessary steps to ensure that the project achieves its objectives, in an unhindered manner.

(Para 16.1)

**Krishi Udan**

The Committee notes that this Scheme would provide the much needed quick cargo services to cater to the huge demand in the domestic and international markets, for the farm products of the North-Eastern region and other remote areas of the country. The Committee is happy to note that the Scheme would ensure that perishable products find good markets and market value, in and outside the country, which would otherwise have gone wasted, owing to lack of storage and connectivity.

(Para 17.2)

**Sub-Group on Krishi Udan and Krishi Rail**

The Committee appreciates the constitution of the Sub Groups and hopes that these Sub Groups would help address the bottlenecks/problems faced in the implementation of Krishi Udan and Krishi Rail, and ensure the success of the Schemes.

(Para 18.1)

**Public Private Partnership of Airports**

The Committee underlines the need for a comprehensive negotiation and guidelines, in the award of airports under PPP model. The Committee urges the Ministry to take note of the management model of Kochi International Airport at Nedumbassery, and analyze the advantages and liabilities of such a model. The Ministry, may, after such analysis, adopt such a concept, if the advantages outweigh the liabilities. The Committee, further, stresses upon the need to make sure that the guidelines regarding operationalizing the new airports are unbiased, so that all parts of India are benefitted by the same.

(Para 19.3)
Carbon Offsetting and Reduction Scheme for International Aviation

The Committee recommends that urgent, substantive steps should be taken to allay the widespread concern/fear regarding serious adverse implications of CORSIA on the airlines in India. The Committee recommends the Ministry to ensure that India’s interests are protected at any cost, keeping in view the vital role played by the Civil Aviation sector in the development and growth of our economy. The Committee desires that the concerns of India in this regard, should be raised at the diplomatic level effectively.

(Para 20.4)

Flying Training Organizations

In order to meet the training requirements for the future growth of aviation sector in the country, particularly with reference to the huge demand for trained pilots, the Ministry should explore the possibility of creating a funding mechanism for promoting new FTOs.

(Para 21.3.1)

Indira Gandhi Rashtriya Uran Akademi (IGRUA)

The Committee appreciates the roadmap for IGRUA and earnestly hopes that the roadmap would implemented at the earliest.

(Para 22.3)

Aero Club of India (ACI)

The Committee would like the Ministry to follow up with ACI, their much awaited proposal for budgetary support. The Ministry may apprise the Committee about the response of ACI on this issue, at the earliest.

(Para 23.1)

The Committee takes note of the fact that training aircrafts and adventure sports equipment which were provided by the Aero Club of India to several State Governments including the State of Rajasthan, Bangalore Flying Club and IIT Kanpur, have been lying unutilized for several years, while the Aero Club of India has been making efforts to retrieve such aircrafts that are under-utilized or un-utilized by the State Governments. The Committee recommends that ACI should be supported by the Government in retrieval of all such underutilized or unutilized aero sports assets provided by it for FTOs and development of aero sports, since they are Government property.

(Para 23.2)

The Committee takes note of the fact that Aero Club of India has worked under the
purview of the Ministry of Civil Aviation. ACI has also figured prominently in the Outcome Budget and the Annual Report of MoCA. Over the years, the annual audited accounts of ACI, both in English and in Hindi, are placed in both Houses of Parliament. It also has a deemed status as an autonomous body under the Ministry of Civil Aviation. The Aero Club of India, which has a legacy and was responsible for licensing, even during the pre-independence days, has been the primary organization promoting Flying Training Organizations (FTOs) across the country, by providing them infrastructural support by means of aircrafts and equipment provided by the Ministry of Civil Aviation. The Committee takes note of the update that the Aero Club of India had its official location and headquarters at the Safdarjung Airport for over thirty years. The ACI building was constructed on the leased land given to them by the Ministry of Tourism. It has been observed that on the expiry of the lease period, despite performing semi-Government function of promoting the FTOs across the country, the Aero Club of India was served an eviction notice by imposing a penalty of non-extension of lease and thereafter, through a Court order, the eviction was initiated, claiming penalties. The Committee feels that since ACI is a body with the support of the Ministry of Civil Aviation itself, it deserves that the official building be restored to it in recognition of performing its role as a support and semi-autonomous body under the Ministry of Civil Aviation. The Committee desires that the Ministry of Civil Aviation may review the matter and issue appropriate instructions to the AAI Board for re-allotment of the said premises to Aero Club of India.

(Para 23.3)

Maintenance Engineering Training School
The Committee takes note of the policy initiatives made by the Ministry for Pilot Training Institutes, Flying Training Organizations and Maintenance Engineering Training Schools in the country. The Committee hopes that these initiatives would positively address the noticeable shortage of pilots and type rated commanders; and other technical personnel for the Civil Aviation sector in the country. The Committee calls upon the Ministry to facilitate the Pilot Training Institutes, Flying Training Organizations and Maintenance Engineering Training Schools, in executing the onerous responsibility of tapping the manpower potential and skilled workforce available in the country.

