

REPORT NO.

297



PARLIAMENT OF INDIA
RAJYA SABHA

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

TWO HUNDRED NINETY SEVENTH REPORT

Functioning of Airports Authority of India

(Presented to the Rajya Sabha on 2nd August, 2021)

(Laid on the Table of Lok Sabha on 2nd August, 2021)



Rajya Sabha Secretariat, New Delhi
August, 2021/ Sravana, 1943 (Saka)

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**RAJYA SABHA SECRETARIAT
NEW DELHI**

August, 2021/ Sravana, 1943 (Saka)

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COMPOSITION OF THE COMMITTEE

(2019-20)

(Constituted on 13th September, 2019)

1. Shri T.G. Venkatesh - Chairman

Rajya Sabha

2. Shri Prasanna Acharya
3. Shri Raj Babbar
4. Shri Sambhaji Chhatrapati
5. Dr. Sonal Mansingh
6. Shri Derek O'Brien
7. *Kumari Selja
8. **Shri Tiruchi Siva
9. ***Shri K.C.Venugopal
10. Shri Dharmapuri Srinivas
11. Shri Vinay Dinu Tendulkar

Lok Sabha

12. Shrimati Sumalatha Ambareesh
13. Shri Anto Antony
14. Shrimati Veena Devi
15. Shri Tapir Gao
16. Shri Rahul Kaswan
17. Shri Saumitra Khan
18. Ms. Goddeti Madhavi
19. Shri Ramesh Chandra Majhi
20. Shri Sunil Baburao Mendhe
21. Shri K. Muraleedharan
22. Shri S.S. Palanimanickam
23. Shri Chhedi Paswan
24. Shri Kamlesh Paswan
25. Shri Tirath Singh Rawat
26. Shrimati Mala Roy
27. Shri Rajiv Pratap Rudy
28. Shri Rajbahadur Singh
29. Shri Dushyant Singh
30. Shri Ramdas Chandrabhanji Tadas
31. Shri Krupal Balaji Tumane
32. Shri Dinesh Chandra Yadav

*Kumari Selja ceased to be Member *w.e.f.* 10th April, 2020

**Shri Tiruchi Siva ceased to be Member *w.e.f.* 3rd April, 2020 and re-nominated as Member *w.e.f.* 22nd July, 2020

***Shri K.C. Venugopal nominated as Member *w.e.f.* 22nd July, 2020

COMPOSITION OF THE COMMITTEE

(2020-21)

(Constituted on 13th September, 2020)

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Rajya Sabha

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7. Shri Tiruchi Siva
8. Shri Dharmapuri Srinivas
9. Shri Vinay Dinu Tendulkar
10. Shri K.C.Venugopal
11. **Shri Sushil Kumar Modi

Lok Sabha

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

*Shri Raj Babbar ceased to be a Member *w.e.f.* 25th November, 2020

**Shri Sushil Kumar Modi was nominated to be a Member *w.e.f.* 23rd December, 2020

SECRETARIAT

Dr. Shikha Darbari, Joint Secretary & Financial Advisor

Shri P. Narayanan, Director

Shri Dinesh Singh, Additional Director

Shri Rajendra Prasad Shukla, 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 Seventh Report on 'Functioning of Airports Authority of India'.

2. The Committee heard the views of the Secretary, Ministry of Civil Aviation; Director General, DGCA; Joint Director General, BCAS; CMD, Air India Ltd.; Chairman, Airports Authority of India; Director General, Aircrafts Accident Investigation Bureau; and Chief Commissioner of Railway Safety, Commission of Railway Safety on the subject on 30th December, 2020. The Committee heard the views of the Secretary, Ministry of Civil Aviation; Director General, DGCA; Joint Director General, BCAS; CMD, Air India Ltd.; CMD, Pawan Hans Ltd.; Chairman, Airports Authority of India; Chairman, Airports Economic Regulatory Authority of India; Director General, Aircrafts Accident Investigation Bureau; Director, Indira Gandhi Rashtriya Uran Akademy; and Chief Commissioner of Railway Safety, Commission of Railway Safety on the subject on 28th July, 2021.

3. The Committee wishes to express its thanks to the officers of Ministry of Civil Aviation; DGCA; BCAS; Airports Authority of India; Air India Limited; Pawan Hans Ltd.; Aircrafts Accident Investigation Bureau; Commission of Railway Safety; and other stakeholders for placing before the Committee, the material and information desired in connection with the subject and for clarifying the points raised by the Members.

4. The Committee considered and adopted the Report in its meeting held on the 30th July, 2021.

NEW DELHI;
July 30, 2021
Sravana 8, 1943 (Saka)

(T.G. Venkatesh)
Chairman,
Department-related Parliamentary Standing
Committee on Transport, Tourism and Culture,
Rajya Sabha

ACRONYMS

AAI	:	Airports Authority of India
AAICLAS	:	Airports Authority of India Cargo Logistics and Allied Services Company Limited
ACA	:	Airport Carbon Accreditation
ACDM	:	Airport Collaborative Decision Making
ACI	:	Airports Council International
ACI-ACA	:	Airports Council International -Airport Carbon Accreditation
ADS-B	:	Automatic Dependent Surveillance-Broadcast
AEL	:	Adani Enterprises Limited
ANS	:	Air Navigation Services
AOCC	:	Airports Operations Control Centre
APV	:	Approach With Vertical Guidance
ATCOS	:	Air Traffic Controllers
ATM	:	Air Traffic Management
ATO	:	Approved Training Organizations
ATS	:	Air Traffic Services
ATSTO	:	Air Traffic Services Training Organization
BCAS	:	Bureau of Civil Aviation Security
CAPEX	:	CAPital EXpenditure
CAR	:	Civil Aviation Requirements
CARO	:	Civil Aviation Research Organization
CAT	:	Category or Clear Air Turbulence
CATC	:	Civil Aviation Training College
C-ATFM	:	Central - Air Traffic Flow Management
CBI	:	Central Bureau Of Investigation
CDR	:	Conditional Routes
CFI	:	Chief Flying Instructors
CHQ	:	Corporate Headquarter
CISF	:	Central Industrial Security Force
CMD	:	Chairman and Managing Director

CNS/ATM	:	Communications, Navigation and Surveillance Systems for Air Traffic Management
COVID	:	Corona Virus Disease
CPI	:	Consumer Price Index
CSMIA	:	Chhatrapati Shivaji Maharaj International Airport
CSR	:	Corporate Social Responsibility
CUTE	:	Common User Terminal Exchange
CVC	:	Central Vigilance Commission
CVD	:	Corporate Vigilance Department
DCS	:	Departure Control System
DCVO	:	Dy.Chief Vigilance Officer
DEPwD	:	Department of Empowerment of Persons with Disabilities
DGCA	:	Directorate General of Civil Aviation
DGR	:	Dangerous Goods Regulations
DIAL	:	Delhi International Airport Limited
EESL	:	Energy Efficiency Services Limited
FAQs	:	Frequently Asked Questions
FDI	:	Foreign Direct Investment
FI	:	Flying Instructors
FIDS	:	Flight Information Display System
FRT	:	Facial Recognition Technology
FSTC	:	Fire Service Training Centre
FTC	:	Fire Training Centre
FTO	:	Flying Training Organizations
FUA	:	Flexible Use of Airspace
FY	:	Financial Year
GAGAN	:	GPS Aided Geo Augmented Navigation
GHG	:	Green House Gases
GOMH	:	Govt. of Maharashtra
GOUP	:	Govt. of Uttar Pradesh
GST	:	Goods & Service Tax

HHMD	:	Hand Held Metal Detector
HTC	:	Hyderabad Training Centre
IAF	:	Indian Air Force
ICAO	:	International Civil Aviation Organization
IGIA	:	Indira Gandhi International Airport
ILS	:	Instrument Landing System
iOS	:	iPhone Operating System
ISDP	:	Integrated Disease Surveillance Programme
ISRO	:	Indian Space Research Organization
LCCs	:	Low-Cost Carriers
LED	:	Light Emitting Diode
MADC	:	Maharashtra Airport Development Company
MAFI	:	Modernization of Military Airfields
MHA	:	Ministry of Home Affairs
MIAL	:	Mumbai International Airport Pvt. Ltd.
MOCA	:	Ministry of Civil Aviation
MOH&FW	:	Ministry of Health & Family Welfare
MoU	:	Memoranda of Understanding
MRO	:	Maintenance, Repair And Overhaul
MSSR	:	Monopulse Secondary Surveillance Radar
NAPCC	:	National Action Plan For Climate Change
NCAP	:	National Civil Aviation Policy
NFTI	:	National Flying Training Institute
NIATAM	:	National Institute Of Aviation Training And Management
NPA	:	Non- Precision Approach
NVVN	:	NTPC Vidhyut Vyapar Nigam
OMD	:	Operation, Management and Development
OMDA	:	Operations, Management and Development Agreement
OPA	:	Operational Performance Assessment
OTC	:	Overtime Compensation
PAPI	:	Precision Approach Path Indicator

PAX	:	Passengers
PBN	:	Performance Based Navigation
PPF	:	Per Passenger Fee
PPP	:	Public Private Partnership
PSUs	:	Public Sector Undertakings
PV	:	Photo Voltaic
R & D	:	Research & Development
RCS	:	Regional Connectivity Scheme
RETs	:	Rapid Exit Taxiways
RFP	:	Request For Proposal
RNAV	:	Area Navigation
RNP	:	Required Navigation Performance
RWYs	:	Runway
SBAS	:	Satellite-Based Augmentation System
SHA	:	Security Hold Area
SID	:	Standard Instrument Departures
SOP	:	Standard Operating Procedure
SOPs	:	Standard Operating Procedures
STAR	:	Standard Terminal Arrivals
STP	:	Standardized Training Package
T1	:	Terminal-1
TEC	:	Transshipment Excellence Centre
TRA	:	Temporary Reserved Airspace
UDAN	:	Ude Desh Ka Aam Nagrik
UJALA	:	Unnat Jyoti by Affordable LED for All
UV	:	Ultra-Violet
VAW	:	Vigilance Awareness Week
VFR to IFR	:	Visual Flight Rules to Instrument Flight Rules

REPORT

Airports Authority of India (AAI) came into existence on 1st April, 1995. AAI has been constituted as a statutory authority under the Airports Authority of India Act, 1994. It has been created by merging the erstwhile International Airports Authority of India and National Airports Authority with a view to accelerate the integrated development, expansion and modernization of the air traffic services, passenger terminals, operational areas and cargo facilities at the airports in the country. AAI operates and maintains 136 airports including 30 Civil Enclaves at Defence airfields in the country. Out of the above 136 airports, 110 airports are operational, out of which 24 are AAI International airports including 3 International Civil Enclaves; 10 are AAI Customs airports including 4 Customs Civil Enclaves; and 76 are AAI Domestic (Operational) airports, including 21 Domestic (Operational) Civil Enclaves.

2. Keeping in view the tremendous growth registered in the Civil Aviation sector in the past few years and the vital role played by AAI in creating a conducive atmosphere for such growth, the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture decided to take up the subject 'Functioning of Airports Authority of India' for examination and Report.

3. The Committee heard the views of the Secretary, Ministry of Civil Aviation; Director General, DGCA; Joint Director General, BCAS; CMD, Air India Ltd.; Chairman, Airports Authority of India; Director General, Aircrafts Accident Investigation Bureau; and Chief Commissioner of Railway Safety on the subject on 30th December, 2020. The Committee heard the views of the Secretary, Ministry of Civil Aviation; Director General, DGCA; Joint Director General, BCAS; CMD, Air India Ltd.; CMD, Pawan Hans Limited; Chairman, Airports Economic Regulatory Authority of India; Chairman, Airports Authority of India; Director General, Aircrafts Accident Investigation Bureau; and Chief Commissioner of Railway Safety on the subject on 28th July, 2021. A Questionnaire on the subject was sent to all the private airlines and Unions of AAI and written replies were obtained. Delhi International Airport Limited (DIAL) submitted their written views on the subject.

4. The main functions of AAI are as under:-

- Control and management of the Indian air space (excluding special user air space) extending beyond the territorial limits of the country as accepted by ICAO.
- Provision of Communication, Navigational and Surveillance Aids.

- Expansion and strengthening of operational areas viz., Runways, Aprons, Taxiways, etc. and provision of ground-based landing and movement control aids for aircrafts & vehicular traffic in operational area.
- Design, development, operation and maintenance of passenger terminals.
- Development and management of cargo terminals at international and domestic airports.
- Provision of passenger facilities and information systems in the passenger terminals.

Mission

5. “To be the FOUNDATION of an enduring Indian aviation network, providing high quality, safe and customer-oriented airport and air navigation services, thereby acting as a catalyst for economic growth in the areas we serve”.

Vision

6. AAI’s vision till 2026 is:

- To be the pre-eminent Air Navigation Service provider with Global Recognition;
- To adopt state of art technology to drive safe navigation in the Indian airspace;
- To maintain highest standards of excellence in providing modern, sustainable and robust airport infrastructure;
- Support improving air connectivity at unserved and under-served airports;
- Have an effective organization equipped to face the emerging challenges from the exponential air traffic growth;
- Focus on profitable operations at Major airports through continuing efforts on cost reduction and enhancing non-aeronautical revenue.

Corporate Social Responsibility

7. AAI aims to achieve, consolidate and strengthen good corporate governance including socially and environmentally responsible business practices that balance financial profit with social well-being. AAI’s approach for Corporate Social Responsibility (CSR) has been to bring empowerment opportunities for the underprivileged communities near its airports in order to create an environment of inclusive growth.

7.1. In addition to recommending identified CSR programs for approval, AAI also manages the CSR programs and reports to the Board and CSR Committee for the updates on approved CSR programs.

8. Some of the major points discussed during the deliberations of the Committee and the recommendations of the Committee thereon, are as follows:

Air Traffic Services

9. With regard to the steps taken by Airports Authority of India for the expansion and modernization of the air traffic services, the Ministry of Civil Aviation has stated that AAI is responsible for providing Air Navigation Services (ANS) over the Indian airspace and the Indian Ocean region covering around 9.6 million sq. km. The Indian air space is nearly thrice of India's land area of 3.3 million sq. km.

