

(b) There is no threat to the VIP's residential areas.

(c) Does not arise.

Status of Bidar and Karwar airports

2493. DR. VIJAY MALLYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the status of Bidar Airport and Karwar Airport in Karnataka;

(b) when does Government propose to commission these airports;

(c) the total cost of these airport projects; and

(d) whether Government proposes to name these airports after popular personalities?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (d) Bidar Airport in Karnataka belongs to Indian Air Force. Airports Authority of India (AAI) does not have a civil enclave at this airport. However, the Government of Karnataka has constructed a new Passenger Terminal building for civil operations. At present, there are no civil operations to this airport.

Karwar is a Naval Port. At present, there is no airport at Karwar.

Conflict of interest in BCAS

2494. SHRIMATI SHOBHANA BHARTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the relatives of Bureau of Civil Aviation Security (BCAS) officials were reported working with aviation companies and airlines;

(b) whether this constitutes conflict of interest;

(c) whether action has been taken in this regard with a view to address security concerns coming from inept staff; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir. Some relatives of officials of Bureau of Civil Aviation Security (BCAS) are employed with aviation related companies.

(b) to (d) Employment of family members of Government officials in private organizations with which the concerned officials are having official dealing, is regulated by Rule 4(2)(i) and Rule 4(2)(ii) of CCS (Conduct) Rules, 1964. Accordingly, the matter was examined in the light of the provisions laid down in the said Rules and warnings issued to all the erring officials. They have also been directed not to deal with any matter relating to the particular airlines/aviation related company which involves use of discretionary powers and/or important policy issue.

Death of political leaders in helicopter mishaps

2495. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that several political leaders have died in helicopter mishaps;
- (b) if so, complete details of political leaders died due to helicopter crashes in different parts of country so far;
- (c) whether according to report appearing in media in June, 2011, Pawan Hans Helicopter Ltd. (PHHL), the civil helicopter Segment is awkward and amateurish with flawed safety policy implementation; and
- (d) if so, the steps being taken to put in place a strict set of rules to govern the operation of helicopters in India?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) The details of accidents to Indian Civil Registered helicopters occurred during the last five years involving political leaders is given in the Statement (See below).

(c) and (d) Keeping in view three accidents within a short period, surveillance check/ audit were conducted and corrective actions are at various stages of implementation. All helicopters are subjected to annual surveillance check by Flight Standards and Air Safety Directorates of Directorate General of Civil Aviation (DGCA). Subsequent to the recent spate of helicopter crashes, DGCA has been advised to take the following actions immediately (i) to launch a re - assurance drive in order to ensure that all helicopters are being operated and maintained in accordance with the approved procedures and with safety aspect in place; (ii) DGCA shall ensure that examiners of helicopters will conduct special checks of the line pilots under overall supervision of DGCA in a time bound manner; (iii) to undertake immediate assessment of helipads particularly in critical areas where helicopter operations are undertaken in a drive mode; (iv) DGCA to ensure implementation of monitoring/ review of safety regulations to be implemented by State Governments; and (v) to make an external assessment of overall safety standards of helicopter operations in respect of operators involved in operation in critical areas.