(Para 24.1)

Maintenance, Repair and Overhauling (MRO) facilities in India
The Committee takes cognizance of the immense potential that India has, in offering MRO facilities in its soil. However, the country has not yet been able to fully exploit the opportunities available in this sector. It would be a huge loss for the country, if we do not tap the vast technical and skill base, at hand, in the country. There is urgent need for the creation of a congenial environment in the country to cater to the requirements of the sector, which provides benefits in terms of jobs, prosperity and boost to the economy. The Committee, therefore, strongly recommends that the Ministry should give requisite focus on the issues presently faced in the MRO sector and chalk out effective as well as strategic steps, to ensure that India evolves into a key international player in offering MRO facilities.

(Para 25.2)

The Committee would like to urge the Ministry to analyze the prospects and take necessary favourable action thereon. The Committee realizes the huge potential of such air strips and recommends that the Ministry should examine the feasibility of making available, such air strips, to FTOs who are willing to open their schools in those areas.

(Para 25.3.1)

**Rationalization of FTO and MRO charges**

The Committee welcomes this initiative of the Ministry.

(Para 26)

**Domestic Aircraft Manufacturing**

The Committee is gratified to note the timely action taken by the Ministry to promote domestic aircraft manufacturing.

(Para 27.1)

**Aircraft financing/leasing**

The Committee hopes that the steps taken by the Ministry will give the much needed impetus to aircraft financing/leasing in the country.

(Para 28.2)

**Airspace Control**

The Committee hopes that the Flexible Use of Airspace (FUA) strategy between civil and military users, will render an array of benefits and sustainability to airlines, by saving flight time and reducing airline operational costs.

(Para 29.2)
The Committee appreciates this initiative of the Ministry.  

(Para 30)

**Airports Authority of India (AAI)**

The Committee is pleased to note that AAI has set a new benchmark in its endeavour to reduce carbon footprint. The Committee exhorts AAI to continue its efforts to conserve environment, to the extent possible, and to reduce the adverse impact of carbon emissions on the global ecosystem, in line with the national as well as global climate change initiatives.

(Para 31.1)

The Committee desires the Ministry to ensure that FRT employed at the airports is infallible. The Committee also urges upon the Ministry to provide all facilities of international standards, in its airports.

(Para 32)

**Adequate connectivity of airports with roads and railways**

The Committee recommends the Ministry to ensure that requisite synergy is achieved between/amongst the concerned Ministries/Departments, so that airports are well connected with other means of transport and tourists/flyers reach their destinations, from the airports, in a smooth and safe manner.

(Para 33.1)

**Implementation of SKYBOOKS360 System**

The Committee recognizes the utility of SKYBOOKS360 System as a unique customized enterprise resource planning solution to provide an integrated e-business to airport operators and air navigation service providers and hopes that it would provide seamless and integral management of core business processes.

(Para 34.1)

**AIR SEWA**

While appreciating the initiative of the Ministry, the Committee recommends that the grievances of passengers should be addressed in a time bound manner. The Committee desires that the Air Sewa Platform should be upgraded periodically, so that it fulfills the dynamic requirements of the air passengers. The Committee underlines the need for formulating the desired SOP for the purpose.
**Digi Yatra**

The Committee, while appreciating the initiative of the Ministry, accentuates the need to ensure data privacy and data protection, in the process of implementation of Digi Yatra.

**Seaplane Operations in India**

The Committee takes note of the innovative initiatives taken by the Ministry to promote Seaplane operations in the country. Needless to say, the Seaplane services will revolutionize the nation’s regional connectivity. The Committee desires that the Ministry should ensure that the necessary amenities, matching up to international standards for Seaplane operations, such as terminal buildings, facilitation counters, check-in counters, modern ticketing methods, food counters, motels, shopping facilities etc. are provided, for the smooth operations of Seaplanes.

The Committee also underlines the urgent need to formulate a ‘Seaplane Policy’. The Committee desires the Ministry to conduct a feasibility study for landing sea planes in Rajasthan and furnish the same to the Committee, including the action taken thereon.

**Skill Development/ Training**

The Committee recognizes the fact that the Indian aviation industry is one of the fastest growing markets in the world and that India has a vast talent pool of skilled manpower. Initiatives such as ‘Make in India’ campaign and ‘Atmanirbhar’ campaign have given a huge boost to industry players. The focus on indigenization in the Civil Aviation sector has created a high demand for good technical talent and skill development. The Committee, therefore, underlines the need for better interventions for skill development/training in the country, to augment the skills of available manpower. The Committee recommends the Ministry to formulate futuristic plans for devising tailor-made technical courses for skill development, training and research, in consultation with the private sector. The Committee is of the considered opinion that the Ministry should endeavour to incorporate international best practices, in the area of skill development.

**Aviation Turbine Fuel (ATF)**

The Committee takes serious note of the high ATF prices prevailing in the country. The
Committee welcomes the steps taken by State Governments in reducing the VAT on ATF for the flights operated under UDAN Scheme. The Committee is concerned to note that the State Governments have shown reluctance to reduce the VAT on ATF for other flights. The Ministry may follow up and deliberate this issue with the State Governments, in order to bring much needed relief and help, to the air passengers, and the Aviation Sector.

(Para 39.2)

The Committee is of the considered view that the issue of inclusion of ATF under GST should be pursued vigorously, by the Ministry, with the GST Council. The Committee hopes that the GST Council will consider the proposal favourably.

