

- (b) if so, the details thereof and the action taken during each of the last three years, airline-wise;
- (c) the number of penalties imposed on them; and
- (d) the steps being taken to bring more transparency while regulating the airfares by the private airlines?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (c) Some complaints have been received regarding excessive fares being charged by the airlines. Air fares are not regulated by the Government. Under the provision of Sub Rule (1) of Rule 135, Aircraft Rules 1937, airlines are free to fix reasonable tariff having regard to all relevant factors, including the cost of operation, characteristics of services, reasonable profit and the generally reasonable profit and the generally prevailing tariff. Air fare so established by the airlines is published on their respective website under the provision of Sub Rule (2) of Rule 135, Aircraft Rules 1937.

The domestic airline pricing runs in multiple levels which are in line with the practice followed globally. Usually, the lower levels of the fare in the fare bucket are assigned to advance purchase (popularly known as appex Fares) bookings (*e.g.* up to 90,60,30,14 and 07 days before departure). As time lapses and date of journey approaches closer (from 07 days to date of departure), the fare in higher side of fare bucket are available for purchase. Airlines remains compliant to the regulatory provisions of Rule -135 as long as the fare charged by them does not exceed the fare established and displayed on their website.

(d) In order to prevent excessive charging and sudden surges in airfares and to promote transparency by scheduled domestic airlines, Directorate General of Civil Aviation (DGCA) has issued Air Transport Circular 02 of 2010 wherein airlines are required to display on their respective websites the tariff sheet route-wise across their network in various fare categories and the manner it is offered in the market. The intention behind the above directions is to keep the passengers informed of pricing pattern of airlines.

DGCA has also set up a Tariff Monitoring Unit in 2010 that monitors airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. The analysis has shown that the airfares remained well within the fare bucket uploaded by the airlines on their respective website.

### **New Aviation Policy**

192. SHRI A.K. SELVARAJ: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Government is considering to bring in a new aviation policy to develop infrastructure and attract investments;
- (b) if so, the details thereof;

(c) whether out of 125 airports in the country only 75 are in use; and

(d) whether it is also a fact that some of these unused airports are fast becoming liability to the Government?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Hon'ble Minister for Civil Aviation has unveiled a Draft Civil Aviation Policy on 10th November, 2014 to address various issues related to the sector. This policy covers all the aspects of Civil Aviation Sector in the country. The Ministry has invited comments/ suggestions of the public/stakeholders as well as all State Governments/UTs on the draft policy, so as to facilitate its finalization.

(c) and (d) India has at present 132 airports, of which the Airports Authority of India (AAI) runs 46 domestic airports and 15 international airports. There are 4 Joint Venture airports in Delhi, Mumbai, Bangalore and Hyderabad developed under the PPP mode with private sector companies. Of the remaining, 31 are not operational and the rest are Civil Enclaves in Defence airports or Customs airports. There are also 6 airports run by the State Governments/ Union Territories or the private sector. The viability/ profitability of airports is dependent on traffic. Flight operations in domestic sector have been deregulated and flights are being operated by airlines on the basis of traffic demand, commercial viability and Route Dispersal Guidelines.

#### **Flying of aircrafts by banned pilots**

193. SHRIMATI VIPLOVE THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware of the fact that some pilots whose flying licenses have already been cancelled/not renewed by the competent authority are found to have been continuing flying aircraft;

(b) if so, the details thereof along with the number of such pilots, airline-wise;

(c) whether Government has taken any action against these pilots and their airlines;

(d) if so, the details thereof; and

(e) the steps taken by Government to check such instances?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (d) There are no such cases, where pilots flying licenses have been cancelled/not renewed, were found to have been continuing flying aircraft.