

Expansion of service facilities to air passengers

†2583. DR. SATYANARAYAN JATIYA: Will the Minister of CIVIL AVIATION be pleased to state the details of action plan and implementation thereof with respect to the measures adopted for expansion of easily accessible air service for all, to bridge the gap between minimum and maximum fare for air travel, identification of centres having excessively growing number of passengers, the increase in frequency of flights, time-bound operation and expansion of service-facilities vis-a-vis to the evergrowing ratio of passengers on airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): With a view to promote the growth of Indian Aviation sector in a significant manner, the Government 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 sub-sectors, i.e Airlines, Airports, Cargo, Maintenance Repairs and Overhaul services (MRO), General Aviation, Aerospace Manufacturing, Skill Development, etc. In compliance of NCAP-2016, broad steps taken so far include:

- (i) Introduction of Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) with an aim to facilitate/stimulate Regional air connectivity by making it affordable.
- (ii) Revival of un-served or under-served routes under RCS - UDAN.
- (iii) Introduction of a new Category 'Scheduled 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 for 5/20 is modified and all eligible airlines can commence international operations provided that they deploy 20 aircraft or 20% of 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).

†Original notice of the question was received in Hindi.

(vii) With a view to modernize the existing airports so as to establish a high standard and facilitate in easing 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 has been raised from 49% to 100%, with FDI up to 49% being permitted under automatic route and FDI beyond 49% through Government approval. For Non-Resident Indians (NRI's), 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.

The total departures by the Indian Airlines in Scheduled Domestic Service for the last three years are given in the Statement.

Statement

*Total Departures (in Numbers) Carried by the Indian Airlines in
Scheduled Domestic Services for last three years*

Year	Aircraft flown (Departures only)	Growth (%)
2016-17	8,10,194	-
2017-18	9,22,339	13.8
2018-19(P)	10,54,821	14.4

(P)-Provisional

Source: ICAO ATR Form 'A' furnished by all Scheduled Indian Airlines

Development of regional air cargo hub

†2584. SHRI AJAY PRATAP SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is considering to formulate any special scheme for the development of regional air cargo hub, if so, the details thereof;

†Original notice of the question was received in Hindi.