



Ministry of Civil Aviation
Government of India

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Annual Report 2015 - 16



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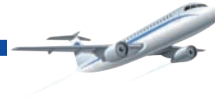


Potential Global Manufacturing & MRO Hub



Shri Narendra Modi, Prime Minister of India being presented memento by Shri P. Ashok Gajapathi Raju, Hon'ble Union Minister of Civil Aviation on the inauguration of the New Integrated Terminal Building at Tirupati Airport on 22nd October, 2015 in the August presence of Shri ESL Narasimhan, Hon'ble Governor of Andhra Pradesh, Shri Nara Chandrababu Naidu, Hon'ble Chief Minister of Andhra Pradesh, Shri M. Venkaiah Naidu, Hon'ble Union Minister of Parliamentary Affairs, Urban Development, Housing & Urban Poverty Alleviation, Smt. Nirmala Sitharaman, Hon'ble Union Minister of State (I/C) for Commerce & Industry and other dignitaries. Shri R. N. Choubey, Secretary (Civil Aviation) also seen in the picture.





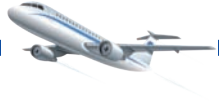
Ministry of Civil Aviation

Vision

“Enable the people to have access to safe, secure, sustainable and affordable air connectivity services with World-Class Civil Aviation Infrastructure.”

Mission

- To create world-class Civil Aviation Infrastructure facilities.
- To establish effective regulatory framework, including for safety, in harmony with international standards.
- To connect presently un-served areas.
- To develop skilled human resource according to the needs of the sector.
- To deploy advanced technologies for the optimal growth of the sector.
- To ensure maximum satisfaction of users / optimize consumer satisfaction.



ICAO Secretary General Dr. Fang Liu with the Minister of Civil Aviation Shri Ashok Gajapathi Raju and Secretary Civil Aviation, Shri Rajiv Nayan Choubey



Shri P. Ashok Gajapathi Raju, Hon'ble Union Minister of Civil Aviation lightening the lamp on the occasion of formal launch of GAGAN system for aviation use. Also seen in the picture are Dr. Y.V.N.Krishnamurthy, Scientific Secretary, ISRO, Shri R.N. Choubey, IAS, Secretary (Civil Aviation), Chairman, AAI and Smt. M. Sathiyavathy, IAS, Director General, DGC A (L – R).

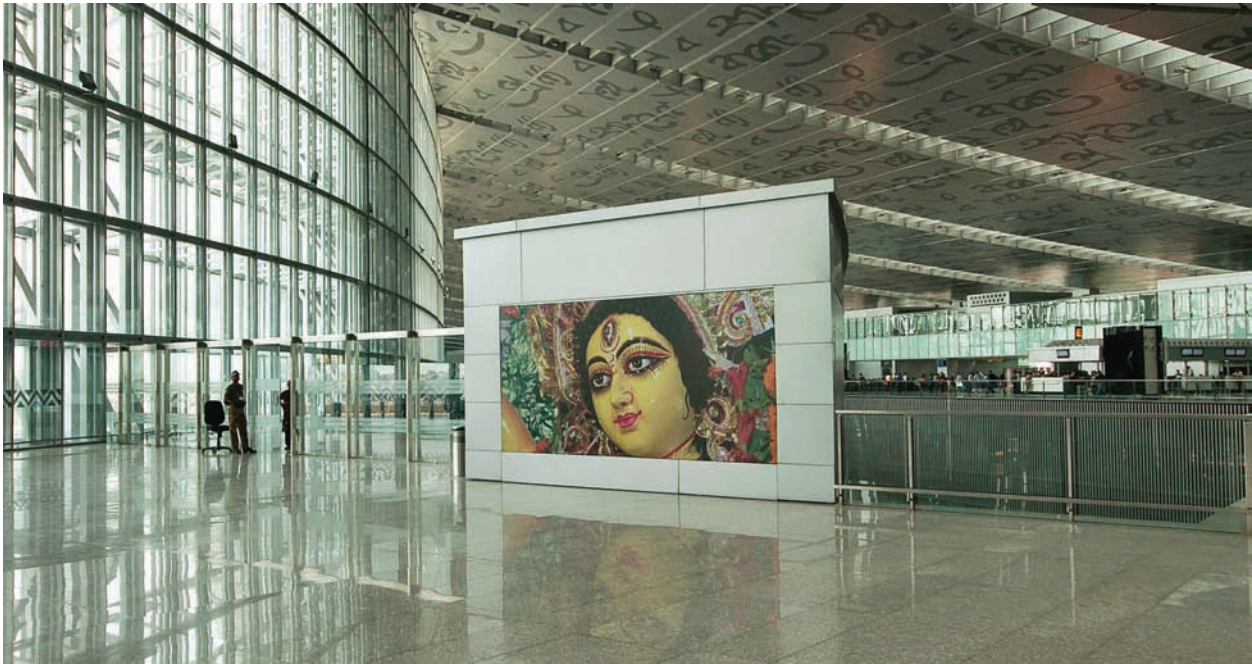


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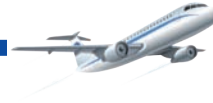
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Varanasi Airport



Kolkata Airport



1. HIGHLIGHTS

1.1 International Civil Aviation Negotiation Conference (ICAN), 2015:

ICAN (International Civil Aviation Negotiations), 2015 was held Antalya, Turkey from 19th to 23rd October, 2015. The Conference was attended by 106 countries out of ICAO membership of 191 countries. Indian delegation representing Ministry of Civil Aviation participated in the Conference and negotiated with the delegations from 11 countries. During these negotiations, “Memorandum of Understanding (MoU)” was signed with six countries namely Finland, Kazakhstan, Kenya, (Sweden, Norway & Denmark), Oman and Ethiopia and “Agreed Minutes” with Serbia, Greece, European Commission and “Record of Discussion”: with Brunei Darussalam and Qatar.

1.2 Air Service Talks:

During the year 2015, bilateral air services talks were held with the following countries and MoU/Agreed Minutes / Air Service Agreements were signed.

Mongolia, Seychelles, New Zealand, Barbados and Republic of Korea.

1.3 Grant of Traffic Rights:

The Government of India has adopted a cautious approach for allocation of traffic rights to Indian Carriers after giving the priority to Air India and has thereby opened up several new routes. Besides accelerating growth of the Indian Civil Aviation Sector, such an approach shall offer improved connectivity at competitive fares to the Indian passengers.

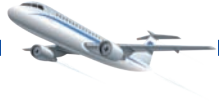
1.4 U.S. – India Aviation Summit:

The fifth India-US Aviation Summit was held from November 3-5 2015 at Bengaluru. The summit offers a technical, policy and commercial forum to assist Indian Civil Aviation agencies and aviation industry representatives, including Indian private sector airlines and airport operators, identify and specify advances U.S. technologies and practices that would best suit there expansion and modernization needs

1.5 Cooperation Agreements:

(a) A Memorandum of Understanding between Airports Authority of India (on behalf of Government of India) and Singapore Cooperation Enterprises (on behalf of Government of Singapore) was signed on 24th November 2015, during the visit of Hon’ble Prime Minister to Singapore. The objective of MoU is to enter into mutual cooperation in Civil Aviation beginning with mutually agreed areas of cooperation in Jaipur and Ahmedabad airports. The areas of cooperation may include master planning and design, traffic development m, commercial development, service quality improvement, training and development, cargo handling and management, Maintenance Repair and Overhaul, Operation & Management and any other areas with mutual interest.

(b) It has been mutually decided to sign a Memorandum of Understanding between the Ministry of Civil Aviation and the Department of Transport of Canada to deepen cooperation in Civil Aviation. The purpose of this MoU is to promote and expand cooperation



between India and Canada in the field of civil aviation, through various mechanisms, to the mutual benefit of both the countries.

1.6 State Action Plan on Climate Change:

A resolution was adopted in ICAO's 38th Assembly meeting which makes it obligatory for member states to submit their State Action Plan to ICAO on reducing carbon emission from Civil Aviation. India has developed State Action Plan and incorporated our initiatives and plan to limit and reduce CO2 emissions from Civil Aviation.

1.7 Construction of Small Airports:

Government of India has decided to develop small airports in tier II and tier III cities across the country for enhancing regional and remote area connectivity. For the purpose, five locations were identified for taking up during 2014-15. These five locations are: Hubli and Belgaum in Karnataka, Kishanganrh in Rajasthan, Jharsuguda in Odisha and Tezu in Arunachal Pradesh.

A Task Force has been constituted in the Ministry with representatives from Ministry of Culture, Ministry of External Affairs, Ministry of Finance, Ministry of Tourism and Airports Authority of India (AAI) to identify the locations/cities where airports in Tier II and Tier III cities could be developed keeping in view, inter-alia, the viability of airport operations, tourist potential, economic importance etc.

However, a decision has been taken not to consider any new Airports for development during the year 2015-16.

1.8 Greenfield Airports:

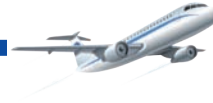
In pursuance of Policy for Greenfield Airports, the Central Government had accorded "in principle" approval for setting up of a greenfield airports at Mopa (Goa), Navi Mumbai, Sindhudurg and Shirdi(Maharashtra), Bijapur, Gulbarga, Hassan, Shimoga (Karnataka), Kannur(Kerala), Pakyong (Sikkim), Durgapur (West Bengal), Dabra (Madhya Pradesh), Kushinagar (Uttal Pradesh), Karaikal (Pudducherry) and Dholera (Gujarat). In Durgapur Airport, the commercial operation have been commenced on 18th May, 2015, with an Air India ATR-42 flight connecting it to Kolkata.

In addition, site clearance have been granted for setting up of Greenfield airports at Ongole (Andhra Pradesh), Jamshedpur (Jharkand), Macchiwara (Ludhiana, Punjab), Itanagar (Arunachal Pradesh), Alwar (Rajasthan), Dagadarthi, Bhogapuram and Oravakallu in (Andhara Pradesh).

MoCA approved for 'shared till' mechanism for economic regulation of Navi Mumbai International Airport project. Request For Proposal (RFQ) for setting up of Greenfield Airport at Mopa in Goa and Navi Mumbai has been completed.

1.9 Airports Economic Regulatory Authority of India:

The Airports Economic Regulatory Authority of India was established in 2009 under an Act of Parliament namely, AERA Act, 2008 to regulate tariff and other charges for the aeronautical services rendered at major



airports and to monitor performance standards of such airports. Pursuant to its establishment, the Authority took various initiatives to carry out its regulatory functions as mandated in the AERA Act. AERA, after extensive stakeholder consultation, finalized and laid down its approach on regulation of Airports.

1.10 Airports Economic Regulatory Authority Appellate Tribunal:

An Appellate Tribunal namely, Airports Economic Regulatory Authority Appellate Tribunal (AERAAT) has been established to adjudicate disputes and dispose of appeals against any direction, decision, or order of the Airports Economic Regulatory (AERA). The Appellate Tribunal consists of a Chairperson and not more than two members to be appointed by notification in the Official Gazette, by the Central Government.

1.11 Legislation on Anti-hijacking:

The Anti-hijacking (Amendment) Bill, 2010, which was introduced in Rajya Sabha on 19th August, 2010, was withdrawn on 17th December, 2014 to facilitate a fresh and comprehensive legislation on the subject. A new draft Bill, viz., Anti-Hijacking Bill, 2014 was introduced in Rajya Sabha on 17th December, 2014. This Bill was subsequently referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report. The Committee presented its Report to Parliament on 11.03.2015. The recommendations of the Committee were examined in the

Ministry and it was decided to move official amendments to the Bill. The proposal of the Ministry to move official amendments to the Bill was approved by the Cabinet on 29.07.2015. The proposals of the Ministry to move the official amendments to the Bill, and for passage of Bill, are under consideration in Rajya Sabha.

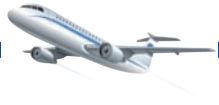
1.12 Signing of MoU between India and Germany on the Carriage of In-flight Security Officers:

A Memorandum of Understanding was signed between the Ministry of Civil Aviation of the Republic of India and the Federal Ministry of the Interior of the Federal Republic of Germany on 5th October, 2015, on the Carriage of In-flight Security Officers (IFSOs).

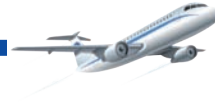
1.13 International Aviation Show:

The Ministry conducts an international Aviation show once in two years. India Aviation show 2016 was held during 16-20 March, 2016 at Hyderabad. This year the Aviation show was inaugurated by President of India. The show was a resounding success with nearly 35% greater participation than previous show.





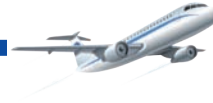
India Aviation show was inaugurated by President of India



Picture during India Aviation Show



Ministry of Civil Aviation



2. MINISTRY OF CIVIL AVIATION

2.1 Organization

Ministry of Civil Aviation (MoCA) has following organizations under its administrative control :-

(i) Attached Offices / Organisations

- (a) Directorate General of Civil Aviation (DGCA)
- (b) Bureau of Civil Aviation Security (BCAS)
- (c) Commission of Railway Safety (CRS)
- (d) Aircraft Accident Investigation Bureau (AAIB)

(ii) Autonomous Body

- (a) Indira Gandhi Rashtriya Uran Akademi (IGRUA)
- (b) Airports Economic Regulatory Authority (AERA)

(iii) Public Sector Undertakings

- (a) Airports Authority of India (AAI)
- (b) Air India Limited (AIL)
- (c) Pawan Hans Limited (PHL)

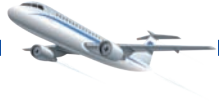
Organizational set-up of the Ministry of Civil Aviation is at next page

The Ministry of Civil Aviation is responsible for formulation of national policies and programmes for the

development and regulation of the Civil Aviation sector in the country. It is responsible for the administration of the Aircraft Act, 1934, Aircraft Rules, 1937 and various other legislations pertaining to the aviation sector in the country.

Secretary, Ministry of Civil Aviation is assisted by one Joint Secretary & Financial Advisor, four Joint Secretaries, one Sr. Advisor, nine officers of the level of Director / Deputy Secretary / Financial Controller and twelve officers of the level of Under Secretaries / Assistant Financial Controller. Functions of the Ministry are distributed amongst nineteen sections.

In addition to primary functions of framing of policies, the Ministry provides guidance to the organizations in the implementation of policy guidelines, monitors and evaluates their activities and also provides their interface with Parliament. It also supervises implementation by the organizations of special programmes of the Government, particularly those intended for weaker sections of the society.