9.1. AAI's coverage for provision of Air Navigation Services includes all civilian airports in India including:

- Joint venture airports (e.g., Delhi, Mumbai, Nagpur)
 - Public airports
 - Greenfield airports (e.g., Bengaluru, Shamshabad, Cochin, etc.)
 - State Government airports (e.g., Lengpui) and
 - Private airports (e.g., Mundra, Durgapur etc.).
- a. The National Civil Aviation Policy (NCAP-2016) envisaged that AAI will provide a fully harmonized Air Navigation System considering ICAO's Global Air Navigation Plan, Aviation system Block Upgrade, Modern performance-based technologies and procedures.
 - b. Indian Air Navigation Service is on the crossroads of modernization of aviation infrastructure. There is constant upgradation of existing systems along with introduction of state-of-the art technologies. The AAI air navigation system master plan envisaged significant investments in modernization of airport infrastructure, upgradation of Communication Navigation Surveillance (CNS), Air Traffic Management and Meteorological Equipment, enhancing manpower and training infrastructure and harmonization with global initiatives and regional air navigation plans.
 - c. AAI has undertaken steps for upgrading its Communication Navigation Surveillance (CNS) and Air Traffic Management (ATM) infrastructure. AAI has implemented integrated ATM automation systems at 44 airports, 13 MSSR Radars, 32 Terminal Radars, 32 ADS-B ground stations and Airport Surveillance Guidance Systems at 11 airports across India. AAI is aggressively pursuing upgradation of CNS infrastructure in a phased manner.
 - d. The implementation of Performance Based Navigation (PBN) in India commenced in 2007 to achieve enhancements in air capacity, efficiency and safety. PBN-based RNAV-1

Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR) procedures are being implemented at all operational airports in a phased manner.

- e. The GPS Aided Geo Augmented Navigation (GAGAN) - a joint project of AAI and Indian Space Research Organization (ISRO), is a Satellite Based Augmentation System. It makes India as one of only four regions to have an operational Satellite-Based Augmentation System (SBAS). GAGAN was developed by AAI and ISRO to provide enhanced navigation capabilities including RNP 0.1 and APV 1 services for en-route, terminal area, and Non-Precision Approach (NPA) operations. GAGAN is the first system developed in Equatorial Region making India the leader in Asia Pacific Region and is operational since May 2015. GAGAN covers a very large area airspace hitherto unserved by conventional technology. GAGAN is expected to minimize the occurrence of flight delays, diversions, and cancellations, and reduce the controlled flight into terrain incidents by almost 75 percent.
- f. As part of 'AtmaNirbhar Bharat', IAF has agreed to release some of the reserved portions of airspace for civilian use, helping the aircraft to avoid circuitous route. 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.
- g. In January 2017, AAI launched the C-ATFM (Central Air Traffic Flow Management) System and formally dedicated the Central Command Centre at the New Air Traffic Services Complex, thereby becoming the 7th country in the world to implement the Air Traffic Flow Control Measures across the country. The C-ATFM system is primarily meant to address the balancing of capacity against the demand to achieve optimum utilization of major resources, viz., airport capacity, airspace and aircraft at every Indian airport facing a capacity constraint. The introduction of C-ATFM has enhanced safety, fuel saving and on-time performance of airlines.
- h. AAI in-house team has developed and implemented Airport Collaborative Decision Making (ACDM) system at Mumbai Airport in 2016. Subsequently, ACDM has been implemented in Chennai, Kolkata, Trivandrum, Jaipur, Ahmedabad and Guwahati airports by AAI.
- i. Air Navigation Services (ANS) require continuous investment in human capital. ANS personnel not only have to be recruited, they should be constantly trained and retained. AAI ANS' training institutes, viz., CATC Allahabad, Training Centres at Hyderabad and

Gondia which are also Approved Training Organizations (ATO), are being developed into a world-class training centre for ANS professionals for the Indian and global market with modern training facilities.

- j. AAI has established a Civil Aviation Research Organization (CARO) at Hyderabad to indigenously develop R&D capability in ATM. CARO is planned to address Aviation Infrastructure and ATM challenges.

9.2. The Committee understands that improvements in Air Navigation Services benefit the Civil Aviation sector by ensuring safety, operational efficiency, fuel saving, carbon emission reduction and cost effectiveness of aircraft operations.

9.3. The Committee is of the considered opinion that keeping in view the exponential air traffic growth witnessed in the country in the past few years, it is essential that best international practices as regards the Air Navigation Services are adopted and implemented in the country. The Committee strongly feels that a futuristic Master Plan for Air Navigation Services is inevitable so that substantial benefits are accrued to all the stakeholders. The Committee emphasizes the need to ensure strict adherence to the international standards of safety and security in the civil aviation sector. The Committee recommends that the Ministry should ensure that steps should be taken to upgrade the ANS facilities and procedures and to give due emphasis on research, development and training.

9.4. The Committee takes note of the issues faced, relating to landing/take off of flights during foggy weather and when runway visibility is poor. The Committee recognizes the urgent need for the upgradation of air navigation infrastructure in India and to provide the latest modern technology, to keep pace with the international standards.

9.5. The Committee is disturbed to note that considerable delay in flight operations and cancellation of flights occur at various airports, due to non-availability of CAT-II or CAT-III facility. The Committee takes serious note of the inconvenience and delays faced by the flyers and international & domestic tourists, due to the dearth of requisite navigation technology at the airports. The Committee fails to understand the reason behind non-installation of CAT-II/ CAT-III facilities in all airports in the country, in the present age of modern technology. The Committee recommends that the Ministry should ensure that the upgradation of air navigation infrastructure in the country should be given utmost priority and that the navigation facilities should be kept in line with international standards.

9.6. The Committee emphasizes the imminent need to employ modern technologically advanced navigational 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 manner.

9.7. 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. 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.

9.8. The Committee takes note that apart from the MAFI initiative of the Indian Air Force, the number of Civil Enclaves across the country have several issues including exchange of land both by the Central Government and State Government and other issues as well. The Civil Enclaves which are carved out of a Defence Aerodrome have several administrative, technical and operational issues which should be examined and a High Powered Committee should be constituted to sort out the issues with the Ministry of Defence in general and Air Force in particular. The Committee recommends that a High Powered Committee should be

constituted both for flexi air space management and issues related to Civil Enclaves to address these issues comprehensively.

Development, Upgradation and Modernization of Airports

10. The Secretary, Ministry of Civil Aviation while deposing before the Committee, stated that:

“.....the Airports Authority of India has earmarked a sum of about Rs.25,000 crores for a period of five years, from 2019 to 2024, under which we will be operationalising about 100 more airports, heliports and water dromes...”

10.1. In respect of the number of airports taken up for development, upgradation and modernization by AAI, it has been stated by the Ministry, in its written reply, that the expansion and development of infrastructure facilities at the airports is a continuous process and is undertaken on the operational requirements for safety of aircraft operation and demand from airlines, depending upon availability of land and viability, as well as other facilities with reference to intended aircraft operations. At present, major works are in progress and planning stage is at around 66 Airports.

10.2. AAI is planning for expansion of airports which do not have facilities for landing of wider body aircrafts since modernization and development of infrastructure facilities at the airports is a continuous process and is undertaken on the operational requirements for safety of aircraft operation and demand from airlines. Development works are taken up in a phased manner depending upon availability of land and viability, as well as other facilities with reference to intended aircraft operations.

10.3. Regarding the extent of investment requirements for airport infrastructure and in cargo terminals, the Ministry has submitted that the budget outlay for the period 2019-20 to 2023-24 is Rs. 25,000 crores for AAI airports. The investment requirement for construction and operationalization of Air Cargo Terminal depends on its size/capacity, geographical location, extent of mechanization and provisioning of the facilities for handling of varied nature of Cargo. However, an investment of 12 to 14 crores (approx.) is required for construction and operationalization of an Integrated Air Cargo Terminal of 6500 sqm(approx.) with facility to handle valuable, perishable, hazardous cargo (excluding land cost).

10.4. The civil aviation industry in India has emerged as one of the fastest growing industries in the country. The Committee understands that rising working group and widening middle class

demography has given rise to a huge boost in demand for air travel. This, in turn, has resulted in air traffic congestion. The Committee understands that the rapid growth in passenger traffic has put enormous pressure on the existing airport infrastructure. The Committee recognizes the urgent need to provide adequate airport infrastructure in the country since at present, large airports are becoming slot constrained and smaller airports are facing terminal congestion issues.

10.5. The Committee understands that AAI manages slots and night parking stand allocations at airports across India, except at airports owned or managed by private entities. The Committee takes note of the concerns raised by private airlines regarding capacity constraints faced in most of the larger airports in India, in terms of runway movement, parking stands and terminal capacity. The private airlines have also highlighted the issues existing in smaller airports such as watch hour restrictions, manpower issues and viable transportation for passengers.

10.6. Airports play a vital role in the economic growth of the country since they open the doors for tourism and trade. Despite India being the world's fastest growing aviation market, its airports are grappling with serious capacity constraints because such a quick pace of growth in the aviation sector has resulted in a strain on the aviation infrastructure, resulting in traffic congestions and delays at many of the airports. If a high growth rate in civil aviation sector is to be sustained, it is imperative that urgent steps be taken to augment and modernize India's aviation infrastructure.

10.7. The Committee underscores the fact that our airports should be developed in such a way that they emerge as symbols of national pride. The Committee highlights the urgent need to successfully manage the demand vs. traffic capacity of airports. The Committee urges upon the Ministry to develop a comprehensive, strategic and futuristic Master Plan for implementation of projects to provide world class airport infrastructure, by bringing in cutting edge technology and the global best practices of the aviation industry. The Committee desires that the Ministry should address not only the existing capacity constraints in various airports, but also address infrastructural requirements in the context of growth scenario forecast for the next decade. The Committee emphasizes the need for the removal of the existing bottlenecks in order to enable the aviation infrastructure to keep up with the growing demand in the Civil Aviation sector. Further, it should be strictly ensured that the development/upgradation of airport projects are completed as per the prescribed timelines.

10.8. The Committee underlines the need for a well chalked out Master Plan with regard to aviation infrastructure, in order to ensure that the requirements of the growth in the civil aviation sector are properly catered to. The Committee urges the Ministry to ensure that adequate parking space and landing slots are available at the airports.

10.9. The Committee notes that potential growth in the passenger and cargo traffic would require enormous investments in terms of construction of new airports and expansion & modernization of existing airports. The Committee understands that lenders are cautious about issuing long-term debt to airport operators. The Committee, therefore, would like the Ministry to formulate necessary policies, schemes and guidelines, to attract the requisite investment for airport projects.

10.10. The Committee desires that the Ministry should ensure that amenities which match up to international standards are available at all the airports and that periodic maintenance is carried out efficiently. The Committee recommends that the Ministry should ensure sufficient space for commercial shops, while granting approval for new airports. The Committee recommends that the Ministry should consider mandatorily earmarking minimum 100 acres of land, while making plans for future 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, that has been allocated for the airports should not be sold and should be kept for future aviation developmental activities.

10.11. The Committee takes cognizance of the fact that there is a need to look at the entire mechanism of development of airports and the way the airport concessions are given. At present, the rights to operate airports are given to individuals or entities who bid the highest with the Airports Authority of India. When those services are given to the highest bidder, the highest bidder charges the highest amount of money from the airlines, which has little or no bearing on the actual cost of the service. The Committee, therefore, recommends that the Ministry should seriously look into these issues and take urgent steps to ensure that such anomalies are rectified.

10.12. The Committee has been given to understand that large number of institutional clearances are required for airport projects, which leads to delays and cost escalation. Therefore, the Committee recommends in this regard that the Ministry should set up a single-window clearance mechanism in order to facilitate timely grant of institutional

clearances for airport projects and ensure completion of such projects within the stipulated time period.

Privatization of Airports

11. The Ministry, in its written reply, has stated that privatization of airports was initiated since the increase in domestic and international air travels in India and strong Traffic growth in the past resulted in congestion at many of AAI airports. The PPP in airport infrastructure projects has brought efficiency in service delivery, expertise, enterprise and professionalism, apart from bringing the needed investments in the sector. PPP model in airports sector has been a success story and the model has emerged as an effective way to harness the strengths of the private sector in the airport sector. One of the gains of PPP is that Government is no longer required to spend huge resources in building airport facilities and with proper regulations and good concession agreement, it has already been established that the private sector could provide better airport management than the public sector.

11.1. Further, international operators and investors prefer brownfield airport expansion opportunities with having more than 3-4 million passenger capacity. At a point where there is pressure on the India's current account deficit and the Indian currency is under pressure, attracting long-term capital in the form of foreign direct investment (FDI) is a key imperative. The airport sector may provide an immediate opportunity through the adoption of PPP approach. In view of the growing need for modernization and efficient operation of airports, Public Private Partnership (PPP) models are increasingly being used to involve the private sector in the development and operation of airports.

11.2. Prime examples of PPP in Indian aviation are new and redeveloped metro airports in the past decade. The largest of these are the Indira Gandhi International Airport (IGIA), New Delhi and Chhatrapati Shivaji Maharaj International Airport (CSMIA), Mumbai. Bangalore, Hyderabad, Cochin & Kannur are other Greenfield Airports which are being managed under the PPP model.

11.3. With an objective to build world class airports in the country, Airports Authority of India (AAI), in 2006, leased out the Delhi and Mumbai Airports under PPP model for operation, management and development of the airports on a revenue share basis. The partner was selected through Global competitive bidding. AAI signed OMDA with Delhi International Airport Pvt. Ltd. (DIAL) for Delhi airport and with M/s Mumbai International Airport Pvt. Ltd. (MIAL) for Mumbai airport. AAI retained 26% equity in these airports. The PPP partners incurred an

expenditure of more than Rs. 25000 cr. in upgradation and modernization of Delhi and Mumbai airports in first phase and in the second phase, an capital expenditure of more than Rs10000 Cr. has been planned. AAI receives revenue share from DIAL @45.99% of its annual Gross Revenue and from MIAL @38.7% of its annual Gross Revenue.

11.4. Government of India has also entered into Concession Agreements with the respective PPP Partners of Bangalore and Hyderabad airports and therefore, receives Concession Fee from them @4% for their annual Gross Revenue. Cochin International Airport is a State Government of Kerala promoted airport wherein MoCA/AAI have no pecuniary interest.

11.5. AAI has recently, awarded six of its airports viz., Ahmedabad, Jaipur, Lucknow, Guwahati, Thiruvananthapuram and Mangaluru for Operations, Management and Development to the highest bidder *i.e.* M/s Adani Enterprises Limited (AEL) under Public Private Partnership (PPP) mode for a lease period of 50 years. The above six airports have been awarded on the basis of Per Passenger Fee (PPF) payable to AAI by the Concessionaire. The PPF quoted by the highest bidder will increase year to year as it is indexed to the Consumer Price Index (CPI). In addition to this, AAI will get back their investment in these six airports to the tune of Rs. 2299.26 Cr. as upfront payment, which can be used for development of Airport infrastructure by AAI at Tier-II and Tier-III cities.

11.6. In response to a query of the Committee regarding how many airports are going to be privatized in the near future, the Ministry has stated that the AAI Board on 05.09.2019 has recommended proposal for undertaking Operations, Management and Development through PPP of 06 airports viz., Trichy, Bhubaneswar, Indore, Varanasi, Raipur and Amritsar. A decision has been taken to club a main airport with a smaller airport for the PPP in next phase. A uniform tariff will be fixed for both the airports and two airports will be treated as one for tariff determination. AAI is in the process of finalizing the modalities for way forward.

