from 1.10.2012. Their Air Operator's Permit (AOP) has also lapsed with effect from 31.12.2012.

(b) Ministry does not maintain such details.

Cap on air fare during festive seasons

35. SHRI SALIM ANSARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that after reducing check-in luggage from 20 kg to 15 kg the domestic airlines are in the process of adopting new techniques of charging check-in luggage;

(b) if so, the complete details of proposal of the air carriers and reaction of Government thereto;

(c) whether it is also a fact that domestic airlines charge exorbitant rates during festival seasons; and

(d) if so, the details of steps Government proposes to take to cap the air fares during festival seasons?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Under the provision of existing regulations, airlines are free to fix reasonable charges/fees for the services being offered by them which include charges for check-in baggage above 15 kgs.

(b) In order to make the basic fare more affordable and to provide the customer an option of paying for the services which he/she wishes to avail, it has been decided by the Government to allow check-in baggage charges above 15 kgs. of free check-in baggage allowance, to be unbundled and to be charged separately on opt - in basis of the passenger. The charges for such services is required to be fixed amount and displayed on the respective website of the airlines.

(c) The domestic airline pricing runs in multiple levels (bucket or Reservation Band Designator) which are in line with the practice being followed globally. The lower fare bucket offered by airlines is available for advance booking. These fares are highly discounted fares and that would entail travelling even during peak/festive season on low fares. As time lapses and date of journey approaches closer, the fare in higher side of fare bucket is made available as per the respective airline policy. Air fares are not regulated by the Government as they are determined by the interplay of market forces. Airline remains compliant to the regulatory provisions of Aircraft

Rule 1937 as long as the fare charged by them does not exceed the fare established and displayed on their respective websites.

(d) 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 service, 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.

Corporatising of Airports Authority of India

36. SHRI D. RAJA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is considering a proposal for corporatising and listing the Airports Authority of India on the bourses; and

(b) if so, the details thereof, and at what stage is the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Yes, Sir. In order to improve efficiency and transparency, the Government is actively considering the draft Civil Aviation Policy which provides for institutional reforms including corporatising and listing of the Airports Authority of India in the stock exchange.

Audit of Indian Airlines sector by US Federal Aviation Administration

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

(a) the details of the audit report of the Indian airlines sector by US Federal Aviation Administration;

(b) whether the Ministry is taking the requisite steps to hire more flight operation inspectors and carry out rectification of all scheduled airlines, non-scheduled operators and flying training organisations; and

(c) if so, the details thereof'?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (c) Federal Aviation Administration conducted an audit of DGCA in December, 2014 to assess DGCA's safety oversight capability and its ability to adhere to standards and recommended practices of International Civil Aviation Organisation. FAA at the end of the audit raised 12 findings which primarily relate to:

(i) Certification of flying training organisations.