(Para 40.1)

Development of airport infrastructure

The Committee desires the Ministry to develop a comprehensive, strategic and futuristic Master Plan for the development and expansion of airports in the country, to meet the ever growing demand for brand new and better airports. The Committee urges the Ministry to ensure that adequate parking space and slots are available at the airports. The Committee would like the Ministry to formulate necessary policies, schemes and guidelines, to attract much needed investment for airport projects.

(Para 41.1)

The Committee reiterates its recommendation made in its 276th Report, for ensuring sufficient space for commercial shops, while granting approval for new airports. Further, 5 Star/3 Star hotels and multiplexes should be constructed near the new airports. The Committee also desires that extra land, if any, should not be sold and should be kept for future developmental activities.

(Para 41.2)

Development of Airports

The Committee recommends that the Ministry should co-ordinate with the concerned stakeholders/ entities and sort out issues concerning compensation, clearances and litigation, at the earliest. The Committee expects the Ministry to furnish the details of the specific action taken in this regard.

(Para 42.1)

Necessary Navigation Aids at all Airports

The Committee emphasizes the imminent need to employ modern technologically advanced
navigation aids and facilities at all airports in the country. The Ministry should urgently chalk out an Action Plan to operate CAT-II/III(B) ILS in all airports, in a fixed time bound period.

(Para 43.1)

Providing Passenger Processing System at the Airports

The Committee appreciates the efforts made by the Ministry, to proactively monitor and address the issues faced by the Civil Aviation sector, including the provision for Passenger Processing System at the Airports.

(Para 44)

Making Airports Accessible to all under the ‘Accessible India Campaign’

The Committee applauds the sensitivity and empathy shown by the Ministry, towards the genuine needs and concerns of the differently abled people. The Committee hopes that the Ministry will be able to fulfill the objective of the campaign to make a barrier free and conducive travel environment for differently abled people.

(Para 45.1)

Srinagar airport

The Committee is dismayed to note that regular delay in flight operations and cancellation of flights occur at Srinagar airport, due to non-availability of CAT-II or CAT-III facility. The Committee fails to understand the reason behind non-installation of CAT II/ CAT III facilities in Srinagar airport, in the present age of technology and that too, at one of the strategic locations of J&K. The Committee takes serious note of the inconvenience and delays faced by the flyers, especially Members of Parliament, international & domestic tourists, due to such deficiencies at the Srinagar airport. The Committee hopes that Modernization of Military Airfields (MAFI) project which is a turn key project, would enhance the operational capability, by facilitating air operations of civilian aircrafts, even in poor visibility and adverse weather conditions, while enhancing aerospace safety.

(Para 46.2)

The Committee feels that in view of the fact that Srinagar, being one of the most attractive tourist places in India, visited by a large number of tourists, the absence of CAT-II or CAT-III facility at the Srinagar airport hampers the flow of tourists to the Kashmir valley, which in turn affects its economy badly. Therefore, the Ministry should impress upon IAF to install such facility at the airport, at the earliest.
(Para 46.3) While taking note of the above mentioned recommendations and facts, the Committee observes that MAFI project of the Indian Air Force should decide and cull out those activities which are primarily navigational equipment including approach landing systems, PAPI runway lights, threshold lights, instruments and equipment etc., where AAI/ATS have a unique advantage, as they have been handling these systems across the country, for over seven decades. Domestic civil aviation safety is the primary responsibility of the Ministry of Civil Aviation, DGCA and AAI. The utilization of these navigational aids/approach landing systems/equipment etc., which have been installed across the country, is primarily done by the AAI, which has domain knowledge. They are also familiar with the quality procurement processes, maintenance and operational requirements of these instruments which they have been using for Civil operations for over fifty years. The Committee recommends that a High Level Committee may be created with the Indian Air Force to cull out those activities related to navigation and landing facilities which are, primarily, in the domain knowledge with the AAI, for Civil operations. The Committee recommends that apart from this, the development of the rest of the infrastructure planned under the MAFI scheme may continue as envisaged, for a greater synergy between civil aviation requirements and operational requirements of Indian Air Force.

(Para 46.3.1) The Committee strongly recommends the adoption of best international safety practices, in the Civil Aviation sector, particularly at airports, as well as landing of airplanes in difficult terrains of Jammu and Kashmir. The Committee underlines the need for coordinated efforts, for providing competitively priced mechanism, adequate and convenient transport, advanced infrastructure facilities and tourist safety, to cater to the needs of domestic and foreign tourists arriving in the region.

(Para 46.6) **Kannur airport**
The Committee takes note of the steps taken/ proposed to be taken for the expansion of Kannur Airport.

(Para 47.1) **Kushinagar airport**
The Committee takes note of the upgradation work carried out at the Kushinagar Airport
and desires that the work should be completed within the stipulated time frame.

(Para 48.1)

Kolhapur airport
The Committee takes note of the upgradation work undertaken at the Kolhapur airport and desires that the outstanding issues be sorted out with the concerned authorities, without any further delay.

(Para 49.1)

Pakyong airport
The Committee, during its visit in October, 2018 to Pakyong Airport, observed that flight operations were stopped due to poor visibility. The Committee may be apprised, of the current status of flight operations from Pakyong Airport.