11.7. As regards the financial outcome of the privatization of airports till date, the Ministry has stated that so far, PPP model has been introduced at eight airports of AAI viz., Delhi, Mumbai, Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati and Thiruvananthapuram. Delhi and Mumbai airports were brought under PPP in 2006 under Revenue Share arrangement which has significantly contributed to the Revenue of AAI resulting in financial stability of AAI and enhanced focus on the development/upgradation of airports in backward regions. DIAL has alone paid total amount of Rs. 16,566.3 crores as revenue share to AAI till 31st March, 2019. Through the PPP partners at Delhi and Mumbai, AAI could mobilise an investment of about Rs.

24,000 crores on one hand and on the other hand, AAI spent about Rs. 12,000 crores to develop about 60 airports in metro, non-metro and other town/cities.

11.8. Besides, AAI has leased out six airports viz., Ahmedabad, Lucknow, Jaipur, Guwahati, Mangalore and Thiruvananthapuram for Operation, Management & Development (OMD) through PPP mode 'Per Passenger Fee' basis payable to AAI. The PPF offered by the winning bidder will yield a profit of Rs 904.14 crores for the year 2020-21. Further per passenger fee will be indexed to the CPI. As a result, besides protecting the profitability of AAI as on date, the profitability goes on increasing year after year.

11.9. In addition to this, AAI will get back its investment in these six airports to the tune of Rs 2299.26 crores as upfront payment, which can be used for development of airport infrastructure by AAI at Tier II and Tier III cities. Therefore, the private investor has offered almost double the profit being earned by AAI today which will increase every year based on inflation index. Hence, there is a tangible gain to the AAI by leasing these airports to the winning bidder.

11.10. The Committee realizes the huge demand for more airports in the country. The Committee recognizes the fact that it is not feasible for AAI to meet the investment requirements to develop and maintain all the airports in the country. The Committee appreciates the inevitable need for Public Private Partnership in the development and maintenance of airports. The Committee endorses the provisions proposed in the Airports Economic Regulatory Authority of India (Amendment) Bill, 2021 which would facilitate the development of both high traffic volume and low traffic volume airports together, in a holistic manner.

11.11. The Committee emphasizes the need to ensure absolute transparency in all PPP airport projects. The Committee desires that the Ministry should ensure that a proper policy and regulatory framework governing the PPP airport projects, is put in place. The Committee underlines the need to ensure a proper auditing mechanism with regard to PPP projects. The Committee strongly recommends that the Ministry should ensure that the airport charges on the passengers are equitable and commensurate with the operational costs.

11.12. The Committee desires that the Ministry should ensure that the career interests of the employees of AAI are protected in case of privatization of airports.

UDAN Scheme

12. As regards the vision of the Prime Minister to open 100 new airports in the country, the Ministry has stated that 100 airports/ heliports/ water aerodromes are to be developed by 2024 to support UDAN scheme. 09 airports have been developed in the year 2019-20.26 airports are to be developed in the FY 2020-21(out of which 14 Airports have been developed till the third quarter). Further, 20 airports each are to be developed in FY 2021-22 and FY 2022-23 and 25 airports to be developed in the FY 2023-24.

12.1. Regarding the parameters adopted for identifying airports under the UDAN Scheme, Ministry of Civil Aviation has stated that it has launched Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) on 21-10-2016 to stimulate regional air connectivity and making air travel affordable to the masses. RCS -UDAN is market driven scheme. The interested airlines, based on their assessment of demand on particular routes, submit their proposals at the time of bidding under RCS -UDAN. An airport which is included in the awarded routes of RCS - UDAN and requires upgradation/development for commencement of RCS operations, is developed under "Revival of unserved and underserved airports" scheme.

12.2. The Committee takes note of the growing demand for regional air services, which would make it possible for our country to emerge as a major player in the aviation industry. The Committee feels that UDAN Scheme will help in relieving the congestion at major airports and enable us to develop the much needed hub-and-spoke mechanism. The Committee notes that although the airlines industry got a huge fillip with the launch of RCS, air connectivity in the country is largely confined to routes connecting State capitals and large towns; and many parts of the country still remain unconnected by air services. Therefore, the Committee recommends that the Ministry of Civil Aviation should take urgent effective steps to ensure adequate air connectivity in different parts of the country under RCS. The Committee also desires that the benefits under the Regional Connectivity Scheme, currently restricted to three years, should be extended by another two years, to give airlines an opportunity to transform a fledgling route into a strong and revenue-generating one.

12.3. The Committee urges upon 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.

12.4. The Committee observes that direct air connectivity to tourist destinations and cultural sites in the country can massively promote the tourism industry which will lead to generation of more employment opportunities and faster economic growth. The Committee, therefore, observes that there is an imperative need for close co-ordination between the Ministry of Civil Aviation, and the Ministries of Tourism & 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, who are vital stakeholders in this regard.

12.5. The Committee takes note of the fact that out of the 780 routes awarded under the UDAN Scheme, only 359 routes have been operationalized so far, which is less than 50% of what were awarded. The Chairman, AAI informed the Committee that in all, 1000 routes are to be operationalized till 2024.

12.5.1. The Committee desires that the Ministry should examine the reasons for non-commencement of the awarded routes; identify the bottlenecks in this regard; and chalk out strategic steps to timely address the issues involved.

12.6. The Committee understands that there are many non-operational airstrips/airports owned by AAI and State Governments. The Committee is of the view that operationalizing these inactive AAI and State Government airstrips will ease out the pressure currently prevailing on the airport infrastructure in the country. The Committee recommends that unused airstrips and dormant airports should be utilized for promoting regional/remote areas air connectivity under RCS.

12.7. The Committee takes note of the issues related to lack of adequate infrastructure of airports due to non-availability of land, delay related to compliance of the regulations by the airport operators, lack of road connectivity to the airports etc., that need to be addressed on priority. The Committee recommends that the Ministry should take urgent remedial steps to address these vital concerns. The Committee also notes that support from the State Governments in the shape of multimodal connectivity, utilities, land availability, security etc. are critical to the promotion of regional air connectivity under RCS. The Committee would, therefore, like to urge upon the Ministry of Civil Aviation to impress upon the State Governments, to form a dedicated mechanism mandated to offer one-stop

solutions to airline and airport operators, with the objective of promoting regional air connectivity under RCS.

Development of Cargo Sector

13. In its written reply, the Ministry has stated thus:

Cargo Policy

13.1 A comprehensive National Civil Aviation Policy (NCAP) was released by the Ministry of Civil Aviation in 2016, which, *inter alia*, sets out the policy and measures for the promotion of both domestic and international air cargo and express delivery services. The Policy highlighted that growth of air cargo was a key objective of the Government, given its importance from 'Make in India', e-Commerce and exports perspectives.

13.2. Subsequently, a comprehensive National Air Cargo Policy Outline 2019 was also released on 15.01.2019. It outlines a globally unique, holistic approach to achieve fundamental re-engineering in the air cargo ecosystem for the growth and development of air cargo sector in the country. The policy details out clear metrics on which the air cargo efficiencies will be measured, create key performance and indices that monitor the policy execution. The policy covers all three categories of air cargo transport: *viz.*, domestic cargo to ensure efficient flow of goods across India; international cargo facilitating all indigenous export and import of goods; and transit international cargo by making India the transit cargo hub of choice to and from other parts of the globe. The policy covers development and growth of all types of cargo.

Trans-shipment cargo hub

13.3. Ministry of Civil Aviation had undertaken a study to establish "Trans-shipment Hub" at major Airports like Delhi, Mumbai, Chennai and Kolkata and further concluded with the feasibility of establishment of trans-shipment hub at Delhi and Chennai Airports.

13.4. In pursuance thereof, Delhi International Airport Limited (DIAL) has operationalized a dedicated Transshipment Excellence Centre (TEC). Similarly, transshipment operations at Chennai airport have also been undertaken.

13.5. AAI Cargo Logistics and Allied Services Company Limited (AAICLAS), a wholly-owned subsidiary company of Airports Authority of India (AAI) has also separately conducted feasibility study for establishment of transshipment hub and Special Economic Zone at Chennai International Airport. AAICLAS has earmarked one dedicated shed measuring 1,800 sqm in the air-side of the integrated cargo terminal for handling all such transshipment cargo with X-ray screening and access control facility.

13.6. Simplified Customs procedures have separately been taken up for development for creating a trans-shipment cargo hub at Chennai Airport.

13.7. The Committee recognizes the fact that India's strategic geographical location, swelling economy and the growth registered in international & domestic trade in the last decade are congenial to the growth in the air cargo sector. The Committee is disappointed to note that despite these advantages, India has not fully realized its potential in terms of air cargo. The Committee realizes the sad fact that inadequate infrastructure is a major bottleneck in developing the country's air cargo sector. The Committee, therefore, recommends that the Ministry should take effective steps to establish dedicated cargo airports in the country and to provide requisite facilities for the enhancement of air cargo facilities, while setting up new airports.

13.8. Since automation is crucial for an efficient air freight mechanism, the Committee recommends that the Ministry, in co-ordination with the stakeholders, should take effective steps to automate information systems and to streamline/ simplify the respective processes and regulations for faster, transparent and seamless movement of air cargo.

13.9. The Committee takes serious note of the fact that due to the Open Sky Policy for cargo in India, foreign carriers carry 90%- 95% of the international cargo, to and from India, while Indian air cargo operators face many barriers when they go into other countries. The Committee, therefore, recommends that in order to provide a level playing field for Indian air cargo operators, the Ministry of Civil Aviation should make appropriate changes in the Open Sky Policy for cargo. The Committee also recommends that Ministry/DGCA should take note of Indian cargo operators facing discriminatory and restrictive practices or regulatory impediments in operating international cargo flights in any of the foreign countries and take urgent steps to address/resolve them. The Committee may be apprised of the action taken and the outcome achieved in this regard.

13.10. The Committee reiterates its recommendation made in its 293rd Report that the Ministry should take timely action to address the issues of congestion at the entry of terminal, inadequate screening, inadequate storage space, lack of temperature facility etc. at the cargo terminals. The Committee also recommends that the Ministry should take steps to ensure that attractive and uniform transit handling costs and procedures are implemented across all airports in the country.

Maintenance, Repair and Overhaul (MRO) infrastructure

14. The Ministry, in its written reply, has informed the Committee that the Ministry has taken the following initiatives to encourage Maintenance, Repair and Overhaul (MRO) infrastructure to support the growth in the Indian aviation sector:-

- a. 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.
- b. GST on direct MRO contracts has been reduced from 18% to 5% with full Input Tax Credit from 1 April, 2020.
- c. Transactions sub-contracted by foreign MRO to a domestic MRO are now treated as exports with zero-rated GST.
- d. An online meeting was held under the chairmanship of Secretary, MoCA on 11th January, 2021 with the representatives of MRO industry, officers of DGCA and AAI. Issues related to documentation, bilaterals, convergence of military and civil MROs and incentivisation were discussed. A follow-up meeting between MoCA, AAI and MRO industry was held on 12th January, 2021 to apprise them of the key features of the AAI MRO policy.

Rationalization of FTO and MRO charges

14.1. In its Annual Report (2020-21), the Ministry has stated that to encourage setting up of FTOs and MROs at AAI Airports in line with NCAP – 2016 and Hon'ble PM's self-reliant India, the charges were rationalized. 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.

14.2. The Committee observes that there has been a tremendous growth in the MRO opportunities that can be exploited by our country, enabled due to the rapid growth in the Civil Aviation sector witnessed in the recent past. India has huge potential to be an MRO hub which can accommodate the growing Civil Aviation needs of the country and also other countries. Aircraft MRO services are critical in the aviation value chain and it would be of a huge loss for the country, if we do not tap the vast technical and skilled personnel

available in this field in the country. However, the Committee is disappointed to note that the country has not yet been able to fully exploit the opportunities available in this sector.

14.3. The Committee understands that a major deterrent for the growth of the MRO industry is high taxation of MRO components. The Committee strongly recommends that the Ministry should give necessary focus on the issues presently faced in the MRO sector in order to ensure that India evolves into a key international player in offering MRO facilities. The Committee recommends that the Ministry should take necessary steps to ensure that MRO workshops are set up in all the metro cities in the country, in order to attract international business. The Committee also emphasizes the need for enhanced collaboration between defence and civil MROs.

Pilot Training Institutes

15. In response to a query as to whether the Government is planning to set up Pilot Training Institutes to make use of unused airstrips, the Ministry has stated that:

- a. 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.
- b. 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.
- c. DGCA CAR Section 7 Series I Part V is being modified to empower Flying Instructors (FI) to authorise flight operations at FTOs. This may help increase the flying hours at each FTOs significantly. Hitherto, this power has been granted only to Chief Flying Instructors (CFI) and Deputy CFIs.
- d. These initiatives will help enhance the flying hours and the training infrastructure in the country. This will result in generation of employment opportunities and help in reversing the outflow of foreign exchange.

15.1. The Committee emphasizes the imperative need to make available, state-of-the-art facilities for the training of professionals in the aviation sector. Keeping in view the rapid growth in the Indian aviation industry and shortage of pilots faced in India, the Committee

recommends that the Ministry should set up new Institutes for Pilot Training and to revamp the existing ones by providing modern simulators and also augment the capacity intake of students in the existing Institutes. The Committee recommends that the Ministry should envisage setting up of Pilot Training Institute adjacent to the airport, at least in one airport, in each State. The Committee strongly recommends that the training facilities offered to the various technical professionals in the Civil Aviation sector, such as pilots, ATC controllers, technicians, safety inspectors and engineers should match up with standardized international training facilities. The Ministry should also take necessary steps to ensure that sufficient number of trainers are made available, by offering incentives which would attract them to this field.

Pollution Control

Energy Conservation Measures:

16. It has been stated in the Annual Report (2020-21) of the Ministry of Civil Aviation that 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 has mainly taken following steps:

- Installation of Solar PV Plant at Airports:- 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. AAI has installed around 44.37 MWp capacity Solar Power Plants 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 Rs. 29 crore in the year 2020. This has also resulted in reduction in Carbon Emission of 57,900 tCO₂ per annum.

16.1. Further, AAI has signed MoU with NVVN (NTPC Vidhyut Vyapar Nigam), wholly owned subsidiary of NTPC Ltd, to establish Solar Power Plants and Purchase of Solar Power through Open Access to make 100% green powered airports in phased manner.

16.2. 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.

Energy Audit at Airports: -

16.3. As per Energy Conservation Act, 2001 issued by Ministry of Power, 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 are mandated to be carried out after 3 years to assess the effectiveness of implementation measures of previous audits are already completed for 33 no. airports. Further, 11 airports are completed in the year 2020.

National LED program (UJALA- Unnat Jyoti by Affordable LEDs for all):

16.4. AAI has already completed replacement of conventional light fixtures with LED fittings. In phase I, 23 airports are completed with expenditure of Rs. 16 crores approx. In phase II, the work for expenditure of Rs. 24.41 crores at 62 airports has been taken up by M/s EESL- nodal agency implementing National LED program of Government of India. The replacement at 52 airports has already been completed. Further, 06 airports are completed in the year 2020 and 04 airports under progress.