ORGANIZATIONAL STRUCTURE OF MINISTRY OF CIVIL AVIATION



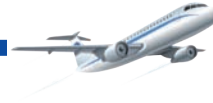
Shri Ashok Gajapathi Raju Pusapati
Cabinet Minister



Dr. Mahesh Sharma
Minister of State



Shri R.N. Choubey
Secretary



Dr. Renu Singh Parmar
Sr. Advisor



Smt. Gargi Kaul
Joint Secretary & Financial Advisor



Shri Anil Srivastava
Joint Secretary



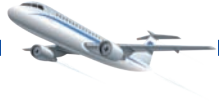
Shri Arun Kumar
Joint Secretary



Shri B.S. Bhullar
Joint Secretary



Smt. Usha Padhee
Joint Secretary



Attached Offices:

Directorate General of Civil Aviation:
Smt. M. Sathiyavathy, DG
Bureau of Civil Aviation Security : Shri
B.B. Dash, 'JDG'
Commission of Railway Safety:
Shri R.K. Kardam, CCRS
Aircraft Accident Investigation Bureau:
Shri Bir Singh Rai, JDG

Public Sector Undertakings:

Airports Authority of India: Shri R.K.
Srivastava, the then Chairman
Air India Ltd.: Shri Ashwani Lohani,
CMD
Pawan Hans Limited: Dr. B.P. Sharma,
CMD

Autonomous Bodies:

Airports Economic Regulatory Authority
: Shri S. Machendranathan, Chairperson
Indira Gandhi Rashtriya Uran Akademi:
Air Marshal V.K. Verma (Retd.),
Director

2.2 Organisation and Method

The instructions regarding time limit for disposal for various cases along with channel of submission and work distribution among the sections, allocation of business of the Ministry & distribution among the sections organizational chart was available on the website of this Ministry in compliance to the Right to Information Act., 2005. Instructions are issued from time emphasizing the need for observance of various provisions of Manual of Office Procedure (MOP).

2.3 Record Management

Record Retention Schedule of records relating to substantive functions of the Ministry of Civil Aviation is available on

the Ministry's website in compliance to the Right to Information Act., 2005.

2.4 Fourth and Fifth Induction Training to the newly joined Officers/Officials of Ministry of Civil Aviation.

Fourth and fifth induction training to the newly joined officers/officials of the Ministry of Civil Aviation was conducted from 15th September, 2015 to 29th September 2015 respectively. The training programme has been devised to familiarize with the working of all the organizations under this Ministry and expectations of the Ministry from them. The training programmes were conducted in the Ministry as well as attached Offices and PSUs so that the participants could acquire first hand overall working knowledge of the organizations. The training programme included field visits to Terminal 3 of India Gandhi International Airport, ATC Tower and Simulator visits along with Delhi Flying Club.

2.5 Modernization of office

Computers and access to internet and e-mail facilities have been provided to all employees. Telephones, Fax machines, intercoms, scanners, printers, power back-ups, photocopiers and other accessories have been provided to all officers upto section level. A comprehensive Composite Payroll System, the Parliament Question Operating System, Computerized File Tracking System (OPA), Online Stationery Request Management System and also e-Office System are operational.

2.6 Public Grievances Redressal Machinery

The Public Grievances Redressal Machinery (PGRM) is headed by a



Joint Secretary who has been designated as the “Public Grievances Officer”. All organizations working under the administrative control of the Ministry too have full-fledged public grievance redressal machinery headed by respective designated “Nodal Officers”. The Centralized Public Grievances Redressal and Monitoring Systems (CPGRAMS), which is a web-based on-line public grievance handling system, was introduced and developed by the Department of Administrative Reforms & Public Grievances (DARPG). The system has been implemented in the Ministry for prompt and effective disposal of the grievances from 01.01.2008. During the year 2015, a total of 4999 public grievance cases were received on-line, out of which, 4525 cases, i.e. 90.5% approximately, have been disposed of through the CPGRAMS.

2.7 Administrative & Staff Grievances Redressal Mechanism

Director (Administration) of the Ministry of Civil Aviation also functions as Director (Grievance) of the Ministry and is available every Wednesday from 10.00 AM to 01.00 PM to listen to the grievances of the employees of this Ministry personally. In addition to this, Administration Section in the Ministry functions as Grievance Cell and all complaints received from the Staff are handled by this Section. Under Secretary (Admn) has been designated as ‘Grievance Officer’ in the matter related to Pension cases. Further, all required steps are ensured to maintain harmonious relations between the members of staff for increasing the efficiency in the output of the Ministry.

2.8 Right to Information Act, 2005

Right to Information Act, 2005 had been

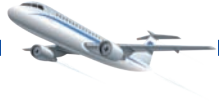
introduced to provide the citizens secure access to information under control of public authority. This also promotes transparency and accountability in the working of every public authority, as well as timely disposal of citizen’s request.

To implement the Act, 10 CPIOs and 8 Appellate Authorities have been designated in this Ministry. With the increased awareness among the people about RTI Act, 2005, a large number of applications / appeals were received this year through online/mail. A total of 966 applications and 168 appeals were received during the year 2015. All efforts were made to dispose of these applications and appeals within the prescribed time.

In compliance of section 4(1)(b) of the RTI Act, 2005, steps are being taken to disclose as much information suo moto to the public at regular intervals on Ministry’s website www.civilaviation.gov.in.

2.9 Welfare of Minorities

Hon’ble Prime Minister’s 15-point programme on welfare of minorities envisages that where large-scale employment opportunities are provided by the Railways, Nationalized Banks and Public Sector Enterprises, it should be ensured by Civil Aviation sector that special consideration is given to recruitment from minority communities. All Public Sector Enterprises under the Ministry have been advised to comply with the directives issued under PM’s 15 Point Programme. Periodical returns have been prescribed to monitor compliance / progress and the same are being sent to the concerned authorities on regular basis.



2.10 Vigilance activities

- (i) The Vigilance Section of this Ministry is headed by a Chief Vigilance Officer (CVO) of the rank of Joint Secretary, appointed in consultation with the Central Vigilance Commission, who functions as the nodal officer in the vigilance set up of this Ministry. The CVO in this Ministry is assisted by a team of officers comprising Director, Under Secretary, Section Officer and two Assistant Section Officer. The Vigilance Section in this Ministry, inter-alia, monitors and coordinates vigilance activities of the Offices and Public Sector Undertakings/ Autonomous Bodies under its administrative control.
- (ii) Preventive vigilance continues to receive priority attention with primary emphasis on identification of sensitive areas. The guidelines/instructions issued by the Department of Personnel & Training and Central Vigilance Commission from time to time in this regard are followed.
- (iii) In pursuance of Central Vigilance Commission's directions, "Vigilance Awareness Week" was observed in this Ministry, its attached offices as well as in the PSUs under the administrative control of this Ministry from 26th October (Monday) to 31st October (Saturday), 2015. The Secretary, Ministry of Civil Aviation administered the 'PLEDGE' to all the employees of this Ministry at 11.00 AM on 26th October, 2015.
- (iv) During the calendar year 2015, total 08 disciplinary cases (out of 20 cases) were disposed after following due process. Besides, huge number of vigilance complaints were also disposed off.
- (v) During this period, Chief Vigilance Officer, Airports Authority of India and Chief Vigilance Officer, Pawan Hans Ltd. were appointed.

- (vi) Other Vigilance activities:

Quarterly meeting of all CVOs/VOs of PSUs/ attached and subordinate offices are held in this Ministry to review the pending vigilance cases in PSUs/attached and subordinate offices under the administrative control of this Ministry.

2.11 Welfare of Scheduled Castes / Scheduled Tribes / Other Backward Classes.

A dedicated Cell looks after the liaison work relating to reservation for Scheduled Castes, Scheduled Tribes and Other Backward Classes in posts and services in the Ministry and its subordinate organizations. Similar cells also exist in various organizations of the Ministry. Inspection of Reservation Rosters maintained by various organizations of the Ministry is conducted periodically to ensure proper implementation of Government orders in respect of reserved categories. Orders / instructions issued by the Government with regard to reservation for SCs, STs and OBCs from time to time, are brought to the notice of all the organizations for implementation. All periodical returns on the subject are regularly furnished to the Department of Personnel & Training (DoPT) and to the Ministry of Social, Justice and Empowerment. Representations/ complaints/grievance petitions received from Scheduled Castes, Scheduled Tribes and Other Backward Classes' employees/their Associations are examined and remedial action taken wherever required.

2.12 Welfare of Senior Citizens

In accordance with the guidelines issued by Ministry of Social, Justice and Empowerment, and as envisaged in



the ‘National Policy on Older Persons’, instructions have been issued to all concerned Organizations to ensure prompt, fair and humane treatment with senior citizens. Instructions have been issued from time to time for the following:-

- Remove all physical barriers to facilitate easy entry, movement and exit at all airports and in airlines;
- Change the design of the frisking booths in the security hold area so that the elderly are not required to climb and descend while undergoing security checks;
- Pay special attention for providing help / assistance to them particularly after alighting from vehicles at the airports and un-till the person reaches the check-in counters;
- Pay special attention to the elderly and those needing assistance at the booking offices of airlines;
- Give preference in reservation and earmarking of seats in the airlines;
- Give widows special consideration in the matter of settlement of benefits accruing / compassionate appointments on the demise of the spouse; and
- Fix responsibility for any delay caused in the settlement of pension, provident fund, gratuity and other retirement benefits.

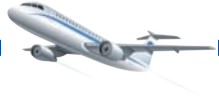
2.13 Protection of Environment

Keeping in view the guidelines of the Ministry of Environment and Forests, all the Organizations under this Ministry have been given instructions to make all possible efforts to protect the environment.

2.14 Implementation of Official Language:

There is an Official Language Division in the Ministry with the sanctioned posts of one Director, one Deputy Director, two Assistant Directors, two Senior Translators and two Junior translators of Central Secretariat Official Language Service. Besides, posts of R.A., Assistant Section Officer, Senior Secretariat Assistant, PA, Stenographer, Junior Secretariat Assistant etc. are also sanctioned for ministerial work.

- In compliance with the Official Language Policy, all the required documents have been translated in Hindi on time by the O.L. Division.
- All the efforts have been made in the Ministry to achieve the targets laid down by the Deptt. of Official Language in their Annual Programme for the year 2015-16
- Four meetings of Official Language Implementation Committee are organised on regular intervals under the Chairmanship of the Secretary, Civil Aviation.
- It is the responsibility of the O.L. Division to ensure the implementation of the O.L. policy of the Union in the ministry and its attached offices/PSUs as well. In this regard, appropriate monitoring has also been carried out through inspections, meetings, review of various reports by the O.L. Division of the ministry.
- During the period under report, Official Language inspections of eleven offices namely AERA, AAI (Headquarters), Kolkata, Chennai, Pawan Hans Limited



(Headquarters), Port Blair, BCAS, AI (Headquarters), Chennai, Jammu, Railway Safety Commission, and DGCA have been conducted by the ministry.

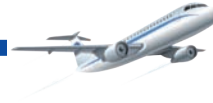
- As per the targets fixed by Department of Official Language, MHA in their Annual Programme, four sections of the ministry were also inspected to check the implementation of OL policy
- Official Language officers of the ministry attended the meetings of OLICs of the Delhi based offices attached with the ministry.
- Quarterly Hindi Progress Reports received from attached offices/PSUs have been reviewed regularly.
- The officers of the level of Joint Secretary and Director/Deputy Director (O.L) have participated in the inspections conducted by the Parliamentary Committee on Official Language in respect of attached offices/PSUs of this Ministry i.e, BCAS, AAI Offices situated at Goa, Madurai, Port Blair, Tirupati, Aurangabad, Coimbatore, Puri, Rajkot & Indore, Air India Office's at Coimbatore, Puri, Bhuvneshwar, Srinagar, Pune, Mumbai, Ahmedabad and Bhopal.
- Hindi Pakhwara (fortnight) was organized in the ministry from 15 to 30 September, 2015. Out of around 132 Participants, 63 officers/officials were given cash prizes. A Memento has been given to all the Participants.
- During the Hindi Pakhwaraa special competition (Hindi paragraph writing contest) was held for Joint

Secretary level officers and the administrative heads in Ministry and the Ministry Attached offices / PSUs of this Ministry. The first, second, third and consolation prizes were given to the winners.

- Two new incentive schemes were introduced during the year under report for the attached offices/PSUs of the ministry to induce the healthy competition among them for doing maximum work in Hindi. Accordingly, PHL and IGRUA were awarded the first and second prizes respectively in the form of Shields.
- Similarly, Two Shields as the first Prize & Second Prize were given to the C&W Section and the Vigilance Section respectively of the Ministry for doing the best work in Hindi in the Ministry.
- As per the Official Language Policy of positive persuasion, Quarterly Hindi workshops were organized regularly in the Ministry, where in 83 officers/officials participated.

There is one Hindi Salahakar Samiti under the chairmanship of MOS, MOCA. It was constituted on 25 May, 2015. 06 MPs & 09 Hindi Scholars are its non-official members. Secretary, all the Joint Secretaries of MOCA and the administrative heads of all the attached offices and the PSUs of the Ministry are its ex-officio members. The first meeting of this committee was held on 16 Oct, 2015 in Rajiv Gandhi Bhawan under the chairmanship of MOS, MOCA.





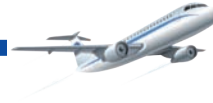
Meeting of the Hindi Salahakar Samiti under the Chairmanship of HMOS (Dr. Mahesh Sharma)



First Prize given to C&W Section for doing the best work in Hindi



Directorate General of Civil Aviation



3. DIRECTORATE GENERAL OF CIVIL AVIATION

3.1 INTRODUCTION

The Directorate General of Civil Aviation is the principal regulatory body in the field of civil aviation. It is not only responsible for regulation of air transport services to/from /within India , formulation and enforcement of civil air regulations, air safety and airworthiness standards, but also co-ordinates all regulatory functions with International Civil Aviation Organisation (ICAO).

