

**Minutes of the meeting of the Consultative Committee of Members of Parliament for the Ministry of Civil Aviation held on 02<sup>nd</sup> December, 2013 under the Chairmanship of Hon'ble Minister of Civil Aviation at Goa**

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Shri Ajit Singh, Minister of Civil Aviation **Chairman**  
Shri K.C. Venugopal, Minister of State in the Ministry of Civil Aviation

**Members of Lok Sabha**

1. Shri Ashok Argal
2. Shri Hassan Khan
3. Shri Mithlesh Kumar
4. Dr. Prasanna K. Patasani
5. Smt. Sumitra Mahajan
6. Shri Anandrao Vithoba Adsul (Permanent Special Invitee)

**Members of Rajya Sabha**

7. Shri Avinash Rai Khanna
8. Shri Avtar Singh Karimpuri
9. Shri K. C. Tyagi
10. Shri P. Goverdhan Reddy
11. Shri Rajiv Pratap Rudy

The list of officers of the Ministry of Civil Aviation and its organisations who attended the meeting is **annexed**.

1. The Chairman welcomed the Members and thanked them for attending the meeting.

2. Initiating the proceedings of the meeting, the Chairman made introductory remarks on Air India and various other issues and sought the comments/suggestions of the Members for the betterment of Air India Ltd. He mentioned that as this is the last meeting of the Consultative Committee and although issues relating to Air India are to be discussed, any other issue can also be discussed if desired by the Members.

3.1 The Chairman also sought confirmation of the minutes of the last meeting of the Consultative Committee, which were confirmed. The Committee also took note of the ATR on the decisions taken in the last meeting.

4. Thereafter the members were requested by the Chairman to express their views and suggestion.

### **Shri Avtar Singh Karimpuri:-**

4.1.1. Shri Karimpuri mentioned that Govt. officers and staff should be pursued to use Air India and by improving services, Air India can improve its position.

4.1.2. In Punjab, Amritsar and Chandigarh airports are doing well. In Doaba region there are a number of NRIs. One airport is there at Adampur probably meant for Air Force. It will be very helpful for the people living there if it can be used as domestic or international airport.

4.1.3. There is no flight in Chandigarh-Lucknow sector and there is a good potential there. Efforts should be made if possible, to start a flight.

4.1.4. There is a need for a permanent system to review the position and to push Air India ahead. Punjab state govt. has been satisfied that priority for travel should be Air India.

4.1.5 There is a need for Airport at Jalandhar from where lot of NRIs need connectivity.

### **Shri Anandrao Vithoba Adsul:-**

4.2.1. Shri Adsul indicated that Dharamadhikari Report has still not been implemented fully.

4.2.2. 16 employees of AI who have been de-mustered and some of them have been issued show cause notices. They had given the assurance to CMD AI to work as per the new circular. CMD AI had assured regarding 16 employees of AI who were de-mustered. They are prepared to work as per the new circular and had given the assurance to CMD but unfortunately till today the assurance has not been implemented.

4.2.3. Goa Runway is not properly prepared and also there is no separate taxiway that is why flights are getting delayed.

4.2.4. There is grievance in employees against Air India regarding deduction of salary and he wanted to know as to what are the grounds on which deductions have been made.

4.2.5. He raised the issue of conversion of foreign license into Indian license. The foreign license holders face problem in conversion due to non-cooperative attitude of DGCA staff. He wanted that delay in the conversion of license has to be taken seriously.

**Shri K. C. Tyagi:-**

4.3.1. He expressed his concern at Air India losses despite having good engineering staff and expressed need for better control and improvement in flight quality.

4.3.2. PHL requires to provide more connectivity particularly to religious places and to North East Region from Guwahati.

**Shri Rajiv Pratap Rudy : -**

4.4.1. He mentioned that Air India's Cabin Crew employees have blamed DGCA and have complained to ICAO regarding non-payment of salary and that they are threatening that they will write to FAA also, which may result in downgrade of airline. He wanted to know what action has been taken by Air India against these employees for such a serious misdemeanor.

4.4.2. AI has spent Rs. 200 crores in automated roaster system. The manual Roaster becomes operational as per convenience which is not desirable. On the day of Diwali for the flight which was to take off for London, the pilots reported sick one by one leaving the aeroplane behind at airport. He inquired why action had not been taken in the matter so far and why DGCA had not been recommended to cancel the licenses of such pilots.