ACI – Airport Carbon Accreditation (ACA) certification:

16.5. AAI has participated voluntarily in the Airport Carbon Accreditation program launched by Airports Council International (ACI) and has achieved Accreditation of Level-2 (*i.e.* “Reduction in Carbon Emission”) during December 2019 for 04 Airports – Kolkata, Trivandrum, Bhubaneswar & Varanasi by formulating Carbon Management Plan and reducing the direct Green House Gases (GHG) emissions, which shows AAI’s commitment towards fulfillment of environment obligations by reducing carbon footprints at its Airports. The Certification is valid up to Dec’21.

16.6. In respect of the pro-Environment steps taken by AAI in the construction of Airports, the Ministry has stated that in order to ensure that the contractors take all action for protection of Environment, a special condition for compliance of Environmental Laws is made part of contract. These are implemented during execution of airport construction works.

16.7. Regarding the details of the new benchmark set by AAI in reducing carbon footprint, the Ministry has underlined that AAI has set up new bench mark in carbon reduction by implementing ACI-ACA programme at its 04 Airports *i.e.* Kolkata, Trivandrum, Bhubaneswar & Varanasi and achieved Accreditation Level of “REDUCTION” (Level-2). The target set up for

reduction of carbon emission at these 04 AAI Airports is 75% reduction of direct emission per PAX upto year 2030 with respect to base year 2015 with reduction of direct emission of 5% per PAX annually.

16.8. In its endeavor to reduce carbon footprints, the Ministry has stated that AAI has achieved upgradation to next level of Airports Council International (ACI)- Airport Carbon Accreditation (ACA) program, *i.e.*, level-2 reduction for four of its airports, *viz.*, Kolkata, Trivandrum, Varanasi and Bhubaneswar by formulation of a Carbon emission reduction target. For these airports, AAI has set the target in reduction in direct GHG Emission (Scope 1 & 2) @ 5% per pax per year over base year – 2015 benchmark value and 75% reduction in direct GHG Emission by 2030 over base year 2015.

16.9. AAI is continuously striving for reduction of carbon footprints by focusing on renewable energy & other green initiatives. At present, total capacity of solar power plants installed at AAI airports is around 44MWp and works are in progress for around 16MWp capacity. This has resulted in achieving carbon emission reduction of approx. 57600t CO₂ per annum at AAI airports. AAI is further making efforts to enhance the total solar power capacity at its airports to 80MWp by 2022.

16.10. The Committee appreciates the steps taken by AAI to reduce carbon footprints and desires that AAI should update its pollution control methods to meet international best practices in this regard.

COVID-19 pandemic

17. With respect to the steps being taken by AAI to manage the COVID-19 pandemic crisis, the Ministry of Civil Aviation has stated, in its written reply, that following steps are being taken by AAI to manage the COVID-19 pandemic crisis:

- (i) Contactless movement of passengers: AAI has ensured contactless movement of passengers right from entry gate till the boarding gate at its airports.

Glass shields have been provided at the entry gate and check-in-counters to avoid contact between passengers and Security/Airlines staff. Passengers are encouraged to web check-in and bring printout of boarding card. Also self drop baggage system has been provided.

Security staff practises minimum touch concept during frisking. At boarding gates, passenger self scan his boarding card.

- a. Hygiene and Sanitisation : Cleanliness of every nook and corner of Terminal building and surrounding areas (including wash rooms, lifts, escalators, X-Ray machines, Chairs,

counters, railings, Security trays, doors, handles etc) is ensured at all AAI airports. Also Terminal building is sanitised on regular basis. Baggage and shoes of passengers is sanitized at the entry gate. Sanitizer is being provided at strategic locations for passengers and airport staff. Proper ventilation is being ensured at Airports wherever it is possible.

- b. Social distancing norms: Social distancing norms as per directives of Ministry of Health & Family Welfare (MoH&FW) are followed at every meeting point and in the queue at entry point, Check-in, security and boarding gates etc. Seating arrangement has been done so as to maintain sufficient distance among passengers. Also stickers/markings have been provided at the appropriate locations. Kerb Area/ City side traffic / Car parking area is being strictly monitored in coordination with traffic police/ DGR Staff to prevent congestion. Specific Identified Aerobridge is being provided to arriving International Passengers. Minimum passengers are permitted in Smoking lounge, Child care rooms to maintain social distancing norms.
- c. Other actions: Passengers wearing masks and with green status on Aarogyasetu app are allowed to enter the Terminal building. All airport staff handling flights have been provided with required protective gears for the safety. Use of baggage trolleys is minimized. Dedicated triage Area/ Isolation room has been provided for the suspected passengers. If any suspected passenger is detected, Health officials shift him to hospitals as per guidelines. Health information and do's and don'ts as issued by Ministry of Health & Family Welfare has been displayed at Flight Information Display System (FIDS) and other prominent places. De-gowning area for medical personnel /crew to divest and dispose Personal Protective Equipment has been provided at airports. Bio hazardous garbage is being disposed as per norms.
- d. Extended Watch Hours: During COVID-19 crisis, operations are carried out for supporting essential flights without compromising the safety. In some of the North Eastern airports, extended watch hours were being managed. Watch hours were modified at most airports as per operational requirement.
- e. To ensure social distancing and to protect personnel from exposure of pandemic deployment of staggered manpower provisioned for sustainable Operations and Maintenance Management of CNS/ATM services and infrastructure.
- f. Reserve Manpower is ensured to provide continued ANS services under pandemic condition. Clubbing of duties to minimize exposure during the crisis situation.

- g. Work from Home, e-office, Video Conferencing for continuity of office framework.
- h. Creation and Establishment of Contingency ATC Centres to guard against building quarantine in case of COVID-19 detection.
- i. Continuous monitoring of equipment facilities through software tools and social media groups.
- j. Flight Calibration scaled down and rescheduled as per requirement. Maintenance and ground calibration activities not compromised for ensuring safety of operations.
- k. It is pertinent to mention that based on various Government Guidelines issued from time to time, similar instructions have been issued by AAI as a preventive measure to contain the spread of COVID-19.

17.1. The Committee appreciates the public safety measures adopted by the Ministry of Civil Aviation during the COVID-19 pandemic. The Committee desires that the Ministry should ensure that such measures are periodically updated in tune with international best practices in this regard.

Impact of the COVID-19 pandemic

18. With regard to the Revenue mix of AAI and the measures that have been taken/are being taken to mitigate the impact of the Covid-19 pandemic on AAI's revenue, the Ministry has stated that the Revenue mix of AAI comprises of the following: -

- a. Revenue from ANS
- b. Revenue from Aeronautical Airport Services
- c. Revenue from Non-Aeronautical Airport Services
- d. Airport Lease Revenue
- e. Other Income

18.1. The structural changes made by AAI to meet the challenges posed by the unprecedented crisis due to COVID-19 pandemic are as follows:

- a. Review of Planned CAPEX for feasible reduction in the CAPEX Targets
- b. Cost Reduction Measures for reducing the Employee Benefit, Operating and Administrative Expenses
- c. Moreover, AAI has already taken the Austerity Measures to reduce the expenditure on certain activities like Foreign/Inland Travel, Recruitment, Trainings, Leave Encashment, Annual Function, Conferences/Seminars, OPA/OTC, Sports Activities, Loan & Advances, etc.

18.2. In respect of the outlook for the airport sector in the aftermath of Covid-19 pandemic and whether any structural changes are to be made to meet the challenges posed by this unprecedented crisis, the Ministry has highlighted that the Novel Corona Virus Disease 2019 (COVID-19) Health Pandemic outbreak has brought in extraordinary situation for the Aviation Industry worldwide. With lockdown in force, scheduled international and domestic passenger flight operations remain suspended with effect from 22/03/2020 & 25/03/2020 respectively in India. The Airport Commercial Operations in India were also stopped. Though the Domestic Passenger Flight Operations and Airport Commercial Operation have started in skeleton manner after the lockdown period, it will take time for the normalcy to come back for the Aviation Sector. Hence, there is going to be a substantial reduction in the scale of Airlines and Airport Operations in the FY 2020-21.

18.3. Some of the structural changes to meet the challenges posed by the unprecedented crisis are noted below: -

- a. Review of Planned CAPEX for feasible reduction in the CAPEX Targets.
- b. Cost Reduction Measures for reducing the Employee Benefit, Operating and Administrative Expenses
- c. AAI has already taken the Austerity Measures to reduce the expenditure on certain activities like Foreign/Inland Travel, Recruitment, Trainings, Leave Encashment, Annual Function, Conferences/Seminars, OPA/OTC, Sports Activities, Loan & Advances, etc.
- d. Initially operations of flights recommenced with 30% of Terminal capacity to maintain social distancing norms.
- e. From operations point of view, no structural changes have been made.
- f. HD camera has been installed at Pre-Security Check Area to capture Passenger Face & boarding Pass.
- g. Planning for “UV (Ultra-violet) tunnel” for sanitizing the passenger baggages.

18.4. Regarding the issues being faced by Airports Authority of India (AAI) at present and their possible solutions, the Ministry has informed that the major issues being faced by the AAI are as under:

- a. The lockdown conditions prevailing due to COVID 19 have dented the financial state of AAI. It is likely to impact Revenue and Revenue Realization for AAI in the coming months of FY 2020-21.

Solution: For funding CAPEX during the pandemic, the Ministry of Civil Aviation has accorded approval for internal/external borrowing of Rs.2100 Crores.

- b. The present hand-frisking of passengers in the Security Hold Area (SHA) is through HHMD, which is partially touch based and hence dangerous in the present circumstances.

Solution: In order to implement the touch less frisking, Body Scanner system to screen the passenger for concealed items on the body underclothing are being introduced. Body Scanner system shall reduce the hand frisking.

18.5. The Committee is well aware of the fact that the aviation sector has been badly hit by 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. The Committee recommends that the Ministry should adopt relief measures to help the airlines tide over the adverse impact of the pandemic and that the Ministry should envisage immediate and long term measures, to enable the resurgence of the airlines in the country.

18.6. The Committee desires that the Ministry should take necessary steps to ensure short term waiver or short term put off, in terms of aviation charges, for sustaining a viable aviation industry. The Committee is of the view that all airlines and aviation-related business must be treated as priority sector lending. The Committee reiterates the recommendation made in its 293rd Report that the Ministry should provide a sectoral fund, which is professionally managed and which can provide structured debt to the airlines industry.

Training Courses conducted by AAI

19. Regarding the training courses conducted by AAI, the Ministry has enumerated in its written reply, that:-

- a. AAI has been conducting various training courses for upgrading the skills and overall development of employees. AAI presently has 4 training institutes viz., Indian Aviation Academy, Civil Aviation Training College (CATC) Prayagraj (with campuses at Hyderabad and Gondia), Fire Training Centre (FTC), New Delhi and Fire Service Training Centre (FSTC), Kolkata that cater to specific training requirements of AAI employees from all disciplines.

Apart from above, there are 5 Regional Training Centres and CHQ Training Cell which are mainly catering the training requirements of employees posted in various regions and headquarters.

- b. The various training programs offered by AAI and its Training Institutes/establishments are being updated as and when required, based on the job requirements.
- c. Trainings are essential on regulatory requirements for ANS Operations and Maintenance. Accordingly, Training and competency assessment is ongoing continuously through online applications. Though Classroom Trainings and physical interactions were suspended during COVID-19 crisis, online Applications have been adopted for imparting essential trainings related to operations.
- d. AAI is conducting training courses at the following three Air Traffic Services Training Organizations (ATSTOs), duly approved by DGCA:
 - i. CATC Prayagraj;
 - ii. HTC Begumpet Airport, Hyderabad; and
 - iii. NIATAM Gondia.

The DGCA approved courses are delivered at ATSTOs apart from other specialized courses.

- e. The courses conducted by ATM Department at ATSTOs are updated regularly as per National and International requirements.

19.1. The Committee underlines the need for providing training courses to upgrade the skills of the employees of AAI. The Committee desires that the Ministry should ensure that the training courses conducted by AAI match up to international standards and that they are tailor-made to suit the requirements of the Civil Aviation sector.

Vacancies in AAI

20. In response to a query of the Committee regarding the total number of posts sanctioned and posts lying vacant in AAI, the Ministry has furnished that the status of vacant Induction level posts are as below:-

Cadre	Sanctioned Strength	Actual Strength	Vacant Positions
Group-A Executive	1445	1358	87
Group-B Executive	3243	2595	648
Group-C Non-Executive	1713	903	539
Total	6401	4856	1274

20.1. As regards the reasons and the steps taken by AAI to fill the vacant positions, the Ministry has stated that in view of award of 06 select Airports to Private Operator under PPP model and another 06 being under process, the surplus manpower from these airports will need to be re-deployed to other Airports. Further, in view of decline in revenue position due to Covid-19 pandemic, the new recruitment has been kept in abeyance, except in cadres affecting the operational requirement.

Vacancies in the posts of Air Traffic Controllers

21. The Ministry has informed the Committee that following steps have been taken to replenish the posts of Air Traffic Controllers (ATCOs) in AAI :-

Recruitment

21.1. Direct Recruitment for 264 posts of Jr. Executives (ATC) is currently in process for which the Computer Based Test has already been conducted on 24.03.2021. Further, internal recruitment for filling up 158 Nos. of posts of Manager (ATC) through Departmental Examination is also in process.

Creation of additional posts

21.2. The proposal of AAI Board for creation of 340 posts of ATCOs is being taken up with Department of Public Enterprises by this Ministry.

21.3. The Committee takes serious note of the vacancies existing in AAI at various levels. The Committee strongly feels that a vital organization such as AAI cannot afford to have so many vacancies. The Committee is especially perturbed to note the number of vacancies in the post of ATCOs. The Committee is apprehensive that such a situation will adversely affect the work output of ATCOs by putting them under immense stress, thereby, compromising the safety of flight operations. The Committee recommends that the Ministry should take urgent concrete steps to fill up the vacancies existing in AAI.

21.4. The Committee takes note of the fact that Child Care Leave is not granted to women ATCOs in AAI. **The Committee desires that the Ministry may furnish the reasons therefor, to the Committee, in its Action Taken Report.**

21.5. The Committee is given to understand that AAI could not comply with the regulatory requirement of DGCA Watch Duty Time Limitation CAR. **The Committee desires that the Ministry may furnish the reasons therefor, to the Committee, in its Action Taken Report.**

21.6. The Chairman, AAI while making a presentation before the Committee, stated that 6403 post of Non-Executives have been abolished. **The Committee is eager to know about the**

reasons for such abolition of posts and the impact thereof, on the functioning of the organization. The Committee desires that this information may be furnished by the Ministry in its Action Taken Report.

Digi Yatra

22. As per the Annual Report (2020-21) of the Ministry, 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 reimagine 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.

