

Minutes of the meeting of the Consultative Committee for the Ministry of Civil Aviation held on 23rd January, 2017 under the Chairmanship of Hon'ble Minister of Civil Aviation at Tirupati

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Shri Ashok Gajapathi Raju Pusapati, Hon'ble Minister of Civil Aviation – Chairman

Members of Lok Sabha

1. Shri Thupstan Chhewang
2. Shri Rayapati Sambasiva Rao
3. Shri S. Rajendran
4. Shri A.P. Jithender Reddy
5. Shri Jitendra Chaudhury

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Members of Rajya Sabha

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6. Shri Praful Patel
7. Shri A. Vijay Kumar

The list of officers who attended the meeting is at Annexure-1.

2. The Chairman welcomed all the Members and informed that due to bereavement in the family of Chairman, AAI, he would not be attending the meeting.

3. After a round of introduction, Shri Raheja, In-charge of capacity addition plans started the presentation on the issue of “Introduction of NOCAS” that has been made transparent and much faster.

4 Thereafter, Secretary (CA) informed the Committee that the height of building used to be matter of considerable delay and leading to allegations of wrong doings and non-transparency but having moved to IT platform, no such problems exist now. He pointed out that there are many airports which are overcrowded for example Bagdogra, Patna and Pune but many airports like Mumbai though not crowded, require aircraft handling improvement.

5. The views and suggestions of the Hon’ble Members made during the meeting along with their replies and comments made by other members are given below:-

6.1 Shri Rayapati Sambasiva Rao

(i) The Hon’ble Member pointed out that new terminal at Vijayawada has recently been inaugurated to cater to additional passenger movements. He enquired whether international flights are also being started.

Shri I.N. Murthy said that the terminal building is

not sufficient during daytime. AAI stated that they have designed a separate flow for departing passengers, by creating one additional platform in the expansion departure area, in the curve side but this is still not enough but AAI is working on other modalities also.

Shri S. Raheja replied that International flights comes under the purview of Government of India. Regarding overcrowding during daytime at Airport, AAI replied that they have opened another entry but are all stop gap measures for the moment. AAI assured Hon'ble Member's concerns will be raised in the next Board meeting of GHIAL.

(ii) The Hon'ble Member commented that old Hyderabad airport can be used instead of making cargo terminal building.

Shri S. Raheja replied that they were bound by the Concessionaire Agreement at Hyderabad and therefore, no control over the building.

(iii) The Hon'ble Member raised the issue of medical care facility in the flights and commented that once Air India introduces medical care in their flights, other Private Airlines will follow.

(iv) The Hon'ble Member complimented Vijayawada Airport as international flights are to be introduced for students going abroad. He

commented about the absence of aerobridges and rusted ladders at Vijayawada Airport.

HMCA mentioned that due to lack of help from State Government and since it is an interim terminal at Vijayawada, there are no aerobridges or proper maintenance. He assured that ladders will be painted to prevent rusting.

(v) The Hon'ble Member complimented about change in Air India attitude towards grievances. He asked whether there will be one more airport at new capital Amravati?

HMCA replied that the State Government has given a proposal that the Vijayawada airport which is situated in Gannavaram village of Machhliapatnam Parliamentary Constituency, it is to be called Amravati, but the name should be changed after N.T. Rama Rao. He suggested them to get an assembly resolution passed in this regard and send it to Ministry Of Civil Aviation. For further action in the matter, Ministry Of Civil Aviation will move the Cabinet note.

(vi) The Hon'ble Member asked why helicopter services from Amravati to Vijayawada airport have not been introduced? The Hon'ble Member asked why Air India can't start ambulance helicopter services and suggested that Ambulance Service

should be introduced from Vijaywada airport.

HMCA replied that he is ready to support any ambulance helicopter services.

(vii) The Hon'ble Member suggested that full salary should be paid to staff instead of 30% as Air India has now come out of red.

CMD Air India mentioned that a lot of interest burden is still present and will be taken up afterwards.

Secretary (CA) clarified that Air India has not come into profit but making net losses of 4000 crore every year and interest burden of Air India is Rs.5000 crore every year. AI is not getting sufficient surplus from the operational profit to service this debt but they are working on debt restructuring. The Hon'ble Member commented that Government agency cannot be made as NPA.