(Para 50.1)

Thanjavur airport
The Committee urges upon the Ministry to sort out both issues, in order to facilitate the smooth exchange of land between AAI and IAF.

(Para 51.1)

Keshod airport
The Committee takes note of the recent developments that have taken place, in respect of Keshod Airport, and desires that the matter relating to leasing of land which is pending with the Ministry of Defence, be pursued vigorously, so that the process of handing over the airport to the Indian Coast Guard, is completed.

(Para 52.1)

Nagpur Airport
The Committee takes note of the upgradation of amenities available at Nagpur Airport. The Committee desires that the selection of Strategic Partner (PPP Partner) may be done at the earliest.

(Para 53.1)

Airport at Bihar
It has been brought to the notice of the Committee that the existing Patna airport is under further development, with a stipulated investment of around ₹1200 crores. However, while this investment is on, it has also been observed that despite provisioning a spend of ₹1200 crores on this project, no additional operational advantage would accrue on the operations
The limitations of non-installation of approach lighting system, CAT-II/CAT-III ILS and other Navigational aid facilities, which could have enhanced the operational capacity, will be there. More so, the load penalty would always be there, since there would be inherent restrictions on operations during peak summer season. Also, the same limitations would accrue during winters and foggy seasons. The fact that the AAI was fully aware of the expenditure being incurred, without any added operational advantage, is a matter of deep concern regarding the process of decision-making. However, since the project is already under implementation, the Committee desires that a project for the city-side, at Patna, with additional terminal parking capacity and creation of parallel taxi track, should be taken up on priority, to justify the investment made so far.

(Para 54.1)

The Committee observes that if the Bihta airport is constructed as a Civil Enclave, it would still have the same limitations and constraints faced by the Patna airport. It would be a sheer replication of Patna airport, without any distinct operational advantage, except for landing A321 category of aircraft.

(Para 54.2)

The Committee notes that AAI has asked for additional 191.5 acres of land. The Committee observes that if AAI would proceed with the planned expansion of Bihta airport, even without having a clear possession of additional 191.5 acres of land, it would result in an unsound investment. The Committee, therefore, observes that the proposed Bihta airport has still several limitations than any Greenfield project which may be considered for the State of Bihar.

(Para 54.3)

The Committee notes that there is a proposal for a new Greenfield project in Bihar, at Sonpur in Saran, almost 10 kms away from Patna, with easy four-lane road which is under construction and would be the first Greenfield project in the State of Bihar, catering to the civil aviation requirement of the region for the next 50 to 100 years. The Committee would like to know the status of this project and whether the Government of India approached the State Government of Bihar to indicate the advantages/disadvantages of a Greenfield project vis-a-vis a brown field defence project with reference to operations, utilization, future expansion, etc.

(Para 54.4)
Knowing the capacity enhancement and the future requirement of aviation in Bihar, the Committee recommends that the AAI should consider acquiring the land on its own, which is at a very nominal price compared to city areas, for the creation of a Greenfield project in Bihar as a part of the Prime Minister’s package and to plan the expansion requirement of Eastern India, particularly the State of Bihar, which has a population of approximately 12 crores. Notably, the State of Bihar is one of the few large States, which does not have an international Greenfield airport, yet. The Committee would also like the AAI to carry forward the proposal of the new Greenfield airport project to cater to the future growth of civil aviation sector in Bihar, in particular, and in the nation, in general.

(Para 54.5)

**Greenfield Airports**

The Committee recommends that during the entire process of commissioning, planning, construction and execution of Greenfield Airports, the environmental and developmental aspects should be thoroughly deliberated upon, examined and duly implemented. Furthermore, various issues which might crop up during the process, should be tackled by the Ministry, without delay and efficiently.

(Para 55.1)

The Committee notes the inconvenience of passengers, who are dropped by the Taxi operators at the airport approach point, from where passengers, including the elderly, have to walk up to more than 400-500 steps with their luggage, to reach the departure gate of the Goa Dabolim Airport. An immediate solution should be found by the Airports Authority of India for ease of transportation of those passengers who are dropped at the toll entry point of the existing airport at Goa-Dabolim.

(Para 55.2)

The Committee takes note of the initiatives taken by the Airports Authority of India to improve amenities and city side terminal area as well. As Mopa airport is likely to commence operations in the next couple of years, it would be a challenge for Dabolim airport to retain its traffic. Hence, it is very important that AAI, in order to maintain traffic growth and utilization of newly created assets and extended facilities, gears up for the challenge that they are going to face, by the potential growth of other airports *viz.*, Mopa and Sindhudurg.

(Para 55.3)
Operationalization of Defence airports for Civil Aviation
The Committee is not satisfied with the reply furnished by the Ministry and feels that the reply is quite evasive. Therefore, the Committee desires that a detailed reply may be furnished by the Ministry in this regard.

(Para 56.1)

The Committee desires that the Ministry may submit a detailed note, after due study, on the difference between a Greenfield project, a brownfield project and a defence brownfield project (civil enclave). All advantages and disadvantages of each category of project should be spelt out comprehensively so that State Governments which are willing to undertake expansion of civil aviation activities may avail the note for sound decision making.

