

Working Group on "Developing Avenues for Aircraft Financing and Leasing Activities in India" was constituted by Ministry of Civil Aviation in May, 2018. The Report of the Working Group was released during the Global Aviation Summit held at Mumbai on 15.01.2019. Based on its recommendations, a number of measures have already been announced through the Union Budget 2019-20 in July, 2019.

(c) and (d) A number of policy, regulatory and tax-related initiatives for the development and growth of Maintenance, Repair and Overhaul (MRO) in India have been implemented under the National Civil Aviation Policy, 2016. The Union Budget 2019-20 has also placed emphasis on India's engineering advantage and creation of a congenial atmosphere for broad-based growth of this vital aviation sub-sector.

Operating expenses of Air India

974. SHRI T. G. VENKATESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has taken note that Air India is suffering from heavy increase in the operating expenses for the past few years which is leading to frequent cancellation of air India flights to different destinations;

(b) if so, the details thereof, the reasons therefor; and

(c) the steps being taken by the Ministry to control such expenses in future to make the Air India reliable operator?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) The total operating expenses of Air India Limited have been gradually increasing over the past few years as detailed below:—

(₹ in crore)

| Year | Operating Expenses |
|---------|--------------------|
| 2018-19 | 30194.06 |
| 2017-18 | 24661.77 |
| 2016-17 | 22048.68 |

The reasons for the increase in operating expenses over the past few years are *inter-alia*:

- (i) increase in Operations
- (ii) increase in Fuel rates
- (iii) Increase in competition especially from low cost carriers
- (iv) High airport user charges
- (v) Adverse impact of Exchange rate variation

(c) The Government had approved a Plan for enhancing the operational efficiency of Air India which includes measures for cost saving, increasing revenue and a comprehensive financial package.

Installation of body scanners at airports

975. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the airports have been directed to install body scanners in place of Door Frame Metal Detectors (DFMDs) and Hand-Held Metal Detectors (HHMDs);
- (b) if so, the details thereof;
- (c) whether any priority has been fixed for highly sensitive and sensitive airports in the country for the purpose; and
- (d) what special arrangements have been put in place at these airports to scan the passengers pending installation of body scanners till March, 2020?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Bureau of Civil Aviation Security (BCAS), the regulatory authority for civil aviation security in the country, has issued an Aviation Security (AVSEC) Circular dated 08.04.2019 according to which, body scanners shall be installed at all airports at Pre-embarkation security check points in a phased manner, replacing all Door Frame Metal Detectors (DFMDs) but not hand held scanners.

(c) and (d) BCAS has fixed timeline effective from 08.04.2019 as one year for implementation of Body Scanner System at hypersensitive and sensitive airports and two years for other airports. The existing methods of passenger screening through DFMD, Hand Held Metal Detector (HHMD) and pat down (localised as well as full body) will continue to be used till the implementation of the Full Body Scanning Systems (FBSS).