3.2 ORGANISATION

The Directorate General of Civil Aviation has its Headquarters in New Delhi. This organisation is headed by the Director General of Civil Aviation, who is assisted by Joint Directors General and Deputy Directors General. The Director General has the various Directorates under him / her for assisting in dealing with different functions: -

3.3 FUNCTIONS

The main function of the Directorate General of Civil Aviation is to regulate all civil aviation matters. Some of the salient functions are as under;

- (i) Regulation of air transport services to/ from/ within India in accordance with the provisions of the Aircraft Rules, 1937, including bilateral and multilateral agreements with foreign countries and the policy pronouncements of the government;
- (ii) Registration of civil aircraft;
- (iii) Laying down airworthiness requirements for civil aircraft registered in India and grant of Certificate of Airworthiness to such aircraft;

- (iv) Licensing of pilots, aircraft maintenance engineers and monitoring of flight crew standards;
- (v) Licensing of aerodromes and air carriers;
- (vi) Rendering advice to the Government on matters pertaining to civil aviation;
- (vii) Processing amendments to Aircraft Act, 1934 and the Aircraft Rules 1937, and other Acts relating to aviation, with a view to implementing in India the provisions of the Chicago Convention and Annexes thereto and other International Conventions relating to aviation;
- (viii) Co-ordination of the work relating to International Civil Aviation Organisation and sending replies to state letters after consulting other agencies;
- (ix) Investigation of air accidents and incidents and rendering technical assistance to the Courts/ Committees of Inquiry;
- (x) Supervision of training activities of Flying/ Gliding Clubs;
- (xi) Type certification of aircraft.

3.4 INTERNATIONAL RELATIONS

3.4.1 Air Services Agreements

During the Calendar year 2015, bilateral air talks were held with Oman, Republic of Korea and New-Zealand. In addition, during 8th International Civil Aviation Negotiations Conference (ICAN)-2015, which was held at Antalya, Turkey



from 19th – 23rd October, 2015, Indian delegation negotiated with the delegations from 11 countries. During these negotiations, “Memorandum of Understanding (MoUs)” were signed with six countries namely Finland, Kazakhstan, Kenya, (Sweden, Norway & Denmark), Oman and Ethiopia; and “Agreed Minutes” with Serbia, Greece, European Commission; and “Record of Discussions” with Brunei Darussalam and Qatar.

3.4.2 LEGISLATION

To keep the statutory provisions abreast with the international standards and the latest developments in the sphere of civil aviation, comprehensive amendments were made in the Aircraft Rules, 1937 viz. provisions pertaining to rules 39C, 32 as well as rule 133B, Schedule-II and Schedule XI. In order to incorporate ICAO declarations taken at Cape Town Convention, 2001, corresponding amendments were also carried out in Rule 3 and Rule 30. The process initiated during the previous year, to frame rules for the area of Communication, Navigation and Surveillance (CNS) was completed whereby a new part entitled “Aeronautical Communication” was added to the Aircraft Rules, 1937. Steps have been also initiated to undertake overall review and consequent deletions of the obsolete provisions along with amendments to certain rules.

Amendments to the Aircraft (Carriage of Dangerous Goods) Rules, 2003 were undertaken to keep these provisions in consonance with latest SARPs as per amendment to ICAO Annex 18. Finally, a new set of provisions governing grant of approval to Flying Training Organizations (FTO) by inserting Rule

41B and amendment to the existing Rule 133B were carried out in November, 2015.

3.5 AIR TRANSPORT

3.5.1 Tourist Charters

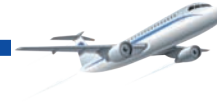
A total number of 713 Inclusive Tour Package Charter Flights were operated during the calendar year 2015 bringing 1,22,752 tourists to India.

3.5.2 Non-Scheduled Operator’s Permit

In year 2015, a total of 9 new NSOP were granted. As on 31st December, 2015 a total number of 130 companies are holding Non-Scheduled Operator’s Permit, as against 122 companies during the last calendar year 2014.

3.5.3 Domestic Scheduled Operators

In year 2015, two (2) new AOPs were granted in Scheduled Regional (South), namely to i) Air Pegasus and ii) Turbo Megha Airways Pvt. Ltd. In addition to Air India Limited, Alliance Air and Air India charters Ltd., there are at present seven private scheduled operators operating on the domestic sector providing a wide choice of flights and connectivity to various parts of India. In addition, there are three private regional scheduled operators providing connectivity in southern region and two scheduled cargo airlines viz. Blue Dart Aviation Pvt. Ltd. and Quickjet Cargo Airlines Pvt. Ltd. (issued scheduled cargo permit on 03.02.2016) in the country. During the calendar year 2015, scheduled domestic airlines operated a total no of 558112 flights (scheduled) and carried a total no. of 80.75 million passengers (scheduled) as against 66.76 million passengers during the previous year i.e. 2014. The domestic passengers carried by Scheduled Domestic Indian



Carriers have witnessed a growth of 20.94 percent during the calendar year 2015.

3.5.4 Passengers carried on International Route

Indian carriers carried 18.42 million pax in year 2015 against 16.85 million in year 2014. Further, foreign carriers carried 30.83 million pax in 2015 against 28.56 million in year 2014.

3.6 AIRWORTHINESS

3.6.1 A total of 82 aircrafts were registered by Airworthiness Directorate during the year 2015. A total of 2483 AME licenses were converted/issued during the year 2015. Further, following Organization approval were done during the year 2015:

- (i) 19 Foreign and 07 domestic maintenance organizations and 08 foreign and 04 domestic training organizations.
- (ii) 03 CAR 'M' Sub Part F and 18 CAR 'M' Sub Part G, continuing Airworthiness Management Organizations.
- (iii) 01 Fuel, lubricants and Special Petroleum products Organization

3.6.2 EXAMINATION

The Central Examination Organisation is vested with the responsibility of conducting examination for Aircraft Maintenance Engineers (AMEs), Pilots, Flight Engineers, foreign Aircrew Temporary Authorisation (FATA), flight Instructor Ratings (FIR) and Assistant Flight Instructor Ratings (AFIR). During the period January, 2015 to December, 2015; 19,320 candidates appeared for AME, 19,289 candidates appeared for Pilots (including AFIR/ FIR & FATA), 13 candidates appeared

for Flight Dispatchers and 02 candidates appeared for Flight Engineers. Further, 497 BAMEEC were issued. Other important activities during the year 2015, are:

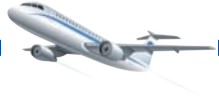
- (i) Development of software with the help of 'NIC' to conduct modular examination of AME as per CAR-66. CEO is at the final stage.
- (ii) Work is in progress for development of examination Test centers equipped with 110 computers and related IT related infrastructure.
- (iii) Development of question bank for modular examination of AME as per CAR-66 is under progress.

3.7. TRAINING AND LICENSING OF AIRCREW

During 1st January, 2015 to 31st December, 2015, 254 CPL (A), 20 CPL (H), 292 ATPL (A), 20 ATPL (H), 67 PPL (A), 02 PPL (H), 252 (IR) (A), 10 (IR) (H), 341 FRTOL, 236 FRTOL (R), 437 FATA (issue & renewal), 16 AFIR and 07 FIR were issued by the DGCA. In addition, 3438 renewal of licenses/endorsement related to Boeing/Airbus/ Other Aircrafts were carried out.

3.8. FLIGHT STANDARDS

During the year 2015, Flight Standard Directorate carried out 326 No.(approx) of surveillance Inspection of domestic Scheduled, 16 for non-scheduled, 25 SOFA and 03 for State Government were carried out. Approvals were granted to 122 Training Captains (Check Pilots/Instructors/Examiners) of various scheduled/non-scheduled/general aviation operators. Approvals were granted to 06 for TRI (S), 20 for SFI, 168 for TRI (A) and 118 for DE. 03 operational circulars and 07 CARs have been issued/amended during the year.



3.9 AERODROME STANDARDS

3.9.1 The Directorate of Aerodrome Standards deals with inspection and licensing/ authorization of aerodrome/heliport and monitoring of the aircraft operations at aerodromes vis-à-vis the facilities provided at the aerodrome and heliports approved/licensed by this Directorate. During the year 2015, two (2) Initial Licenses were issued for public use, namely for Kadapa Airport and Durgapur Airport. Further, renewal of licenses of 30 airports (public use) and renewal/ operational authorization of 7 airports (private use) were done. Surveillance Inspection/Aerodrome Licensing Inspection/Helipads of 49 airports were also done. Furthermore, commissioning of aeronautical ground lighting (AGL) at Rajahmundry Airport, commissioning of PBB and A-VDGS at DABH airport Indore, and commissioning of new apron and taxi tracks at Khajuraho airport were completed.

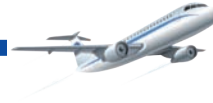
3.10 AIR SAFETY

During the period 01.04.2015 to 30.11.2015 a total of 1509 occurrences have been reported. There were 15 Airprox incidents and 643 Wildlife Strike incidents reported. A total of 07 incidents have been classified under Rule 13(1) of the Aircraft (Investigation of Accident and Incident) Rules, 2012. Investigations are being carried out in all the 7 cases. Steps were taken for Bird/Wildlife Hazard Management (BWHM) airport operators. Air safety circular 02/2011 has been issued by DGCA for reporting of wildlife (Bird/Animal) strike in latest “Wildlife (Bird/Animal) strike” Reporting form. This circular has brought uniformity and awareness in aviation industry about wildlife strike reporting and prevention

and analysis of data. During the period 01.04.2015 to 30.11.2015, 16 Audits (Regulatory Audits/Safety Audits) and 312 Surveillance Inspections of Scheduled Airlines & various Non-schedule & Private Operators were carried out. The discrepancies pointed out during the inspections have been taken up with the operators for taking remedial measures. DGCA has established ECCAIRS for the recording/reporting of occurrences from the operators and regional air safety officers. The system has become effective from January 2015 onwards, and the database format is compatible with ICAO requirements. A total of 142 cockpit & cabin crew were found under the influence of alcohol during the period 1.4.2015 to 30.11.2015 and were suspended from flying duties.

3.11 AIRCRAFT ENGINEERING DIRECTORATE

Type Design of 7 aircraft certified by foreign Civil Aviation Authorities have been evaluated and Type Acceptance granted from design view point. Type Design of nineteen modifications certified by foreign Civil Aviation Authorities have been evaluated and Type Acceptance granted. Five Civil Aviation Requirements (CARs)/ Circulars have been issued. ITSO-C 30c on Aircraft Position Light has been published, aimed at providing opportunity to Indian organizations to develop and manufacture Aircraft Position Light for civil use. Nine surveillances and seven regulatory audits have been carried out on various design organizations. Assistance has been provided to AAI/Directorate of Air Safety in 6 accidents/incidents. Samples of Aviation Turbine Fuel, Aviation Gasoline and Engine oils which



were used in the Cessna 152 Aircraft by M/S Falcon Aviation Pvt. Ltd, after the incident, were tested. 50 samples of Aviation Turbine Fuel prior to refueling VVIP Flights have been received and tested. Laboratory investigation of failed parts of 4 aircrafts have been carried out. 97 welding samples and 53 upholstery materials have been tested against requirements.

3.12 AIR SPACE & AIR NAVIGATION SERVICES

Safety Audit/ Inspection at Agatti, Tirupati, Udaipur, Guwahati, Barapani, Dimapur, Tuticorin, Trivandrum, Bhubaneswar Airports of ATM facilities and Vizag, Shimla, Guwahati, Udaipur, Bhavnagar, Barapani, and Imphal Airports for CNS facilities were done. Renewal/Extension for commissioning of MSSR at Jharsuguda, Porbander, Katihar, Bhopal, and Udaipur airports. Certification/approval of ATS automation

system at Vijayawada, Lucknow, Imphal, Gaya, Madurai, Vadodara, Surat, Bhuthar, Rajahmundry, Dehradun, Tirupati, Hubli, Udaipur, Bhopal, Aurangabad, Rajkot, and Amritsar Airports. Certification/approval of DVOR-DME installed at IGI(Delhi), Shimla, Trichy, and Durgapur airports. Certification/approval for commissioning of ASR/MSSR facility at Trivandrum and Cochin airports. Certification/approval of ADS-B ground system installed at Guwahati, Trichy, Vijayawada, and Varanasi airports. Approval for the implementation phase of the Area Control Centre of the NATSB project at Mangalore International Airport. Certification / Approval for commissioning of ILS Cat II at Amritsar airport. Incorporated amendment to CAR Section 9 Series D part II to VI. Approval of GAGAN system for APV 1 operation over 76% of Indian Landmass.

3.13 FLYING TRAINING

To improve operations of Flying Training Organization, review of CARs





for approval of FTO and its associated manpower were undertaken. Accordingly, 2 new CARs have been promulgated. During the year 2015-16 (up to dated 19th February, 2016), re-certification of 10 (ten) Flying Training Organizations were completed.

3.14 ADMINISTRATION

3.14.1 Implementation of Official Language Policy

Full compliance of section 3(3) of OL Act 1963 was ensured during 2015. All letters received in Hindi were replied to in Hindi. As a part of imparting practical

knowledge of Official language, 04 Hindi workshops were conducted during 2015 in which 112 officers/employees participated. Many incentive schemes have been introduced to promote use of Hindi in day to day official work. As a part of bilingualisation of the DGCA's present website, the home page has been made available in Hindi as well. The first issue of DGCA's home magazine "Nai Udaan" is all set to be published. During 2015, 04 regional offices have been notified under Rule 10(4) of Official language Rules 1976.

3.14.2 Representation of S.C. S.T. & O.B.C. employees in DGCA as on 31.12.2015 (Except Aircraft Engg. Dte. & Ministerial Staff)

| Name of the Organization | Total No. of Employees | Total No. of SC Employees | Percentage | Total No. of ST Employees | Percentage | Total No. of OBC Employees | Percentage |
|--------------------------|------------------------|---------------------------|------------|---------------------------|------------|----------------------------|------------|
| O/o the DGCA | 417 | 82 | 19.7% | 24 | 5.7% | 77 | 18.4% |

3.14.3 The information pertaining to Vigilance Section is as under:-

- (i) Fifteen disciplinary cases were under process in the year 2015-16 out of which eight cases have been disposed off.
- (ii) Vigilance Awareness week was observed during 26th October to 31st October, 2015 in the office of the Director General of Civil Aviation and its Regional offices. During the week, apart from discussions on various relevant issues like transparency, fair competition and integrity of purpose and means ethics in Government etc., the Vigilance Division at DGCA Hqrs. organized various competitions like essay writing, poster making

and ex tempore speech delivery competition on vigilance related topics. There was an overwhelming response and participation by DGCA officials.