(Para 57)

A complete and comprehensive report should be obtained from Airline Operators, Airports Authority of India, Air Traffic Control and cargo operators including the DGCA, State administration and BCAS, to specify the challenges/shortcomings as far as use of Civil Enclaves across the country is concerned.

(Para 57.1)

Karipur Flight Accident
The Committee desires speedy investigation into the mishap.

(Para 58.1)

Aircraft Accident Investigation Bureau (AAIB)
The Committee feels that the administrative jurisdiction of AAIB under the Ministry of Civil Aviation go against the tenets of impartiality and equality, since it may raise the genuine question of conflict of interest. The principle of good governance expects the placement of AAIB under a Ministry other than the Ministry of Civil Aviation, just like CCRS functions under the administrative purview of MoCA, though it looks after railway accidents. The Committee may also be apprised of the steps taken for shifting the jurisdiction of AAIB and also to empower AAIB.

(Para 59.1)

National Aero Sports Policy
The Committee is of the view that aero sports have a huge potential for growth, in terms of tourism and employment generation, in the country. However, the infrastructure needed, to realize such potential, is missing at present. The Committee calls upon the Ministry to
formulate a National Aero-Sports Policy to help attract investments, both foreign and domestic, in the field of aerosports. The Committee underlines the need for bringing in the latest technology, equipments, infrastructure and international best practices, to promote aero sports into the country. The Committee also notes that in the process of the formulation of the National Aero Sports Policy, wider consultation should be held with the stakeholders, which should also include Aerosports Wing of the NCC in the Ministry of Defence, State Governments, the Ministry of Youth Affairs & Sports and Ministry of Tourism, along with the Aero Club of India, which is the nodal body for FTOs and aero sports in India.

(Para 60.1)

**Flight Radio Telephoney Licence (FRTOL) exams**

The Committee takes note of the reply furnished by the Ministry. The Ministry may update the Committee about the response of the Department of Telecommunication, to the communication of the Ministry of Civil Aviation, requesting the former, to allow DGCA to conduct RTR(A) examination, along with the CPL examination, that is already being conducted by DGCA. The Committee feels that since this is an inter-Ministerial matter at a policy level, the Cabinet Secretary should convene a meeting and decide on merits, the issue of RTR(A) licenses by DGCA, along with CPL examination, as mandated under ICAO guidelines. This will streamline the process of issue of licenses from a single window and also at the same time, create ease of training for pilots in the aviation sector, to meet the huge shortfall of trained pilots in the aviation sector in India.

(Para 60.A.1)

**All Women Cockpit Crew in Air India**

The Committee is pleased to note such a historical event and applauds the Ministry for such an exciting and novel initiative.

(Para 61.1)

**Enhanced share of Indian carriers in the international traffic**

The Committee welcomes the initiatives taken by the Ministry to enhance the share of Indian carriers in the international traffic.

(Para 62.1)

**Mobile Air Dispensary and Air Ambulance**

The Committee recognizes the importance of Mobile Air Dispensary and Air Ambulance, which are life saving. The Committee desires the Ministry to ensure that the issue regarding ownership of the scheme for providing air dispensary services in North Eastern
region, is sorted out at the earliest. The Committee further desires that in the event of lack of clarity regarding the disinvestment of Pawan Hans Ltd., the Ministry should take necessary action to identify stakeholders other than PHL, for the fruitful implementation of the scheme.

(Para 63.1)

Helicopter Services

The Committee takes note of the efforts made by the Ministry to enhance helicopter connectivity in the country. The Committee recommends the Ministry to adopt a futuristic approach in connecting important tourist destinations in the country, through helicopter services, in a planned manner. The Committee emphasizes the need to ensure adequate infrastructure, amenities and facilities at the heliports.

(Para 64.3)

Air Travel Safety Concerns

The Committee strongly feels that the Ministry should accord due priority to the safety and security of air travelers, in the light of increasing incidents and examine the reasons behind such incidents and take remedial action.

(Para 65.1)

Aircraft (Amendment) Act, 2020

The Committee appreciates the statutory provisions for ensuring zero tolerance in the matter of air safety. The Committee is of the view that such an amendment would fulfill the requirements of ICAO. The Committee expects that such an amendment will lead to improvement in the level of safety and security of aircraft operations in the country.

(Para 66.1)

Air Cargo

The Committee is of the considered view that India has a huge untapped market potential in terms of air cargo. The Committee strongly feels that the Ministry should undertake dynamic policy and structural changes in the air cargo sector, in order to ensure that there is a much desired boom in this sector. The Ministry should also aim towards transparency and paperless trade environment in this sector.

(Para 67.1)

Emergency landing and cancellation of flights

The Committee is disturbed to note that the air travelers get a raw deal, many times, in cases of emergency landings and cancellation of flights by airlines. The Committee is of the
considered view that it is incumbent upon the airlines, as well as the AAI, to ensure the safety, comfort and health of the passengers, especially women, children and patients. It is a matter of concern to the Committee that there are guidelines in this regard; but they are not complied with. The Committee strongly recommends the Ministry to ensure that the guidelines are scrupulously adhered to and that stringent, punitive action should be taken in case of violation of the said guidelines.