22.1. One of the key initiatives in this direction is “Digi Yatra” which intends to give 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 respect to the implementation of Facial Recognition Technology (FRT) at all the airports, the Ministry has stated that Facial Recognition System is part of the Digi Yatra initiative of the Government. Digi Yatra is a passenger processing system being implemented by airports in phased manner. The project is at trial stage and the first phase will be implemented by the end of year 2021 at Kolkata, Varanasi, Pune, Vijayawada, Bangalore and Hyderabad Airports.

22.2. 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.

22.3. The Committee hopes that Digi Yatra will enable seamless and paperless journey for the air travelers in the country. The Committee desires that the Ministry should implement more such initiatives which would benefit the passengers.

Digital Sky

23. In its Annual Report (2020-21), the Ministry has stated that this project is aimed to develop an IT platform to enable the Drone ecosystem in India by enforcement of the DGCA CAR 1.0 digitally.

23.1. Digital Sky 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.

23.2. 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 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.

23.3. The Committee appreciates this initiative of the Ministry. The Committee hopes that Digital Sky would turn out to be beneficial to the drone ecosystem in the country.

Air Sewa

24. The Ministry, in its Annual Report (2020-21), has stated 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.

24.1. Air Sewa platform brings various aviation stakeholders like airports, airlines, DGCA, BCAS etc. on a common platform for redressal of air traveller's grievances thus integrating various stakeholders in aviation sector with whom an air traveller has to interact during air travel.

24.2. It works through an interactive web portal (airsewa.gov.in) and mobile app for both Android and iOS platforms that includes a mechanism for grievance redressal, checking flight status/schedule information, airport Information and Frequently Asked Questions (FAQs).

24.3. 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.

24.4. While appreciating the initiative of the Ministry, the Committee recommends that the Ministry should ensure that the grievances of passengers are addressed effectively 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.

Making Airports Accessible to all under the 'Accessible India Campaign'

25. It has been stated in the Annual Report (2020-21) of the Ministry of Civil Aviation that general guidelines as shared 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 November, 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.

25.1. The Committee appreciates the sensitivity and empathy shown by the Ministry, towards the genuine needs and concerns of the differently abled people. The Committee exhorts the Ministry to take similar steps to ensure a barrier free and conducive travel environment for differently abled people.

Optimal Utilization of Airspace

26. The Committee was apprised by the Chairman, AAI during his deposition before the Committee that only 60% of the national airspace is available with AAI for civilian flights and that rest is with the Ministry of Defence. He further stated that such restrictions cause higher travel distance, fuel burn, operational cost and carbon footprint. He informed the Committee that under Flexible Use of Airspace (FUA), Upper airspace of 48 Restricted Areas under IAF have been converted into Temporary Reserved Airspace (TRA). Through these TRA, Conditional Routes (CDR) were made available for civil flights.

26.1. In respect of the latest update on the Coordination Committee between AAI and IAF, which was set up to enhance the airspace availability and optimize the use of airspace without compromising air security, the Ministry has clarified that as a result of the efforts of the Coordination Committee, 32 Conditional Routes were established by December, 2020. Additionally, proposal for 53 CDR has also been agreed by IAF and HAL for which safety assessment is being carried out by AAI. IAF is further examining the proposal for 15 CDR forwarded by AAI.

26.2. The Committee understands that India’s airspace is very complex and that it gives rise to many challenges. One such challenge is ensuring optimal usage of the airspace, which requires comprehensive planning and management. The Committee appreciates the steps taken by AAI to ensure optimal use of airspace. The Committee hopes that the

optimal utilization of Indian airspace will lead to reduction in flight time, fuel consumption and carbon emission. The Committee desires that the Ministry should explore more effective steps in this direction and implement the same.

26.3. The Airports Authority of India has envisaged saving of 1000 crores, with the rationalization of air space under the control of Air Force. This policy level discussion on Flexi Air Space has been going on for quite some time. The Committee feels that there are no empirical details or documentation or progress made in the air spaces released by the Indian Air Force for use of Civilian Operations across the country, resulting in reduction in flight time. **The Committee would like to know the actual details of savings of the targeted 1000 crores by rationalization in the flexi air space. The Committee recommends that a High Level Committee should be constituted by including stakeholders such as Airlines, Air Traffic Controllers i.e., Airports Authority of India and that a comprehensive exercise should be done in this regard. Also, a Road Map should be formulated for negotiation with the Indian Air Force, in order to achieve the targeted savings.**

Seaplane Operations

27. The Ministry, in its Annual Report (2020-21), has stated that Ministry of Civil Aviation has already directed Airports Authority of India to identify locations of Tourist/Religious importance near water bodies for setting up Water Aerodromes to introduce Seaplane Operations in India under the prestigious UDAN Scheme. Accordingly, 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.

27.1. The current status of identification of water bodies for setting up Water Aerodromes to introduce Seaplane operations in India, under the UDAN Scheme and the response of the respective State Governments in this regard is as under:-

S.No.	State	Water Aerodrome being developed under UDAN 3.0, 3.1 & 4.0
1.	Gujarat	Sardar Sarovar Dam (Statue of Unity) – 3.0 Sabarmati Riverfront, Ahmedabad – 3.0 Shatrunjay Dam – 3.0
2.	Andaman & Nicobar Islands	Swaraj Dweep (Havelock Island) – 3.1 Shaheed Dweep (Neill Island) – 3.1

		Long Island – 3.1
3.	Assam	Guwahati Riverfront – 3.0 Umrangso, Dima Hasao – 3.0
4.	Telangana	Nagarjuna Sagar Dam – 3.0
5.	Andhra Pradesh	Prakasham Barrage – 3.1
6.	Lakshadweep	Kavaratti Island – 4.0
		Minicoy Island – 4.0

27.2. 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.

27.3. After the successful commencement of the first Seaplane Service between Sabarmati Riverfront, Ahmedabad and Statue of Unity, Kevadia, other State Governments/ MPs have shown interest to develop Water Aerodromes and have forwarded requests for conducting feasibility study at locations identified by them. The Sagarmala Seaplane Services has also proposed around 86 Seaplane Routes which have been listed in the recently concluded 4.1 bidding under the UDAN.

27.4. MoCA has also written letters to Chief Secretaries of various States along with parameters for selecting suitable site, requesting them to identify and propose routes for development of Water Aerodromes and forward a consolidated proposal for development of Water Aerodromes in their State. Reply is awaited from State Governments.

27.5. The Committee recognizes the immense potential available for seaplanes operations in the country. However, it is disappointing to note that such potential has not yet been exploited fully. The seaplane services will hopefully revolutionize the nation’s regional connectivity. The Committee takes note of the steps taken by the Ministry to encourage seaplane operations. The Committee recommends that the Government should put in place, requisite policies and infrastructure, in order to enable more seaplane operations in India. The Committee desires that the Ministry should ensure that the necessary amenities keeping up with 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 operation of seaplanes. The Committee also underlines the urgent need to formulate a ‘Seaplane Policy’.

Helicopter operations

27.A. The Committee is aware of the fact that there exists an immense potential for far more helicopter operations in India. The Committee understands that the major stumbling block in increasing the number of helicopter operations in India is that the regulations governing civil helicopters in India are very restrictive, making the operation of helicopters unviable. Another vital concern in this area is building of heliports, for which the support of State Governments is crucial.

27.A.1. The Committee is of the considered view that much more attention needs to be given to helicopter operations in the country. The Committee reiterates its recommendation in its 293rd Report that the Ministry should address the issues of proper maintenance of helicopters, replacement of aged helicopters and training of the crew, on priority basis. The Committee emphasizes the need for simulator module training for helicopter pilots for offshore landing. The Committee recommends that the Ministry should take urgent steps to ensure a network of heliports, in order to give necessary boost to the helicopter operations in the country. The Committee underlines the need for greater co-operation between the Ministry and State Governments for building heliports in the country.

Adequate connectivity of airports with roads and railways

28. Time and again, the Committee has been highlighting the vital issue of poor connectivity of airports with roads and railways. This shortcoming has proved to be a stumbling block in the connectivity domain of the logistics, created for hassle free and seamless movement of men and goods, across the length and breadth of the country.

28.1. The Committee emphasizes the invariable need to ensure that requisite synergy is achieved between/amongst the concerned Ministries/Departments, in order to make certain that airports are well connected with other means of transport such as road and railways, so that tourists/flyers reach their destinations, from the airports, in a smooth and safe manner. Further, the Ministry should collaborate with the State Governments and other stakeholders to ensure that adequate road and rail connectivity is available from the airports.

Cancellation or delaying of flights

28.A. The Ministry has informed the Committee that Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements (CAR) Section 3, Series M, Part IV on “Facilities to be provided to passengers by airlines due to denied boarding, cancellation of flights

and delays in flights”. Copy of the CAR is enclosed herewith. However, in view of the observation of the Department related Parliamentary Standing Committee on Transport, Tourism and Culture, a meeting was held on 04.12.2020 with airlines and airport operators, wherein airlines were sensitized to adequately facilitate the passengers in case of cancellation or delaying of flights and they should have pre-planned arrangements to assist passengers in such eventualities. All the participating airlines stated that they are strictly following the provisions of above-mentioned CAR and even go beyond it to assist passenger, wherever required. Airport operators also assured to extend necessary support to airlines in taking adequate care of the passengers.

Moreover, a meeting was held under the Chairmanship of Secretary (Civil Aviation) on 04.12.2020, where Chairman, Airports Authority of India, Director General, DGCA and other senior officers were present. DGCA has been directed to communicate to all the airlines/airports for extending necessary facilitation as per CAR. In cases where airlines are unable to provide such facilities, the airports should extend the necessary facilities as per CAR and collect the expenditure incurred in this regard from the airlines.

28.A.1. The Committee takes serious note of the inconvenience and trouble caused to the passengers in the event of rescheduling or cancellation of flights. The Committee recommends that the Ministry should ensure that necessary assistance should be given to the air travelers, in case of rescheduling/ cancellation of flight or missing connecting flight. The Committee strongly recommends that designated holding area should be provided at all airports to accommodate passengers who are stranded at the airport due to either of the above mentioned event. The Committee impresses upon the Ministry to urge upon the airlines to make sure that facilities such as food, water, medical help and accommodation are available to stranded passengers. The Committee impresses upon the Ministry to ensure that its guidelines in this regard are scrupulously adhered to by the airlines.

Vigilance Mechanism

29. On a query of the Committee regarding the Vigilance mechanism existing in AAI, the Ministry has stated that:-

1. The roles and functions of Vigilance Department are in conformity with CVC’s special chapter on “Vigilance for the PSUs”. The Vigilance Directorate of AAI is headed by a Chief Vigilance Officer of the level of Additional Secretary to Govt. of India. Corporate Vigilance Department (CVD) of AAI is located at New Delhi office whereas it also has

its five regional offices viz., Northern, Eastern, Western, Southern & North-Eastern located at New Delhi, Kolkata, Mumbai, Chennai and Guwahati respectively. There are 37 sanctioned posts of Vigilance Officers in different ranks and the Vigilance set-up in Corporate Vigilance Department is divided into two parts, Investigation wing and a Technical Wing reporting to the ED (Vigilance) who ultimately reports to CVO. The Investigation wing is headed by DCVO (I) whereas the Technical Wing is headed by DCVO (T). All the matters being looked after by the Vigilance Officers is confidential in nature, and it is also ensured that the files pertaining to Vigilance Directorate do not move outside and as such, an environment has been created to ensure transparency, impartiality and independency.

2. All the VOs are provided proper training through CBI Academy and other reputed institutes and are also apprised of the latest CVC guidelines. Thus it is ensured that they have proper knowledge and can perform their work correctly within the stipulated guidelines. All the Vigilance Officers are being guided on case to case basis for ensuring effective and timely conclusion of the cases being investigated by them. Monthly Vigilance Review Meeting of all the Vigilance Officers with CVO in line of CVC's guidelines is also held for keeping a proper track of the cases. In order to remove the bottlenecks in investigation, the issues requiring higher deliberations is taken up with the management, individually as well as collectively, through the Quarterly Vigilance Review Meetings.
3. All the complaints received in Corporate Vigilance Department are perused by the Chief Vigilance Officer and accordingly, orders are given for verification/ detailed investigation/ administrative action / or filing as deemed fit. The Complaints ordered for verification/detailed investigation are normally regarding corrupt practices (demanding or acceptance of bribe) / misuse of official position for private gain/doubtful integrity related to the officials of AAI including stakeholders. The complaints containing issues having serious irregularities by AAI employees which are criminal in nature involving external agencies, are referred for investigation by CBI with the approval of Disciplinary Authority. While handling the complaints, CVC guidelines are followed and all the anonymous/pseudonymous complaints are invariably filed.
4. On conclusion of investigation, a Note is sent by the CVO to the Management, recommending appropriate action viz.,:- Departmental action under Major/Minor penalty,

Administrative Action, Systemic Improvement, Closure etc. and the same is regularly followed up with the concerned Disciplinary Authority for deciding logically. CVD ensures that the Chargesheet/ Memorandum, etc. is drafted properly and subsequent to initiation of the Disciplinary proceedings, a monthly meeting is held with ED(HR) to remove bottlenecks and provide them assistance if any, for concluding the proceedings timely *i.e.* within the CVC stipulated time period. CVD also ensures that the First Stage and Second Stage Advice of CVC is understood in spirit by the concerned DA and is accordingly considered for implementation.

5. Apart from it, in its Proactive Preventive role, CVD carries out awareness campaigns wherein it creates sensitivity towards day-to-day matters having scope for malpractices and corruption. These campaigns include Vigilance Awareness Week (VAW), which is an yearly event and Vigilance Awareness programmes like Workshops, Lectures, Seminars etc. are being conducted throughout the year at different locations to achieve the objective of zero tolerance for corruption. CVD as a part of its proactive role, urges various key departments to codify their work procedures and revise their manuals for bringing transparency at workplace and reducing the scope for discretion. CVD, on the basis of deliberations taking place in workshops and field inspections, make suggestions to the management for systemic improvements on important issues.
6. CVD is also timely preparing the list of Officers of Doubtful Integrity as well as Agreed lists in consultation with 30 branches of CBI and is ensuring that these officers are posted to Non-sensitive positions.

29.1. The Committee takes note of the Vigilance mechanism existing in AAI and desires that necessary periodic steps should be taken to strengthen the Vigilance mechanism in AAI.

Various issues related to airports

30. While deliberating upon the subject, the Members of the Committee raised various issues related to some airports in the country. The reply of the Ministry regarding these issues are given below:

Kolhapur airport

30.1. On the issue of providing night landing facility at Kolhapur airport, the Ministry has mentioned that presently, night landing is not permitted at Kolhapur airport. AAI has applied to

DGCA for conversion of license of Kolhapur airport from Day VFR to IFR (All weather operations) to enable night landing facility at the airport.

30.2. Regarding the feasibility of starting a pilot training academy and a maintenance Centre at Kolhapur airport, the Ministry has underlined that:

- a. The airstrip at Kolhapur Airport is approx. 5000 feet long and is suitable for setting up of FTOs.
- b. To operationalize any of the airfield for FTO purpose, any State Government or any operator can apply to DGCA as per the laid down rules.