(viii) The Hon'ble Member complimented Air India for improving the service, food services and timings. He drew the attention towards issue of only one flight from Vijayawada to Tirupati. He further suggested that it should be done before March with some aircraft. CMD Air India mentioned that there are plans of starting a flight with a 72 seater aircraft.

6.2. Shri A. Vijay Kumar

(i) The Hon'ble Member questioned about stage of expansion in Tuticorin airport after acquiring 500 acres of land. He asked why completion works are pending on the runway.

HMCA replied that there are two type of issues, airport specific and general issues. He assured that works at Tuticorin airport will be finished.

Shri S. Raheja shortly commented that Tuticorin airport is suitable for handling ATR 72 and ATR 42 types of aircraft right now. Land requirement of 500 plus acres with State Government is pending for last 3 to 4 years.

(ii) The Hon'ble Member asked for one airport at Kanyakumari because of sufficient land and assured his support for any future plan there. The Hon'ble Member asked for copy of letters sent to Government of Tamil Nadu.

Secretary (CA) informed that plans for Kanyakumari airport are not financially feasible but will be considered if Members give their support for the same.

(iii) The Hon'ble Member questioned why at Trivandrum, domestic airport is handling some cargo and for all other items, both domestic and international airport are being used.

(iv) The Hon'ble Member suggested that one airhostess with degree in BSc(Nursing) can be appointed for health concerns on flights. He asked whether they are planning to have MBBS qualification for an air hostess for long flights, so doctor with basic qualification as MBBS should be considered for this post. He asked if there was possibility of first introducing it in Air India.

Secretary (CA) commented that Airlines can on their own decide to do something along these lines but normally by regulation or by law, making it compulsory is not done globally. He assured that CMD of Air India will examine the issue separately.

(v) The Hon'ble Member suggested that minimum number of toilets in flights should be increased.

(vi) The Hon'ble Member suggested that flight from Trivandrum to Dubai should be restarted as it will be helpful for South Indian passengers and insisted that private airlines should run on routes that are not profitable.

(vii) The Hon'ble Member commented that image of Chennai Airport is getting damaged as lot of waste material is lying inside the airport. He suggested that airport should be clean at all times.

(viii) The Hon'ble Member asked about progress of Shirdi Airport.

(ix) The Hon'ble Member suggested Air India to look into matter of giving sufficient rest time to air hostesses as well as pilots after long flights.

(x) The Hon'ble Member raised attention regarding presence of ladders and trollies inside the aircraft parking area at Chennai airport.

Shri S. Raheja replied that Metro work is going on at Chennai Airport and the metro authorities will be requested to remove debris placed there.

(xi) The Hon'ble Member questioned if there was any proposal for raising the height of runway for future as aircrafts flooded in Chennai airport during the last rainy season. He further commented on poor drainage system at Chennai Airport.

Secretary (CA) replied that no airport is built without a proper drainage system. Unfortunately the way drainage works is that to drain out, there should be a place to throw the water. At Chennai last year there was no place to throw the water. Even if they had engaged giant pumping machines, flooding would have happened as that kind of incident happens once in a 100 years. He assured that precautions will be taken regarding protection of radar and removal of waste material from the airport.

(xii) The Hon'ble Member asked if the number of flights to Tuticorin and Trivandrum can be increased

as there are only two flights at present.

Secretary (CA) informed that Air India has plans to procure 15 ATRs and his request for starting Chennai-Tuticorin will certainly be met at that time.

6.3 Shri A.P. Jithender Reddy

(i) The Hon'ble Member raised the attention that presently infrastructure issue is of urgent importance at Hyderabad Airport.

Secretary (CA) informed that 8 million passenger per annum is a significant capacity addition. Their assessment is that once the capacity expansion happens, passenger intake will be much faster and therefore the congestion at roads will reduce.

Shri S. Raheja assured the Minister that AAI Members who are on the Board of GMR owned Hyderabad Airport will certainly take up these issues with their management during their upcoming Board Meetings and ensure that corrective measures are taken on priority.

