

1	2	1	2	1	2
25.	Djibouti	52.	Lithuania	79.	Saudi Arabia
26.	Egypt	53.	Luxembourg	80.	*Senegal
27.	Ethiopia	54.	Macao	81.	Seychelles
82.	Singapore	92.	Tajikistan	101.	Uganda
83.	Slovakia	93.	Tanzania	102.	Ukraine
84.	Slovenia	94.	Thailand	103.	USA
85.	South Africa	95.	Trinidad and Tobago	104.	Uzbekistan
86.	Spain	96.	Tunisia	105.	Vietnam
87.	Sri Lanka	97.	Turkey	106.	Yemen
88.	Sweden	98.	Turkmenistan	107.	Yugoslavia
89.	Switzerland	99.	UAE	108.	Zambia
90.	Syria	100.	UK	109.	Zimbabwe

Seaplane services in coastal and island areas in the country

2525. SHRI ANIL MADHAV DAVE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to operate or start and promote seaplane services in coastal and island areas of the country;

(b) if so, whether any assessment/survey has been conducted for such services; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Government of India does not operate Seaplane services. However, State Governments or any authorized agency can start operations of seaplane after requisite approval(s) from the concerned authorities as per extant rules and regulation in this matter.

(b) and (c) Pawan Hans Limited, a Central Public Sector Enterprises of Ministry of Civil Aviation carried out feasibility study for preparation of Detailed Project Report (DPR) for Government of Kerala in the year 2012-13 for starting Seaplane services in Kerala. The DPR was submitted to the State Government in March, 2013.

Further, with a view to explore possibilities of launching of Seaplane services, Pawan Hans Limited has also conducted preliminary feasibility study in association with State Governments of West Bengal, Tamil Nadu, Madhya Pradesh and Lakshadweep Administration.

Downgrading of India's aviation safety ranking by FAA

2526. SHRI A. W. RABI BERNARD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the US aviation safety regulator Federal Aviation Administration (FAA), has downgraded India's ranking to category-II after its finding of regulatory oversight to be inadequate in December, 2013 audit which blocked Air India and Jet Airways from expanding to US cities or collaborating with US airlines;

(b) whether the FAA has not upgraded India's air safety ranking again recently;

(c) if so, the details thereof;

(d) whether it is a set back for India which was expecting a quick resolution of the crisis and could affect the plans of both existing and new airlines; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Yes, Sir. Federal Aviation Administration conducted an audit of Directorate General of Civil Aviation in September, 2013 and came again in December, 2013 to confirm the actions taken by DGCA to address the findings raised by FAA in September, 2013. On 31st January, 2014, FAA informed that India has been placed in Category 2. The downgrade to Category 2 means that the country's safety oversight system does not meet minimum standards laid down by the International Civil Aviation Organisation (ICAO). US does not permit any expansion/changes to the services of foreign air carriers to the US and the existing operations of foreign carriers to US are subjected to heightened FAA surveillance in case of FAA downgrade.

(b) to (e) As part of the actions for restoration of Category 1 to India, FAA team carried out a full audit of DGCA to ascertain that India's compliance with international aviation safety standards and recommended practices as laid down by ICAO by focussing on 8 critical elements of an effective aviation safety oversight covering primary legislation, operating regulations, State civil aviation system and safety oversight functions, Technical personnel qualification and training, Technical guidance, tools and the provision of safety, critical information, Licensing, certification,