

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;

- (c) the reasons for frequent technical snags;
- (d) the total loss suffered by Air India due to these technical snags of delays;
- (e) whether Air India has sought compensation from manufacturer of these Dreamliners for the losses; and
- (f) if so, the details thereof and the response of the manufacturer thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) At present, 17 Dreamliner aircraft have been inducted in Air India's fleet.

(b) and (c) There have been 238 delays in 2014 (till 18th November, 2014), due to technical snags in Dreamliners. The snags were related to software glitches and few others like Windshield cracks, Econ valve failure, Oil loss and TCAS (Traffic Collision Avoidance System) failure etc.

(d) to (f) Wherever there were delays, Air India arranged to accommodate passengers in other flights either operated by Air India or other carriers. Wherever the delays were not significant the passengers were given refreshment at the airport as is the normal practice for delayed flights.

The snags resulted in delays which caused financial outgo on arrangements/compensation which are borne normally by airlines. For prolonged grounding of Dreamliners, Air India has received compensation from Boeing on mutually accepted terms.

#### **Privatisation of airports**

956. PROF M.V. RAJEEV GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the details of the amount expended so far, for upgrading the airports at Kolkata and Chennai;
- (b) the details regarding complaints, if any, received about the quality of work and management of operations at both airports;
- (c) whether privatisation of airports have resulted in increase in the cost of operations;
- (d) the details of cost of turnaround of an aircraft at private airports in the country; and