

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.

(iii) Accident/incident data is regularly analyzed and based on the analysis Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents/incidents.

(b) The Civil Aviation Requirements (CAR) Section 3 Series C Part II, Part III and Part IV specify the minimum requirements for issue of permit to operate Air Transport Services for schedule passenger, non-scheduled and cargo operations respectively. The safety requirements are checked before issuance of flight permit to operators as per the procedure laid down in:—

(i) Civil Aviation Publication (CAP) 3100- Air operation certification manual for scheduled operator.

(ii) Civil Aviation Publication (CAP) 3300- Air operation certification manual for scheduled commuter and non-scheduled operators.

(iii) Civil Aviation Publication (CAP) 3400- Air operation certification manual for helicopter operations.

(c) DGCA takes strict and timely action on operators who deviate from the established safety norms. DGCA took 03 and 05 enforcement actions during the year 2017 and 2018 respectively against the operators.

#### **Disinvestment of Air India**

288. SHRIMATI WANSUK SYIEM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether all past efforts of Government to divest a part of the stake in Air India have come to a naught with no serious bidder coming forward to respond;

(b) whether Government is in the process of issuing white paper on fiscal health of its flag carrier and of its plans to ease the norms for bidders; and

(c) whether Jet Airways a private carrier far behind in brand image as compared to the iconic Air India is able to find a suitor for a likely takeover and if so, whether the manpower liability is adversely affecting the divestment of Air India?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) The Preliminary Information Memorandum (PIM) for inviting Expression of Interest (EOI) for the Strategic Disinvestment of Air India including its