

at an estimated cost of ₹ 4500 crore. Since, the objective of RCS-UDAN is to facilitate/stimulate regional air connectivity by making it affordable, currently there is no plan for development of airports under PPP mode under RCS-UDAN Scheme.

Implementation of Vishakha guidelines

1443. SHRI VAIKO:

DR. T. SUBBARAMI REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether number of complaints from women working as pilots, cabin crew and technical areas about sexual harassment has increased in the various airlines in the country;

(b) if so, the details thereof;

(c) whether complaint committees have been constituted in all the airlines to examine such complaints as per the Vishakha guidelines; and

(d) if so, the details thereof and if not, the reasons for not complying with the airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (d) All complaints related to sexual harassment of women employees of the airlines are to be dealt in accordance with the provisions of sexual harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013. Airlines are also required to comply with the provisions of this Act. All the scheduled airlines have constituted Internal Complaints Committee (ICC) to investigate the complaints of alleged sexual harassment made by the women employees of the airline companies, in compliance with the Act. As the Civil Aviation Requirements (CAR) do not prescribe compliance/details under the said Act to be submitted by airline companies to DGCA, such records are therefore not maintained by DGCA, which is the Safety Regulator.

Efforts to improve civil aviation sector

1444. LT. GEN (DR.) D.P. VATS (RETD.):

SHRI VIJAY PAL SINGH TOMAR:

SHRI P. BHATTACHARYA:

Will the Minister of CIVIL AVIATION be pleased to state the details of efforts being made by Government to improve the civil aviation sector of the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): The measures taken by the Government to improve the Civil Aviation sector of the country include:-

- (i) Provide airport infrastructure through Airports Authority of India and the private operators.
- (ii) Provide an efficient Air Navigation System in the country.
- (iii) Regulate the aviation industry through Directorate General of Civil Aviation to ensure safety standards.
- (iv) Coordinate with all stakeholders to resolve their issues through regular interactions.
- (v) Provide Viability Gap Funding and other concessions to selected airline operators under Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) as per the scheme document.
- (vi) Provide financial assistance to Air India as per the approved Plan.
- (vii) Reduction of Central Excise Duty applicable on ATF from 14% to 11% *w.e.f.* 11th October, 2018.
- (viii) Rationalization of Goods and Services Tax provisions.
- (ix) Rationalization of Category-I routes under Route Dispersal Guidelines on the basis of criteria given in National Civil Aviation Policy - 2016.
- (x) The requirement for 5/20 is modified and all 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.
- (xi) Liberalization of domestic code share points in India within the framework of Air Service Agreements.
- (xii) 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 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 are 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.

Monetization of assets by Air India

1445. SHRI RAKESH SINHA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether bilateral seats to carriers of foreign countries has affected Air India's financial condition;
- (b) the details of passengers revenue Air India earned in 2015-16, 2016-17, 2017-18, 2018-19 and 2019-2020 and what were projected revenue in aforesaid years;
- (c) whether air India has monetized its assets since 2016;
- (d) if so, the gain by monetization; and
- (e) the reasons for not monetizing most of the assets?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) The Air services agreements provide the legal framework for operation of Air services between countries and are based on the principles of sovereignty of nations, nationality of carriers and reciprocity in terms of commercial opportunities for the airlines of each side. The bilateral traffic rights are exchanged between the countries after cautious negotiations within the mandate provided by an Inter-Ministerial group based on various factors. However, the possibilities of foreign carriers carrying sixth freedom traffic can not be ruled out and this has adverse impact on Indian carriers.

(b) The details of passengers revenue (Actual *vis a vis* Budgeted) earned by Air India in 2015-16, 2016-17, 2017-18 and 2019-2020 is given in the Statement (*See below*).