(Para 68.1)

Cancellation charges
The Committee expresses its anguish that there is no uniformity in the cancellation charges levied by the airlines. The Committee underlines the need for rationalizing the cancellation charges and prescribing an upper limit of cancellation charges that can be collected from the passengers. The Committee reiterates its recommendation in this regard, made in its 276th Report, requiring the airlines to restrict not more than 50% of the base fare as cancellation charges. The tax and fuel surcharge collected should be refunded to the passengers on cancellation of tickets. The Committee hopes that the Ministry would be able to persuade the airlines for such rationalization in the interest of the passengers.

(Para 69.1)

Core Group on Safety and Security
On recommendations of the Committee, a Core Group has been constituted under the Chairmanship of Secretary, Ministry of Civil Aviation to address the safety and security aspects. In pursuance thereof, the Committee would like to make the following suggestions/recommendations, for inclusion in the mandate of the Core Group:-

(i) Adequate arrangements of proper lights and other landing instruments should be made at all airports, particularly to cater to flight operations during foggy days. Periodic upgradation of such equipments should also be made. An action plan, with feasible timelines, should be prepared, and steps should be taken to strictly adhere to the timelines. The Competent Authority should give detailed reasons in case of delays, if any.

(ii) Runways which were created during the pre-independence period and are lying idle as on date, should be identified and be developed in such a way that they can be used for flight operations in case of emergency situations, such as natural calamities and war.

(iii) The Core Group should ensure necessary coordination between NHAI/Ministry of Road Transport & Highways and Ministry of Railways in order to identify
stretches/pockets of land, along National Highways and Railway tracks, to facilitate emergency landing of helicopter ambulance in the event of accidents/natural calamities.

(iv) It should be ensured that international best practices and guidelines are adopted and implemented in the operations of helicopter ambulances.

(v) In order to further strengthen the Core Group, a Sub-Committee, headed by an officer not below the rank of Joint Secretary may be formed, comprising the Ministries of (i) Railways; (ii) Road Transport & Highways; (iii) Ports, Shipping & Waterways; and (iv) Civil Aviation.

(vi) The Sub-Committees may consider engaging the services of consultants, who are experts in the respective fields, with requisite global exposure and good reputation for the services rendered by them.

(vii) The Sub-Committees should mandatorily report to the Core Group on Safety and Security, on a monthly basis, to enable the Core Group to review and monitor the activities of these Sub-Committees.

(viii) Similar Sub-Committees may be formed in the Ministry of Defence & Home Affairs; and ONGC & GAIL. Since these Ministries/Organisations are not under the purview of the Standing Committee, it is suggested that in case of any bottlenecks/logjams in this regard, the Standing Committee should be informed accordingly, at the earliest.

(ix) The review of the activities and progress made by the Core Group should be done monthly and after the matters are streamlined and teething problems are sorted out, the review meetings may be held on quarterly basis. If need is felt, a fresh legislation may be piloted by the Ministry of Civil Aviation in this regard, at the earliest.

(x) The recent glacier burst at Uttarakhand led to loss of precious lives. Provision for helicopter landing facilities at ecologically sensitive areas may be considered, to ensure effective disaster management operations. For such facilitation, the Core Group should actively engage with NDRF also regularly. There is a need for close monitoring of ecological changes using the latest technology available, in order to prevent such natural disasters. In conclusion, the Committee accentuates the doubtless necessity for very close and effective coordination among all the related Ministries/ Departments/ Organizations and entities.

(Para 70)
Hotline number among the Ministries for effective co-ordination in case of emergency
The Committee welcomes this initiative of the Ministry.  

Commission of Railway Safety
The Committee desires that timely action be taken by the Ministry to address the above stated concerns/issues.  

The Committee takes note of the above stated line of action and desires that the Ministry may furnish periodical information to this Committee, regarding the progress made in regard to the same.  

Huge losses incurred by private airlines
The Committee recognizes the fact that the aviation sector has been hit hard by global economic slowdown and the Covid-19 pandemic. The Committee understands that the adverse effect of the Covid-19 pandemic, on the airlines operating in the country, which were already reeling under heavy losses, was unprecedented. While acknowledging the resilience shown by the civil aviation sector in the country during such trying times, the Committee recommends that the Ministry should turn this situation to its advantage, by bringing in immediate and long term measures, to strengthen the civil aviation sector in the country and to enable its resurgence.  

Miscellaneous
The Committee notes that Aero Club of India has played a pivotal role in promoting flying training through its 20 affiliated Flying Training Organizations across the country ever since independence and giving more than 4000 trained pilots to the nation. The Committee desires that DGCA may consider delegating certain promotional and audit responsibilities under the Aircrafts Act, 1934 to share the responsibility of maintaining checks and fulfilling the mandatory requirements of CPL/PPL at various FTOs.  

In this regard, the Committee is of the view that DGCA may recognize an organization, preferably Aero Club of India, as the regulatory body for aero sports and may also consider recognizing the Aero Club of India, which is affiliated to FAI, as the nodal body to regulate and issue certificates of permit for aero sport activities in the country, under a regulatory framework prepared by the DGCA.
Shortage of availability of slots for turboprop aircrafts

The Committee notes that there is shortage of availability of slots for smaller turboprop aircrafts operations from metros like Delhi and Mumbai, to match the requirements of the RCS across the country. The Committee expresses its concern on this issue and desires that the Ministry should take urgent timely action to address this concern.
MINUTES
FOURTEENTH MEETING

The Committee met at 11:00 A.M. on Tuesday, the 16th February, 2021 in Room No. 63, Parliament House, New Delhi.

