

Sl. No.	Year	Organization	Action Taken
30.	2016	M/s EON Aviation Pvt. Ltd.	Withdrawal approval of Ms. Zeenat Khan as CAM
31.	2016	M/s EON Aviation Pvt. Ltd.	Warning issued to Shri S.P. Subrahmanyam (QM) to be careful in future
32.	2016	M/s EON Aviation Pvt. Ltd.	Warning issued to Shri Rakesh Kacker (AM) to be careful in future
33.	2016	M/s Deccan Charter Pvt. Ltd.	Acceptance of Accountable Manager Withdrawn
34.	2016	M/s Air Pegasus Pvt. Ltd.	Continuing Airworthiness Manager Shri P. Vinodh Kumar suspended for one month
35.	2016	M/s Thumbby Aviation	Warning issued to Accountable Manager to be careful in future
36.	2016	M/s EON Aviation Pvt. Ltd.	AOP has been cancelled
37.	2016	M/s Supreme Transport	Permit suspended for two months w.e.f. 14.06.2016
38.	2016	M/s E-factor Ballon	Permit suspended for one month w.e.f. 26.09.2016
39.	2016	GVK Projects and Technical Service	Warning issued
40.	2016	M/s Turbo-Megha	Suspension of C of R of VT-TMU for 15 days w.e.f. 24.06.2016 to 08.07.2016
41.	2016	M/s Air Pegasus Pvt. Ltd.	AOP has been suspended w.e.f. 08.11.2016

#### **Global aviation hub**

654. DR. K. V. P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government wants to make India a Global Aviation Hub in the coming years;

(b) if so the details thereof; and

(c) whether Government has any plan to change the FDI in Civil Aviation Sector?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) and (b) The Government with a view to promote the growth of Indian Aviation sector in a significant manner has released the National Civil Aviation Policy (NCAP) 2016 on 15.06.2016. The aim of the Government is to provide an ecosystem for the harmonised growth of various aviation subsectors, *i.e.* Airlines, Airports, Cargo, Maintenance Repairs and Overhaul Services (MRO), General Aviation, Aerospace Manufacturing, Skill Development, etc. The broad key features of the NCAP are as under:

- (i) Viability Gap Funding (VGF) for operation under Regional Connectivity Scheme (RCS).
- (ii) Revival of un-served or under-served routes under RCS.
- (iii) Introduction of a new Category 'Schedule Commuter Operator' under Commercial Air Transport Operations.
- (iv) Rationalization of Category-I routes under Route Dispersal Guidelines (RDGs) on the basis of criteria given in NCAP 2016.
- (v) The requirement of 5 years and 20 aircrafts for international operation has been modified to 0 years and 20 aircrafts or 20% of the total capacity (in terms of average number of seats on all departure put together) whichever is higher for domestic operations.
- (vi) Liberalization of domestic code share points in India within the framework of Air Service Agreements (ASA).

(c) With a view to aid in modernization of the existing airports to establish a high standard and help ease the pressure on the existing airports, 100% Foreign Direct Investment (FDI) under automatic route has now been allowed in Brownfield Airport projects. This move would also serve in further developing the domestic aviation infrastructure. Further, FDI limit for Scheduled Air Transport Service/Domestic Scheduled Passenger Airline and regional Air Transport Service has been raised from 49% to 100%, with FDI up to 49% permitted under automatic route and FDI beyond 49% through Government approval. For Non-Resident Indians (NRIs), 100% FDI will continue to be allowed under automatic route. However, foreign airlines would continue to be allowed to invest in capital of Indian companies operating scheduled and non-scheduled air transport services up to the limit of 49% of their paid up capital and subject to the laid down conditions in the existing policy. Increasing the FDI limit for these aviation services shall not only encourage competition by lowering prices but shall also accord choice to consumers.