

(b) Details of present outstanding dues of Public Sector oil companies against Air India and other Scheduled Airlines

Name of Oil Company	Airlines	Total outstanding including interest (₹ in crores)
Indian Oil Corporation Ltd. (IOCL)	Air India	2148.05*
	Jet Airways	910.11
	Go Airlines	77.83
Bharat Petroleum Corporation Ltd. (BPCL)	Air India	405.54*
	Jet Airways	143.58
	Go Airlines	1.41
Hindustan Petroleum Corporation Ltd. (HPCL)	Air India	691.74
	Kingfisher Airlines	67.72
	Paramount	19.28

* As provided by Air India as on 30.11.2014

For other Airlines as proved by Ministry of Petroleum and Natural Gas as on 30.09.2014

Zero tolerance on safety norms

2536. SHRIMATI SASIKALA PUSHPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Directorate General of Civil Aviation (DGCA) has directed the airlines to adhere to 'zero tolerance' on safety norms;

(b) if so, the details thereof;

(c) whether it is a fact that a number of airlines do not have proper safety manuals; and

(d) if so, the details thereof, including the guidelines/instructions of DGCA in regard to safety?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) DGCA has not issued any such separate directions to airlines for zero tolerance on safety norms. However, to ensure the

safety, DGCA issues Civil Aviation requirements in accordance with the standard and recommended practices of International Civil Aviation Organization. These CARs are updated from time to time. In addition Circulars and Public Notices are issued for guidance and compliance of the operators. DGCA carries out surveillance, inspections and regulatory audits of airlines as per the Annual Surveillance Programme to ensure compliance of laid down requirements. The findings recorded in the surveillance and regulatory audit reports are reviewed and forwarded to the operators for appropriate action by them. The action taken reports submitted by the operators on the observation are reviewed for appropriateness.

(c) and (d) No, Sir. All the scheduled airlines have proper Flight Safety Manual which has been duly approved by DGCA. DGCA issues Civil Aviation requirements to ensure the safety of airline operations and in case of violation enforcement action is taken.

Policy for second airport within 150 kms.

2537. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Ministry is reviewing a policy that bars a second airport within the diameter of 150 kms.;

(b) whether it is a fact that a number of people, public representatives and others have been demanding to scrap this condition as it is regressive and standing as hurdle for second airport and in improving regional connectivity; and

(c) what would be the fate of existing airports being run by private players if policy is reviewed?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) No, Sir. Although the Greenfield Airport Policy, 2008 does not allow a second airport within an aerial distance of 150 km of an existing civilian airport, the Policy has a provision for exempting any such proposal by the Government of India after examination of the impact of the proposed airport on the existing airport.

(b) No, Sir.

(c) Does not arise.