Secretary (CA) also assured the Hon'ble Members that Ministry will seek explanation on the points raised by Hon'ble MP and see that the problem is resolved.

(ii) The Hon'ble Member complimented Secretary (CA) for his suggestion for appointment of staff with medical background in private airlines.

(iii) The Hon'ble Member raised issues of rush at Hyderabad airport during morning hours. He asked if there was planning of any expansion at the airport entry. He suggested that a parallel bridge is required at flyover connecting airport to counter the traffic issues in early hours of morning.

Shri S. Raheja commented that the present capacity of Hyderabad airport is around 12 million and they are working with GMR to improve the operational flows with critical constraints.

(iv) The Hon'ble Member said that Telangana is a newly born State. He said a meeting was conducted on the issues during the National level meeting on RCS by the Hon'ble Union Minister for Civil Aviation with the Chief Secretary of the State on July 29, 2016.

(v) The Hon'ble Member read out a letter along with a list of 10 unserved airports in Telangana, Warangal, Adilabad, Nadirgul in Hyderabad, Nagarjuna Sagar and referred to the various points mentioned in the letter and desired to have the reply in writing.

(vi) The Hon'ble Member suggested to start flights to Detroit and Dallas on weekly basis.

(vii) The Hon'ble Member suggested to improve recreational facilities in the aircrafts like good entertainment system/ music system/mobile charging.

(viii) The Hon'ble Member further pointed out that the food provided by Air India in their flights is same and requested for a change in the menu.

(ix) The Hon'ble Member further stated effective measures should be taken by the concerned agencies for the proper maintenance of the aircraft.

6.4 Shri Thupstan Chhewang

(i) The Hon'ble Member said that he has previously suggested that full cargo service should be started for about six months in a year and in winters, perishable items like green vegetables, meat and other essential commodities that cannot be taken by any other way except through cargo. He reiterated his request for introducing a weekly cargo service which may be commercially viable. The Hon'ble Member invited attention that according to new air policy regional connectivity scheme, some consideration should be given to Leh because there is no connectivity with other parts of India and the economy ticket is very costly.

HMCA replied that issue will be addressed with airlines to find a practical solution.

(ii) The Hon'ble Member expressed his dissatisfaction about points regarding expansion of Leh airport. He asked about the land matter and said that things are moving very slow despite meeting and issuing letters to the Defence Minister.

Secretary(CA) happily informed that regarding land matter, he has had personal meetings with the Chief of Air Staff and a land swapping deal between the Air Force and the Airports Authority of India has progressed. He mentioned that there is a requirement of cooperation from the State Government as it is a tripartite issue consisting of Air Force, AAI and the State Government.

Shri S. Raheja mentioned that Air Force has allowed AAI to carry out all the geo tech and soil investigation on 11.6 acres of land on which they were initially reluctant to give and now they are waiting for the State Government to compensate equal value of land to the extent of 28 acres. The matter is pending with MoD and PMC is lined up for Leh. They will award the work once AAI gets the land.

Secretary (CA) reiterated the same.

CMD Air India mentioned about load penalty

problem but they can handle belly cargo.

(iii) The Hon'ble Member mentioned about completion of demand for introduction of Chandigarh flight. He raised the issue regarding Action Taken Report and commented that no action has been taken on points raised by him during last meeting. First was re-routing of flights via Srinagar and Jammu. He suggested to re-route the flight in summers via Srinagar and in winter via Jammu. Second issue was expansion of Leh airport which now stands confirmed. Third issue was financial support in the form of VGF and RCS available to north east and informed that all the Ministries provide special concessions for dispensation for north-eastern states and gradually all the Ministries are extending facilities to specially Ladakh and Jammu Kashmir also. In this regard, it was mentioned in the ATR that all states need to share 20% of the VGF and RCS except north east states. He wanted Ministry to initiate some steps.

HMCA replied Viability gap funding is designed in such a way that the 90% of revenue would be taken by Government of India as far as north east is concerned

(iv) The Hon'ble Member raised the attention about giving some special consideration to A&N,

Lakshadweep and Ladakh by the Ministry. He suggested that Home Ministry or Prime Minister may be asked to create some fund for gap funding for these areas. He further suggested Ministry Of Civil Aviation to initiate a proposal to the Government of India regarding this demand.