Members present:

1. Shri T. G. Venkatesh - Chairman

Rajya Sabha
2. Shri Prasanna Acharya
3. Dr. Sonal Mansingh
4. Shri Vinay Dinu Tendulkar
5. Shri K. C. Venugopal
6. Shri Sushil Kumar Modi

Lok Sabha
7. Shri Rahul Kaswan
8. Shri Sunil Baburao Mendhe
9. Shri Chhedi Paswan
10. Shri Rajiv Pratap Rudy
11. Shri Dushyant Singh

Secretariat
Shri J. Sundriyal, Joint Secretary
Shri P. Narayanan, Director
Shri Dinesh Singh, Additional Director
Ms. Catherine John L., Under Secretary

I. Witnesses
*   *   *   *

II. Witnesses

Ministry of Civil Aviation

1. Shri Pradeep Singh Kharola Secretary
2. Smt. Vandana Aggarwal Senior Economic Advisor
3. Shri Vimalendra Anand Patwardhan Joint Secretary & Advisor Financial
4. Smt. Usha Padhee Joint Secretary
5. Shri Satyendra Kumar Mishra Joint Secretary
6. Smt. Rubina Ali  Joint Secretary
7. Shri Angshumali Rastogi  Joint Secretary
8. Shri Amber Dubey  Joint Secretary
9. Smt. Bhawna Singh  Deputy Director General, ER
10. Shri Pranjal Chandra  Director

**Directorate General of Civil Aviation**

11. Smt. Puja Singh Mandol  Joint Director General

**Bureau of Civil Aviation Security**

12. Shri M. Ganapathy  Director General

**Airports Economic Regulatory Authority of India**

13. Col. Manu Sooden  Secretary

**Aircraft Accident Investigation Bureau**


**Commission of Railway Safety (CRS)**

15. Shri Shailesh Kumar Pathak  Chief Commissioner of Railway Safety
16. Shri Rajmal Khoiwal  CSTE
17. Shri Rajiv Kumar  Deputy CRS (G)
18. Shri Shalabh Tyagi  Deputy CRS

**Airports Authority of India**

19. Shri Anuj Aggarwal  Chairman
20. Shri I.N. Murthy  Member (Ops.)
21. Shri A.K. Pathak  Member (Planning)
22. Shri K. Vinayak Rao  Member (Finance)

**Air India**

23. Shri Rajiv Bansal  Chairman & Managing Director

**Indira Gandhi Rashtriya Uran Akademi**

24. Shri Krishnendu Gupta  Director

**AAI Cargo Logistics & Allied Service Co. Ltd.**

25. Shri Keku Bomi Gazder  Chief Executive Officer
II. Oral Evidence of Secretary, Ministry of Civil Aviation

10. At the outset, the Chairman welcomed the Secretary, Ministry of Civil Aviation and other senior officials to the meeting. The Chairman, *inter alia*, requested the Secretary to make a presentation on the Demands for Grants (2021-22) with respect to the performance of the Ministry in 2020-21 and the budgetary allocations made to the Ministry in Budget Estimates 2021-22.

11. The Secretary made a detailed presentation about the Demands for Grants of the Ministry of Civil Aviation for the year 2021-22. He stated that an amount of ₹3,224.67/- crores has been earmarked as Budget Estimates for the F.Y. 2021-22. He further informed the Committee that the Ministry was allocated ₹ 4,131.63/- crores as Revised Estimates (2020-21), out of which, the actual expenditure stands at ₹ 2,680.85/- crores (till January, 2021).

*relates to other matters
12. The Secretary explained that the aviation sector has been adversely impacted due to the onset of COVID-19 pandemic and that the Ministry has taken various initiatives, to curb the after effects of the pandemic in different segments such as Passenger Traffic; Cargo Transportation; and Drone Operations. He stated that under the ‘Vande Bharat Mission’, a major repatriation operation was undertaken by the Government, wherein, around 43.23 lakh stranded Indians were brought from different parts of the World, and that around 13.93 lakh passengers were facilitated out of India, till 14th February, 2021. He also clarified that exclusive air-links or ‘Air Bubbles’ have been established with 25 countries, in order to facilitate emergency passage of people.

13. The Secretary explained that apart from Passenger Traffic, the Ministry has focused on the revival of Air Cargo operations by giving priority to medical/ pharma cargo; agri-produce; & essential imports and by operating the cargo terminals on 24*7 basis. He highlighted the fact that near normalization of 91% of air cargo handled in India was achieved in December, 2020 as compared to December, 2019.

14. The Secretary deposed that under ‘Vaccine Maitri’, around 334.44 lakh doses of Covid-19 vaccine were distributed to domestic consignees and 268.81 lakh doses to 24 countries across the world, till 15th February, 2021. He also informed the Committee that draft Unmanned Aircraft Systems (UAS) Rules 2020 are now with the Legislative Department for vetting and that it is likely to be notified shortly. He stated that a separate Drone Directorate, headed by a Deputy Director General, has been set up in Directorate General of Civil Aviation (DGCA) on 21st October, 2020; and that the first batch of the Drone training school has commenced from 11th February, 2021.