Thiruvananthapuram and Calicut airports

30.3. In respect of the future of the Thiruvananthapuram and Calicut airports, the Ministry has submitted that the Trivandrum airport will be operated, maintained and developed by the concessionaire in accordance the master plan prepared by concessionaire. In order to monitor the performance of concessionaire, key performance indicators are defined in the concessionaire agreement which concessionaire has to satisfy.

30.4. Regarding privatization of Calicut Airport, it is submitted that Calicut airport is not being considered in the next round of PPP transaction to be undertaken by AAI.

Patna Airport

30.5. In response to a query raised by the Standing Committee regarding shortage of CISF staff at Patna airport, the Ministry has highlighted that the existing sanctioned strength of Patna Airport is 343 and at present, the airport is operating at full strength. To meet the additional number of flights after extension and modification of terminal building, a proposal for posting of 40 more CISF personnel under ISDP at Patna airport is under consideration in MHA.

Jewar and Navi Mumbai Airports

30.6. In respect of operationalization of Jewar and Navi Mumbai Airports, the Ministry has stated that both Jewar and Navi Mumbai airports are being developed by the respective State Governments *i.e.*, Govt. of Uttar Pradesh (GoUP) and Govt. of Maharashtra (GoMh) under PPP mode and have awarded the projects to PPP Concessionaires. The State Governments have set a target to complete the construction work and operationalize both the airports during 2023-24.

Gondia, Amravati and Chandrapur airports

30.7. Regarding the plans of AAI for operations at the existing airports at Gondia & Amravati and the upcoming airport at Chandrapur, the Ministry has stated that Gondia Airport is already

being used for Flying training by National Flying Training Institute (NFTI). All facilities are available at airside and city side for commercial operation.

30.8. Also under UDAN 4.0, a bid for Gondia airport connecting Indore & Hyderabad is under consideration.

30.9. Amravati & Chandrapur airports belong to the State Govt. and MADC is the nodal agency for their operation and maintenance.

30.10. In addition, “Mumbai-Amravati-Mumbai” RCS route was awarded to M/s Alliance Air under UDAN 3.0 and Amravati Airport is under upgradation by MADC.

Bihta airport

30.11. With regard to the status of the airport proposed at Bihta, AAI has proposed to develop Bihta Airport at a cost of Rs. 981 crore to the Ministry of Civil Aviation for appraisal of Public Investment Board. However, AAI has projected a demand of 191.5 acre land for runway extension for accommodation of wide bodied aircraft. However, the response of State Govt. is awaited in the matter.

30.12. The Committee takes note of the reply furnished by the Ministry on the issues raised by the Members of the Committee. The Committee desires that the Ministry should take appropriate and timely follow-up action, to ensure that the concerns raised by the Members of the Committee are duly addressed.

Suggestions given by private airlines

31. A questionnaire on the Subject was forwarded to the private airlines and their written replies thereon were obtained. The private airlines, in their written replies furnished to the Committee, have made the following suggestions:-

(i) Go Air

- a. AAI should start creating HUBS at tier 2 airports and create good transfer facilities for quick turnaround.
- b. More aerobridges, ideally internationally, its appx 95% aerobridge boardings for all flights.
- c. Watch hours should be 24 x 7, especially at diversion airfields saving huge fuel costs to airlines.
- d. More night parkings to be created.

(ii) Indigo Airlines

Currently, Indian LCCs offer the bulk of capacity on domestic routes, and also a significant amount of capacity on international routes to/from India. However, in order to leverage their networks, Indian LCCs need integrated domestic-cum-international terminals at all major airports in India viz., Delhi, Mumbai, as well as other cities in India. We suggest that all ongoing development such as redevelopment of T1 at Delhi as well as all future international airport development in India plan for such integrated terminals. At the same time, the focus should be on keeping costs as low as possible, so as to enable Indian carriers to compete with global carriers.

(iii) Air Vistara

New Green Field Airports may be planned a decade in advance based on anticipated demand. Existing airports' infrastructure may be similarly upgraded with 5 to 10 years advanced planning. Airport operating procedures to be in line with best international practices. Costs to Airlines like landing/parking charges or other aeronautical levies must be closely monitored and kept to the minimum levels in order not to burden passengers with undue fares and to ensure viability of airlines.

(iv) Air Asia

- a. Establish Parallel RWYs (Runway) and adequate RETs (Rapid Exit Taxiways).
- b. Airlines can be given a Native DCS (Departure Control System) option and not be bound to use CUTE (Common User Terminal Exchange) system which has significantly higher price.
- c. ACDM (Airport Collaboration Decision Making) must be made available.
- d. Disabled Aircraft removal kit must be provided at all airports.
- e. Adequate Ramp/ Apron facilities including staff amenities must be provided.
- f. Transparency in post door closure clearance by ATS (Air Traffic Services).
- g. Proper place for Cargo Booking and Delivery, not in some nook and corner.
- h. Single token ID or Health passes to be initiated.
- i. Look at ways to reduce SHA (Security Hold Area), ATC, Terminal building and airport Approach Road Congestions.
- j. Relaxation of Stringent Airport Environment and Streamlining of Multiple checkpoints.
- k. Airports may have the concept of AOCC (Airports Operations Control Centre) at all airports.

l. World Class Passenger Amenities to be available at all airports.

(v) Spice Jet

- a. Access to the Airport- Expressway, metro connectivity, public transport till airport
- b. Interconnected terminals
- c. Provision of assistance/assistive devices by airport operators for passengers with disability and reduced mobility
- d. Assistive aeronautical equipment /systems eg., ILS at all airports where weather and environmental issues persist
- e. Introduction of Inline screening at more airports.
- f. Reduction of screening time at SHA through an automated resource augmentation.
- g. Augmentation of passengers transfer management at departure and arrival.
- h. Airport signage may be more visible as per international standards
- i. User-friendly self-check-in and baggage drop.
- j. Biometric access controls for staff
- k. Staff welfare resources- Rest areas, cafeteria etc.- Most airports lack these amenities making airport non-employee friendly
- l. Automation and use of technology like E gates etc.
- m. Free Wi-Fi to passengers and Link-based flight information system visible through passenger mobile phones
- n. Voice command based information help desk

31.1. The Committee recommends that the Ministry should take note of the above-mentioned suggestions given by the private airlines and take concrete steps to ensure that they are implemented timely, so that the Civil Aviation sector is benefitted by the same. The Committee should be apprised of the specific action taken in this regard.

Aero Club of India

32. The Aero Club of India (ACI) was established in 1927. It is one of the oldest organizations in the world, in the field of Aviation. The Aero Club of India which was erstwhile ‘Royal Aero Club of India and Burma Ltd.’, was responsible for issuing flying licenses to pilots; to approve certified flight instructors; and to issue licenses for arms and wireless facilities to foreign aviators, during the pre-independence days. Two former Prime Ministers of the country have had an opportunity to be the President of Aero Club of India. Post independence, the Aero Club of India had the financial support of Government of India and has been budgeted several

times to carry on the activities of Flying Training and also the promotion of Air Sports. The building of Aero Club of India was initially allotted by the Ministry of Tourism. Then, the National Airports Authority of India was created and thereafter, the Airports Authority of India. The land and assets of Safdarjung Airport were transferred to the Airports Authority of India. It is pertinent to note that the building of Aero Club of India which was on a leased space for a period of 33 years, was made by the funds of Aero Club of India itself. The Aero Club of India had formally requested the Airports Authority of India and the Ministry of Civil Aviation to extend the lease which came to end in the year 2013. However, no decision was taken on the extension of land lease of Aero Club of India and after a period of 3 years, it was informed that Aero Club of India should be evicted since it did not get the formal approval of the Board of Airports Authority of India. Market rent was imposed on Aero Club of India after the lease ended; thereafter eviction proceeding was initiated; fine was imposed on Aero Club of India; and subsequently, Aero Club of India was evicted. **The Committee takes note that the Aero Club of India is an arm of the Government and the action taken by Airports Authority of India has created disruption in the functioning of Aero Club of India. The Committee strongly recommends that Airports Authority of India should waive off the penalty and restore the original status of ACI building to Aero Club of India.**

Statutory provisions/ guidelines

33. The Committee impresses upon the Ministry, the imperative need to ensure that the recommendations made by the Committee are given serious thought and deliberation; and due consideration should be given to the facts and the issues involved therein. Therefore, it is necessary that all possible steps are taken to ensure that they are implemented in letter and spirit, within a designated time frame. Further, the Committee recommends that the statutory provisions/ guidelines, wherever needed and necessary for the implementation of the recommendations, should be formulated by the Ministry without any delay. The Committee desires that in case of any difficulty/ problems faced by the Ministry in the implementation of the recommendations, the Committee may be apprised thereof.

RECOMMENDATIONS/ OBSERVATIONS AT A GLANCE

Air Traffic Services

The Committee is of the considered opinion that keeping in view the exponential air traffic growth witnessed in the country in the past few years, it is essential that best international practices as regards the Air Navigation Services are adopted and implemented in the country. The Committee strongly feels that a futuristic Master Plan for Air Navigation Services is inevitable so that substantial benefits are accrued to all the stakeholders. The Committee emphasizes the need to ensure strict adherence to the international standards of safety and security in the civil aviation sector. The Committee recommends that the Ministry should ensure that steps should be taken to upgrade the ANS facilities and procedures and to give due emphasis on research, development and training.

(Para 9.3)

The Committee is disturbed to note that considerable delay in flight operations and cancellation of flights occur at various airports, due to non-availability of CAT-II or CAT-III facility. The Committee takes serious note of the inconvenience and delays faced by the flyers and international & domestic tourists, due to the dearth of requisite navigation technology at the airports. The Committee fails to understand the reason behind non-installation of CAT-II/ CAT-III facilities in all airports in the country, in the present age of modern technology. The Committee recommends that the Ministry should ensure that the upgradation of air navigation infrastructure in the country should be given utmost priority and that the navigation facilities should be kept in line with international standards.

(Para 9.5)

The Committee emphasizes the imminent need to employ modern technologically advanced navigational 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 manner.

(Para 9.6)

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. 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 9.7)

The Committee recommends that a High Powered Committee should be constituted both for flexi air space management and issues related to Civil Enclaves to address these issues comprehensively.

(Para 9.8)

Development, Upgradation and Modernization of Airports

Airports play a vital role in the economic growth of the country since they open the doors for tourism and trade. Despite India being the world's fastest growing aviation market, its airports are grappling with serious capacity constraints because such a quick pace of growth in the aviation sector has resulted in a strain on the aviation infrastructure, resulting in traffic congestions and delays at many of the airports. If a high growth rate in civil aviation sector is to be sustained, it is imperative that urgent steps be taken to augment and modernize India's aviation infrastructure.

(Para 10.6)

The Committee underscores the fact that our airports should be developed in such a way that they emerge as symbols of national pride. The Committee highlights the urgent need to

successfully manage the demand vs. traffic capacity of airports. The Committee urges upon the Ministry to develop a comprehensive, strategic and futuristic Master Plan for implementation of projects to provide world class airport infrastructure, by bringing in cutting edge technology and the global best practices of the aviation industry. The Committee desires that the Ministry should address not only the existing capacity constraints in various airports, but also address infrastructural requirements in the context of growth scenario forecast for the next decade. The Committee emphasizes the need for the removal of the existing bottlenecks in order to enable the aviation infrastructure to keep up with the growing demand in the Civil Aviation sector. Further, it should be strictly ensured that the development/upgradation of airport projects are completed as per the prescribed timelines.

(Para 10.7)

The Committee underlines the need for a well chalked out Master Plan with regard to aviation infrastructure, in order to ensure that the requirements of the growth in the civil aviation sector are properly catered to. The Committee urges the Ministry to ensure that adequate parking space and landing slots are available at the airports.

(Para 10.8)

The Committee notes that potential growth in the passenger and cargo traffic would require enormous investments in terms of construction of new airports and expansion & modernization of existing airports. The Committee understands that lenders are cautious about issuing long-term debt to airport operators. The Committee, therefore, would like the Ministry to formulate necessary policies, schemes and guidelines, to attract the requisite investment for airport projects.

(Para 10.9)

The Committee desires that the Ministry should ensure that amenities which match up to international standards are available at all the airports and that periodic maintenance is carried out efficiently. The Committee recommends that the Ministry should ensure sufficient space for commercial shops, while granting approval for new airports. The Committee recommends that the Ministry should consider mandatorily earmarking minimum 100 acres of land, while making plans for future 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, that has been allocated for the airports should not be sold and should be kept for future aviation developmental activities.

(Para 10.10)

The Committee takes cognizance of the fact that there is a need to look at the entire mechanism of development of airports and the way the airport concessions are given. At present, the rights to operate airports are given to individuals or entities who bid the highest with the Airports Authority of India. When those services are given to the highest bidder, the highest bidder charges the highest amount of money from the airlines, which has little or no bearing on the actual cost of the service. The Committee, therefore, recommends that the Ministry should seriously look into these issues and take urgent steps to ensure that such anomalies are rectified.

(Para 10.11)

The Committee has been given to understand that large number of institutional clearances are required for airport projects, which leads to delays and cost escalation. Therefore, the Committee recommends in this regard that the Ministry should set up a single-window clearance mechanism in order to facilitate timely grant of institutional clearances for airport projects and ensure completion of such projects within the stipulated time period.

(Para 10.12)

Privatization of Airports

The Committee realizes the huge demand for more airports in the country. The Committee recognizes the fact that it is not feasible for AAI to meet the investment requirements to develop and maintain all the airports in the country. The Committee appreciates the inevitable need for Public Private Partnership in the development and maintenance of airports. The Committee endorses the provisions proposed in the Airports Economic Regulatory Authority of India (Amendment) Bill, 2021 which would facilitate the development of both high traffic volume and low traffic volume airports together, in a holistic manner.

(Para 11.10)

The Committee emphasizes the need to ensure absolute transparency in all PPP airport projects. The Committee desires that the Ministry should ensure that a proper policy and regulatory framework governing the PPP airport projects, is put in place. The Committee underlines the need to ensure a proper auditing mechanism with regard to PPP projects.

The Committee strongly recommends that the Ministry should ensure that the airport charges on the passengers are equitable and commensurate with the operational costs.

(Para 11.11)

The Committee desires that the Ministry should ensure that the career interests of the employees of AAI are protected in case of privatization of airports.

(Para 11.12)

UDAN Scheme

The Committee takes note of the growing demand for regional air services, which would make it possible for our country to emerge as a major player in the aviation industry. The Committee feels that UDAN Scheme will help in relieving the congestion at major airports and enable us to develop the much needed hub-and-spoke mechanism. The Committee notes that although the airlines industry got a huge fillip with the launch of RCS, air connectivity in the country is largely confined to routes connecting State capitals and large towns; and many parts of the country still remain unconnected by air services. Therefore, the Committee recommends that the Ministry of Civil Aviation should take urgent effective steps to ensure adequate air connectivity in different parts of the country under RCS. The Committee also desires that the benefits under the Regional Connectivity Scheme, currently restricted to three years, should be extended by another two years, to give airlines an opportunity to transform a fledgling route into a strong and revenue-generating one.