4.4.3. Due to closure of Kingfisher, market share of Air India has grown but majority of these passengers has gone to other airlines.

4.4.4. Review of Dharmadhikari Committee Report is always done, yet the women employees of AI and IA are not ready to wear the uniform.

4.4.5. Crew come from Mumbai and camp at Delhi and stay for 2 days at Asoka Hotel and thereafter accompany local crew to fly London. No other airline follows such practices.

4.4.6. Canteens of AI and IA employees run separately and at a huge subsidy even though the company incurs huge loss.

4.4.7. Ground handling has been taken back by Saudi Arabia from Air India. Ethiopian Airline has taken a stand that they will give ground handling services to someone else other than Air India. It's a brand business for Air India. He wanted to know the circumstances that led to this loss for Air India.

4.4.8. He expressed concern at slow pace of growth of MRO sector in India. China has gone from Rs.1000 crores to Rs.1500 crores in MRO business whereas India's target is to take it to Rs. 400 crores from Rs100. crores.

4.4.9. Crores of Rupees have been spent to purchase Dreamliners but it cannot take off/land due to fog during December and January which is the peak season, just because documentation has not been completed by Air India. He wanted immediate corrective action by Air India.

4.4.10. APU is not working in many new aircraft of Air India. It is the device which runs air conditioning system at ground.

**Shri Rudy** vide his letter dated 16.12.2013 has forwarded the following additional points/suggestions for consideration:-

4.4.11. ATS Route B209 is only available between 16:30 to 00:30 UTC (2100IST to 0600IST). This was basically done to avoid Gwalior Babina and Singpur Firing Ranges. Aeronautical Information Publication states that the Aircraft which requires to overfly DPN and use L759 after KKJ (Khajuraho) are not authorized to fly this route irrespective of time. Most of domestic operators use L759 after KKJ to land in Delhi/Jaipur. We request you to kindly approve availability of B209 between JJS and BBN throughout the day without restriction. This will allow all operators to reduce substantial fuel burns. For example, just on one flight Jaipur-Kolkata-Jaipur this effort will save an Approximate of 01cr/Annum.

4.4.12. On Sectors from South to Jaipur normally follow W20N BPL W122N JJP. This requires the Aircraft to be at or below FL280 before reaching BPL to meet MAA (Authorized Altitude) requirement on W122N as FL280. This will also avoid delayed descent due no VHF coverage near Jaipur. Suggestion B209 has an MEA of 310 and flight landing into Jaipur cannot avail this route due MEA restriction. Therefore we request you to kindly establish a route connection between BAVOX-JJP (other than B209) which will enables operator to follow W20N BAVOX e JJP. This will help in reducing Fuel burns due continuous descend to Jaipur.

4.4.13. The corridor between IID-KAMOL-BBB (Bi-Directional) can be approved on:-

- a) Sunday
- b) HAL declared holidays.
- c) When the watch of Ozar is closed and during night.
- d) Delegation of optimum workload for the Air Traffic Controller due to bifurcation of Airspace.

4.4.14. Reference is made to CAAB (Civil Aviation Authority Bangladesh) letter CAAB/A-A/AIS/1501/47/08/Coll-23/87 dated 14.07.2013.

The over flight charges were raised from \$200 to \$300.

ICAO DOC 9082 recommends that the charge for route could essentially be based on:

- 1) The distance flown within a defined area;
- 2) The Aircraft weight.

He has provided following comparison of overflying charges for Aircraft with AUW greater than 50000kg but not exceeding 100000kg which is the case for most of the Aircraft operating in Indian Air Space.

Country	Basis	Rate (USD)	Avg amount Per flight (USD)	Maximum Distance (NM)
Bangladesh	Fixed	300	300	158
Myanmar	Fixed	119	119	567
Malaysia	Variable	0.062 USD per NM	043	673
Thailand	Variable	0.94 USD per NM	130	150
Oman	Fixed	202	202	382

The Geographical location of Bangladesh mandates all Indian operators to use Bangladesh Airspace frequently for carrying out their operations within India. Domestic operator gets immensely impacted as flying within India on domestic sector and have to pay huge over flying bills to Bangladesh. The overflying charges imposed by Bangladesh are not as per the norms followed by other countries in this region. By increasing the over flight cost of Bangladesh, domestic operator suffers an additional burden of approximate estimate 4cr/year for a single operator including Air India.

