

Minutes of the Meeting of the Consultative Committee of the Members of Parliament for the Ministry of Civil Aviation held on 9th November, 2011 at Parliament House Annexe, New Delhi.

Chairman

Shri Vayalar Ravi, Minister of Civil Aviation

Members of Lok Sabha

1. Shri Ninong Ering
2. Shri Vilas Muttemwar
3. Shri Anandrao Vithoba Adsul

Members of Rajya Sabha

1. Shri Vijay J. Darda
2. Shri Sukhdev Singh Dhindsa
3. Shri Avinash Rai Khanna
4. Shri Narendra Budania
5. Shri Shri Manicka Tagore
6. Shri Ambica Banerjee

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

1.1 The meeting of the Consultative Committee of the Parliament for the Ministry of Civil Aviation was held on 9th November, 2011 under the Chairmanship of the Hon'ble Minister of Civil Aviation & Overseas Indian Affairs.

1.2 In his opening remarks the Hon'ble Minister for Civil Aviation said that it is his privilege to welcome all the Members to this Consultative Committee meeting. He mentioned that in the last meeting a general discussion on overall progress in civil aviation sector with a specific focus on Pawan Hans Helicopters Limited (PHHL) was held. PHHL has emerged as one of the Asia's largest helicopter operator having a fleet of 51 helicopters. PHHL has signed an MoU with HAL for carrying out a feasibility study for setting up a joint venture for operation & maintenance of ALH Dhruv and Chetak & Cheetah helicopters of Defence Forces. The company has proposed to purchase 10 Nos Dauphin N3, 3 Nos AS350B3 and 2 Nos Mi-172 new helicopters and till now 7 Nos Dauphin N3, 3 Nos AS350B3 have been purchased. To meet the present

and future requirements of Coast Guard and other Armed Forces, PHL has taken up a proposal with Ministry of Defence for constitution of a Joint Working Group.

1.3 An action taken report on the suggestions made by the Hon'ble Members in the last meeting has been prepared and made available to the Hon'ble Members. In today's meeting a discussion on various issues relating to the Airport Authority of India (AAI), would take place.

1.4 With regard to the growth of domestic passenger traffic during the period January to September, 2011 the number has grown to 86.96 million compared to 72.66 million during same period of last year. In the Civil Aviation sector all international standards set by International Civil Aviation Organization (ICAO) are being followed. Audit conducted by ICAO, Federal Aviation of USA have also found that India is adopting minimum international standards for aviation safety. Coordination on all the safety matters with ICAO is being carried out by DGCA.

1.5 The progress in all sectors of civil aviation is satisfactory except air transport sector including Air India, in which there are a few problems faced by the industry. Upon the directions of the GOM on civil aviation Air India has prepared a turn out plan(TAP) and Financial Restructuring Plan(FRP) and submitted the same to GOM. The GOM in its meeting held on 22.6.2011 considered it and referred to Group of Officers (GOO). GOO after examination make a presentation before the GOM on its meeting held on 28.10.2011, during which the Turnaround and Financial Restructuring were discussed. The GOM decided that the Financial Restructuring Plan must be first discussed with the RBI before considered further. A meeting was accordingly held with the Governor RBI on 1st November, 2011 to assure its expeditious consideration.

1.6 The attention of the Members is drawn to the Airport Authority of India, which is the focus of today's meeting. AAI, a PSU under the Ministry of Civil Aviation, came into existence on 1.4.1995 with a motive to develop infrastructure for Airport. It manages 115 airports including 23 civil enclaves and also provides CNS-ATM facilities at 11 others airports. It has been bestowed with the responsibility to manage the entire Indian airspace measuring around 2.8 million nautical square miles area covering the Bay of Bengal and the Arabian Sea as designated by ICAO for provisioning of Air Traffic Services in the designated air space.

1.7 To meet the parameters of world class standard airport, 60 airports were identified for modernization and upgradation. In order to modernize CNS/ATM facilities, a Master plan has also been drawn up for implementation of Future Air

Navigation System (FANS), which includes shifting from Voice Communication to Digital Data Communication and from Ground Based Navigation to Satellite Based Navigation. Digital Automatic Terminal Information Service (DATIS) has been installed at Dehradun, Udaipur and Bhuntar airport. AAI has installed an Instrument Landing System (ILS) at Agra and also commissioned at Delhi for runway 09. A New Monopulse Secondary Surveillance Radar has been installed at Jharsuguda in Odisha and a New Surface Movement and Control System has been commissioned at Kolkata.