H M C A complimented the Hon'ble Member for suggestion.

Secretary (CA) replied that since the ministry itself does not have any budgetary allocation for these areas separately, we will certainly ask Ministry of Home Affairs mentioning that these kind of airports which are a sort of land locked in a certain sense during winters and islands such as Lakshadeep and Andaman, some special dispensation should be given to ensure that the prices are kept reasonable. He assured that there will be no flight dislocation in winter and the capacity has been maintained.

(v) The Hon'ble Member wanted a confirmation regarding regional connectivity scheme. He mentioned that two non-active airports in Ladakh, Thoise in Nobra and Kargil needed to be in RCS. He mentioned that these defence airports are better than Leh. Kargil has a smaller aircraft to land there. He also mentioned that during Winter, Defence Ministry was operating their AN-32 aircraft and even larger aircrafts to Kargil due to a huge rush. Kargil is

definitely viable.

Secretary(CA) mentioned that all airports in the country whether civilian airport owned by AAI or by the State Government, or privately owned airports and defence airfields are eligible for RCS. He requested the Hon'ble Member to kindly persuade any of the regional airlines which are non-scheduled operators to become scheduled operators and start operating flights to small places like Arunachal Pradesh. Air India does not always have the wherewithal to operate small 9 seater and 19 seater. The problem is that no airline can risk committing a big aircraft for smaller airports such as Kargil.

(vi) The Hon'ble Member raised the issue regarding heliport hub at Zanskar. He commented that Zanskar remains cut off for 7 months in a year but in the ATR, the technical reason given is that Pawan Hans has limit. He requested Ministry Of Civil Aviation to look into this matter.

6.5 Shri S. Rajendran

(i) The Hon'ble Member enquired whether Pondicherry is included in the RCS list.

Secretary (CA) replied that Pondicherry has been put in RCS but no interest has been received. Every six

months, they are bidding for RCS. He requested Hon'ble Member to talk to Airlines to participate in the bidding rounds.

(ii) The Hon'ble Member commented that there are no Tamil speaking airhostesses posted in flights especially for Chennai airport.

Secretary (CA) suggested that airhostesses who know any two languages may be appointed but raised the issue that the air hostesses are employed from different parts of the country and are also transferred from one place to another and accordingly making announcements other than English and Hindi is not feasible.

6.6 Shri Jitendra Chaudhury

(i) The Hon'ble Member suggested that a number of the paramilitary forces and army deployment in north east & every week, charter flight from Air India operate between the Agartala and Kolkata. The civilians and paramilitary forces can share these resources.

(ii) The Hon'ble Member complimented the civil aviation family for improving punctuality.

(iii) The Hon'ble Member suggested that capacity addition programme at Agartala airport should be

expedited due to delayed tender process and other technicalities. He suggested the plans for Agartala airport to be augmented to an international airport for the future and provision for infrastructure for this purpose should be kept.

(iv) The Hon'ble Member mentioned about NLCPL fund. He suggested Ministry of Civil Aviation to contribute 10%.

(v) The Hon'ble Member questioned if the 150 km distance in RCS was aerial distance. He requested to look into Kailashar regarding RCS scheme and suggested that Kolkata- Agartala- Kailashahar- Kolkata route can be viable

Secretary (CA) replied that viability gap funding increases tremendously for shorter distances. Kailashahar is entirely permitted to be connected to any airport which is more than 150 km of aerial distance. He further said that the routing is not decided by the Ministry. An aircraft has to fly 14 hours in a day and during those 14 hours, the route taken is a commercial decision taken by the airline operator. Ministry has not put any restriction on Kailashahar from being used as an airport under RCS. He further mentioned that Government policy has made it compulsory that 10% of the trunk route must be for north-east states.

(vi) The Hon'ble Member said to convene a meeting after AAI raised the issue that AAI is facing issues from locals at Agartala regarding three roads which need to be diverted from the land which has been given to AAI after State Government has given them 76 acres and suggested to make airport operational first, then only airlines will be interested in using them.

