

(c) and (d) Hubli and Belgaum airports are already operational airports and have been identified for upgradation. The amount expected to be spent at Hubli is approx. ₹ 141 crore, Belgaum approx ₹ 142 crs, Tezu approx ₹ 97 crore and Kishangarh approx ₹ 160 crs. Airports Authority of India has not been able to work out the estimated cost for Jharsuguda airport for want of land from State Government of Orissa. The timelines for construction of airports depend upon many factors like availability of requisite land, mandatory regulatory clearances, etc.

New flight services to other countries

†953. SHRI RAMDAS ATHAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is considering to start new flight services to some other countries;
- (b) if so, the details thereof;
- (c) the names of countries which have been approached in this regard; and
- (d) the details of profit/loss accrued to Air India as on date during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (c) The decision to commence new services on international routes is based on the commercial judgement of the carriers, and availability of bilateral rights.

(d) Air India suffered a loss of ₹7559.74 crore in 2011-12, ₹5490.16 crore in 2012-13 and ₹5388.82 crore in 2013-14 (provisional).

Stray animals on the runway

954. SHRI D.K UPENDRA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the menace of stray animals on the runways in various airports of the country is growing as reported in media recently;
- (b) if so, the details of number of such incidents happened during the last few years;

†Original notice of the question was received in Hindi.

(c) whether there is any probe conducted on those incidents and the outcome thereof; and

(d) the steps being taken to improve the security of airports in the country to avoid such mishaps in future?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Yes Sir. Directorate General of Civil Aviation (DGCA) receives data of wildlife/bird strike for the airports managed by Airports Authority of India (AAI), Defence and airports under public private partnership where the civil flights operate. As per data available with DGCA, there has been an increasing trend in the number of animal straying incidents in the year 2013 and 2014 upto (31st Oct.,2014) as compared to the year 2012.

The year-wise details of animal straying incidents for the year 2012, 2013 and 2014 (till 31st Oct, 2014) are 16,28 and 32 respectively.

(c) and (d) Yes Sir. The incidents involving significant damage to the aircraft due to wild life strike are investigated by DGCA. All other occurrences are investigated by respective airport operator. The reasons as per the various investigation reports, responsible for wildlife incursion incidents are given in Statement-I (*See below*).

Government has accorded highest priority for ensuring safety of aircraft from wild life strike.

Following major steps have been taken by DGCA to ensure safety of aircraft from wildlife:

- Apprised administration of all the State Governments, through communication to the Chief Secretaries of the State on the importance of the compliance of Rule 91 of the aircraft Rule 1937.
- DGCA has constituted teams to carry out the aerodrome inspection of the critical airports for prevention of the wild life hazard. Airport operators are advised to remove the deficiencies within a specified time.
- A high power National Bird Control Committee has been set up by Government of India.
- Airfield Environment Management Committee has been constituted at every airport where scheduled flights operate.

The details of above steps are given in Statement-II.

Statement-I*Reasons responsible for wildlife incursion incidents*

- Aerodrome fence without proper foundation, which allows animals to create trenches, holes underneath the fence or damage the fence in order to gain access to the aerodrome property, thereby easily migrating from one side of the fence to the other.
- Non-standard height of the boundary wall/breaches in the boundary wall which permits the entry of animals.
- Open areas between the runways and taxiways consisting of tall grass which act as a good camouflage for the wildlife making it difficult to be observed and track these animals especially at night.
- Slums/habitation in the vicinity of the airport.
- Poor Garbage management inside and outside the airport which attracts birds and animals to the site.
- No dedicated personnel for looking after wildlife management at the airports.
- Insufficient wildlife scaring mechanism.
- Drains within the airport premises wherein entry points are not properly blocked with the iron grills.

Statement-II*Major Steps taken to reduce wild life hazard*

1. All the State Government through their Chief Secretaries have been appraised *vide* DGCA DO letter No AV. 15023/1/2009-AS(NBCC) of the MHA letter No. 53/1/80-Public dated 7.05.1980 regarding constitution of Airfield Environment Management Committee (AEMC) headed by the Chief Secretary/Commissioner or head of the District, at airports. They have been advised that AEMC should take proactive measures on time bound basis to ensure that no illegal slaughter houses, garbage dumps etc. exist in the vicinity of airports, which is a source of increased bird activity and may lead to wildlife strikes to aircraft during approach/take-off.
2. DGCA has constituted teams to carry out the aerodrome inspection of 18 critical airports for prevention of wildlife hazard. Inspections/Audit of 11 airports have been completed by the respective teams and the findings are being sent to the operators for immediate corrective action within a period of 3 months and they are being

advised to put in place a system to ensure that wildlife/birds are kept away before every takeoff and landing.

3. A high power National Bird Control Committee (NBCC) has been set up by Government of India to monitor and adopt policy decision for Bird Strikes prevention.
4. As per recommendations of NBCC, a core group has been set up consisting officers from DGCA, AAI, Defence and MOEF (Ministry of Environment and Forest). This group will work as a Central Agency in the field of bird/wildlife prevention.
5. Airfield Environment Management Committees have been constituted at every airport where scheduled flight operates, to identify sources of stray animals/bird attraction at the airport and take necessary steps for bird strike prevention.
6. Aircraft rule 1937 rule 91 has been amended to make disposal of garbage in the open within 10 Kms. of the airport as a cognizable offence.
7. Aircraft rule 1937 rule 90 has been amended and a fine of ₹ One Lakh or imprisonment for a term not exceeding three months or with both, have been imposed on rule violators for offence leaving animal object or bird in the movement area of an aerodrome.
8. Regular joint inspection of the areas around the airport carried out by a team consisting officers of DGCA and representative of various airlines/stake holders.
9. Air Safety Circular 02/2011 has been issued by DGCA for reporting of Wildlife (Bird/Animal) Strike in Latest “Wildlife (Bird/Animal) Strike” Reporting form. This circular will bring uniformity and awareness in aviation industry about Wildlife (Bird/Animal) Strike reporting and prevention.
10. All Airport operators have been advised to conduct awareness campaigns in localities and schools regarding wildlife hazards and to display this material in Hindi and local language at selected locations where garbage is dumped by general public which attracts wildlife (birds/animal).

Compensation for technical snags on dreamliners

955. SHRI RANJIB BISWAL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the present fleet of Dreamliner Boeing 787 with Air India;
- (b) the number of cases of delays that had been reported during 2014, so far, due to technical snags in these Dreamliners;