1.8 In the end it is assured to the members that Airport Authority is making and continues to make all efforts for efficient and safe air craft operations.

1.9 The Chairman, AAI gave a presentation on functioning of AAI, its performance, initiatives taken and the grey area, where Government support is required. A copy of the presentation was provided to each Member of the Consultative Committee. In the end of the Presentation, Chairman, AAI drew the attention of the Hon'ble Members on the few issues namely providing concession of tax on infrastructure bond, transfer of 4 % levy being charged from Bangalore and Hyderabad Airport to AAI, some land encroachment issues on which support of State Govt. and Ministry of Defence is required and in case of North Eastern States a study was conducted by Shri Rohit Nandan and it was found that due to small share it is not worthy to provide air connectivity and he seek the directions of Consultative Committee in the matter. He requested support of the Hon'ble Members on the above issues.

1.10 After the presentation the Hon'ble Minister invited the suggestions of the Members for the improvement in the functioning of the AAI specific and civil aviation sector in general.

2. The suggestions/views raised by members during the meeting are as follows:-

2.1 Shri Vilas Muttemwar

2.1.1 The Member congratulate Hon'ble Minister on success story of Airport Authority India. However, he mentioned that the metro projects which were projected in the agenda of 2002 with a saving of Rs.3000-4000 crore, have now been completed, but it seems that the expectations and projected benefits were higher as compared to actual return. He desired to know the details of expectations of the AAI, area constructed and return are coming from these airports.

2.1.2 He mentioned that a list of 35 non-metro airports is provided to them but the detail furnished with the list is not adequate. He asked the criteria for creation of these airports and the details and expected income from them city-wise/state-wise.

2.1.3 He also mentioned that Nagpur airport which is an ambitious project is on the aviation route, ATC of which gives directions to 350 aircrafts world-wide but despite the fact that it is a joint venture, its capacity is not being utilized properly. He also mentioned that at the time of signing joint venture it was proposed that a strategic partner will be appointed. However, till date strategic partner has not been finalized. He desired to know details of expectations at the time of signing the joint venture and there are any difficulties being faced in finalizing the strategic partner on the part of Airports Authority of India or State Govt. of Maharashtra.

2.1.4 He pointed out that the resources are underutilized. Govt. should draw a plan in coordination with AI and AAI for optimum utilization of resources. He mentioned that despite the tourism importance on many airports only one or two flights operate, for example for Jabalpur only one or two flights are in operation and thus it is under utilization. Same position is in North East Sector. He desired to know if any road map is prepared for such airports, where utilization is less, if so the same be provided. He also mentioned that despite these facts upgradation of airports is being done by taking loan from the market, without any proper plan to utilize them. The logic behind such expansion of airports may be furnished. CAG has also commented adversely for loss being suffered by AAI in such expansions. CAG has clearly pointed out in its report that in case an agreement is executed with the joint venture in future on similar terms & conditions, AAI will suffer more loss. He pointed out that after incurring an amount of Rs. 125 crore on Delhi Airport, control is still with joint venture. He suggested that the faulty clauses in the agreement should be reviewed to provide more flexibility to the Govt. He mentioned that the numbers of hotels have been established on the land allotted to Airports Authority of India, under joint venture of GMR agreement, instead of providing the basic facilities to the passengers in these airports. The establishment of hotels on the land of AAI is a direct loss to AAI. He asked to furnish the details of steps taken to stop these activities.

2.1.5 He also highlighted that the subject matter of meeting was not intimated to the members well in advance. He mentioned that, if, the subject matter was communicated to them well in advance they could have contributed more on the

measures to be taken for effective management of airports. He requested Hon'ble Minister to take cognizance of this issue.

2.1.6 The Secretary, Ministry of Civil Aviation clarified that Ministry of Civil Aviation intimated the subject matter well in advance to the Ministry of Parliamentary Affairs and it may be possible that they might have not communicated the same to the Hon'ble Members.