He has requested reconsideration of the overflying charges.

4.4.15. With regard to Air-Force Stations:-

a) It has been noticed that there are frequent displacement of Runway threshold at various Air force stations. As per ICAO there is requirement of availability of end light for Aircraft during day/night. With experience we have learned that none of these Air Force stations have the facilities to provide Temporary

Runway end lights especially in cases where threshold is displaced and there is difference between ASDA and runway end where permanent lights are placed. This event is very frequent and along with Air India, most of the Airlines suffer losses during such event as operations gets restricted to one side of Runway or are found to be to retain required level of safety. We request better coordination between Civil and Air Force authorities. Jammu-Srinagar area Pilots have to communicate with Delhi Control/Northern/Udhampur etc. and coordinate, this puts lot of work-load on operating crew and hampers Flight Safety. Once a ATS Flight plan is filled and a FIC/ADC is generated, coordination between various ATS/Air Force units should be done by ground and not by Operating Crew. Secondly we would like to highlight that MESAR is single point of entry and exit for Srinagar. All departing and arrival traffic goes through MESAR. The arrival and departure corridor is same for Srinagar which most of the time leaves Aircraft very close to each other. Moreover there is altimeter setting changes at this very point. This is a big safety hazard and lot of Airline report breaching of minimum separation. It is requested that separate arrival and departure corridor should be created to fly in and out of Srinagar.

b) CATFM (Control Air Traffic Flow Management) to be expedited in Indian Airspace. This will help reducing congestion at various Airports. Indian Aviation is expanding at a rapid pace and delayed implementation of CATFM will leave our airspace saturated.

4.4.16. New AWO CAR has mandated very high Alternate planning minima for operators. Although new CAR has been based on ICAO guidelines but DGCA has added few additional minima requirements which have been picked up from FAA. It is requested that if DGCA would like to adopt ICAO guidelines, than it should be adopted in full and it should not be mixed with other guidelines e.g. FAA. This is important as ICAO and FAA computation method and operating environment may differ drastically. E.g. in USA GPS base approaches are allowed where as it is not in India. With winters setting in it will be impossible for any operator to find an alternate Airport in North India hence forcing them to choose a distant alternate. As per out estimation this will estimate a loss of approximate 15-20cr/year for single operator which include Air India as well. Highlighted below are the additions DGCA did in conjunction with FAA and not ICAO.

#### CRITERIA USED

Approach facility

Configuration

Ceiling DA/H or MDA/H

RVA:

**DGCA:** For airports supporting at least two approach and landing operations, each providing a straight-in approach and landing operation to different, suitable

runways. Authorized DA/H or MDA/H (higher of two approaches) plus an increment of 200 ft Authorized visibility (higher of two approaches) plus an increment of 800 m

**FAA:** For airports with at least two Operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.

Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.

Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used.

**ICAO:** For airports supporting at least two approach and landing operations, each providing a straight-in approach and landing operation to different, suitable runways

Authorized DA/H or MDA/H (higher of two approaches) plus an increment of 200 ft Authorized visibility Plus an increment of 800 m.

**Shri Ashok Argal:-**

4.5.1. The flight from Delhi to Gwalior was in loss and was stopped. If such strong decisions are taken timely, the condition of AI will improve.

4.5.2. The services of PHL need to be expanded to some more smaller places e.g. Chambal, Agra and Khajuraho.

4.5.3. In case an arms licenses holder forgets to remove bullets from his luggage and by mistake that is taken to the airport, some relaxation should be given to valid license holder in such matters. The cartridges (bullets) needs to be deposited at Airports and returned on production of valid documents later.

**Dr. Prasanna K. Patasani:-**

4.6.1. Executive class of Delhi-Bhubneshwar flight is always full. He wanted to know why Air India suffers loss in spite of such a situation.

4.6.2. Time management is lacking in Air India operations. There are delays and cancellation of flights regularly which should be rectified.

4.6.3. He requested to flights for Bhubaneswar to Dubai, China, Singapore, Jakarta, Kuala Lumpur, Bangkok, Japan Ceylon etc. to promote Buddhist tourism.

