airlines to ensure that these do not incur losses because of tough competition amongst themselves;

(b) if so, the details thereof; and

(c) whether Government has any plans to allot specific routes to each airline under UDAN scheme to maintain healthy competition as well as reasonability in airfare?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) On account of COVID-19, civil aviation sector including airlines have been affected adversely. Keeping in view the interest of the passengers, financial health of the aviation sector and present crisis of COVID-19, Ministry of Civil Aviation, as a temporary measure, has specified the range of sector-wise air fares for a specified period, presently applicable upto 24th November, 2020.

(c) Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) is a market driven scheme. The interested airlines based on their assessment of demand on particular routes submit their proposals at the time of bidding under RCS - UDAN from time to time. The airline operators are selected through a transparent and competitive bidding process. Selected Airline Operators are given exclusivity of operations on awarded RCS routes for a period of three years. Airfare of the seats on which Viability Gap Funding (VGF) is provided are capped at a subsidized rate, making flying affordable for the masses.

Plane crash at Kozhikode

1133. SHRI DINESH TRIVEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the preliminary findings of the ongoing Aircraft Accident Investigation Bureau (AAIB) investigation into the Kozhikode plane crash;

(b) whether Government plans to extend the Runway End Safety Area (RESA) at Kozhikode following the plane crash;

(c) if so, the details thereof including estimated time frame and if not, the reasons therefor; and

(d) what monitoring mechanism is employed by the DGCA in order to minimize pilot error?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) The Director General, Aircraft Accident Investigation Bureau (AAIB) under Rule 11 of the Aircraft (Investigation of Accidents and Incidents) Rules, 2017 has appointed an Investigator-in-Charge assisted by other Investigators to inquire into the circumstances of the Air India Express accident at Kozhikode Airport on 7th August, 2020 by order dated 13.08.2020 and submit the report to AAIB preferably within five months from the date of order. The Investigator-in-Charge will detejnrmine the probable cause and contributory factors leading to this accident.

(b) and (c) The existing Runway End Safety Area (RESA) at Kozhikode airport is in compliance with the Directorate General Of Civil Aviation (DGCA) Civil Aviation Requirements (CAR) Sec 4, Series B Pt I and ICAO Annex 14.

(d) DGCA has laid down extensive policy and procedures in order to minimize pilot errors. This is specified in CAR Section 8, Series A, part II, Issue 1 titled "Safety Regulation and Oversight of Flight Operations". The CAR *inter alia*, provides the following:

(i) Strict adherence to the laid down operating procedures and limitations and compliance with the rules and regulations *viz.* SOPs.

(ii) The operators shall carry out regular in flight monitoring of their flight operations to ensure compliance with the operating procedures through the senior commanders and the internal safety audit team. Records of the deficiencies observed and the corrective actions taken shall be maintained by the operator.

(iii) In addition to other information, extensive use of the data recorded on the flight recorders (CVR/FDR) should be made by the Chief of Operations in the performance monitoring the flight crew, thus permitting early detection of safety hazards and the initiation of appropriate accident prevention measures. Corrective measures shall be taken immediately when any deficiency is observed.

(iv) Based on the experience of flight operations, the operators shall issue operations circulars to eliminate any weak or potentially dangerous area in their operations.

(v) The operators shall make every effort to enhance accident/incident prevention measures, particularly in the areas of information feed-back and analysis,

voluntary reporting system and prompt investigation of incidents and implementation of safety recommendations.

(vi) The operators shall take into account relevant human factors aspects when developing operating procedures and training of personnel. The operators are encouraged to engage in cooperation and mutual exchange of information on problems related to influence of human factors on the safety of aircraft operations. Based on the regulations laid down by DGCA, the airline operators have various monitoring/ skill assessment programs such as 100% monitoring of Flight Data Recorders, monitoring of Cockpit Voice Recorder, in-flight inspection by the Training Captains and Safety Pilots, Voluntary Reporting System for capturing hazardous situations, etc. Further, crew undergo pilot proficiency check (PPC) at a interval of six months and annual line route check. The data generated from these processes is analyzed for taking mitigation action. DGCA during surveillance and audit checks the effective implementation of these requirements.

Drone pilot training schools

1134. SHRI B. LINGAIAH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the country's aviation regulator is planning to allow more than just flight training organisations to offer drone pilot training; and

(b) if so, the details thereof and progress and steps being taken to set up more drone pilot training schools by granting permissions to private firms, institutions under States and Central Governments in future and policy worked out/implemented in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) Yes, Sir. Organisations other than Flying Training Organisations (FTOs) are being considered by Directorate General of Civil Aviation (DGCA) to impart drone pilot training.

(b) Draft Civil Aviation Requirements (CAR) Section 7, Series D, Part-I and draft Flying Training Circular 2 of 2020 have been published on the website of DGCA for seeking public comments.