2.1.7 Minister directed that the issue may be taken up with Ministry of Parliamentary Affairs. On another issue, the Minister clarified that there could be a one joint committee under the chairmanship of one Minister for two Ministries/Departments and the same Members can be participate in the meetings of both the committees. He further clarified that accordingly, for Ministry of Overseas Affairs and Ministry of Civil Aviation there is a joint Committee with same members. Although there are fixed number of meeting in a calendar year but the number of meetings can be increased depending upon the number of Ministries. The four meetings have been conducted till date and there can be more meetings.

2.1.8 The Member also mentioned that in the non – metro airports expansion took place, but the work is not satisfactory. He clarified that he visited 2-3 airports where work was not found satisfactory and even basic facilities were not provided. There is a need to check the same.

2.1.9 He mentioned that at Nagpur airport although aerobridge has been installed but it is not functional. He mentioned that the aerobridge has become a show piece only. He wanted to know when it will be functional.

2.1.10 In respect of Delhi Airport he mentioned that the Delhi Airport is a world class airport and when a passenger comes first time, it attracts his attention. But he pointed out that there is no proper sitting arrangement on the Delhi Airport. He further mentioned that one day when he was coming from the Nagpur one lady with her baby and other children was there but there was no place to sit and feed her baby. This kind of inconvenience never happens in International Airports across the world. He further mentioned that from entry point of the airport to the other end distance is about 2 kilometers and it is not possible for an old age person to cover the said distance without support. He mentioned that although buggies are provided but he has never seen helpers for these bogies. The person employed for this purpose either ignored the passengers or sit/stand at one corner of the airport. He mentioned that he asked a boy who was engaged for this purpose, why he is not performing his job. He clarified that he is getting only Rs.

6000/- p.m. which is a very meager amount and due to which many of the employees have left their jobs. He mentioned that aviation sector is growing very rapidly. However facilities are not commensurate with the growth of aviation sector.

2.1.11 He also pointed out that generally flights got delay due to one or other reasons and the passengers are forced to wait in airport. Shopkeepers charge extra amount even for eatable items from them. He mentioned that at Delhi Airport, Rs.150 are being charged for a cup of tea/coffee and Rs. 140 are being charged for two pieces of Vada and one piece of Idly. On the stall of Haldiram the amount is being charged more than MRP. He mentioned that this issue was also raised by him in Parliament and Shri Patel had assured that the issue will be sorted out, but no action has been taken till date.

2.12 Hon'ble Minister mentioned that it is a matter of concern and this cannot be allowed to be continue. This issue is required to be addressed. He further suggested that the due care is required to be given towards basic facilities. He advised that a team may be constituted to look into the matter. Secretary, Min. of Civil Aviation assured that a team will be detailed to look into the matter and an action taken report will be submitted.

2.2. Shri Anandrao Vithoba Adsul

2.2.1 The Member appreciated for selection of the important topic for the meeting and also for providing details of airports. However, he mentioned that during the presentation, the issue of welfare of employees is not discussed. He mentioned that earlier the DGCA was empowered to administrate the function of civil aviation with full accountability. However, this responsibility was assigned to Airports Authority in 1994 by Parliament through an Act and the Airports Authority India was given autonomy with a stipulation that the interest of employees would be protected. As per agreement 60% of the employees are required to be absorbed by GVK, however, GVK has absorbed only 5% of employees and several employees have been transferred to the various airports. He had written to Hon'ble Member as well as Chairman, AAI on this issue but no response is received besides, the facts that there is increase in work of Airports Authority, employees are being transferred. This matter is required to be looked into. Even 50-55 years women recruited on compensatory ground are also being transferred. This is a matter of deep concern and should be taken seriously. He mentioned that there are several issues arisen due to privatization and AAI and Ministry of Civil Aviation should take care of these issues. He suggested that AAI engaged the employees prior to

privatization in fire fighting department on the basis of essential qualifications required for the job and thereafter they also undergone three month courses after the appointment. However, GVK had outsourced these services without putting any condition on their qualifications and rules and regulations to be followed. As per policy, in case of fire incident the fire brigade should reach within two minutes to the incident spot but in the present circumstances it is impossible. He desired to know why 74 employees of fire department were transferred when they were providing good services. He pointed out that is a security aspect and is a concerned for all, it should be viewed seriously.