Secretary (CA) mentioned that more land is needed for ATR operations. He also mentioned that even if an airport is not fully functional but an airlines wants to go there and see sufficient business there, then Government will improve that airport with its own expenditure. Rs. 4500 crore were sanctioned. There are 46 airports which have not been used since independence like those air fields have now got interest from airlines.

(vii) The Hon'ble Member raised the issue of arbitrary hiked fares and cancellation charges by private airlines during the festival season. He suggested to revisit the commercial mechanism in this matter by the Ministry.

(viii) The Hon'ble Member raised the issues that there are more than 8000 unemployed pilots in our country. He suggested that there may be some relaxation in flying hours parameters so that

engagement of manpower by airlines can be optimally utilized. He wanted this matter to be discussed.

Secretary (CA) replied that number of unemployed pilots has now come down from 8000 to 3000 as the services have also expanded. Ministry of Civil Aviation doesn't track employment of individual pilots. He further said that Airlines are inducting more aircrafts which should resolve the pilot issue.

(ix) The Hon'ble Member asked to realign the timings of AI746 flight so that passengers can avail AI23, to avoid being stranded at Kolkata Airport.

(x) The Hon'ble Member suggested to update all frequent flyer numbers as KYC system of frequent flyer is cumbersome.

(xi) The Hon'ble Member mentioned that Air India are carrying 4-5 medical cases every day from Agartala to Kolkata and back but the private airlines are not carrying patients in such cases. He suggested Civil Aviation to act on this issue.

6.7 Shri Praful Patel

(i) The Hon'ble Member thanked HMCA for conducting this meeting in Tirupati and requested that the meeting of the Consultative Committee should be held more often, at least once in a quarter.

(ii) The Hon'ble Member mentioned that before 2004, the capacity of the airports was limited. CNS/ATM facilities at the airports which were in poor shape have also been upgraded and India now has airports of international standards. He expressed that scope of improvement is always there and suggested that AAI should keep striving to remain abreast with the modern world requirements.

(iii) The Hon'ble Member with reference to increased passenger traffic mentioned that the major airports such as Delhi/Mumbai/Chennai have already reached their saturation point and there is a need to build new airports. Though, the Government is proposing to connect small airports through Regional Connectivity Scheme (RCS) but the required infrastructure is not in place. He indicated that eventually the traffic originating from all the small airports will be bound for bigger cities like Delhi/Mumbai/Chennai/Bangalore/Hyderabad which are already over-crowded. He stressed for the need to expedite the expansion plans of the existing airports or constructing new airports to cater to the increasing demands.

(iv) He suggested that the cities like Jamnagar, Bhavnagar, Porbandar etc. should be connected under RCS as these cities have tremendous potential in terms of traffic growth. He suggested that the present Government should take immediate steps as it takes almost 4-5 years to construct an airport. He further stated that the airport constructed at Bhiwadi, Rajasthan for cargo operations cannot serve the purpose of Delhi.

(v) He pointed out that Ahmedabad airport needs another runway. He recalled that during his tenure, a request was made to the then Government of Gujarat to provide 40-45 acres of land but the same was turned down. The Government offered Dholera site as the alternate solution but this is not a permanent solution as it would be difficult for people to go to Dholera from Ahmedabad to catch a flight. He asked AAI to build taxiway and suggested to use Code E procedure to take the aircraft instead of code-D. He further suggested that Government needs to take immediate steps with regard to privatization of Ahmedabad and Jaipur airport.

(vi) He pointed out that Airlines as well as passengers are complaining about lack of maintenance at Ahmedabad Airport. He further pointed out that, granite of poor quality was used for flooring at Baroda Airport. He said that strict action should be taken by AAI against the erring officials for overlooking the maintenance issues.

(vii) He brought up the issue of Terminal 2 in Bombay. He also mentioned that Land needs to be taken for Pune, Mumbai, Delhi, Hyderabad and Bangalore and 2nd runway should be built at these places. He suggested to put CAT III procedure in place at Hyderabad and Bangalore to encounter bad weather problems as number of flights are getting delayed due to this problem. He further pointed out the delays caused due to ATC at Kolkata airport and suggested to deploy CAT III operation to overcome the visibility issue.