- (iii) DGCA is now following stringently the IT based technological solutions to ensure transparency and automation in its functions, Service Deliveries and database management to eliminate human interface and facilitate mostly on-line public dealings. This is definitive preventive step for eliminating human errors and corrupt practices. DGCA is in the process of introducing the e-Governance in Civil Aviation (e-GCA), e-office – the office procedures automation



system for paperless offices, Smart Card and Biometrics based Personnel Licensing and on-line use fee collection.

3.15 MISCELLANEOUS

3.15.1 Upgradation of India to Federal Aviation Administration ‘International Aviation Safety Assessment’ (IASA) Category I status

Based on the identification of Significant Safety Concerns by International Civil Aviation Organisation (ICAO) in December 2012, Federal Aviation Administration (FAA) conducted an audit of DGCA in September 2013 under the ‘International Aviation Safety Assessment’ (IASA) programme with a follow-up visit in December 2013. On 31st January 2014, FAA informed DGCA that India has been downgraded to Category 2.

The impact of downgrade was that no expansion/ changes to the services of Indian air carriers operating to US could be allowed. The existing operations of Indian air carriers to US were subjected to ‘heightened FAA surveillance’. This in long term leads to an economic impact to the nation and also setbacks country’s image worldwide with an adverse fall out by other countries.

During the year, DGCA took actions to resolve the findings and a FAA IASA reassessment of DGCA was conducted in December 2014. Based on the reassessment and a follow-up visit in March 2015, FAA informed restoration of India’s Category 1 in April 2015.

3.15.2 United States Technical Development Agency (USTDA) - India Aviation Safety Technical Assistance Grant Agreement Project

United States Technical Development Agency (USTDA), under the India-US Aviation Cooperation Programme (ACP) offered assistance to DGCA to address the FAA IASA findings and restoration to Category 1 status in the form of a grant agreement project – India Aviation Safety Technical Assistance.

Under the Grant Agreement, a US based Contractor ‘The Wicks Group’ assisted DGCA in addressing the findings and prepared DGCA for a reassessment of DGCA by FAA in December 2014. Based on the reassessment and a follow-up visit in March 2015, FAA informed restoration of India’s Category 1 in April 2015.

In order to sustain efforts undertaken during 2014 for restoration of IASA Category 1 and bring in more systemic improvements in the area of operation, airworthiness and licensing, a need for Phase II of the current project with inclusion of the General Aviation and Business Aviation component was felt.

The Grant Agreement Project ‘India Aviation Safety Technical Assistance Phase II’, a year-long project and jointly funding by USTDA and Government of India, was signed on 9th February 2016.

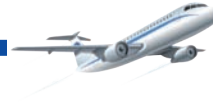




Bureau of Civil Aviation Security



Security At Airport



4. BUREAU OF CIVIL AVIATION SECURITY

- 4.1. The Bureau of Civil Aviation Security (BCAS) is an attached office of the Ministry of Civil Aviation. The aim of BCAS is to safeguard civil aviation operations against acts of unlawful interference. The Bureau is responsible for laying down the standards for security in respect of civil flights operating to / from India and ensuring their compliance through regular inspections and security audits.
- 4.2. BCAS has its headquarters in New Delhi. Post of Commissioner of Security (Civil Aviation) has been re-designated as Director General of Security (Civil Aviation), who is the “Appropriate Authority” to ensure development, maintenance, updating and implementation of National Civil Aviation Security Programme for India and fulfill all international obligations in this context. The Bureau is the regulatory authority for discharging all relevant national and international requirements in respect of coordinating, monitoring, inspecting and training the personnel in Aviation Security matters, implementation of AVSEC quality control programme and up-gradation of technology for securing civil aviation.
- 4.3. The Bureau has eight Regional Offices at Delhi, Kolkata, Mumbai, Chennai, Hyderabad, Ahmedabad, Amritsar and Guwahati, each under a Deputy Commissioner of Security (Civil Aviation), regulating, monitoring and conducting regular security inspections and audits of the airports in their areas of jurisdiction.
- 4.4. The Bureau has developed Contingency Plans to deal with emergencies arising out of hijacking and other acts of unlawful interference to Civil Aviation operations. Among other things, it provides for the establishment of Aerodrome Committee at each airport. Crisis Management Procedures are activated immediately on the occurrence of any emergency, like security threats to the civil aviation, terrorism, hijacking, unlawful seizure of aircraft etc. Keeping in view the operational requirements in the changing security scenario, the Contingency Plan has been suitably modified and issued to all concerned. In order to test the efficiency of Contingency Plan and operational preparedness of the concerned agencies, mock exercises are being conducted regularly at the airports.
- 4.5. Regulations are enforced through AVSEC orders and AVSEC circulars pertaining to different aspects of aviation security. A total of 21 numbers of AVSEC Orders/ Circulars/other communications have been issued in 2015 in this regard. The regulations of BCAS are fully compliant with all the Standard and Recommended Practices of International Civil Aviation Organization including its latest amendments.
- 4.6. Random screening of passengers at entry gates of terminal buildings has been introduced at airports in a phased manner. CCTV has been made mandatory for all operational airports. Survey of all airports regarding location of the cameras has been completed. Passengers are being allowed entry to Airport Terminal on the basis of soft copy/image of e-tickets on electronic device viz. smart phone, PC, laptop etc. New specification for Biometric Bases Access Control System



has been formulated and issued for implementation at airports.

4.7. The achievements of the Bureau against the aforesaid targets are given in the succeeding paragraphs:

A. ICAO AUDIT REPORT 2015:

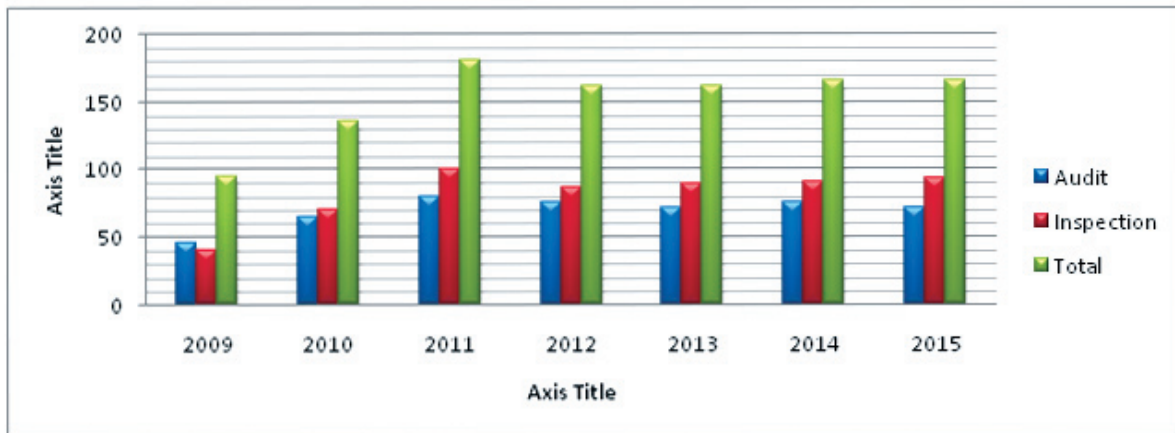
In the 4 yearly security audit conducted by International Civil Aviation Organization (ICAO) from 5 to 9 October 2015 with report received in November 2015, India's and BCAS'S Effective Implementation of Critical Elements has been rated as 99.23%, Compliance with Annex 17 Standards of ICAO has been rated as 99.59% and Satisfactory Replies to Audit Protocol Questions has been rated as 98.95% (The Global average for these figures is around 66 %).

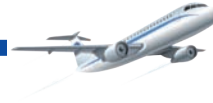
With this, India's aviation security ratings have reached the topmost rung amongst the countries signatory to the ICAO conventions.

B. INITIATIVES TAKEN TO IMPROVE SECURITY AT AIRPORTS

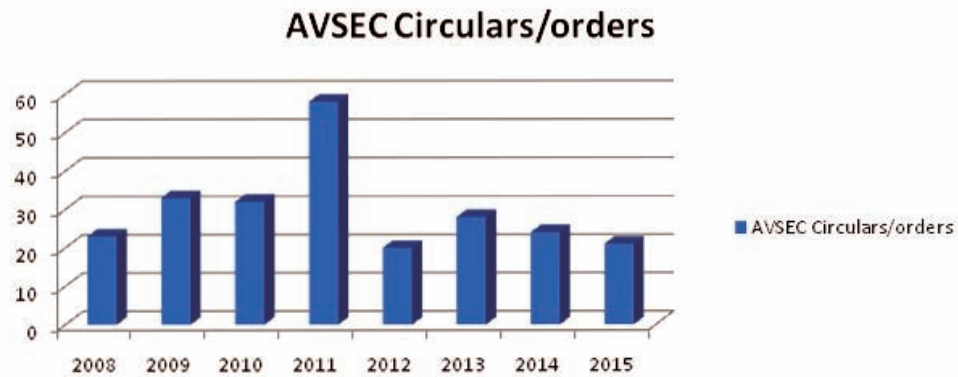
(i) It has been decided to induct CISF in all airports in the country to bring in cohesion and uniformity in procedures and practices in regard to security at Airports. At 59 Airports in the country, CISF has already taken over the security duties.

(ii) A comprehensive schedule has been drawn up for audits, inspections, surprise checks and dummy checks for ensuring compliance of all AVSEC Orders, Acts and Instructions at all airports to detect weakness in the security system implementation and the same are being taken up for remedial action with concerned agencies. For the year 2015, 71 audits, 94 inspections, 183 surprise checks, 10 Surveys and 87 AHME have been carried out by BCAS. Technical visits for USA airports have been conducted. Further, Indian carrier audits have been conducted at Dhaka.

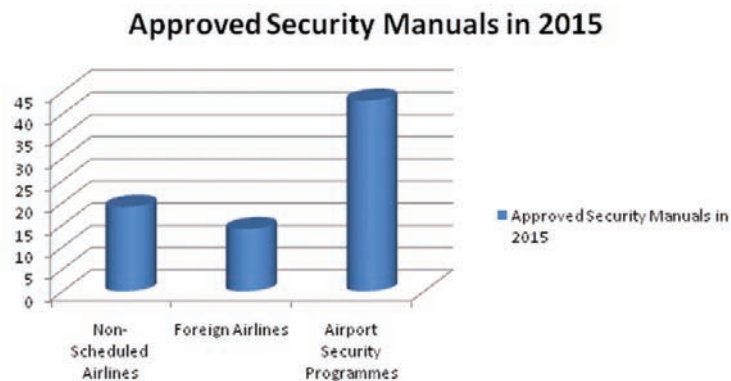




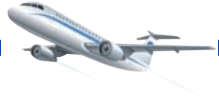
- (iii) Regulations are enforced through AVSEC orders and AVSEC circulars pertaining to different aspects of aviation security. 21 AVSEC orders / Circulars/other instructions have been issued this year.



- (iv) Airline Security Programme and airport security program templates have been put up on website. 19 Non – Scheduled Operator manuals, 14 Foreign airlines Security Manuals 43 Airport Security Programme have been approved as per the latest template.



- (v) Passengers are being allowed entry to Airport Terminal on the basis of soft copy/image of e-tickets on electronic device viz. smart phone, PC, laptop etc.
- (vi) All the stages of security clearance and approval of security programmes of various entities are put up on the website and updated on a weekly basis.
- (vii) All the five national level documents, National Civil Aviation Security Programme, National Civil Aviation Security Training Programme, National Civil Aviation Security Quality Control Programme, Bomb Threat Contingency Plan and Contingency Plan on Anti Hijacking have been thoroughly revised and updated recently.



C. MODERNISATION

BCAS has engaged NIC to develop an e-governance plan for modernization and automation. Computerization work is in progress in the BCAS. All the staff members have been trained for basic operation. All documentation both in Hindi and English is being done on computer; leading to the development and administration of Database and Electronic Data Processing.

RF link from NIC Headquarters to Bureau is being utilized to enable quick and easy access to Internet and NICNET. E-mail facility has been extended to senior officers. Internet connectivity has been provided to enable access to international databases and various websites of Aviation Security Organizations.

All officers of the BCAS have been provided with an official e-mail ID which is being utilized by them for all forms of correspondence. It has resulted in greater savings in terms of time and efforts. BCAS web-site has been made user friendly and bilingual for travelling passengers by including relevant information for them.

Apart from the above, BCAS has installed Video Conferencing System for better interaction between the Headquarters and its regional offices. Approval of Aerodrome Entry Permits has been automated.

RESTRUCTURING OF BCAS:

With the approval of the proposal of 'Restructuring of BCAS' by Ministry of Finance (Department of Expenditure), the staff strength of the organisation has been increased by 3 times from the existing level of 191 to 590. This

involves creation of 449 additional posts at various levels in the organisation. This restructuring plan of BCAS also involves setting up of 12 more Regional Offices and 60 CASLO units.

The restructuring of BCAS will be implemented in two phases. In the first phase, 279 posts will be created. Five new Regional Offices and 40 CASLO Units will be set up in the first phase.

D. R&D DATABASE FOR AVSEC:

BCAS maintains details of Inspection Reports, follow-up action, feedback reports, Security Audit Reports, detailed documentation of Incident Investigations etc on the server through networked desk station. In due course of time, Bureau proposes to accumulate reliable database for EDP and R&D purpose

E. POLLUTION CONTROL

Pollution test for all vehicles is ensured and the Pollution under Control Certificate is pasted visibly on the windscreens of all BCAS vehicles. All office buildings of BCAS ensure clean and green working environment through employees' own initiatives and contribution to the efforts towards a pollution free atmosphere. BCAS ensures that all new vehicles are "Bharat-II" Certified. Bureau also provides a "Smoke – free Environment" to its employees.

F. WOMEN'S WELFARE

Problems of the women employees, as and when reported, are promptly attended to and resolved, keeping in view specific requirements of Government Policy on the subject. A Complaints Committee has been set up at the Ministry to enquire into complaints of sexual harassment at workplace.



G. TRAINING

- I. Online AVSEC Basic exams has been introduced by BCAS from the month of August 2013 and examination is being conducted successfully at Delhi, Mumbai, Chennai, Hyderabad, Cochin, Bengaluru and Kolkata.
- II. Two ICAO workshops on Crisis Management were conducted in April and December, 2015. In addition to that, Two ICAO Instructor Courses on Risk Assessment and Quality Control were also conducted in March and November 2015.
- III. A Common training material for AVSEC Basic Course, X-ray Screener Certification test and Inline baggage screening system were approved by competent authority and circulated to all stake holders to use as training materials to maintain uniformity in all ASTIs.
- IV. National Civil Aviation Security Training Programme (NCASTP) was amended as per new guidelines of ICAO and approved by MCA.