15. The Secretary informed the Committee that the Civil Aviation sector is going to face several challenges such as constrained infrastructure; viability of airlines being under pressure; sub-optimal leasing; increasing fuel cost; high taxation burden; sub-optimal skill development facilities etc. in the near future. He elucidated upon the area of Skill Development, wherein the Ministry is in the process of creating more avenues in the aviation sector by bringing in reforms in Flying Training Organizations with a view to double the number of pilots trained in India in a year; commencement of Aircraft Maintenance Engineering (AME) School; and increasing the
capacity of IGRUA to produce 100 cadets per year.

16. The Secretary stated that in respect of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), India has filed its reservation with the International Civil Aviation Organization (ICAO) on certain issues viz., the change of baseline year; attributing responsibility of emission reduction to Member States instead of airline operators; and consistency of eligibility criteria developed by ICAO with the principles of United Nations Framework Convention on Climate Change (UNFCCC).

17. Further, in response to a query raised by one of the Members, the Director General of Aircraft Accident Investigation Bureau (AAIB) deposed that no preliminary finding has been published yet, regarding the crash of Air India Express Flight 1344 which happened on 7th August, 2020.

18. Members of the Committee raised more queries which were replied by the Secretary. The Chairman directed that written replies to the points not answered, may be sent to the Secretariat within a week.

(The witnesses then withdrew)

19. A verbatim record of the proceedings of the meeting was kept.

20. The meeting adjourned at 4:22 P.M.
SEVENTEENTH MEETING

The Committee met at 3:00 P.M. on Monday, the 15th March, 2021 in Committee Room-A, Ground Floor, Parliament House Annexe, New Delhi.

Members present:

1. Shri T.G. Venkatesh - Chairman

RAJYA SABHA

2. Shri Prasanna Acharya
3. Shri Tiruchi Siva

LOK SABHA

4. Shri Rahul Kaswan
5. Shri Sunil Baburao Mendhe
6. Shri Chhedi Paswan
7. Shri Sunil Kumar Pintu
8. Shri Prince Raj
9. Shri Rajiv Pratap Rudy
10. Shri Ramdas Chandrabhanji Tadas
11. Shri Krupal Balaji Tumane

SECRETARIAT

Shri J. Sundriyal, Joint Secretary
Shri P. Narayanan, Director
Shri Dinesh Singh, Additional Director
Ms. Catherine John L., Under Secretary

2. At the outset, the Chairman extended a very warm welcome to the Members of the Committee and sought their views on the draft Report of the Committee on Demands for Grants (2021-22) of Ministry of Civil Aviation.

3. The Committee, thereafter, considered the draft Report and after a brief deliberation, adopted the same with some changes.

4. The Committee then decided to present/lay the Report to both the Houses of Parliament on 15th March, 2021. The Committee, accordingly, authorized Shri T.G. Venkatesh, Chairman and in his absence, Shri Tiruchi Siva, M.P. to present the Report in Rajya Sabha. Shri Sunil Kumar
Pintu, M.P. and in his absence, Shri Sunil Baburao Mendhe, M.P. were authorized to lay the above mentioned Report on the Table of Lok Sabha.

5. The meeting adjourned at 3:55 P.M.
ANNEXURE
LIST OF WITNESSES APPEARING BEFORE THE DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE

2:00 P.M.

Ministry of Civil Aviation
1. Shri Pradeep Singh Kharola Secretary
2. Smt. Vandana Aggarwal Senior Economic Advisor
3. Shri Vimalendra Anand Patwardhan Joint Secretary & Financial Advisor
4. Smt. Usha Padhee Joint Secretary
5. Shri Satyendra Kumar Mishra Joint Secretary
6. Smt. Rubina Ali Joint Secretary
7. Shri Angshumali Rastogi Joint Secretary
8. Shri Amber Dubey Joint Secretary
9. Smt. Bhawna Singh Deputy Director General, ER
10. Shri Pranjol Chandra Director

Directorate General of Civil Aviation
11. Smt. Puja Singh Mandol Joint Director General

Bureau of Civil Aviation Security
12. Shri M. Ganapathy Director General

Airports Economic Regulatory Authority of India
13. Col. Manu Sooden Secretary

Aircraft Accident Investigation Bureau

Commission of Railway Safety (CRS)
15. Shri Shailesh Kumar Pathak Chief Commissioner of Railway Safety
16. Shri Rajmal Khoiwal CSTE
17. Shri Rajiv Kumar Deputy CRS (G)
18. Shri Shalabh Tyagi Deputy CRS

Airports Authority of India
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<td>Shri Anuj Aggarwal</td>
<td>Chairman</td>
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<td>20.</td>
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**Air India**

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<td>23.</td>
<td>Shri Rajiv Bansal</td>
<td>Chairman &amp; Managing Director</td>
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**Indira Gandhi Rashtriya Uran Akademi**

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<td>Director</td>
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**AAI Cargo Logistics & Allied Service Co. Ltd.**

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<td>Shri Keku Bomi Gazder</td>
<td>Chief Executive Officer</td>
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