(viii) He explained the problem of type-rated aircrafts as type aircraft pilots are needed to fly the aircrafts and said that DGCA will provide help in this regard. He further said that Air India can be a leader in the regional connectivity scheme because the pace is not going to be taken by other airlines.

(ix) With reference to airport categorization, he gave example of Belgaum and Hubli which were only in Code C where ATR or similar versions are used. He suggested to make the airport a code D airport in which 737 or 320 aircrafts are used, thus enhancing the options available. He explained that making an airport Code D, will increase the number of operators to service those airports.

(x) He dwelt at length to explain that high level of night landing is not required in some of the airports. Suppose if a flight got delayed from 6 pm to 6.30 pm and if minimum night landing whatever earlier night landing used to be is done in smaller stations, then flights could be salvaged rather than get cancelled and people may have a tendency to operate a little later in evening because today all these kind of operations will need little bit of early morning and late evening departure / arrival.

(xi) He mentioned that Bhatinda airport will only do well if an individual goes early in the morning and come back late in the evening otherwise it would be easier to go by a train overnight from Delhi to Bhatinda and back and suggested to put some of these night landing facilities in place which is not a very expensive exercise now. He said that one airport

could be completed in 10-12 crores and basic night landing system can be installed in around Rs.10 crores and this is the thing which needs to be done.

Secretary (CA) – Secretary (CA) replied that the points which Hon'ble Member has made broadly fall in two categories. One is where improvements can be done without too much of a problem and too much of money, for example the parallel taxi-track in Ahmedabad, bad flooring in Baroda, CAT III in Bangalore for the fog problems, there is scope for improvement at Kolkata ATC runway not handling enough flights. It doesn't require too much money to standardize another 15 airports and these things are certainly doable. As far as the night landing and category D is concerned, they will certainly be taken care of as a suggestion given by the Hon'ble Member. As far as airport infrastructure in general is concerned, one of the biggest problem is the availability of land e.g. Problem relating to Navi Mumbai, also in Delhi e.g. Different State Governments over a period of time have flipped flopped to where they want to give the land. In Pune e.g. over the last 15 years, State Governments have changed and sites have changed and he requested to suggest a way to handle the land problem.

The second problem is privatization of four more airports Chennai, Kolkata, Jaipur and Ahmedabad. He mentioned that he had made a presentation to the Standing Committee of Parliament regarding privatization of these airports and every single Member of the Parliament opposed privatization. He further said that in Delhi, Mumbai, Hyderabad and

Bengaluru there has been improvement once they have been privatized. After all, AAI has certain capacity limitations relating to funds, relating to their operational abilities but if Parliament says AAI should do this then it is the problem. He requested Hon'ble Members of the Consultative Committee to give suggestions on these two major areas, privatization of airports and land issues e.g. Navi Mumbai itself, now it has been bid out it's a greenfield airport, it is a project for which the project proponent is the Government of Maharashtra, it will take time, suppose it takes six or seven years or whatever the State Government has committed to us saying that by 2019-20 it will do it but then what we need to appreciate here is the Ministry of Civil Aviation has to work with the State Government. It is pertinent to mention here that the problem is where we go for land. He further mentioned that he had personally gone and met and he gave example of Bagdogra, it is a cattle shed but then when he asked the Hon'ble Chief Minister of West Bengal to provide land, his immediate response was "don't ask us to acquire land". He explained to Hon'ble Chief Minister that it is not a land which we have to acquire, it is a land given on lease by the State Government to the tea gardens, it is not the common men's land we are taking. He stated that Leh e.g. is not between two central Government entities. It is between the State Government and the Central Government. The State Government has to come up and say that we will give 28 acres of land to Air Force to enable Air Force to give 18 acres of land in return to us. He requested the Hon'ble Committee members to guide the

Ministry on these two issues, one should PPP privatization be a route or not be a route and second how to handle the land issues.