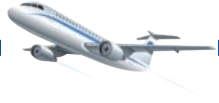
- V. Total 20 ASTIs has been accredited by BCAS compared to 09 at the beginning of 2010.
- VI. ICAO has endorsed our training centre as ASTC which will be the training hub for aviation security in Asia. So far, seven ICAO sponsored courses have been conducted at the ASTC, which includes 77 participants from 17 countries.
- VII. A Common training material for AVSEC Basic Course and Screeners Certification has been prepared and distributed to all Aviation Security Training Institutes. This will further increase the uniformity in the training material.
- VIII. Details of Training Programme organized by BCAS for Security personnel in Aviation Sector during the year 2015 as mentioned below:

H. REPRESENTATION OF SC/ST and OBC

The Bureau adheres to the prescribed Government policies on the subject. Position of representation of SC/ STs and OBCs as on 01.01.2016 is given below:-

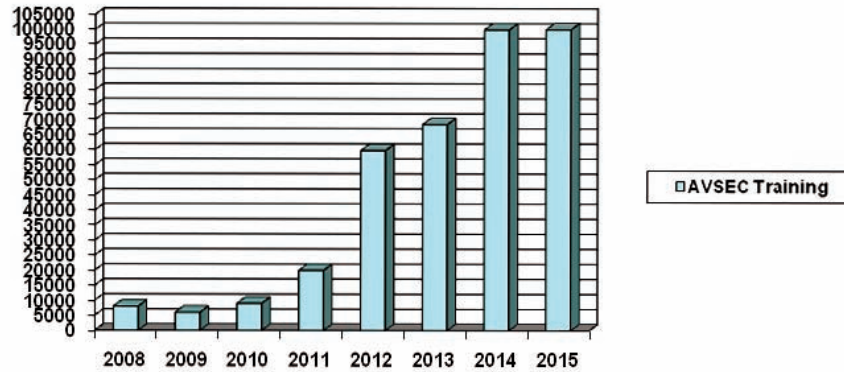
| Name of the organization | Total No. of Employees | Total No. of SC Employees | Percentage of Employees | Total No. of ST | Percentage of ST Employee | Total OBC Employees | Percentage |
|--------------------------|------------------------|---------------------------|-------------------------|-----------------|---------------------------|---------------------|------------|
| BCAS | 127 | 21 | 16.54 | 3 | 2.36 | 23 | 18.11 |

| Sr. No | Name of Course/ Training | Duration of Course Training (in Days) | No of candidates appeared | No of candidates passed |
|--------|--------------------------|---------------------------------------|---------------------------|-------------------------|
| 1. | AVSEC Awareness Training | 01 | 69062 | 68572 |
| 2. | AVSEC Basic | 12 | 5564 | 2952 |
| 3. | AVSEC Induction | 05 | 1968 | 1823 |
| 4. | AVSEC Basic Crew | 06 | 4439 | 4065 |
| 5. | Screener Training | 03 | 7197 | 4461 |
| 6. | Inline Screener | 03 | 814 | 472 |
| 7. | AVSEC Basic Refresher | 03 | 6227 | 5755 |
| 8. | AVSEC Basis Crew | 02 | 4834 | 4752 |



AVSEC Courses organized in the year 2015

| | |
|---|----------|
| AVSEC Awareness Training- 01 day | 69062 |
| AVSEC Training (Different Courses) 02-12 Days | 31043 |
| Grand Total | 1,00,105 |



I. IMPLEMENTATION OF OFFICIAL LANGUAGE

During the year, a “Hindi Pakhwara” was organised in September 2015. During this period, Hindi Typing, Hindi Dictation, Hindi Essay, Noting & Drafting and Quiz Competitions were organized for all officers and staff of this Bureau.

Hindi Workshops for the Officers and Staff were organized in Headquarters as well as Regional Offices. Official Language Inspections were carried out at the Regional Offices to ensure the progressive use of Hindi in the Regional Offices of the Bureau. Incentive scheme

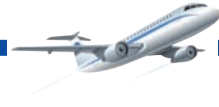
(cash prize) was also implemented to encourage progressive use of the Official Language

Official Language Implementation Committee meetings were held in time, in the Bureau’s Headquarters and its Regional Offices.

J. STAFF GRIEVANCES CELL

In pursuance of Government instructions, a Staff Grievances Cell operates in this Bureau with the Director (Admn.) as Staff Grievances Officer, to deal with the grievances of officers/staff working in this Bureau. The grievances of BCAS staff, if any, are promptly attended to.

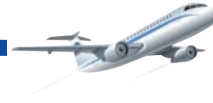




Air India 787



Chief Commissioner of Railway Safety



5. COMMISSION OF RAILWAY SAFETY

5.1 BRIEF HISTORY

The institution of Commission of Railway Safety deals with matters pertaining to safety in rail travel and operation and for this purpose performs certain statutory functions laid down in the Railways Act, 1989 and the rules framed thereunder. Formerly called the RAILWAY INSPECTORATE, it functioned under the control of the Railway Board till May, 1941 when the Inspectorate was separated from the control of Railway Board to secure its independence from the authority administering the Railways. This separation was carried out pursuant to the recommendations of a committee called the 'Pacific Locomotive Committee' which was endorsed by the Central Legislature. After its separation, the Inspectorate was attached to the Air Wing and placed under Department of Communications. It came under the administrative control of the Ministry of Tourism & Civil Aviation in May, 1967, subsequently redesignated as the Ministry of Civil Aviation. While, the Railway Board in the Ministry of Railways are the safety controlling authority and are responsible for laying down and enforcing safety standards for the Indian Railways, the main task of the Commission is to direct, advise and caution the railway executives through its inspectional, investigatory and advisory functions and thereby assist them in ensuring that all stipulated measures are taken in regard to the soundness of rail construction and safety in train operation.

5.2 ABOUT THE ORGANISATION

The Chief Commissioner of Railway

Safety is the head of organization. CCRS is also the Principal Technical Adviser to the Government of India in all matters concerning Railway Safety. The headquarters of the Commission is located at Lucknow. The Chief Commissioner directs the technical activities and issues instruction for the guidance of Commissioners of Railway Safety in respect of holding statutory inquiries into serious railway accidents, inspection of new lines including electrification of existing lines prior to their opening for public carriage of passengers, and sanction for running of new locomotives/rolling stock. He also co-ordinates the work of the Commissioners in their dealings with the Railway Board and the Railway Administration. He communicates his views, whenever necessary, to the Ministry of Railways (Railway Board) on design, standards, specifications and procedures for construction, working and maintenance of assets in all branches of railway engineering and operation including civil, mechanical, electrical and signal engineering etc. The Chief Commissioner is assisted by a Deputy Commissioner of Railway Safety (General).

There is also a Technical Wing attached to the Chief Commissioner of Railway Safety at his headquarters which has four Deputy Commissioners of Railway Safety drawn from the mechanical, electrical, signalling & telecommunication and operating disciplines of Indian Railways.

There are 9 circle offices viz. two with headquarters at Mumbai, 3 with headquarters at Kolkata and one each



with headquarters at Bangaluru, New Delhi, Lucknow and Secunderabad. Each circle office is under the charge of a Commissioner. Each Commissioner is an independent statutory authority under the Railways Act, 1989.

All the posts of Dy. Commissioners (technical) were upgraded to Selection grade w.e.f.14.06.2010. Recruitment rules for Dy. CRS (technical) in selection grade were notified vide GSR No. 136 dated 29.5.2012.

5.3 DUTIES & RESPONSIBILITIES

The Commissioners carry out the duties/functions assigned to them under the Railways Act, 1989, rules framed thereunder and instructions issued from time to time. A gist of main-functions are as follows:

- (i) to inspect new lines with a view to determining whether they are fit to be opened for the public carriage of passengers, and to sanction their opening after inspection on behalf of the Central Government.
- (ii) to sanction the execution of all new works and installations on the running track affecting the safety of the traveling public such as rebuilding of bridges, remodelling of station yards, line capacity works, resignalling works, etc.
- (iii) to conduct statutory inquiries into serious railway accidents and suggest safeguards.
- (iv) to make periodical inspections of railways and report to the Central Government on any condition which may endanger the safety of the traveling public and make recommendations.
- (v) to examine the technical aspects of new rolling stock, advise on their introduction on open lines and to sanction their running on other section(s) and increase in speeds.
- (vi) to authorize the carriage of oversized consignments stipulating the conditions for their movements.
- (vii) to recommend and sanction infringements to the schedule of dimensions prescribed by the Government of India.
- (viii) to grant dispensation from general rules under approved special instructions subject to stipulated safeguards.
- (ix) to oversee the accident prevention efficacy of the zonal railway administrations by reviewing the reports of departmental enquiries into less serious accidents.



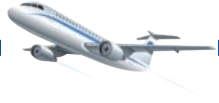
The Chief Commissioner submits an annual report on the activities of the Commission in the preceding financial year as required under Section 10 of the Railways Act, 1989 which is laid on the table of both the Houses of Parliament.



ACTIVITIES/ACHIEVEMENTS

A gist of main activities performed during the years 2014-15 and 2015-16 (upto 31st December, 2015) is as under:-

| S. No. | MAIN ACTIVITIES | 2014-15 | 2015-16 (Up to December 2015) |
|--------|---|-----------|----------------------------------|
| (i) | Statutory inquiries held into serious railway accidents. | 13 | 13 |
| (ii) | Lines inspected and authorized.(in kms.) | 368.436 | 492.912 |
| | (a) New Lines | 603.394 | 460.987 |
| | (b) Double Lines | 1312.420 | 811.288 |
| | (c) Sections Electrified | 334.621 | 711.297 |
| | (d) Conversion of Gauge | 9.587 | 8.497 |
| | (e) Deviation lines | | |
| (ii) | No. of applications New Minor works sanctioned | 3778 | 2965 |
| (iv) | Periodic inspection conducted | 14533.826 | 10374.863 |
| (v) | New types of locomotives/rolling stock recommended/sanctioned for introduction. | 178 | 97 |
| (vi) | Applications for condonation of infringements dealt with. | 45 | 26 |
| (vii) | No. of over-dimentional consignments authorized for movement. | 7 | 0 |



Role in monitoring safety on Urban Transportation System (Metro Rail)

The institution of CRS apart from its statutory functions regarding investigation and inspection which are performed under the Railway Act has also been actively involved in monitoring the safety aspects of the Metro Railways.

Metros are governed by Metro Railways (O&M) Act, 2002.

The Annual Report for the activities on Metros under section 12 & 13 of Act is prepared and forms the appendix of Annual Report of the Commission.

The upcoming Mumbai, Bangaluru, Chennai & Hyderabad Metro systems' safety certification is also being undertaken by the concerned CRS.

PROGRESS IN USE OF HINDI

In pursuance of the annual programme of progressive use of Hindi, achieving the target of 100% Hindi correspondence in the year 2015-16 has been stressed upon. Upto December, 2015, the 'A', 'B' & 'C' region circle offices of the Commission had corresponded 84.67%, 95.96% and 90.44% in Hindi respectively. The Commission published its 2015 edition of Hindi Home Magazine 'Suruchi' on 16th September, 2015 at the commencement of Hindi Fortnight. The Northern Circle of Commission was awarded with the Rajbhasha shield due to First position for its outstanding work in Hindi. Southern Circle and North Eastern Circle were awarded with Second & Third prizes respectively.

All the Circle Offices of the Commission observed the Rajbhasha Day in the month

of September, 2015 in which Rajbhasha prizes were distributed. Dy. CRSs are awarded with cash award of Rs.2,000/- for doing their work in Hindi.

POLLUTION CONTROL

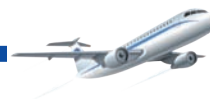
All possible steps are being taken to control pollution in the offices of Commission of Railway Safety. The office premises are kept always neat and tidy. Smoking is strictly prohibited in the office premises. The vehicles used by the Officers and Staff are free from pollution.

SWACHH BHARAT MISSION

The Commission of Railway Safety has observed Swachh Bharat Mission during the year. The Commission has emphasised the importance of cleanliness and upkeep of records of the office, and reviewed & weeded of old files/ records and dispose of unused items as per the directions of Cabinet Secretary, Government of India. The maintenance and white washings of office of CCRS has been done. We have deputed officials for maintenance of record room & keeping the office clean and dust free.

Women Welfare including gender budgetary data

The offices of the Commission of Railway Safety are generally located in Railway office Complexes and facilities provided there such as toilets, crèche, Tiffin room etc are availed by the female employees of the Commission also. The women employees also participate and hold office in Mahila Samiti, the Women's Welfare Organisation of Railways.



The instructions on welfare of women employees, issued by Government of India from time to time are being implemented to the extent possible.

PUBLIC REDRESSAL GRIEVANCES MACHINERY

The CRS has usually no public dealings. However, Right to Information Act, 2005 has been fully implemented.

ISSUES RELATING TO DEVELOPMENTAL ACTIVITIES TAKEN UP IN THE NORTH EAST

The CRS does not undertake execution of any work. Its role is inspectorial and investigatory.

VIGILANCE ACTIVITIES:

The CRS monitors & co-ordinates vigilance activities of the Circles under its administrative control.

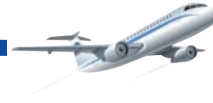
REPRESENTATION OF SCHEDULED CASTES, SCHEDULED TRIBES AND OTHER BACKWARD CLASS EMPLOYEES IN THE COMMISSION OF RAILWAY SAFETY AS ON 31.12.2015:

| Name of the Organisation. | Total No. of employees | Total No. of SC employees | Percent | Total No. of ST employees | Percentage | Total No. of OBC employees | Percentage |
|------------------------------|------------------------|---------------------------|---------|---------------------------|------------|----------------------------|------------|
| Commission of Railway Safety | 101 | 21 | 20.79 | 05 | 4.95 | 10 | 9.90 |





Airports Authority of India



6. AIRPORTS AUTHORITY OF INDIA

6.1 INTRODUCTION

Airports Authority of India (AAI) came to existence on 1st April 1995. AAI has been constituted as a Statutory Authority under the Airports Authority of India Act, 1994. It has been created by merging the erstwhile International Airports Authority of India and National Airports Authority with a view to accelerate the integrated development, expansion and modernization of the air traffic services, passenger terminals, operational areas and cargo facilities at the airports in the country.

