

Security norms set by FAA and ICAO

1921. DR. ASHOK BAJPAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian aviation sector does not satisfy the security norms set by Federal Aviation Administration (FAA) and International Civil Aviation Organisation (ICAO);

(b) if so, whether Government has any plan to improve country's aviation security and safety levels to match with international security standards;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) No, Sir. The Indian Aviation Sector follows the security and safety norms set by International Civil Aviation Organisation (ICAO). The ICAO conducts security and safety audits in India. In addition, Federal Aviation Administration (FAA) of United States of America (USA) under its International Aviation Safety Assessment (IASA) conducts safety audit of India. Through the process of audit and compliance of their observations, the Indian aviation sector satisfies the norms of FAA and ICAO.

(b) and (c) As a regulator of security and safety, Bureau of Civil Aviation Security (BCAS) and Directorate General of Civil Aviation (DGCA) respectively, regularly review the norms, regulations and amend them on the basis of standards set by ICAO, on continuous basis. To improve safety, DGCA conducts surveillance by way of periodic proficiency and standard checks of pilots, regulatory audits of operations, periodic spot checks. Further, DGCA issues instructions by way of circulars and civil aviation requirements, disseminates safety information and implements recommendations emanating from investigation of aircraft accidents and hazardous incidents. Similarly, BCAS also conducts schedule audits of airports, issues Aviation Security (AVSEC) orders and instructions, updates National Civil Aviation Security Program (NCASP) etc. in order to improve security.

(d) Does not arise in light of the reply to Part (b) and (c) above.

Night landing facilities at all airports in the country

1922. DR. ANIL AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has provided night landing facilities at all airports in the country including Uttar Pradesh;

(b) if so, the details thereof, State-wise;

(c) if not, the details of airports where night landing facilities have not been provided so far and where operations at the airports are not allowed after sunset; and

(d) the steps taken by Government to provide night landing facilities at all airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) No, Sir.

(b) and (c) State/UT-wise list of AAI airports which do not have night landing facilities is enclosed in the Statement (*See below*).

(d) The provision of night landing facility at an airport depends upon operational requirements, traffic demand, commercial feasibility etc. and varies from airport to airport in the country.

Statement

Airports not having night landing facility

Sl. No.	Aerodrome Name	State/UT	Category of Airports
1.	Agatti Airport	Lakshadweep	Domestic
2.	Akola Airport	Maharashtra	Domestic
3.	Barapani Airport, Shillong	Meghalaya	Domestic
4.	Begumpet Airport, Hyderabad	Telangana	Domestic
5.	Behala Airport	West Bengal	Domestic
6.	Cooch Behar Airport	West Bengal	Domestic
7.	Diu Airport	Diu	Domestic
8.	Gondia Airport	Maharashtra	Domestic
9.	Jalgaon Airport	Maharashtra	Domestic
10.	Juhu Airport	Maharashtra	Domestic
11.	Kadapa Airport	Andhra Pradesh	Domestic
12.	Kandla Airport	Gujarat	Domestic
13.	Kangra Airport	Himachal Pradesh	Domestic
14.	Kanpur Airport	Uttar Pradesh	Domestic
15.	Keshod Airport	Gujarat	Domestic

Sl. No.	Aerodrome Name	State/UT	Category of Airports
16.	Kishangarh Airport	Rajasthan	Domestic
17.	Kolhapur Airport	Maharashtra	Domestic
18.	Kota Airport	Rajasthan	Domestic
19.	Kullu Manali Airport	Himachal Pradesh	Domestic
20.	Lengpui Airport	Imphal	Domestic
21.	Ludhiana Airport	Punjab	Domestic
22.	Pakyong Airport	Sikkim	Domestic
23.	Pantnagar Airport	Uttarakhand	Domestic
24.	Passighat Airport	Uttarakhand	Domestic
25.	Puducherry Airport	Puducherry	Domestic
26.	Safdarjung Airport	Delhi	Domestic
27.	Salem Airport	Tamil Nadu	Domestic
28.	Shimla Airport	Himachal Pradesh	Domestic
29.	Sholapur Airport	Maharashtra	Domestic
30.	Tezu Airport	Arunachal Pradesh	Domestic
31.	Tuticorin Airport	Tamil Nadu	Domestic

Impact of private airlines on national carrier

1923. DR. ANIL AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any evaluation study have been conducted to know the impact of private airlines on national carrier during the last three years;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the measures taken by Government to improve the performance of the national carrier and make it more comprehensive and profitable *vis-a-vis* private carriers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) No such study has been carried out by the Government. However, Air India's market share has dropped 7 percentage points in 5 years—from 19.4% in 2013-14 to 12.5% in 2018-19. With a capacity growth of about 20% each year, private airlines have the flexibility of inducting huge capacity whereas Air India (AI) has not been able to keep pace with the other airlines' growth.