(xii) The Hon'ble member suggested to strike a balance. He further mentioned that the airports of Delhi, Mumbai, Hyderabad, Bangalore and Cochin are enough to look at that landscape. It is the decision which Government of India has to take not any Consultative Committee or Standing Committee. He suggested that Airports Authority should slightly tweak the model to be able to get in more kind of qualified and specialist people to do their job. He further said whether privatization is done or not, whatever needs to be done it should be done today, it is not a matter of concern whether it is done by AAI or a new entity. He raised the issue of Chennai and said Sri Perumbudur site has already been identified but the land has not been acquired, it has only been earmarked.

Secretary(CA) replied that nothing has been earmarked and requested for guidance on the issue related to land acquisition as the airports cannot be shifted completely as far as the development of an existing airport is concerned and so as far as greenfield airport is concerned, if the State Governments flip flop of the type which has happened in U.P. in Maharashtra or Tamil Nadu itself, it would be difficult.

(xiii) The Hon'ble Member raised the issue of Maharashtra where economic activity is much more. He stated that in 2004, Mumbai used to handle

approx. 600 flights and Delhi used to handle approx. 400 flights and now Mumbai handles about 750 flights only and Delhi is handling about 1200 flights. Loss of flights at one airport becomes gain at other airport but it cannot be said that Guwahati or Lucknow will become the next nerve centre of air activity because it will be driven by the land acquisition. He suggested that it is a serious issue and suggestions/views should be taken from qualified people by arranging a meeting. He further raised the issue of land in Kailashahar in Tripura.

HMCA stated that Andhra Pradesh is the only state where land has been obtained i.e. in Vijayawada and Rajahmundry. He further stated that State Government is willing to provide land in Tirupati, Kadappa but no other state has agreed for the same.

(xiv) The Hon'ble Member laid emphasis on the fact that an airport is built to cater the needs for the next 10-15 years not only for present day needs and if availability of land is a problem today then it would be a much bigger problem tomorrow if some immediate action in this direction is not taken. He voiced his concern for the bigger cities and stated that the holding time has been increased over the normal holding time like Delhi-Mumbai which used to be a two hour flight now takes almost three hours. He observed that Mumbai is facing lot of issues with regard to visibility because of smog.

(xv) The Hon'ble Member observed that Private operators try to present their problems as unique and have a tendency to picture that everything is

being done by them. He suggested that Government should not take their word as final and consider this factor in all its deliberations and decisions.

Secretary (CA) replied that Airports Authority of India is not going to walk down the PPP road because the Parliamentary Committee has asked them not to do. If it is not going to work on that route then of course the presentation made is the answer. We have factored 17500 crores of capex over the next four and a half years. We have taken up every single airport. Sir you have spoken about standardization, certain things of course should be standardized suppose I go to build a completely new airport but sir nobody would know it better than you every single airport actually is unique and to that extent standardization will be permitted. We must address unique issues of every airport. This presentation was meant for that. We have put the presentation about air side improvements, terminal improvement and ANS airspace improvement. Our presentation has covered those four areas. Individual cases which you have mentioned are of course we need to improve and we are grateful to you for pointing that out. I would wish to submit to Hon'ble Members that sir if the PPP route is closed then we have made the presentation. This is the capacity of Airports Authority of India I am surprised Mr. Raheja has not pointed it out expressively. We did not depend only on them. I have taken up e.g. the 10 next big airports to find out within the existing structure where all we can improve both operational efficiency as well as financial efficiency. On both we

have appointed BCG. The point which I am making is that we are not only those 4 or 5 or 6 big airports which take away 60-70% of that traffic we also looking at the next 10 and we are also working towards that. We are treating every airport as a unique airport and we are finding out whatever is the best solution possible.

(xvi) The Hon'ble Member raised the issue of Pune saying that it is only on paper and this is the fourth site.

Secretary(CA)replied, when the State Government for Pune did not tell us any specific site, he asked Airports Authority of India to go and conduct their obstruction survey which is done to find a site which is technically feasible. He further said that he would write a letter to the Government of Maharashtra saying that here is a site technically feasible and give us 1000 – 2000 acres for that. He said that land acquisition is a huge problem and if land is not being made available then we are into difficulty. He gave example for Mumbai saying that we cannot give more slots and gradually trunk routes will go into Airbus 380 and mentioned that now Air India is running 747 between Delhi and Mumbai.

