

(d) whether under the new aviation policy foreign airlines have been allowed to operate in domestic sector; and

(e) if so, the details thereof?

**THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM):**

(a) and (b) Salient features of the recently approved policy on domestic air transport services are given in the statement (*see below*).

(c) Yes, Sir.

(d) and (e) The modalities for permitting foreign equity and NRI equity participation in domestic air transport services sector are under formulation.

#### **Statement**

*The main features of the recently approved policy framedownrk for domestic air transport services are as follows:—*

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.
2. Choice of the aircraft type and size should be left to the operator.
3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aircraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.
4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend

growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely published to enable the entrepreneur to take investment decisions.

5. In the distribution of this predetermined capacity for induction, while preference will be given to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.
6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guidelines, all scheduled operators are required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep 10% of their capacity deployed on the specified trunk routes.

#### **Cockpit voice recorders**

**270. SHRI O.S. MANIAN:  
SHRI N. THALAVAI SUNDARAM:**

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the cockpit voice recorders of the Kazakhstan and Saudi Arabian aircrafts that had collided in mid-air near Delhi are being sent abroad for decoding; and

(b) if so, what are the reasons therefor?

**THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM):** (a) Yes, sir.

(b) The Cockpit Voice Recorders of the Kazakhstan aircraft and Saudi Arabian Airline aircraft have been taken to Moscow and Farnborough, UK respectively as decided by the Court of Inquiry headed by Mr. Justice R.C. Lahoti of Delhi High Court appointed for investigating the cause of accident.