2.2.2 He also raised an issue of execution of lease agreement for the transfer of land by GMR. He mentioned that lease agreement has not been properly drafted, even period of lease and amount of lease has not been indicated and the leases without got vetted by expert body are being executed in the name of developments. He requested that the matter of transfer of the employees and execution of lease agreement should be looked into.

Secretary, MOCA clarified that as per the draft note approved by the Cabinet, an agreement was executed between AAI and private operator. The agreement provides that the employees of AAI will serve with the private operator of airports initially for a period of 3 years on deputation basis and thereafter they will be given an option for absorption in the private airports or come back to AAI. He further clarified that it has been told to him that joint venture gave an option to the employees and majority of the employee opted to come back to AAI, which could be due to job security. As employee opted to come back to AAI, staff became excess and accordingly they might have been transferred to nearby airports. There are still some employees, which though redeployed elsewhere, are yet to join at their new places of posting.

2.2.3. The Member clarified that the employees did not opt for absorption because there was no safety clause for their services in the option and as per the option first of all employees are required to resign from AAI and thereafter they have to join joint venture. He further mentioned that there was a clause in the option that their services can be terminated within three months by giving a notice.

Secretary, MOCA assured that an action taken note on the query of Hon'ble Member will be furnished after checking the records. Minister desired stated that Member has raised

very important questions on security of airport due to outsourcing and the service conditions of the employees. He mentioned that in the past also the same question was raised but no reply received. Chairman, AAI may discuss the issue with me later. Secretary, MOCA assured that the interest of the employees will be safeguarded. Minister also mentioned that in case a large number of employees become surplus they are required to be transferred to other airport and there is a policy in such matter.

2.3 Shri Vijay Darda

2.3.1 He thanked the Hon'ble Minister on selection of important issue for the meeting and steps taken by the AAI for providing infrastructure. He raised an issue of upgradation/conversion of 35 non-metro airports into world class level airports. He desired to know the role of AAI in the proposed upgradation. How many airports are proposed to be upgraded and upto which level these airports are proposed to be upgraded i.e. at par with Delhi/Mumbai Airports or other airports. Whether finance, technical expertise and capacity is available with the Govt. to upgrade these airports. He further mentioned that Parliament has made two rules on the basis of the power derived from AAI Act one regarding ground handling and other regarding management of airports. These rules are not being followed by private airport operators. The background behind it may be appraised. He further mentioned that Govt. has signed an MOU with the private operators which is beyond the ambit/scope of AAI Act/Rules framed there under. The reasons of giving so much autonomy to the private operators may be elaborated. This MOU is out of purview of Parliament scrutiny the reasons of which may be appraised and the view of Govt. on this issue may also be conveyed.

2.3.2 He also mentioned that AAI has authorized private operators to impose tax. The Govt. of India has authorized AAI to levy the tax, not any private operator. This issue has severally been raised in the Parliament but no action was taken by the Ministry. But when Supreme Court issued directions on the issue a draft Bill has been prepared and submitted to the Parliament. He desired to know the grounds for not taking seriously the recommendations of Committee.

2.3.3 He mentioned that although the issue of transfer of employees from Mumbai Airport to other airports was raised by his colleague but he wanted to give more stress on transfer women employees from one city to other city, which is undesirable and should

be considered sympathetically. He desired to know the role of Govt. of India in such transfers.

2.3.4 He also mentioned that in the development of airports two components are there one providing operational requirement to the airport and other development of associated infrastructure such as hotel etc. He mentioned that in 2006 a meeting of committee on infrastructure under the chairmanship of Prime Minister a decision was taken that in non-metro airport AAI will develop terminal buildings, ground handling and traffic control system and other management related development work i.e. operational component and allied facilities such as hotel etc. would be developed on PPP model. The said decision was reviewed in a meeting held on 6.5.2008 at the level of Secretary, MOCA and AAI was authorized to under take all development work on airports, due to which AAI has suffered a loss. He desired to know the reasons behind the review of the said decision and mode to be adopted for future development work.