4.6.4 Regarding Jharsuguda Airport, he mentioned that land has been acquired and the work can now be started immediately.

4.6.5. He requested that proper attention be given to passenger amenities at Bhubaneswar airport.

**Shri Hassan Khan:-**

4.7.1. There is urgent need for a new terminal building at Leh airport. As Air force is involved there are problems of land. But he expressed hope that matters will be sorted out quickly for development of Leh Airport.

4.7.2. About airport at Kargil he mentioned that it was built in 2000 but no flights have been started from there. AI has no aircraft in their fleet which can land at Kargil. Last year a regional airline "Mantra" inaugurated a flight but was stopped on the day of its inauguration. AI should start a flight from Kargil for 6 months in a year with any smaller aircraft.

4.7.3. In winter Army makes arrangements for some civilians flights specially in emergency situations. But from Leh seats are not available. Also at Jammu, people cannot find seats available to fly to Leh. The situation is same at Srinagar also. There is need for Air India to provide requisite air services.

**Smt. Sumitra Mahajan-**

4.8.1. There are great possibility of cargo services from Indore.

4.8.2. Indore international airport was built in 2011. Two aerobridges are to be prepared but there is still no progress. On enquiry we came to know that order for it has been placed in March, 2013 and will be completed by March 2014. In the manner the work is going on it does not seem to be completed by the stipulated time.

4.8.3. Conveyer belt was broken accidentally by the bus of Jet Airways. Now that is required to be repaired and that will be prepared when Jet Airways will provide money for it. There may be deposits of Jet Airways at airport, the money to repair the conveyer belt may be recovered from that deposit and conveyer belt should be repaired immediately.

4.8.4. DWR has not been installed.

4.8.5. There is a potential at Mumbai-Indore sector and an additional flight can be started at Mumbai-Indore sector.

**Shri Mithlesh Kumar:-**

4.9.1. Demand has made for issue of vehicle pass to MPs several times but it has not been issued by now.

4.9.2. Civil Flights will be allowed from air force airport at Bareilly. There was a very positive response in that area that people will get facilities because Bareilly is in the middle of Lucknow and Delhi. Muradabad is the market of brass and it is around 80 kms from Bareilly.

4.9.3 He also want to know whether Shirdi airport has become operational or not. He suggested that if Air India operates direct flight to Shirdi it will make profit.

**Shri Avinash Rai Khanna:-**

4.10.1. He wanted to know how many retired employees have been re-employed or kept as Consultants in Air India. What was their salary when they were regular employees and what cost they have been re-employed in Air India.

4.10.2. He mentioned that while private airlines immediately provide information through SMS regarding delay in flight, why this system has not been adopted by Air India.

4.10.3. Once while travelling to Jammu he got Executive Class ticket booked as per his entitlement in Go Air and he was charged additional Rs 3,000/- for executive class. However, there was no separate Executive Class available and he was just provided first seat in the aircraft. He wanted that this practice needs to be stopped.

4.10.4. He desired that immediate action is required to providing connectivity to Kargil.

4.10.5. The Chandigarh-Adampur flights may be started at the earliest.

4.10.6. There are 1.5 to 2.00 lakhs daily passenger for international flight from Amritsar. He was of the opinion that providing international connectivity to Amritsar will decrease the losses of Air India.

**Shri P. Goverdhan Reddy:-**

4.11.1. . He mentioned that Government had set milestones and benchmark for Air India while providing financial help to it. If Air India achieved these milestones and benchmarks only then it can revive and compete with private airlines. He indicated that Air India has not achieved the benchmarks and he wanted to know the reasons behind it.

4.11.2. He observed that Air India has 300 employees per aircraft whereas the private airlines are managing with half of that strength. He wanted to know what measures have been taken to bring this ratio down.

4.11.3. He wanted to know the reasons behind Air India not using the quota prescribed by the air service agreements entered with others countries.

4.11.4` He indicated that only 16 services of Air India are meeting the total cost and 168 services are not meeting the cost and wanted to know the reasons for faulty assessment of route economics and as to what steps are being taken to mitigate the situation..