(Para 12.2)

The Committee urges upon 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 12.3)

The Committee observes that direct air connectivity to tourist destinations and cultural sites in the country can massively promote the tourism industry which will lead to generation of more employment opportunities and faster economic growth. The Committee, therefore, observes that there is an imperative need for close co-ordination between the Ministry of Civil Aviation, and the Ministries of Tourism & 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, who are vital stakeholders in this regard.

(Para 12.4)

The Committee desires that the Ministry should examine the reasons for non-commencement of the awarded routes; identify the bottlenecks in this regard; and chalk out strategic steps to timely address the issues involved.

(Para 12.5.1)

The Committee understands that there are many non-operational airstrips/airports owned by AAI and State Governments. The Committee is of the view that operationalizing these inactive AAI and State Government airstrips will ease out the pressure currently prevailing on the airport infrastructure in the country. The Committee recommends that unused airstrips and dormant airports should be utilized for promoting regional/remote areas air connectivity under RCS.

(Para 12.6)

The Committee takes note of the issues related to lack of adequate infrastructure of airports due to non-availability of land, delay related to compliance of the regulations by the airport operators, lack of road connectivity to the airports etc., that need to be addressed on priority. The Committee recommends that the Ministry should take urgent remedial steps to address these vital concerns. The Committee also notes that support from the State Governments in the shape of multimodal connectivity, utilities, land availability, security etc. are critical to the promotion of regional air connectivity under RCS. The Committee would, therefore, like to urge upon the Ministry of Civil Aviation to impress upon the State Governments, to form a dedicated mechanism mandated to offer one-stop solutions to airline and airport operators, with the objective of promoting regional air connectivity under RCS.

(Para 12.7)

Development of Cargo Sector

The Committee recognizes the fact that India's strategic geographical location, swelling economy and the growth registered in international & domestic trade in the last decade are congenial to the growth in the air cargo sector. The Committee is disappointed to note that despite these advantages, India has not fully realized its potential in terms of air cargo. The

Committee realizes the sad fact that inadequate infrastructure is a major bottleneck in developing the country's air cargo sector. The Committee, therefore, recommends that the Ministry should take effective steps to establish dedicated cargo airports in the country and to provide requisite facilities for the enhancement of air cargo facilities, while setting up new airports.

(Para 13.7)

Since automation is crucial for an efficient air freight mechanism, the Committee recommends that the Ministry, in co-ordination with the stakeholders, should take effective steps to automate information systems and to streamline/ simplify the respective processes and regulations for faster, transparent and seamless movement of air cargo.

(Para 13.8)

The Committee takes serious note of the fact that due to the Open Sky Policy for cargo in India, foreign carriers carry 90%- 95% of the international cargo, to and from India, while Indian air cargo operators face many barriers when they go into other countries. The Committee, therefore, recommends that in order to provide a level playing field for Indian air cargo operators, the Ministry of Civil Aviation should make appropriate changes in the Open Sky Policy for cargo. The Committee also recommends that Ministry/DGCA should take note of Indian cargo operators facing discriminatory and restrictive practices or regulatory impediments in operating international cargo flights in any of the foreign countries and take urgent steps to address/resolve them. The Committee may be apprised of the action taken and the outcome achieved in this regard.

(Para 13.9)

The Committee reiterates its recommendation made in its 293rd Report that the Ministry should take timely action to address the issues of congestion at the entry of terminal, inadequate screening, inadequate storage space, lack of temperature facility etc. at the cargo terminals. The Committee also recommends that the Ministry should take steps to ensure that attractive and uniform transit handling costs and procedures are implemented across all airports in the country.

(Para 13.10)

Maintenance, Repair and Overhaul (MRO) infrastructure

The Committee observes that there has been a tremendous growth in the MRO opportunities that can be exploited by our country, enabled due to the rapid growth in the

Civil Aviation sector witnessed in the recent past. India has huge potential to be an MRO hub which can accommodate the growing Civil Aviation needs of the country and also other countries. Aircraft MRO services are critical in the aviation value chain and it would be of a huge loss for the country, if we do not tap the vast technical and skilled personnel available in this field in the country. However, the Committee is disappointed to note that the country has not yet been able to fully exploit the opportunities available in this sector.

(Para 14.2)

The Committee understands that a major deterrent for the growth of the MRO industry is high taxation of MRO components. The Committee strongly recommends that the Ministry should give necessary focus on the issues presently faced in the MRO sector in order to ensure that India evolves into a key international player in offering MRO facilities. The Committee recommends that the Ministry should take necessary steps to ensure that MRO workshops are set up in all the metro cities in the country, in order to attract international business. The Committee also emphasizes the need for enhanced collaboration between defence and civil MROs.

(Para 14.3)

Pilot Training Institutes

The Committee emphasizes the imperative need to make available, state-of-the-art facilities for the training of professionals in the aviation sector. Keeping in view the rapid growth in the Indian aviation industry and shortage of pilots faced in India, the Committee recommends that the Ministry should set up new Institutes for Pilot Training and to revamp the existing ones by providing modern simulators and also augment the capacity intake of students in the existing Institutes. The Committee recommends that the Ministry should envisage setting up of Pilot Training Institute adjacent to the airport, at least in one airport, in each State. The Committee strongly recommends that the training facilities offered to the various technical professionals in the Civil Aviation sector, such as pilots, ATC controllers, technicians, safety inspectors and engineers should match up with standardized international training facilities. The Ministry should also take necessary steps to ensure that sufficient number of trainers are made available, by offering incentives which would attract them to this field.

(Para 15.1)

Pollution Control

The Committee appreciates the steps taken by AAI to reduce carbon footprints and desires that AAI should update its pollution control methods to meet international best practices in this regard.

(Para 16.10)

COVID-19 pandemic

The Committee appreciates the public safety measures adopted by the Ministry of Civil Aviation during the COVID-19 pandemic. The Committee desires that the Ministry should ensure that such measures are periodically updated in tune with international best practices in this regard.

(Para 17.1)

Impact of the COVID-19 pandemic

The Committee is well aware of the fact that the aviation sector has been badly hit by 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. The Committee recommends that the Ministry should adopt relief measures to help the airlines tide over the adverse impact of the pandemic and that the Ministry should envisage immediate and long term measures, to enable the resurgence of the airlines in the country.

(Para 18.5)

The Committee desires that the Ministry should take necessary steps to ensure short term waiver or short term put off, in terms of aviation charges, for sustaining a viable aviation industry. The Committee is of the view that all airlines and aviation-related business must be treated as priority sector lending. The Committee reiterates the recommendation made in its 293rd Report that the Ministry should provide a sectoral fund, which is professionally managed and which can provide structured debt to the airlines industry.

(Para 18.6)

Training Courses conducted by AAI

The Committee underlines the need for providing training courses to upgrade the skills of the employees of AAI. The Committee desires that the Ministry should ensure that the training courses conducted by AAI match up to international standards and that they are tailor-made to suit the requirements of the Civil Aviation sector.

(Para 19.1)

Vacancies in AAI

The Committee takes serious note of the vacancies existing in AAI at various levels. The Committee strongly feels that a vital organization such as AAI cannot afford to have so many vacancies. The Committee is especially perturbed to note the number of vacancies in the post of ATCOs. The Committee is apprehensive that such a situation will adversely affect the work output of ATCOs by putting them under immense stress, thereby, compromising the safety of flight operations. The Committee recommends that the Ministry should take urgent concrete steps to fill up the vacancies existing in AAI.

(Para 21.3)

The Committee desires that the Ministry may furnish the reasons therefor, to the Committee, in its Action Taken Report.

(Para 21.4)

The Committee desires that the Ministry may furnish the reasons therefor, to the Committee, in its Action Taken Report.

(Para 21.5)

The Committee is eager to know about the reasons for such abolition of posts and the impact thereof, on the functioning of the organization. The Committee desires that this information may be furnished by the Ministry in its Action Taken Report.

(Para 21.6)

Digi Yatra

The Committee hopes that Digi Yatra will enable seamless and paperless journey for the air travelers in the country. The Committee desires that the Ministry should implement more such initiatives which would benefit the passengers.

(Para 22.3)

Digital Sky

The Committee appreciates this initiative of the Ministry. The Committee hopes that Digital Sky would turn out to be beneficial to the drone ecosystem in the country.

(Para 23.3)

Air Sewa

While appreciating the initiative of the Ministry, the Committee recommends that the Ministry should ensure that the grievances of passengers are addressed effectively 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.

(Para 24.4)

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

The Committee appreciates the sensitivity and empathy shown by the Ministry, towards the genuine needs and concerns of the differently abled people. The Committee exhorts the Ministry to take similar steps to ensure a barrier free and conducive travel environment for differently abled people.

(Para 25.1)

Optimal Utilization of Airspace

The Committee understands that India’s airspace is very complex and that it gives rise to many challenges. One such challenge is ensuring optimal usage of the airspace, which requires comprehensive planning and management. The Committee appreciates the steps taken by AAI to ensure optimal use of airspace. The Committee hopes that the optimal utilization of Indian airspace will lead to reduction in flight time, fuel consumption and carbon emission. The Committee desires that the Ministry should explore more effective steps in this direction and implement the same.

(Para 26.2)

The Committee would like to know the actual details of savings of the targeted 1000 crores by rationalization in the flexi air space. The Committee recommends that a High Level Committee should be constituted by including stakeholders such as Airlines, Air Traffic Controllers i.e., Airports Authority of India and that a comprehensive exercise should be done in this regard. Also, a Road Map should be formulated for negotiation with the Indian Air Force, in order to achieve the targeted savings.

(Para 26.3)

Seaplane Operations

The Committee recognizes the immense potential available for seaplanes operations in the country. However, it is disappointing to note that such potential has not yet been exploited fully. The seaplane services will hopefully revolutionize the nation’s regional connectivity. The Committee takes note of the steps taken by the Ministry to encourage seaplane operations. The Committee recommends that the Government should put in place, requisite policies and infrastructure, in order to enable more seaplane operations in India.

The Committee desires that the Ministry should ensure that the necessary amenities keeping up with 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 operation of seaplanes. The Committee also underlines the urgent need to formulate a ‘Seaplane Policy’.

(Para 27.5)

Helicopter operations

The Committee is of the considered view that much more attention needs to be given to helicopter operations in the country. The Committee reiterates its recommendation in its 293rd Report that the Ministry should address the issues of proper maintenance of helicopters, replacement of aged helicopters and training of the crew, on priority basis. The Committee emphasizes the need for simulator module training for helicopter pilots for offshore landing. The Committee recommends that the Ministry should take urgent steps to ensure a network of heliports, in order to give necessary boost to the helicopter operations in the country. The Committee underlines the need for greater co-operation between the Ministry and State Governments for building heliports in the country.

(Para 27.A.1)

Adequate connectivity of airports with roads and railways

The Committee emphasizes the invariable need to ensure that requisite synergy is achieved between/amongst the concerned Ministries/Departments, in order to make certain that airports are well connected with other means of transport such as road and railways, so that tourists/flyers reach their destinations, from the airports, in a smooth and safe manner. Further, the Ministry should collaborate with the State Governments and other stakeholders to ensure that adequate road and rail connectivity is available from the airports.

(Para 28.1)

Cancellation or delaying of flights

The Committee takes serious note of the inconvenience and trouble caused to the passengers in the event of rescheduling or cancellation of flights. The Committee recommends that the Ministry should ensure that necessary assistance should be given to the air travelers, in case of rescheduling/ cancellation of flight or missing connecting flight. The Committee strongly recommends that designated holding area should be provided at

all airports to accommodate passengers who are stranded at the airport due to either of the above mentioned event. The Committee impresses upon the Ministry to urge upon the airlines to make sure that facilities such as food, water, medical help and accommodation are available to stranded passengers. The Committee impresses upon the Ministry to ensure that its guidelines in this regard are scrupulously adhered to by the airlines.

(Para 28.A.1)

Vigilance Mechanism

The Committee takes note of the Vigilance mechanism existing in AAI and desires that necessary periodic steps should be taken to strengthen the Vigilance mechanism in AAI.

(Para 29.1)

Various issues related to airports

The Committee takes note of the reply furnished by the Ministry on the issues raised by the Members of the Committee. The Committee desires that the Ministry should take appropriate and timely follow-up action, to ensure that the concerns raised by the Members of the Committee are duly addressed.

(Para 30.12)

Suggestions given by private airlines

The Committee recommends that the Ministry should take note of the above-mentioned suggestions given by the private airlines and take concrete steps to ensure that they are implemented timely, so that the Civil Aviation sector is benefitted by the same. The Committee should be apprised of the specific action taken in this regard.

(Para 31.1)

Aero Club of India

The Committee takes note that the Aero Club of India is an arm of the Government and the action taken by Airports Authority of India has created disruption in the functioning of Aero Club of India. The Committee strongly recommends that Airports Authority of India should waive off the penalty and restore the original status of ACI building to Aero Club of India.

(Para 32)

Statutory provisions/ guidelines

The Committee impresses upon the Ministry, the imperative need to ensure that the recommendations made by the Committee are given serious thought and deliberation; and

due consideration should be given to the facts and the issues involved therein. Therefore, it is necessary that all possible steps are taken to ensure that they are implemented in letter and spirit, within a designated time frame. Further, the Committee recommends that the statutory provisions/ guidelines, wherever needed and necessary for the implementation of the recommendations, should be formulated by the Ministry without any delay. The Committee desires that in case of any difficulty/ problems faced by the Ministry in the implementation of the recommendations, the Committee may be apprised thereof.

(Para 33)

MINUTES

VIII
EIGHTH MEETING

The Committee met at 11:30 A.M. on Wednesday, the 30th December, 2020 in Main Committee Room, Ground Floor, Parliament House Annexe, New Delhi.

Members present:

1. **Shri T.G. Venkatesh** - **Chairman**

RAJYA SABHA

2. Shri Sambhaji Chhatrapati
3. Shri Vinay Dinu Tendulkar
4. Shri K.C. Venugopal

LOK SABHA

5. Shri Tapir Gao
6. Shri Rahul Kaswan
7. Shri Sunil Baburao Mendhe
8. Shri K. Muraleedharan
9. Shri Chhedi Paswan
10. Shri Sunil Kumar Pintu
11. Shri Prince Raj
12. Shri Tirath Singh Rawat
13. Shri Rajiv Pratap Rudy
14. Shri Dushyant Singh
15. Shri Manoj Kumar Tiwari
16. 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

Witnesses

11:30 A.M.

MINISTRY OF CIVIL AVIATION

1. Shri Pradeep Singh Kharola Secretary
2. Ms. Rubina Ali Joint Secretary
3. Shri Amber Dubey Joint Secretary
4. Shri Pranjol Chandra Director (Parliament)

DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA)

5. Shri Arun Kumar Director General

BUREAU OF CIVIL AVIATION SECURITY (BCAS)

6. Shri Jaideep Prasad Joint Director General

AIR INDIA LTD.