2.3.5 He also raised the issue of Nagpur airport which has been transferred to Maharashtra Govt. He mentioned that the building of the airport is in the pathetic condition. No care is being given towards maintenance of the infrastructure and control on entry of animals. The airport earlier was providing services to 38 planes and also being used by the Defence Forces but now the condition of runway is very bad. He desired to know the view of AAI whether airport can be maintained effectively by AAI or Maharashtra Govt.

The Chairman, AAI clarified that between two, AAI will be more appropriate authority to maintain it. Shri Darda pointed out that Maharashtra Govt. has no expertise in maintenance of airport and development of infrastructure and the condition of the airport is deteriorated due to non-appointment of strategic partner who could make investment for development of the airports.

Minister directed to depute a team to visit the site and submit a report.

Secretary, clarified that a team will be deployed and a status note on appointment of strategic partner will be submitted shortly under intimation to the Members.

2.3.6 The Member mentioned that it may be looked into whether the purpose for which airports were handed over to AAI is being fulfilled or not. The information in this regard may be furnished in the next meeting.

2.3.7 The Member also mentioned that at Nagpur there is sufficient space for parking. Authority may consider for diverting the air craft from Pune/Mumbai which are congested to Nagpur. Chairman, AAI mentioned that Nagpur is strategic location for parking of aircraft in night and this issue will be considered. The Member mentioned that on ATF 4% taxes are being charged by Maharashtra Govt., it will inspire the private airlines for consideration of parking of aircraft at Nagpur. The Member also mentioned that the aerobridge is not being utilized in Nagpur.

2.3.8 On this Chairman CMD, AAI mentioned that the management of aerobridge is transferred to Bihar and nothing can be done by Govt. of India.

On this Member clarified that it is the new aerobridge brought from Hyderabad to Nagpur which is to be operationalised.

Secretary advised the Chairman, AAI that there is a general complaint on non utilization of aerobridges and the matter may be looked into. The aerobridge must be utilized.

2.3.9 The Member desired to know the status of construction of new airports at Navi Mumbai, Shirdi and Pune. He asked whether sites for these airports have been selected and the view point of the Ministry on this issue, be covered.

2.3.10 Member also mentioned that during the presentation it was emphasized that CAT III system has been installed at Delhi Airport to overcome the fog situation. He desired to know whether in the coming winter the problem of fog will not affect the air operations. He pointed out that in many countries where in the winter season, there is more snow but due to advance technology the operations are not affected by the same.

2.3.11 The Member desired to know that what is the policy of Govt. of India for forwarding credit facility to the aircraft operators. The maximum time limit for such credit may be appraised. He also questioned that whether such facility can be extended to the passenger also specially student who travel in their aircraft and assured to pay the fare after his study.

2.3.12 He also mentioned that the aircraft operators are increasing the fare without any check on them. The policy in this regard may be elaborated and whether Competition

Commission has any role on this issue. The role of Government in deciding the fare may be appraised.

2.3.13 He also highlighted that the Govt. of India depute the officers on deputation for a period of 3 years, but officer continue on deputation after completion of three year. The policy in this regard may be appraised. How many officers who have completed three years on deputation abroad are still on deputation in abroad?

2.3.14 He also raised a point that CISF security personnel during frisking even after disclosure of identity by MP, they conduct more frisking intension whereas they did not check the DSP. It may be clarified that any exemption is given to police personnel.

2.4 Shri Sukhdev Singh Dhindsa

2.4.1 The Member thanked to the Airport Authority of India for operation of international flight from Amritsar to Bayana. He also requested the details of requests pending for other international flights from Amritsar and reason for not giving permission to them. He mentioned that two flights each have been sanctioned for Ludhiana and Bhatinda but these are not operationalised. The reasons for delay may be explained and fresh time scheduled for operationalisation of these flights may be given.

2.4.2 He also mentioned that aerobridge is not being used in Amritsar the reason of which may be appraised. He mentioned that even in Delhi also the aerobridge is not used sometime. In an International flight of AI such situation also arrived. He also mentioned that in the International flight from Bangkok to Delhi in Air India it is noticed that tissues were not available. On a query to the staff it was appraised by the air hostess that tissues are not issued to them by the authorities. This may be looked into.