### **Shri Vijay J. Darda-**

Shri Darda vide his letter dated 30.11.2013 has conveyed his inability to be present during the meeting and has forwarded the following points/suggestions for consideration:-

4.12.1. He has mentioned that on an average each day 50 rooms are occupied by Pilots and 200 rooms by Cabin Crew which amounts to expenditure of Rs. 15,00,000/- per day i.e. Rs. 4.5 crores in a month, i.e. Rs. 54 crores per annum.. He suggested that all Pilots and Cabin Crew be placed at Delhi on transfer basis to avoid incurring huge expenses on day to day expenditure on hotel, transport, payment of daily allowances etc.

4.12.2. In respect of Pilot utilization, he has argued that there are cases where certain pilots just fly about 40 hours per month. He wanted to know what prevents utilization of each pilot to 80 hours for which he is paid for.

4.12.3. ATR given in para 5.3 of the last minutes of the meeting of the Consultative Committee held on 26.08.2013 is incorrect to say that pilots of Air India are sent to Air India Express due shortage of Commanders in Air India Express. Air India Express is training airline of Air India. All pilots deputed from Air India to Air India Express is purely for the purpose of obtaining training and obtaining higher grade. Once this is achieved, they are repatriated irrespective of the requirements of Air India Express. The majority of the pilots sent on deputation are Trainee Pilots to become Co-Pilots and not Commanders. Even the trainee pilots on becoming Co-pilots are being reverted to Air India.

4.12.4. Air India has its subsidiary arm Air India Express which needs to be given particular attention. This airline suffered a major crash in Mangalore on 22 May, 2010. After this a Court of Inquiry recommended that Air India Express should operate as a separate entity. Current status on the same be furnished.

4.12.5. How many Air India Pilots are trained by Air India Express? How many have been repatriated to Air India after being fully trained?

4.12.6. What is the rationale of inducting trainee pilots in Air India/ Air India Express when more experienced Type Rated pilots are available in the market? Why are these pilots sent for Type Rating and training to Air India Express?

4.12.7. Why a permanent CEO for Air India Express has not been appointed as yet?

4.12.8. Under the Turn Around Plan of Air India, what are the proposed action points concerning Air India Express?

4.12.9. What is the status on the proposed Domestic LCC flights which can be entrusted to LCC arm?

5. The chairman concluded the meeting by thanking all members for their participation and for their views and suggestions.

6. The meeting ended with a vote of thanks to the Chair.

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## ANNEXURE

### List of Officers of the Ministry of Civil Aviation and Representatives of Attached/ Subordinate Offices and Public Sector Undertakings present in the meeting of the Consultative committee for the Ministry of Civil Aviation held on 02<sup>nd</sup> December, 2013 at Goa.

#### MINISTRY OF CIVIL AVIATION

1. Shri K.N. Shrivastava, Secretary(CA)
2. Dr. Prabhat Kumar, Joint Secretary
3. Shri Anil Srivastava, Joint Secretary & CMD, PHL
4. Shri G. Asok Kumar, Joint Secretary
5. Dr. Anil Pratap Singh, PS to HMCA
6. Shri P.G. Kaladharan, OSD to HMOS (CA)
- 7.. Dr. Balmiki Prasad, Director
8. Ms. Puja Jindal, Director
- 9.. Shri Sunil Pant, Under Secretary
10. Shri P.K. Saharawat, SO(PU)
11. Shri Uday Moray, ADG, PIB

#### DIRECTORATE GENERAL OF CIVIL AVIATION

1. Shri Arun Mishra, DGCA

#### BUREAU OF CIVIL AVIATION SECURITY

1. Shri R.N. Dhoke, Addl. COSCA

#### COMMISSIONER OF RAILWAY SAFETY

1. Shri Prashant Kumar, Chief Commissioner of Railway Safety

#### AIR INDIA LIMITED

1. Shri Rohit Nandan, CMD

#### AIRPORTS AUTHORITY OF INDIA

1. Shri V.P. Agarwal, Chairman
2. Shri M.C. Kishore, ED & CS, AAI

#### PAWAN HANS LIMITED

- 1 Shri Manish Bhargava, EA

#### IGRUA

1. Air Marshal (Retd.) V.K. Verma, Director

#### CISF

1. Shri R.R. Sahay, IG (AP), CISF

#### MINISTRY OF PARLIAMENTARY AFFAIRS

1. Shri H.L. Negi, Director
2. Smt. Sarla Bhutani, Parliament Assistant.