The main functions of the Authority are as under:-

- Control and management of the Indian air space (excluding special user air space) extending beyond the territorial limits of the country as accepted by ICAO.
- Provision of Communication, Navigational and Surveillance Aids.

- Expansion and strengthening of operational areas viz. Runways, Aprons, Taxiways, etc. and provision of ground based landing and movement control aids for aircrafts & vehicular traffic in operational area.
- Design, development, operation and maintenance of passenger terminals.
- Development and management of cargo terminals at international and domestic airports.
- Provision of passenger facilities and information systems in the passenger terminals.

AAI owns and maintains 125 airports comprising 68 operational airports, 26 Civil Enclaves, i.e. Civil Air Terminals at Defence controlled airports where AAI handles civil flight operations and 31 non-operational airports.





6.2 AIR NAVIGATION SERVICES (ANS)

AAI provides Air Navigation Services (ANS) at all civil airports in the country. AAI manages the designated Indian air space measuring 2.8 million square nautical miles which includes land area measuring 1.05 million square nautical miles and oceanic airspace measuring 1.75 million square nautical miles. Air Navigation Services are also provided by the AAI at 9 other airports that are not managed by AAI namely Bangalore, Hyderabad, Cochin, Lengpui, Diu, Latur, Mundra, Nanded and Sathya Sai Puttaparthi Airports, which are joint venture airports, State Government owned airports and private airports.

6.3 ENVIRONMENTAL INITIATIVES BY AAI

Airports Authority of India in the role of Air-Navigation Service Provider (ANSP), has been taking lead in implementing environment friendly initiatives.

Initiatives in enroute phase:

- Shortening and straightening of major ATS routes.
- Implementation of Reduced Horizontal Separation on ATS routes.
- Implementation of Performance Based Navigation (PBN) RNAV 5 ATS Routes.
- Implementation of Connector routes.
- Implementation of User Preferred Routes (UPR) in Indian Ocean & Arabian Sea under INSPIRE Program.
- Total fuel savings due to these initiatives – 446562 Kg/day thereby reducing fuel emission by 1411136 Kg/day.

Initiatives in terminal airspace:

- Implementation of Performance Based

Navigation (PBN) based Standard Instrument Departure (SID) & Standard Terminal Arrival Routes (STAR).

- Reduction in separation minima in terminal airspace trajectories.
- Total fuel savings due to these initiatives – 74583 Kg/day thereby reducing fuel emission by 235683 Kg/day.
- Implementation of Continuous Descent Operations (CDO)
- Total fuel savings due to CDO – 1071 Kg/day thereby reducing fuel emission by 3385 Kg/day.

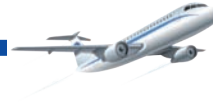
Improvement in ground efficiency:

- Implementation of Airport Collaborative Decision Making (A-CDM) to enhance ground operational efficiency and reduction in fuel emissions
- Encouraging intersection departure
- Reduction in final approach spacing
- Tactical Flow Control
- Reduced taxi time through planned runway use

Future Green initiatives of AAI

Following implementation plans will highlight AAI's resolve to be a major contributor to save environment by helping reduce adverse effects of aircraft emissions and at the same time provide operational benefits to the users:

- With the objective to reduce air traffic congestion, Central Air Traffic Flow Management (CATFM) is being established to strategically manage and regulate air traffic flow in the Indian skies to reduce system-wide inefficiencies, reduce delay, optimise capacity, reduce holding.
- Implementation of RNAV-2 ATS routes in enroute phase to further enhance



- capacity and availability preferred flight levels for enroute aircraft.
- Implementation of approach procedures with GNSS such as Baro-VANV, GAGAN-based LPV procedures to provide better all-weather access to airports, thereby bringing down the instances of diversions that lead to avoidable fuel burn in case the aircraft had landed.
 - Implementation of GAGAN (SBAS) & GBAS will further enhance all-weather access to the airport and provide precision and precision-like approach to airport.

Details of Achievements

Instrument Flight Procedures

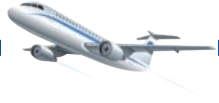
- AIP (S) NDB Visual Circling (CAT A & B) Hubli Airport (VOHB)
- AIP (S) VOR Procedure Runway 26 (Cat A/B/C) (DME Required) Hubli Airport (VOHB)
- AIP (S) PBN Based RNAV GNSS SID and STAR (Revised) for Bengaluru Airport (VOBL)
- AIP (S) VOR Procedure Runway 23 (Cat A, B & C) (DME Required) Rajahmundry Airport (VORY)
- AIP (S) VOR Procedure Runway 05 (Cat A, B & C) (DME Required) Rajahmundry Airport (VORY)
- AIP (S) ILS (Y) Procedure Runway 27 (DME Required) Tiruchirappalli International Airport (VOTR)
- AIP (S) ILS (Z) Procedure Runway 27 (DME Required) Tiruchirappalli International Airport (VOTR)
- AIP (S) RNAV 1 (GNSS) SIDs & STARs Goa Airport (VOGO)
- AIP (S) VOR Procedure Runway 09L (DME Required) Shamshabad Airport (VOHS)
- AIP (S) VOR Procedure Runway 27R (DME Required) Shamshabad Airport (VOHS)
- AIP (S) ATC Surveillance Minimum altitude Chart Mangalore Airport (VOML)
- AIP (S) ATC Surveillance Minimum altitude Chart Coimbatore Airport (VOCB)
- Updated AIP (S) RNAV-1 (GNSS or DME/DME/IRU) SIDs & STARs Kempegowda International Airport, Bengaluru-AIP (S) 61/2015.
- RNAV 1 SID & STAR Connectivity for RNAV 5 route Q18-Guwahati Airport.
- RNAV 1 SID & STAR Connectivity for RNAV 2 route Q19 and Q20-Mumbai & Kolkata Airports.
- AIP (S) RCF Procedures for CSI Airport, Mumbai submitted for publication of AIP (S)

Instrument Flight Procedures under Process

- RNP APCH and APV Procedures for Ahmadabad Airport submitted to DGCA for approval.
- RNP APCH and APV Procedures for RWY28 for Calicut Airport designed.
- RNP APCH Procedures for Lucknow Airport Designed.
- RNP APCH Procedures for RWY26 Belgaum Airport Designed.
- NDB RWY 11 Procedure Kadapa Airport designed and sent to airline for feedback

Consultancy Projects

- Sharjah RNP AR Procedure RWY 12/30
- AIP (S) VOR Procedure RWY 16 (DME Required) KNIA, Durgapur



- (S) VOR Procedure RWY 34 (DME Required) KNIA, Durgapur

Feasibility Study

- Feasibility study for airport at Jagdalpur
- Feasibility study for extension of RWY for Code 3C operation at Kangra Airport

Works related to NOC Section

- Zoning map in WGS 84 and CCZM of following airports, duly approved, have been uploaded on the AAI website-Delhi, Hyderabad, Shamshabad, Kolkata, Ahmadabad, Lucknow, Bengaluru, Amritsar, Guwahati, Nagpur and Chennai
- 67 cases of Aeronautical Study.
- Support to NOC for development/ testing and successful implementation of NOCAS II application from PANS OPS Criteria.

“Ease of Doing Business” Initiative by NOC Section for Height Clearances

Various initiatives taken by NOC Section of ATM Directorate for Ease of Doing Business in issuing No Objection Certificate for height clearance are as under:-

1. Colour Coded Zoning Maps (CCZM)

Airports Authority of India under Ministry of Civil Aviation has issued CCZMs of following 12 major cities, i.e. Mumbai, Navi Mumbai, Delhi, Kolkata, Hyderabad, Lucknow, Ahmedabad, Guwahati, Amritsar, Bengaluru, Nagpur, Chennai, indicating the permissible heights in different areas as per Colour Codes. Zoning Maps of other cities are being prepared in a phased manner.

Benefits of CCZMs

NOC for height clearance up to the heights permitted in CCZMs are not required to be obtained from Airports

Authority of India. Local bodies have been authorised.

2. Paperless and Transparent “No Objection Certificate Application System” (NOCAS) Version 2.0

NOCAS is an online application system for applying for NOC for height clearance to AAI.

The improved NOCAS Version 2.0 was commissioned on 06.01.2016.

The significant advantages of NOCAS Version 2.0 are detailed below:

- (i) Online NOC application
- (ii) Applicant is able to track the application status
- (iii) Paperless procedures
- (iv) Automatic calculations of permissible heights
- (v) Faster issue of NOC

The NOCs will be issued online by AAI NOC offices through the digital signatures.

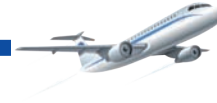
The implementation of NOCAS Version 2.0 by Airports Authority of India will bring about a revolutionary change in processing of height clearance for buildings/ structures/ communication masts with utmost transparency in line with Govt of India’s initiatives of “e-Governance” and “Ease of Doing Business” in infrastructure and town planning.

6.4 CNS (GAGAN)

GROWTH IN THE SECTOR OF NAVIGATION AND SURVEILLANCE

I. India transition plan from Ground based to Satellite based Navigation GPS AIDED GEO AUGMENTED NAVIGATION (GAGAN):

Airports Authority of India in coordination with ISRO has implemented GPS Aided



Geo Augmented Navigation (GAGAN) which provides very precise navigation to the entire Indian airspace and capable of providing seamless Navigation Service to neighboring countries.

GAGAN system was certified by DGCA for RNP 0.1 operations over Indian Flight Information Region on 30.12.2013. As recommended by Technical Review Team comprising of ISRO, DGCA & AAI, necessary software up-gradation was completed and requisite documents related to certification of Approach with Vertical Guidance (APV 1) were submitted to DGCA. Subsequently GAGAN system was certified by DGCA for APV-1 operations on 21st April 2015. The GAGAN Signal-in-Space is available via two Indian Geostationary satellites GSAT-8 (PRN-127) & GSAT-10 (PRN-128).

GAGAN system was formally launched by Hon'ble Minister of Civil Aviation on 13th July 2015. India is the first country in the world which has established Satellite Based augmentation system that can provide Approach with Vertical Guidance services namely, APV1 for landing at qualified runway ends in equatorial ionospheric anomaly region with its unique ISRO –MLDF Iono-Model for the region developed and validated for GAGAN.

Benefits of GAGAN

GAGAN can be used for both aviation and non-aviation applications.

GAGAN for Aviation

- (a) GAGAN provides the capability for increased accuracy in position reporting allowing for more uniform and high-quality Air Traffic Management (ATM).
- (b) GAGAN will increase airspace and airport

utilization. Provide more direct routings, reduce emissions and increase efficiency. It will also bring about harmonization of airspace in the region.

- (c) GAGAN will improve safety at such Airports/Runways not equipped presently with Instrument Landing System(ILS) as it will be able to provide vertical guidance closed to a precision approach provided by ILS. It will also provide service for the en-route operations also.
- (d) Helicopter Approach Procedures can also be drawn up using GAGAN.

GAGAN-for Non-Aviation

GAGAN can be utilized in several non-aviation applications such as:

Surface transport

Vehicle tracking

Intelligent high way system

Search and rescue

Surveying

Real time weather forecasting

Land management through terrestrial mapping

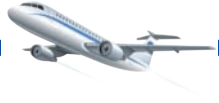
Marine applications

Precision farming and research applications etc.

GAGAN SYSTEM WILL ALSO PROVIDE THE ABOVE STATED BENEFITS TO NORTH-EAST AREA

II. Enhancement of Navigational Aids infrastructure :

AAI is maintaining vast navigational infrastructure of 65 Instrument Landing System(ILS), 94 very high frequency OMNI range (VORS) & 95 distance measuring equipments (DMES) to facilitate aircraft to fly under complete navigational guidance over Indian airspace. AAI is expanding navigational



equipment base in following North-East Area:

Physical performance (Actual till date): 2015-16

Northern Region : ILS/DME Equipment CAT-II upgraded to CAT III- Amritsar, Lucknow.

Southern Region : ILS/DME – Trivandrum, Coimbatore.

Eastern Region : ILS/DME – Durgapur DVOR/DME- Durgapur

Western Region : DVOR/DME- Mundra

Projection Till 31st March 2016

ILS will be installed : Nagpur, Rajkot and CATC

VOR will be installed at Sampla, Aligarh, PratapGarh& Jalalabad

Issues related to the development activities in North-East:

Barapani ILS: Due to land issue the provision of ILS is not possible. ILS Equipment for Barapani is lying idle at Guwahati.

III. Surveillance Enhancement in North-East over Indian airspace and Airports:

Radar System:

AAI is going to replace ASR/MSSR at Guwahati & Imphal Airport to cover the surveillance gaps in North-East airspace at a approx. cost of Rs. 29 Crores.

Automatic Dependent Surveillance –Broadcast system (ADS-B):

AAI has installed ADS-B System at Guwahati, Agartala & Dibrugarh to enhance the Surveillance coverage in North-East Area at a approximate cost of Rs. 1.6 Crores.

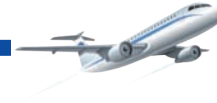
Advance Surface Movement Guidance & Control system (ASMGCS):

AAI is going to install ASMGCS at Guwahati Airport to enhance the operational efficiency/capacity of the Airport under low visibility conditions at a cost of approximately Rs.14.5 crores . These equipments will facilitate landing of aircrafts in low visibility condition and enhance monitoring & safety during surface movement at airports.

IV. Central Air Traffic Flow Management System (C-ATFM) :

Concept of Operation: Air traffic in India continues to grow rapidly and this trend is likely to continue to expand into the future. Increased traffic is expected at many of the existing airports. This increase in demand requires a corresponding effort to utilize system capacity efficiently. This will require Air Traffic Flow Management (ATFM) capabilities for effective Demand and capacity balancing (DCB). The ATFM tools will enable improved management of demand and capacity, and will help system stakeholders to deal with the increased complexity of the nation's air routes.

Demand and capacity balancing will allow airspace users to optimize their participation in the ATM system while mitigating conflicting needs airspace and aerodrome capacity through collaborative usage of decision-support tools thus ensuring most efficient use of airspace resources equitable access for all airspace users, accommodate user preferences and ensuring that demand on an airspace resource will not exceed its capacity. Demand and capacity



management aims to maximize the ATM system capacity whilst minimizing the effects of constraints. This will achieve system-wide traffic optimization through the application of demand and capacity balancing and traffic synchronization.