2.4.3 He also mentioned that the overcharging of amount in excess to the MRP is not only in the case of Delhi Airport only but also at other airports. At Chandigarh also an amount of Rs. 60 was charged from him for a packet of chips.

2.4.4 He mentioned that an international flight was to be operationalised from Chandigarh but it has not started till date. When it is likely to be started and what action is taken against the constructor who has delayed in execution of work.

2.4.5 He suggested that there should be some control on air fare. He also requested that there should also be some control on cancellation of the flight by the aircraft operators and use of buggies are not allowed by physically challenged persons, this may be looked into.

2.4.6 He also mentioned that today the Air India flight which was scheduled to be reached at 1.30 at Delhi, has reached at 3.15 p.m. This issue may also be looked into.

2.4.7 He suggested that there should also be control of AAI at airports.

2.4.8 He also requested for the issue of operationalisation of International flight from Amritsar may be looked into.

2.5 Shri Narendra Budania

2.5.1 The Member appreciated for selection of topic and making a good presentation. However, he shown his concern for emergency landing. He mentioned that he has observed for last six months the rate of emergency landing has increased and he has issued the same and concluded that the possibility of landing due to non-availability of fuel could not be ruled out. What is the fuel policy of the DGCA. In case the reason behind emergency landing is unadequate fuel, it is a matter of concern for the security of passengers. He desired to know weather there is restriction on the pilot regarding fuel limit. In case there is a restriction and a limited fuel is allowed, it could be serious during the bad whether when landing is not possible on nearest airport and airline is supposed to land on 3rd airport.

Secretary, MOCA assured that DGCA will undertake a surprise check in the matter.

2.5.2 DGCA offered that fuel is provided to the aircraft keeping in view three factors in mind, distance to be covered, reserve for bad whether and extra reserve for unforeseen circumstances. He clarified that in his tenure of 6 months not a single case is reported to him, of emergency landing due to not availability of fuel. But keeping in view the importance of issue the matter will be looked into.

2.5.3 Member also mentioned that sometimes aircraft operators did not operate their aircraft due to less number of passengers and take the benefit of bad weather. They sometime even not take off their third aircraft when two aircrafts have landed on the same airport earlier. This is required to be looked into.

2.6 Shri Ninong Ering

2.6.1 The Member appreciated the details provided in the presentation, which is beneficial to him and mentioned that the development of airport in North -East is a specific issue for him. He mentioned that there is a requirement to develop the infrastructure on Kolkata Airport. He mentioned that infrastructure at Guwahati and Dibrugarh is satisfactory but at Dibrugarh aerobridge is not started, even vehicle is also not provided due to which passengers are facing difficulties. He mentioned that development of infrastructure in Arunachal Pradesh is very slow which is on the border of China and is very strategic location for operational point of view. He mentioned that working period in Arunachal Pradesh is only 5 months and special attention is required to be given to these locations. He mentioned that the issue of security should be accorded priority but the behaviour of the security person should be polite. Some times their attitude is not good. They should cooperate with MP after disclosure of their identity. As regards the delay in flight time some steps should be taken. He mentioned that at the time of merger of Air India and Indian Airlines it was assured that training to the pilot will be given on advance aircraft. As per terms and conditions of merger there is a policy of 1:1. This matter is looked into how without proper training, the policy of 1:1 will be implemented.

2.7 Shri Manicka Tagore

2.7.1 The Member mentioned that the development work of Madurai terminal has been completed within a period of one year. He appreciated the steps taken by AAI for completion of work within time. However, the issue of manning of airport is still pending, which should be completed within one year period. The same is required to be expedited. He also suggested that issue of opening of restaurant may also be expedited. He requested that the meeting of Advisory Committee may be convened atleast within three months so that MPs can share their views/suggestions for improvement of airports/air facilities.

2.7.2 He also appreciated the progress of work at Chennai Airport and requested that now a days the middle class families are also availing air services and thus, autorikshaw may be allowed upto departure/arrival points for picking up and dropping the passengers.

2.7.3 He also requested that the inter-seniority issue arisen due to merger of national and international airports authorities may be looked into.