7. Shri Rajiv Bansal Chairman & Managing Director

AIRPORTS AUTHORITY OF INDIA

8. Shri Arvind Singh Chairman
9. Shri Anuj Aggarwal Member (HR)
10. Shri I.N. Murthy Member (Operations)
11. Shri A.K. Pathak Member (Planning)
12. Shri K. Vinayak Rao Member (Finance)
13. Ms. Sangeeta Mahay Executive Director (Planning/RCS)

AIRCRAFT ACCIDENT INVESTIGATION BUREAU (AAIB)

14. Shri Aurobindo Handa Director General

COMMISSION OF RAILWAY SAFETY (CRS)

15. Shri Shailesh Kumar Pathak Chief Commissioner of Railway Safety
16. Shri Rajiv Kumar Dy. Commissioner of Railway Safety (G)
17. Shri Rajmal Khoiwal Chief Signalling and Telecommunication Engineer

2. At the outset, the Chairman welcomed the Members to the meeting of the Committee. He extended warm New Year greetings to the Members and their families. He informed the Members that the agenda of the meeting was to hear the Secretary, Ministry of Civil Aviation on the subject 'Functioning of Airports Authority of India' and on updated status of the recommendations of the Committee made in its 276th Report, regarding need for effective co-ordination mechanism among the Ministries of Civil Aviation, Shipping, Road Transport and Highways, Culture, Tourism and Railways and the creation of Core Group on safety and security.

(After the Secretary, Ministry of Civil Aviation took his seat)

3. The Chairman welcomed Secretary, Ministry of Civil Aviation; Chairman, Airports Authority of India alongwith other senior officials from the Ministry to the meeting and directed him to make his presentation. The Secretary, Ministry of Civil Aviation in his presentation on the subject 'Functioning of Airports Authority of India', mentioned that Airports Authority of India

(AAI), an unlisted Statutory Corporation constituted under the act of Parliament *i.e.*, Airports Authority of India Act, 1994 is 100% owned by the Government of India as the sole air navigation service provider in India. The main functions of AAI are control and management of the Indian air space; provision of Communication, Navigational and Surveillance Aids; expansion and strengthening of operational areas; design, development, operation and maintenance of passenger terminals; development and management of cargo terminals at international and domestic airports; and provision of passenger facilities in the passenger terminals.

4. Chairman, AAI apprised the Committee that the vision of AAI is to be the pre-eminent Air Navigation Service provider with global recognition with its state of art technology to drive safe navigation in the Indian airspace; maintain highest standards of excellence in providing modern, sustainable and robust airport infrastructure; improve air connectivity at unserved and under-served airports; effective management of the emerging challenges from the exponential air traffic growth and operations at Major airports through continuing efforts on cost reduction and enhancing non-aeronautical revenue. He also mentioned about the training establishments such as Indian Aviation Academy, New Delhi; Civil Aviation Training College, Allahabad, Fire Service Training Centres at New Delhi and Kolkata and Flying Training Institutes at Rae Bareilly and Gondia. Sharing the financial performance of AAI, he mentioned that the Revenue earned in 2019-20 was Rs. 12837.44 crores.

5. As regards the Core group on safety and security, the Secretary informed the Committee that in pursuance of the Committee's recommendation a Core Group has been formed for effective co-ordination among the Ministries concerned and that three meetings of the Group have been held till date.

6. Members of the Committee raised various queries, some of which were replied to by the Secretary, Ministry of Civil Aviation. The Chairman then directed that written replies to the queries which remained unanswered may be sent to the Secretariat within a week.

(The witnesses then withdrew)

7. * * *
8. A verbatim record of the proceedings of the meeting was kept.
9. The meeting adjourned at 1:33 P.M.

**New Delhi,
30th December, 2020**

**P. Narayanan
Director**

XXIII

TWENTY THIRD MEETING

The Committee met at 4:00 P.M. on Wednesday, the 28th July, 2021 in Committee Room 'D', Ground Floor, Parliament House Annexe, New Delhi.

Members present:

1. **Shri T.G. Venkatesh** - Chairman

RAJYA SABHA

2. Shri Derek O'Brien
3. Shri Vinay Dinu Tendulkar
4. Shri K.C. Venugopal
5. Shri Sushil Kumar Modi

LOK SABHA

6. Shri Tapir Gao
7. Shri Rahul Kaswan
8. Ramesh Chandra Majhi
9. Shri Sunil Baburao Mendhe
10. Shri Sunil Kumar Pintu
11. Shri Prince Raj
12. Shri Tirath Singh Rawat
13. Shri Dushyant Singh
14. Shri Manoj Tiwari
15. Shri Krupal Balaji Tumane

SECRETARIAT

Dr. Shikha Darbai, Joint Secretary & Financial Advisor
Shri P. Narayanan, Director
Shri Dinesh Singh, Additional Director
Shri Rajendra Prasad Shukla, Additional Director
Ms. Catherine John L., Under Secretary

Witnesses

Ministry of Civil Aviation

- 1 Shri Pradeep Singh Kharola Secretary
- 2 Ms. Rubina Ali Joint Secretary

Air India

Shri Rajiv Bansal	CMD
<u>Directorate General of Civil Aviation</u>	
Shri Arun Kumar	Director General
<u>Bureau of Civil Aviation Security</u>	
Shri Jaideep Prasad	Joint Director General
<u>Aircraft Accident Investigation Bureau</u>	
Shri Aurobindo Handa	Director General
<u>Airports Economic Regulatory Authority of India</u>	
Shri B. S. Bhullar	Chairman
<u>Airports Authority of India</u>	
1 Shri Sanjeev Kumar	Chairman
2 Shri I.N. Murthy	Member (Ops.)
3 Shri A.K. Pathak	Member (Planning)
<u>Commission of Railway Safety (CRS)</u>	
1 Shri S. K. Pathak	CCRS
2 Shri Rajmal Khoiwal	CSTE
3 Shri Rajiv Kumar	Deputy CRS (G)
<u>Pawan Hans Limited</u>	
Shri Sanjeev Razdan	CMD
<u>Indira Gandhi Rashtriya Uran Akademi (IGRUA)</u>	
Shri Krishnendu Gupta	Director

2. At the outset, the Chairman welcomed the Members to the meeting of the Committee. The Chairman informed the Members that the agenda of the meeting was to hear the Secretary, Ministry of Civil Aviation on the subject 'Functioning of Airports Authority of India'.

Oral Evidence of Secretary, Ministry of Civil Aviation

3. The Chairman welcomed the Secretary, Ministry of Civil Aviation and other senior officials from the Ministry and its organizations to the meeting.

4. The Chairman, Airports Authority of India (AAI) then made a detailed presentation regarding the functioning of AAI. He stated that AAI functions under the Ministry of Civil

Aviation and is responsible for creating; upgrading; maintaining; and managing aviation infrastructure in India. He informed the Committee that AAI provides Communication Navigation Surveillance/ Air Traffic Management (CNS/ ATM) services over Indian airspace and adjoining oceanic areas. He explained that AAI operates and maintains 136 airports including 30 Civil Enclaves at Defence airfields in the country. Out of these 136 airports, 110 airports are operational, out of which 24 are AAI International airports including 3 International Civil Enclaves; 10 are AAI Customs airports including 4 Customs Civil Enclaves; and 76 are AAI Domestic (Operational) airports, including 21 Domestic (Operational) Civil Enclaves.

5. He apprised the Committee that under the National Civil Aviation Policy 2016, Ministry of Civil Aviation launched Regional Connectivity Scheme (RCS) UDAN on 21st October, 2016. He further stated that under RCS UDAN, 359 routes have been operationalized so far, out of a total of 780 awarded routes and that in all, 1000 routes are to be operationalized till 2024. He also informed the Committee that 59 RCS airports including 5 Heliports and 2 water aerodromes (19 Underserved and 40 Unserved) have been successfully developed and operationalized.

6. He stressed upon the fact that only 60% of the national airspace is available with AAI for civilian flights and that the rest is with the Ministry of Defence. He further stated that such restrictions cause higher travel distance, fuel burn, operational cost and carbon footprint. He informed the Committee that under Flexible Use of Airspace (FUA), Upper airspace of 48 Restricted Areas under IAF have been converted into Temporary Reserved Airspace (TRA) and through these TRA, Conditional Routes (CDR) were made available for civil flights.

7. He elaborated that AAI Cargo Logistics and Allied Services (AAICLAS), a 100% subsidiary Company of AAI, presently operates 30 Domestic Air Cargo Terminals, 20 International Air Cargo Terminals and at 7 airports, domestic air cargo movement through passenger terminal with BCAS approval.

8. The Secretary, Ministry of Civil Aviation informed the Committee that eight new flying training schools are being set up in the private sector. He apprised the Committee about the present situation with regard to airports at Bihta, Calicut, Hologgi, Darbhanga, Jharsuguda and Thiruvananthapuram airports.

9. Members of the Committee raised various queries, some of which were replied to by the witnesses. The Chairman then directed that written replies to the queries which remained unanswered may be sent to the Secretariat within a week.

(The witnesses then withdrew)

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

11. The meeting adjourned at 6:15 P.M.

**New Delhi,
28th July, 2021**

**P. Narayanan
Director**

XXIV
TWENTY FOURTH MEETING

The Committee met at 10:30 A.M. on Friday, the 30th July, 2021 in Committee Room - B, Ground Floor, Parliament House Annexe, New Delhi.

Members present:

1. **Shri T.G. Venkatesh** - **Chairman**

RAJYA SABHA

2. Shri Sushil Kumar Modi
3. Dr. Sonal Mansingh
4. Shri Vinay Dinu Tendulkar

LOK SABHA

5. Shri Ramesh Chandra Majhi
6. Shri K. Muraleedharan
7. Shri Sunil Kumar Pintu
8. Shri Prince Raj
9. Shri Tirath Singh Rawat
10. Shri Rajiv Pratap Rudy
11. Shri Dushyant Singh
12. Shri Ramdas Chandrabhanji Tadas
13. Shri Manoj Tiwari

SECRETARIAT

Dr. Shikha Darbari, Joint Secretary & Financial Advisor

Shri P. Narayanan, Director

Shri Dinesh Singh, Additional Director

Shri Rajendra Prasad Shukla, 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. He informed the Members that the agenda of the meeting was to consider and adopt the draft Report of the Committee on the subject 'Functioning of Airports Authority of India' and sought their views on the draft Report.

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 of the Committee on the subject 'Functioning of Airports Authority of India' to both the Houses of Parliament on 2nd August, 2021. The Committee, accordingly, authorized Shri T.G. Venkatesh, Chairman and in his absence, Shri Sambhaji Chhatrapati, M.P. to present the Report in Rajya Sabha. Shri Rajiv Pratap Rudy, M.P. and in his absence, Shri Kamlesh Paswan, M.P. was authorized to lay the above mentioned Report on the Table of Lok Sabha.

5. * * *

6. * * *

7. The meeting adjourned at 11:00 A.M.

New Delhi,

30th July, 2021

P. Narayanan

Director

ANNEXURES

**LIST OF WITNESSES APPEARING BEFORE THE DEPARTMENT- RELATED
PARLIAMENTARY STANDING COMMITTEE ON
TRANSPORT, TOURISM AND CULTURE**

11:30 A.M.

MINISTRY OF CIVIL AVIATION

- | | | |
|----|----------------------------|-----------------------|
| 1. | Shri Pradeep Singh Kharola | Secretary |
| 2. | Ms. Rubina Ali | Joint Secretary |
| 3. | Shri Amber Dubey | Joint Secretary |
| 4. | Shri Pranjol Chandra | Director (Parliament) |

DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA)

- | | | |
|----|-----------------|------------------|
| 5. | Shri Arun Kumar | Director General |
|----|-----------------|------------------|

BUREAU OF CIVIL AVIATION SECURITY (BCAS)

- | | | |
|----|---------------------|------------------------|
| 6. | Shri Jaideep Prasad | Joint Director General |
|----|---------------------|------------------------|

AIR INDIA LTD.

- | | | |
|----|-------------------|------------------------------|
| 7. | Shri Rajiv Bansal | Chairman & Managing Director |
|----|-------------------|------------------------------|

AIRPORTS AUTHORITY OF INDIA

- | | | |
|-----|---------------------|-----------------------------------|
| 8. | Shri Arvind Singh | Chairman |
| 9. | Shri Anuj Aggarwal | Member (HR) |
| 10. | Shri I.N. Murthy | Member (Operations) |
| 11. | Shri A.K. Pathak | Member (Planning) |
| 12. | Shri K. Vinayak Rao | Member (Finance) |
| 13. | Ms. Sangeeta Mahay | Executive Director (Planning/RCS) |

AIRCRAFT ACCIDENT INVESTIGATION BUREAU (AAIB)

- | | | |
|-----|----------------------|------------------|
| 14. | Shri Aurobindo Handa | Director General |
|-----|----------------------|------------------|

COMMISSION OF RAILWAY SAFETY (CRS)

- | | | |
|-----|----------------------------|---|
| 15. | Shri Shailesh Kumar Pathak | Chief Commissioner of Railway Safety |
| 16. | Shri Rajiv Kumar | Dy. Commissioner of Railway Safety (G) |
| 17. | Shri Rajmal Khoiwal | Chief Signalling and Telecommunication Engineer |

**LIST OF WITNESSES APPEARING BEFORE THE DEPARTMENT- RELATED
PARLIAMENTARY STANDING COMMITTEE ON
TRANSPORT, TOURISM AND CULTURE**

4:00 P.M.

Ministry of Civil Aviation

1	Shri Pradeep Singh Kharola	Secretary
2	Ms. Usha Padhee	Joint Secretary
3	Ms. Rubina Ali	Joint Secretary
4	Shri Amber Dubey	Joint Secretary

Air India

5	Shri Rajiv Bansal	CMD
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Directorate General of Civil Aviation

6	Shri Arun Kumar	Director General
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Bureau of Civil Aviation Security

7	Shri Jaideep Prasad	Joint Director General
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Aircraft Accident Investigation Bureau

8	Shri Aurobindo Handa	Director General
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Airports Economic Regulatory Authority of India

9	Shri B. S. Bhullar	Chairman
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Airports Authority of India

10	Shri Sanjeev Kumar	Chairman
11	Shri I.N. Murthy	Member (Operations)
12	Shri A.K. Pathak	Member (Planning)

Commission of Railway Safety (CRS)

13	Shri S. K. Pathak	CCRS
14	Shri Rajmal Khoiwal	CSTE
15	Shri Rajiv Kumar	Deputy CRS (G)

Pawan Hans Limited

16	Shri Sanjeev Razdan	CMD
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Indira Gandhi Rashtriya Uran Akademi (IGRUA)

17	Shri Krishnendu Gupta	Director
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