The system will endeavor to remove constraints wherever possible, and minimize the effect of constraints through management and modification of trajectories where removal is not possible. Where constraints are unavoidable, the earliest possible notice will be given to those affected. The intent is that any modifications will be the minimum required to avert any conflict, meet runway capacity requirements.

This strategy envisages a transition in traffic management away from today's emphasis on tactically adjusting demand to fixed capacity/ it envisages a more strategic and collaborative approach to managing system-wide resources and capacities to match capacity with, rather than constrains, demand. The nature of tactical flow management will be more dynamic and adaptive to operate to finer capacity and time limits and cope with real-time events. Terminal Flow Control measures will be implemented at busy terminal approach areas and airports which are capacity constrained. The demand will be balanced with the capacity through strategic slot management process and dynamic flow control measures.

A Central ATFM System will be established to dynamically assess the airspace situation and capacity optimization taking into consideration various constraints such as airspace/ airports situation, weather conditions, traffic congestion, that affect the smooth

flow of traffic throughout the Indian FIRs. Demand and Capacity Assessment processes and tools to identify, collect, analyze, validate and distribute demand and capacity data to produce an accurate picture of capacity, constraints and demand patterns through all phases of flight will be developed.

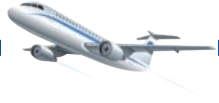
Mitigating measures and alternate actions to avoid congestion and delay both in the terminal and enroute airspace and airports will be achieved through Collaborative Decision Making (CDM) processes involving all stakeholders.

Benefits:

- Ensure safe separation;
- Maximize throughput;
- Make efficient use of available capacity;
- Manage controller workload;
- Provide equitable service;
- Achieve environmental efficiencies.
- Benefits to Stakeholders
- Enhanced flight safety;
- Improved on- time arrivals;
- Improved accomplishment of mission objective;
- Minimize delays;
- Optimizing passenger/ crew/aircraft connections;
- Minimizing turn times; and
- Fuel saving

The benefit of this system will improve the Air Traffic flow management over Indian Airspace including North-East Region.

The details of aircraft movements, passengers and cargo handled at all the Indian Airports for the period of 2014-15 vis-a-vis 2013-14 are given below:-



| | FY 2014-15 | FY 2013-14 | | | FY 2015-16 |
|------------------------------------|------------------------|------------------------|------------------------|------------------------|----------------------|
| Category | (Apr-March) 2014-15 | (Apr-March) 2013-14 | (April-Nov) 2015-16 | (April-Nov) 2014-15 | (Apr-Mar) 2015-16 |
| Aircraft Movement (In 000') | | | | | |
| International | 345.36 | 335.97 | 245.34 | 227.96 | 368.01 |
| Domestic | 1257.66 | 1200.65 | 930.12 | 842.29 | 1395.18 |
| Total | 1603.02 | 1536.62 | 1175.46 | 1070.25 | 1763.19 |
| Passenger(In lakhs) | | | | | |
| International | 507.99 | 466.2 | 352.02 | 326.62 | 528.03 |
| Domestic | 1393.30 | 1222.96 | 1085.00 | 901.16 | 1627.5 |
| Total | 1901.29 | 1689.16 | 1437.02 | 1227.78 | 2155.53 |
| Freight (In 000' tonnes) | | | | | |
| International | 1542.54 | 1443.07 | 1100.28 | 1037.35 | 1650.42 |
| Domestic | 985.02 | 836.09 | 701.89 | 663.21 | 1052.84 |
| Total | 2527.56 | 2279.16 | 1802.17 | 1700.56 | 2703.255 |

6.5 FINANCIAL PERFORMANCE

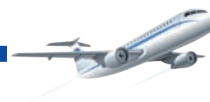
a) Financial Highlights

(₹ in crores)

| PARTICULARS | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
|------------------------------------|----------|---------|---------|----------|----------|----------|----------|---------|
| INCOME & PROFIT | | | | | | | | |
| Revenue | 4185.95 | 4615.29 | 5139.21 | 5878.66 | 6849.08 | 8,170.04 | 9,284.98 | 9701.51 |
| Expenditure | 3070.23 | 3386.85 | 3792.92 | 4514.54 | 5462.21 | 5,649.73 | 6,493.57 | 7195.89 |
| Profit before tax | 1115.73 | 1228.44 | 1346.30 | 1364.12 | 1386.87 | 2,520.31 | 2,791.41 | 2505.62 |
| Provision for tax | 535.57 | 575.65 | 566.90 | 667.70 | 831.65 | 1,146.95 | 1,247.44 | 849.28 |
| Provision for Deferred Tax (Asset) | (107.06) | (59.50) | (67.00) | (162.58) | (179.78) | (67.70) | (415.25) | (90.09) |
| Profit after tax | 687.21 | 712.29 | 846.40 | 859.00 | 735.00 | 1,441.06 | 1,959.22 | 1746.43 |

(₹ in crores)

| PARTICULARS | 01.04.2009 | 01.04.2010 | 01.04.2011 | 01.04.2012 | 01.04.2013 | 01.04.2014 | 01.04.2015 |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|
| SOURCES OF FUNDS | | | | | | | |
| Paid up Capital | 573.76 | 623.34 | 655.61 | 656.56 | 656.56 | 656.56 | 656.56 |
| Grants | 138.93 | 158.27 | 440.80 | 547.11 | 37.05 | 39.15 | 39.65 |
| Loans from Govt. of India | 27.62 | 49.57 | 32.28 | 0.95 | 0.00 | 0.00 | 0.00 |
| Loans - Others | 202.43 | 622.37 | 1192.96 | 2141.29 | 1655.15 | 1657.21 | 1287.40 |
| Non Current Liabilities | | | - | - | 2604.93 | 1980.64 | 5216.46 |
| Reserves & Surplus | 5650.91 | 6510.97 | 6960.97 | 7610.44 | 8174.59 | 9279.22 | 10760.05 |
| TOTAL | 6593.64 | 7964.52 | 9282.61 | 10956.34 | 13128.28 | 13612.78 | 17960.12 |



| APPLICATION OF FUNDS | | | | | | | |
|---|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|
| Fixed Assets (Less Deprec.) | 3544.14 | 4315.97 | 5360.15 | 5909.43 | 9230.18 | 8653.95 | 8247.72 |
| Work in Progress | 1996.43 | 3185.94 | 3747.52 | 4391.68 | 1205.55 | 1403.61 | 1442.22 |
| Investments | 854.09 | 921.52 | 978.65 | 1086.31 | 1091.23 | 1096.13 | 1101.15 |
| Other Non Current Assets | - | - | - | - | 432.76 | 638.68 | 3387.47 |
| Working Capital | (313.60) | (1031.00) | (1471.07) | (1251.27) | 168.60 | 752.75 | 2298.65 |
| Deferred Tax Asset (Net) | 512.58 | 572.08 | 667.36 | 820.18 | 999.96 | 1067.66 | 1482.91 |
| TOTAL | 6593.64 | 7964.52 | 9282.61 | 10956.34 | 13128.28 | 13612.78 | 17960.12 |
| NET WORTH (Share Capital + Reserves) | 6209.56 | 7134.31 | 7616.58 | 8266.99 | 8831.15 | 9935.78 | 11416.61 |
| CAPITAL EMPLOYED (Net Fixed Assets + Working Capital) | 3230.54 | 3285.00 | 3889.08 | 4658.16 | 9398.78 | 9406.70 | 10546.37 |

b) Contribution to Exchequer by AAI

(₹ in crores)

| PARTICULARS | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| a) Income Tax Paid** | 688.00 | 611.40 | 562.20 | 671.00 | 767.13 | 1058.57 | 1240.64 |
| b) FBT | 18.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| c) Service Tax | 351.49 | 314.23 | 310.26 | 394.89 | 539.40 | 607.21 | 694.23 |
| d) Dividend to Govt of India (Proposed) | 137.40 | 142.50 | 169.30 | 171.90 | 147.00 | 288.00 | 391.85 |
| e) Tax on Dividend | 23.35 | 23.67 | 27.46 | 27.89 | 23.84 | 57.58 | 75.94 |
| f) Interest payments on Loan portion of Budgetary Support | 1.44 | 4.77 | 2.77 | 0.17 | 0.00 | 0.00 | 0.00 |
| g) Guarantee Fee | 2.19 | 2.10 | 2.90 | 2.10 | 2.15 | 2.18 | 2.18 |
| Total | 1221.87 | 1098.67 | 1074.89 | 1267.95 | 1479.52 | 2013.54 | 2404.84 |

** This represents Advance Tax & TDS

6.6 CAPITAL WORKS COMPLETED

Amritsar Airport

Integrated office complex for AAI & BCAS.

Completed on 29.04.2015.

Baraut

Construction of double mat wrestling hall under CSR scheme.

Completed on 11.09.2015.

Chandigarh

Development of Chandigarh International Airport.

Completed on 15.05.2015

Jaipur

Extension & Strengthening Runway including Cat-III Lighting sys

Completed on 31.12.2015

Lucknow Airport

500 KWp Grid Connected Roof top Solar Photo Voltaic (PV) Power Projects under CAPEX model.

Completed on 31.05.2015.

Shimla Airport

Re-Carpeting and Widening of



Runway.

Completed on 16.09.2015

SOLAR POWER PLANT

Grid Connected Roof top Solar Photo Voltaic (PV) PowerProjects under CAPEX through SECI selected agencies at the Airports

Amritsar 400 KWp(Completed on 16.04.2015)

Jaipur100 KWp(Completed on 15.06.2015)

Bhubaneswar

Construction of Integrated office complex for AAI & DGCA

Completed on 31.05.2015

Kolkata Project.

Improvement perimeter road-Ph-I

Completed on 14.07.2015

Ahmedabad

Construction of Integrated office complex-AAI&BCAS office

Completed on 05.05.2015

Vadodara Airport

Resurfacing of Runway 04-22 and shoulder, improvement of basic strip and drain work.

Completed on 18.10.2015.

Belgaum

Construction of compound wall-land-Belgaum

Completed on 15.05.2015

Tirupati

Balance work of construction of new integrated terminal building.

Completed on 31.10.2015

Construction of NTB including apron, link taxiway & associated works

Completed on 31.10.2015

Trivandrum

C/o Additional apron and gse area

Completed on 31.05.2015

Modification of Turning Pad

Completed on 28.12.2015

6.7 CAPITAL WORKS UNDER PROGRESS

Ajmer (Kishangarh)

Construction of runway, apron, isolation bay.

Khajuraho

Construction of new terminal building complex at Khajuraho Airport

Jharsuguda

Development of Jharsuguda Airport for Air Bus A- 320.

Construction of Runway

Kolkata Project

Relocation of existing main fire station

Up-gradation of drainage system

Pakyong

Construction of new green field airport

Portblair

Construction of NTB i/c new apron

Raipur

Construction of hanger for BSF at Swami Vivekananda airport, Raipur

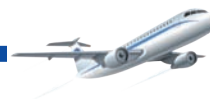
Ahmedabad

Re-surfacing of Runway and provision of CAT-III Lights

Belgaum

Upgradation-Airport Civil & Elect. works

Construction of New Terminal Building, ATC Tower Cum Technical Block,



Fire Station, Service Station and Other ancillary Buildings.

Goa

Construction of Residential quarters including Consultancy, soil investigation works.

Indore

Re surfacing of Runway and Taxi way

Mumbai

CAI&BCAS

Surat

Construction of balance perimeter road(Phase-IV)-ope.

Construction of balance Perimeter road in Ops.Area.

Construction of balance tilted/ damaged compound wall (Phase- III)

Re surfacing /strengthening and extension of Runway at 04/22

Vijayawada

Extension of Apron for additional 10 parking bays at Vijayawada Airport.

Construction of Technical Block, Ceremonial Lounge and associated works.

Chennai Project

Deposit Work-Misc.work-Metro Rail& Station

Calicut

Re surfacing / strengthening of Runway

Hubli

Extension of Runway

Construction of New Terminal Building, Technical Block and ATC Tower, Fire Station, Sub Station and other ancillary buildings

Mangalore

Construction of Parallel Taxi Track for

New Runway at 06/24 end

Rajahmundry

Extension of APRON I/F New Terminal Building

Trivandrum

Modification Turning pad-R/w32 side accord. CAR

Tirupati

Construction of boundary wall for newly acquired land

Construction of APRON AND Construction of isolation bay, link taxiway

Warangal

Construction of boundary wall

6.8 DEVELOPMENTAL ACTIVITIES TAKEN IN THE NORTH EAST REGION

AAI is continuously enhancing the airport infrastructure in remote areas to improve the air connectivity. Number of works have been taken up, the details of which are given below:

A. Works completed / in progress / commissioned

Guwahati Airport: -

- (a) Expansion of existing Terminal Building with two additional Aerobridges.
- (b) Construction of new ASR/ MSSR building (so as to remove the existing ASR/ARSR Building to make way for the Parallel Taxi Track).
- (c) Installation of Advanced Surface Movement Guidance & Control System (ASMGCS).
- (d) Construction of Common User Domestic Cargo Building.



Imphal Airport:-

Expansion of Apron (2 Bays) and Link Taxiway, a New Fire Station and Boundary Wall along the periphery of the newly acquired land are in progress.

Dibrugarh Airport:-

Extension of Runway from 6000 ft. to 7500 ft. and Isolation Bay work has been awarded.

Shillong Airport:-

Construction of New ATC Tower cum Technical Block and Fire Station has been awarded.

B. Works Planned

ASSAM

Guwahati (being developed as Inter Regional Hub)

Projects Planned / in Planning:

- Parallel taxi-track and Isolation Bay.
- Strengthening & Extension of Runway by 550m for 'E' Cat Aircrafts
- Up gradation of Safety & Security Infrastructure
- Construction of New Terminal Building
- Construction of New Technical Block & Control Tower & Fire Station (Cat-IX).

Dibrugarh (being developed as Intra-Regional Hub)

Development Plan

- Construction for one Hangar alongwith apron for A321.
- Construction of new Control Tower cum Technical Block.
- Up gradation of Safety & Security Infrastructure in Operational Area

Lilabari

Development Plan

- ILS Installation (For all weather operations)

Jorhat (CE)

Development Plan

- New Domestic Terminal Building for handling 250 pax. State Government has to acquire and provide 50 Acres of land free of cost and free from all encumbrances.