2.7.4 He also requested that issue of promotion of technical personal may be looked into. He also requested that the work of helper may also be outsourced to increase the facilities of picking up of passengers as has been done in private aircraft. He also requested that the issue of their wages of helpers may also be looked into. The low level air buses may also be provided to AI.

2.7.5 He raised the issue of change of noise of the aircraft and sought clarification as to whether this is due to power cut or otherwise. Minister also endorsed his views and mentioned he is also observed such changes. Chairman, AAI mentioned that it is a technical issue and after checking, the records the same will be clarified.

3. Minister

3.1 The Chairman thanked all the Members for a serious and meaningful participation in the meeting. He appreciated that Members have raised some valuable issues and these will be looked into. He mentioned that civil aviation industry is in a very bad shape and they are suffering with a lack of liquidity and its viability. There is a competition between Air India and other private operators. Although load has increased but flow of liquidity has not increased with the same pace. Due to liquidity problems, for their survival, airlines are increasing fare. There is a loss of Rs. 20 crore per day and Air India is not in a position to pay salary in time. He apprised that he has suggested that the pilots should not go on strike. If they make such statement booking will further go down and it will adversely affect the operation of Air India. The other issue with the Airlines is sales tax rate imposed by the State Govts. Some of the states have scaled down it to 4% , which is manageable. He clarified that as on date all airlines are suffering from cash problems even Kingfisher is also facing the same problem. The issue of turn out plan and Financial Restructuring of AI is being looked into by GOM and same is persuaded regularly. He mentioned that the issue of control of fare is a complex one, keeping in view of the financial difficulties being faced by air lines. However, Ministry will revert back with a detailed report on this issue.

3.2 The issue of transfer of employees arisen due to execution of an agreement is a serious issue and AAI may look into the same and if it is a case of forced signing of the documents and then intervention of the AAI is required. They will take necessary steps.

3.3 He mentioned that as regards the frisking by the security personnel, the additional DG, CISF is in the meeting and he will ensure that after display of Identity cards by the Hon'ble MPs due respect may be paid by the security personnel. Secretary, MOCA will also discuss the issue of CISF.

3.4 Minister also mentioned that in the foreign countries frisking is also done and only Ministers of those states are excluded from such frisking.

3.5 He also mentioned that steps will be taken to increase the air connectivity and if required, the services of regional airlines will be taken. He clarified that Air India is facing shortage of aircrafts at present only 84 aircrafts are available and due to which it is not possible to provide air connectivity. However, as stated above efforts would be made to provide air connectivity by permitting the regional aircraft for the same. He mentioned that air connectivity in Bihar and UP is less than North-Eastern states and steps are being taken for improvement of air connectivity and if required additional resources will be mobilized. Minister directed that on the issue of the non-attending of call of MPs, Secretary, MOCA will issue circular to all concerned to attend the call of Hon'ble MPs. He mentioned that the Members have raised some important issues and these should be taken seriously. He also suggested the officers present in the meeting may note these directions for compliance.

The meeting ended with a vote of thanks to Chair.

ANNEXURE

List of Officers of the Ministry of Civil Aviation and Representatives of Attached/Subordinate and Public Sector Undertakings present in the Consultative Committee held on 9.11.2011 at Parliament Annexe New Delhi.

Ministry of Civil Aviation

1. Shri Dr. Nasim Zaidi, Secretary
2. Shri Prashant Sukul, Joint Secretary
3. Shri Alok Sinha, Joint Secretary
4. Shri M. Kanan, Economic Advisor
5. Dr. Balmiki Prasad, Deputy Secretary
6. Shri. Satish Chander, Under Secretary

Directorate General of Civil Aviation

Shri E.K. Bharat Bhushan, AS(FA)/DGCA

Bureau of Civil Aviation Security

1. Shri G.S. Malhi, COSCA
2. Shri B.B. Dash, Dy. COSCA

Commission of Railway Safety

Shri Prashant Kumar, Chief Commissioner

Air India Limited

Shri Rohit Nandan, CMD

Airports Authority of India

Shri V.P. Agrawal, Chairman

Pawan Hans Helicopters Limited

Shri R.K. Tyagi, CMD

IGRUA

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

CISF

1. Shri Arun Chaudhary, Spl., D.G.
2. Shri Ajay Bhatnagar, I.G.