

(b) Air Services under trilateral Memorandum of Understanding (MoU) has already commenced from Bikaner, Jaisalmer and Kishangarh Airports. Further, few airlines have also expressed interest to start air services from Uterlai and Kota under RCS-UDAN Scheme.

### **Regulatory mechanism for charter flights and helicopters**

286. SHRI TIRUCHI SIVA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of accidents resulting from charter flights and helicopters during the last four years and the current year;

(b) whether Government has put in place a regulatory mechanism for the operation of such charter flights and helicopters; and

(c) if so, the details thereof, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) Year-wise detail of charter flight and helicopter accidents:—

Year	No. of accidents of charter flights and helicopters
2015	4
2016	3
2017	3
2018	3
2019	Nil

(b) and (c) The Scheduled and Non-Scheduled Operator Permit holders are permitted to undertake charter operations and in case of Scheduled Operator, the same is permitted, provided their schedule is not affected. The Air Operator Permit/Certificate is issued after the grant of initial NOC and the applicant undergoing successfully the Five Phase certification process as per applicable Air Operator Certification Manual *i.e.* CAP 3100/3300/3400.

The Non-Scheduled Operator Permit holders are allowed to operate charter flights as per Para 2.4 and 2.5 of CAR Section 3 Series C Part 3 as reproduced below:—

"2.4 The carriage of passengers by a Non-Scheduled Operator's Permit holder may be performed on per seat basis or by way of chartering the whole aircraft

on per flight basis, or both. There is no bar on the same aircraft being used for either purpose as per the requirement of customers from time to time. The operator is also free to operate a series of flights on any sector within India by selling individual seats but will not be permitted to publish time table for such flights. Operation of revenue charters to points outside India may also be undertaken as per paragraph 9.2.

2.5 A Non-Scheduled Operator is also allowed to operate revenue charter flights for a company within its group companies, subsidiary companies, sister concern, associated companies, own employees, including Chairman and members of the Board of Directors of the company and their family members, provided it is operated for remuneration, whether such service consists of a single flight or series of flights over any period of time."

#### **Minimising air crashes**

287. SHRI TIRUCHI SIVA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has taken any steps to minimize air crashes, if so, the details thereof;

(b) whether Government checks safety requirements before providing flight permits, if so, the details thereof; and

(c) whether Government takes strict and timely action on operators who deviate from the established safety norms, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) Yes, Sir. DGCA has taken the following steps to minimise air crashes:—

(i) As per the annual surveillance program, audit of the operators is carried out. Findings of audit report are followed up with the operator for compliance. The compliance of the action taken by the operator is further verified during the next audit.

(ii) Safety recommendations emanating from the investigation reports are followed up for implementation with the concerned agencies so as to prevent recurrence of similar incident in future.