

- (iv) Introduction of 'Scheduled Commuter Operator' under Commercial Air Transport Operations.
- (v) Rationalization of Category-I routes under Route Dispersal Guidelines (RDGs).
- (vi) Modification in 5/20 requirement so that all airlines can commence international operations provided they deploy 20 aircraft or 20% of total capacity, whichever is higher, for domestic operations.
- (vii) Liberalization of domestic code share points in India within the framework of Air Service Agreements (ASA).
- (viii) With a view to modernize existing airports so as to establish high standards and ease demand pressures on them, 100% Foreign Direct Investment (FDI) under automatic route has been allowed in brownfield airport projects. This would also facilitate the development of domestic aviation infrastructure. FDI for Scheduled Air Transport Service/Domestic Scheduled Passenger Airline has been allowed upto 49% under automatic route. For Non-Resident Indians (NRIs), 100% FDI will continue to be allowed under automatic route. Foreign airlines would 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. Such investment is subject to the condition, *inter alia*, that scheduled and non-scheduled Operator's Permit would be granted only to a company the substantial ownership and effective control of which is vested in Indian nationals.
- (ix) The Airports Authority of India (AAI) has embarked upon a Capital Expenditure (CAPEX) plan of ₹ 25,000 crores for next 4-5 years for development/modernization/upgradation of terminal buildings of AAI airports in the country.
- (x) Tax and non-tax related changes to encourage investment in MRO facilities, equipment, tooling and training.

Safety audit of airlines in the country

2700. SHRI PRABHAKAR REDDY VEMIREDDY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) what Directorate General of Civil Aviation (DGCA) is doing with regard to safety of airlines;

- (b) whether DGCA regularly conduct safety audit of airlines in the country;
- (c) if so, the details of last five safety audits conducted by DGCA, findings of such audits and what action DGCA has taken on the same;
- (d) whether there are any plans or any private airline came before the DGCA for its revival; and
- (e) if so, the details thereof and what the DGCA/Ministry has done in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) DGCA proactively works towards improving the safety level of civil air transport in the country. The steps taken by DGCA to enhance the level of aviation safety in India are listed in the Statement (See below).

(b) Yes, Sir. The DGCA regularly conducts safety audits of scheduled and non-scheduled airline operators in the country as per the Annual Surveillance Plan.

(c) The last five safety audits conducted were of Air India Express, SpiceJet, Air India, Indigo and Go Airways. The salient findings of the audits include the following:-

- (i) Implementation of Safety Management System (SMS) was found to be deficient.
- (ii) Quantum of Digital Flight Data Recorder (DFDR) data analysed under Flight Operations Quality Assurance (FOQA) was not as per the Indian safety regulators requirement.
- (iii) Inspection schedules were not revised as per the latest Maintenance Planning Document (MPD).
- (iv) Maintenance Control Centre was found to be not maintained as per the required manpower.
- (v) Flight crew rostering software was not upgraded.
- (vi) Untrained staff were found manning check-in counters. The other staff at counters too, were found to have inadequate knowledge for handling of dangerous goods despite being trained in Dangerous Good Regulations (DGR).
- (vii) DGCA found that there was delay in carrying out the corrective actions for the FOQA exceedances.

DGCA has directed the operators to take corrective action.

(d) and (e) No such proposal for revival from any private airline has been received by DGCA.

Statement

The steps taken by DGCA to enhance level of aviation safety in India

Measures taken to ensure air safety include the following:—

- **Implementation of recommendations emanating from investigation of aircraft accidents and hazardous incidents:** Safety recommendations emanating from investigation of various aircraft accidents and incidents are followed up for implementation with the concerned agencies so as to prevent recurrence of similar accidents/incidents.
- **Issue of air safety circular/civil aviation requirements:** Accidents/Incidents are regularly analyzed and based on these analysis air safety circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents. Safety precautions also are circulated through the air safety circulars. Whenever requirement is felt regulatory changes are done by issuing civil aviation requirements.
- **Surveillance by flight inspectors:** The flight inspector of DGCA carryout periodic proficiency and standardization checks of pilots of various operators to ensure that laid down operating procedures are followed.
- **Regulatory audit of operators:** Regulatory audit teams of DGCA carry out periodically regulatory audit of operators and maintenance organizations. The deficiencies pointed out in the regulatory audit reports are immediately brought to the notice of the operators for taking necessary remedial measures. DGCA, in its effort to make the operators more responsible for quality control and safety, has stressed that operators should also conduct their internal audit apart from DGCA regulatory audit.
- **Periodic spot Checks:** Periodic spot checks on the operations and maintenance activities of the operators have been intensified by DGCA officers to ensure observance of the laid down procedures.
- **Special operating precautions in poor weather conditions:** Operators and airport authorities have been advised to take specific actions during periods of monsoon

and fog. Airline pilots are subjected to special checks to ensure their proficiency in monsoon conditions.

- **Prevention of bird strike incidents:** Continuous efforts are being made in association with airport authorities and local civic authorities to take effective measures to reduce bird strike menace.
- **Action against defaulters:** Whenever it is found that there is gross violation of the laid down norms or compromise of safety, strict action is taken against the defaulters.

Sale proceeds of components of Air India

2701. SHRI KUMAR KETKAR: Will the Minister of CIVIL AVIATION be pleased to state what is the list of significant (more than 5 per cent value of the total) components of property, plant and equipment of Air India, which were sold during financial year 2014-15 to 2018-19 along with its fair value and sale proceeds?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): Air India has monetized 30 properties with a value of ₹ 611.16 Crore during Financial Year 2014-15 to 2018-19. Out of this, Air India has realized an amount of ₹534.65 crore till date through sale of its non-core assets in various cities in India and abroad. The details of properties sold in the last 5 years are given in the Statement (*See below*).

Further, four Boeing 787-8 aircraft were sold on sale and lease back basis during FY 2014-15 at sale value of USD 468 million and two B 777-200LR aircraft were sold to M/s Etihad at sale Value of USD 134.6 million during FY 2014-15.

Statement

Details of real estate assets sold along with price in the last five years

Sl. No.	Details of Property/ Unit	Sale Value (₹ in crore)	Remarks
1	2	3	4
1.	12 properties having 33 Unit	410.32	Sale completed upto Sept., 2018 and money received.