(xvii) The Hon'ble Member voiced his concern on the increased growth of traffic and explained that Delhi airport is already at 48 million and it is not possible to handle traffic of 100 million in near future. He further commented on physical infrastructure constraints which are outside the airport. He further mentioned that, at Delhi airport, even with all the

terminals opened it would be very difficult to handle this volume of traffic. He suggested that satellite airports should be made in future and one bigger city like Mumbai should have 2-3 airports. He further requested not to close Dabolim Airport in Goa as the new airport at Mopa is being constructed there.

Secretary (CA) replied that Airports Authority is not closing Dabolim airport. The bid document clearly mentions that Dabolim airport will not be closed.

(xviii) The Hon'ble Member asked why it is taking so much time for DGCA approval for operations at Hubli and Belgaum.

Shri Raheja replied that there is one road which has not been diverted, it is just at the end of the runway. For that we are in touch with State Government. Letter has also been written to Chief Secretary. As regards night operations as I have said night operations at 56 airports. For all our airports except ones which are with the State Government and they are in the process of handing over to us, they are equipped with GLF (Ground Lighting Facility) at all our airports, only night operations instrument procedure is to be there for which land is the constraint. Regarding Ahmedabad maintenance, AAI have adopted the approach of BCG, we have gone for QCBS very shortly, this complaint will be handled at Ahmedabad and all airports we are going across 0.75 million, we have decided to go for QCBS approach. Despite, all the complaints which we are getting, we are getting support of our Secretary and he said go ahead with this 80:20 which you are going for QCBS

because huge mechanization is required.

(xix) The Hon'ble Member raised the issue of Ahmedabad airport and asked that the immigration line for domestic people standing in queue and waiting should be clearly defined.

Shri Raheja replied that at Ahmedabad airport, a part parallel taxi track 69 acres was requested. It can be made for Code D.

The Hon'ble Member suggested to still make it and asked AAI why it is looking at Code D? 95% of the flights are Code D. Why are they looking at Code E?

Shri Raheja replied that Part parallel taxi track should also be used as Code E all through.

The Hon'ble Member commented that Parallel taxi track all through for Code D is possible but not possible for Code E. He further said that as regards, Pune, AAI have finally shortlisted Purandar site. The Hon'ble Member clearly said that it would never happen.

(xx) The Hon'ble Member requested CMD, Air India to allow the Members of the Parliament/Committee to use Air India business class lounge at Chennai or at other places and further requested to give instructions to the concerned officers.

HMCA- The Hon'ble Minister of Civil Aviation and Chairman of the Consultative Committee for the Ministry of Civil Aviation thanked the Hon'ble Members for taking out valuable time for making aviation more vibrant in our country. The Chairman

said that we will be meeting once in three months and requested Members of the Committee to suggest the place for conducting the meeting out of Delhi. The Chairman further expressed his concern over the increased passenger traffic and requested all officials and Members to keep the mind open on this so that India should not suffer.

7. The meeting ended with vote of thanks to the Chair.

Annexure-1

List of officers who attended the meeting of the Consultative Committee for the Ministry of Civil Aviation on 23.01.2017 at Tirupati

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Ministry of Civil Aviation

1. Shri Rajiv Nayan Choubey, Secretary
2. Shri Anil Srivastava, Joint Secretary
3. Shri V. Apparao, OSD to HMCA
4. Shri V. Hedge, Director
5. Shri Sanjay Singh, Under Secretary
6. Shri Anup Pant, Under Secretary

Bureau of Civil Aviation Security

1. Shri Kumar Rajesh Chandra, Director General

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Airports Authority of India

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1. Shri S. Raheja, Member (Planning.)
2. Shri I.N. Murthy, Member (Ops.)
3. Shri A.K. Pathak, ED (Plg.)
4. Shri V.V.G. Raju, RED, Southern Region

Air India

1. Shri Ashwani Lohani, CMD
2. Shri Pankaj Srivastava, Director Commercial.
3. Shri V. Hejmadi, Director Finance
4. Smt. Aruna GopalaKrishnan, ED

Ministry of Parliamentary Affairs

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1. Shri Sharad Dwivedi, Section Officer