Rupsi (Non Operational Airport)

Development plan

- IAF to develop the airport for operations for ATR-72 type of Aircrafts and AAI will construct a Civil Enclave. Denotification of Forest land to be made.

NAGALAND

Dimapur

Development Plan

- Upgradation of Safety & Security Infrastructure.

MANIPUR

Imphal (being developed as Intra Regional Hub)

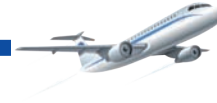
Development Plan

- Extension of Runway upto 11,500 ft. to accommodate bigger aircraft based on demand.
- Construction of one hangar for A321 / ATR-72.

MIZORAM

Lengpui (State Govt.)

- Draft MOU for taking over of the airport by AAI from State Govt. has been sent to the State Govt. for acceptance.



MEGHALAYA

Shillong (Barapani)

- Projects planned – For upgradation of airport for A321 type of Aircraft
- Expansion of Apron for 4 bays.
- Expansion & Strengthening of Runway upto 7500 ft. DPR for Apron & Runway Extn submitted to NEC for Grant-in Aid
- Isolation Bay and other ancillary works.

Tura (Baljek) - State Govt.

- Draft MOU for taking over of the airport by AAI from State Govt. has been provided to the State Govt. for acceptance.

Proposed to upgrade the airport for ATR-72 type of aircrafts for which State Government has to acquire 50.50 Acres of land. DPR submitted to Ministry of DoNER.

TRIPURA

Agartala (being developed as Intra-Regional Hub)

Development Plan

- Construction of New Integrated Terminal Building to handle 1200 peak hour passengers at a time and Ancillary works.
- Extension of Runway and associated works.
- Construction of One Hangar for A321 / ATR-72 type of Aircrafts.
- Upgradation of safety and security infrastructure in operational area.

6.9 GREENFIELD AIRPORTS

Itanagar (Arunachal Pradesh)

State Govt. has approved the construction of a Greenfield airport at Holongi site

on 24th July 2012. Accordingly, AAI forwarded a draft Master Plan 24th August 2012.

AAI has submitted the Pre-Feasibility Report to MoCA on 31st August 2012 for processing formal approval from the Steering Committee for the new Greenfield airport. NOC for construction of the new Greenfield Airport has been obtained from the Ministry of Defence (MoD), Ministry of Home Affairs (MHA) and Ministry of Finance (Economic Affairs).

Preparation of DPR and Environment Impact Assessment report are in progress.

Based on the advice of Steering Committee the plan has been revised for A-320 type of aircraft. Master Plan being revised.

Pakyong(Sikkim)

New Greenfield Airport which can cater for ATR-72 type of aircraft operations is under construction by AAI. AA & ES Rs.310 Cr. Revised to Rs.605.5 Crs.

Present Physical Progress 85%. PDC Sep. 2017.

6.10 NON-OPERATIONAL AIRPORTS

ARUNACHAL PRADESH

Tezu (by AAI)

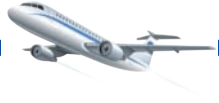
AAI has been entrusted to develop, operate and maintain the airport for ATR 72 -500 operations.

Govt. has approved construction of Tezu airport at a cost of Rs. 79 crores with 100% Grant-in-Aid by Govt. of India.

State Govt had handed over the airport alongwith 208.25 acres of land to AAI.

Runway and compound wall completed.

Pavement works Apron, Terminal



Building and other ancillary building works are in progress.

Tezu Airport is expected to be operational by Dec.2016.

Existing Buildings are being renovated and will be completed by March, 2016.

Along (by Defence)

Being developed by Ministry of Defence as per Govt. decision.

7 Acres of land to be acquired by State Govt for development of Civil Enclave for ATR-42 operations. AAI to develop civil enclave.

DPR submitted to NEC for Grant-in aid.

Passighat (by Defence)

Being developed by Ministry of Defence as per Govt. decision.

AAI to develop civil enclave.(Proper land to be earmarked by State Govt./IAF).

DPR submitted to NEC for Grant-in aid.

Ziro (by Defence)

Being developed by Ministry of Defence as per Govt. decision.

10.0 Acres of land to be acquired by State Govt. for development of Civil Enclave for ATR-42 operation. AAI to develop civil enclave.

DPR submitted to NEC for grant-in aid.

TRIPURA

Kamalpur

Master plan prepared for development of airport for ATR72-500 type of aircraft.

State Govt. has to acquire 50.5 acres land

Kailashahar

Master Plan prepared for development of airport for ATR 72-500 type of Aircraft.

State Govt. has to acquire 75 acres land.

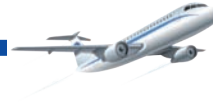
6.11 SWACHH BHARAT MISSION

1. AAI under Swachh Vidyalaya initiative constructed 1078 toilets for Boys and Girls in Government Schools spread across the country.
2. In addition to the above AAI has taken up:
 - i. Construction of 250 toilets for Boys and Girls in Government schools across India.
 - ii. An amount of Rs.50 lakhs each has been sanctioned for Manipur and Nagaland States for construction of community toilets.
3. AAI is establishing Eco-friendly Solid Waste Management System at five airports.
4. AAI has provided 10 numbers of tippers to Varanasi Nagar Nigam under Solid Waste Management initiative of Ministry Urban Development (MoUD).

Steps taken to Improve Public Grievance Redress Machinery:

Following are the steps taken to improve the Public Grievance Redress Machinery in AAI: -

- i. The Public Grievance Redress Machinery is monitored by a GM level Officer at Corporate Headquarters on All India Basis.
- ii. Public Grievance Officers have already been appointed at each airport, whose details are available at prominent places at airports for the benefits of the passengers and users of airports.
- iii. Dedicated Email IDs have been created for all the PGOs for the convenience of the users e.g. pgofficerhq@aai.aero
- iv. For the benefit of Citizen / passengers, multiple options are



- given to represent their grievances, such as; CPGRAMS, Letters, Emails, Quick Response Code (QR Code), AAI Website, Suggestion Box, Registers, etc.
- v. All the Joint Venture and Private Airports along with AAI Airports have been added as subordinate office to AAI for proper control.
 - vi. Regular meetings and followups are done with all the stake holders for proper administrative control of the Public Grievance Redress Machinery at AAI.

Facilities to persons with disabilities:

- Smooth ramps with anti-skid flooring of the comfortable gradient are provided at the terminal building entry/ exit points and kerb area.
- Sensor fitted doors / manned doors at entrance are provided for easy accessibility. Door opening are wide enough for easy access for wheel chair passengers.
- Specially designed separate handicapped toilets are provided with appropriate signages.
- 16 passengers elevators are provided to access all levels of Terminal Building with door opening wide enough to allow biggest size of wheel chair.
- To facilitate smooth emplaning and deplaning of differently abled passengers with wheel chairs, the aerobridges wherever provided have smooth gradient slope and anti-skid flooring.
- Wheelchairs are available with Airport Manager and Airlines on demand.

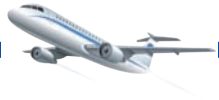
- 850mm high and 250mm deep facilitation counters provided for easy accessibility of passengers on wheel chair at busy Airports.
- Reserved parking spaces with signages have been provided on city side & air side of Departure and Arrival Terminals at various Airports.
- 5m–10m wide kerb is provided in front of Terminal Building, which is directly connected to road with smooth ramp. From kerb side, passenger can board the Taxi / Car. For the easy access of wheel chair, special cuts and slopes are provided in the pavement.
- Audio announcements regarding flight status is regularly made throughout the building by centralised PA System.
- Ambulift facility, as and when required on request, is provided with the help of Airlines & Hospitals.

Fire Services

The Report for the year 2015-16 is based on the actual performance from 01/04/2015 to 31/12/2015 & projections for AIRPORTS the remaining period i.e. 31/03/2106 w.r.t. Airport Fire Service Department is appended below;

The achievements of Fire services is as below

- i. Implemented Airport Disaster Management Plan at all airports.
- ii. Organized Get Airport Ready for Disaster (GARD) Project workshops at Guwahati Airport.
- iii. Fire Safety Manual completed.
- iv. 06 Nos. Rapid Intervention Vehicle (RIV) procured & commissioned at 06 airports.
- v. Foam meeting Performance level “C” introduced in Aviation Fire Service.
- vi Procurement process of BA Compressor



completed and commissioned at 48 airports.

Training

Total No of Persons Trained (01.04.2015 to 31.12.2015)

- (i) FSTC, Kolkata= 2422 Nos. (AAI + External Trainee)
- (ii) FTC, New Delhi= 222 Nos. (AAI + External Trainee)

Human Resources Management

The manpower strength of AAI is as under:

| Group | Total No. of Employees | OBC | % of OBC Employees | SC | % of SC Employees | ST | % of ST Employees | General | % of General Employees |
|--------------|------------------------|-------------|--------------------|-------------|-------------------|-------------|-------------------|-------------|------------------------|
| A | 5208 | 786 | | 847 | | 321 | | 3254 | |
| B | 5059 | 1045 | | 967 | | 351 | | 2696 | |
| C | 3943 | 1003 | | 901 | | 336 | | 1703 | |
| D | 3147 | 393 | | 1200 | | 211 | | 1343 | |
| Total | 17357 | 3227 | 18.6% | 3915 | 22.6% | 1219 | 7.0% | 8996 | 51.82 |

6.12 SPORTS ACTIVITIES

AAI's Inter Zonal tournaments.

- Inter Zonal Football Tournament (M) was conducted at Kolkata in September 2015. East Zone were the winner while South Zone were the runner-up.
- Inter Zonal Cricket Tournament (M) was conducted at Dibrugarh in November 2015. West Zone were the winner while North Zone were the runner-up.

Participation in National Tournaments

BADMINTON

- AAI team participated in the Inter-institutional Badminton Tournament which was organized by AAI at Dehradun in 28th to 31st July 2015 where our teams (both men & women) emerged winners of the tournament. Both the teams qualified for the Senior National Badminton Championship to be held in April 2016.

TABLE TENNIS

- AAI participated in the 45th Inter-Institutional Table-Tennis Championship held at New Delhi in 28th July to 2nd August 2015 securing bronze medal in men & women's team events. In the Youth Events, the AAI youth girl's team won the Gold Medal and qualified for the Junior & Youth National Table Tennis Championship. The AAI youth boy's team won the Bronze Medal.
- AAI Youth Girls Team participated in the Junior & Youth National Table Tennis Championship held at Dharamshala in 24th to 29th November 2015 losing in the quarter final to West Bengal.

6.13 VIGILANCE

(a) 'Integrity Pact' in AAI

- Integrity Pact (IP) was implemented in AAI from 01.04.2008. So far 145 numbers of projects valued at Rs.14963.64 crores came under the purview of IP.



- A Vendors Meet was organized on 02.09.2015. The meet was chaired by Chairman and attended by 32 vendors, 2 IEMs, Member(Plg), Member(HR), CVO and concerned HODs. Various issues related to 'Integrity Pact' and difficulties faced by vendors were discussed.

(b) Vigilance Issues and Activities

- In compliance of directions given by CVC, Quarterly Vigilance Review Meeting (QVRM) for the period ending 28.02.2015 was held on 24.03.2015. The Meeting was chaired by Chairman and attended by Members and CVO. Several important issues were discussed in the meeting for streamlining the system.

(c) Observance of Vigilance Awareness Week (VAW), 2015

In accordance with CVC's guidelines, 'Vigilance Awareness Week – 2015' was organized from 26.10.2015 to 31.10.2015 in all the offices, airports and units of AAI. The highlights of its observances at Corporate Headquarter are as follows:

- i. 'Administering of pledge and inauguration of Observance of VAW-2015' by Sh. Sudhir Raheja, Member(Planning) {acting Chairman}, AAI.
- ii. Quiz on 'AAI (ECDA) Regulations, about AAI and basic Vigilance Principles etc.' and on the spot prize distribution to quiz winners.
- iii. Lecture on 'Ethics in Public Governance' by Shri M.K. Kaw, Former Secretary, Ministry of HRD on 27th October, 2015 at Rajiv Gandhi Bhawan, New Delhi.

- iv. Lecture on 'Use of Technology & Forensic Analytic for Preventive Vigilance' by Shri Sandeep Baldava, Partner, Ernst & Young Pvt. Ltd on 28th October, 2015 at Rajiv Gandhi Bhawan, New Delhi.
- v. Lecture on 'Ethical Dilemma and Leadership' by Shri M.B. Kaushal, Former Secretary, Internal Security, on 29th October, 2015 at Rajiv Gandhi Bhawan, New.

(d) Workshops/ Training Programmes

- Workshop on Topic 'Vigilance as Management Function-Leveraging Technology' was organized from 04-05 June, 2015 at Guwahati.
- Workshop on Topic 'Vigilance as Management Function-Leveraging Technology' was organized from 25-26 June, 2015 at Pune.
- Workshop on Topic 'Vigilance as Management Function-Leveraging Technology' was organized from 28-29 July, 2015 at Bhubaneswar.
- Workshop on Topic 'Vigilance as Management Function-Leveraging Technology' was organized from 19-20 November, 2015 at Coimbatore.
- A VO attended 05 days training programme at CBI Academy, Ghaziabad from 2nd Nov. to 6th Nov., 2015.
- A VO attended 03 days Technical Workshop on RTI Act & Good Governance from 24th Sept. to 26th Sept., 2015.
- One VO attended 05 days training at CBI Academy, Ghaziabad from 06.04.2015 to 10.04.2015.
- 03 VOs attended three days Workshop organized by Industrial



Management Academy, New Delhi on “Vigilance : Role, Functions and Responsibilities of Vigilance and Transforming negative image into a positive perception with focus on current CVC Guidelines” from 6th July, to 8th July 2015.

(e) CTE Type Inspections

Vigilance Department had conducted 06 CTE Type & 01 major work inspections pertaining to Civil and Electrical works etc. at Chandigarh, Guwahati, Trivandrum, Jaipur, Leh, Kishangarh & Coimbatore Airport.

(f) Periodic & Surprise Inspections

32 nos. of Periodic and 05 nos. of Surprise Inspections were conducted by CVD.

(g) Issuance of Technical / Administrative Instructions

During this period 09 number of Technical Instructions/Circulars and 02 number of Administrative Circular have been issued for bringing clarity and improvement in the system.

(h) Disciplinary Cases

During this period, 10 major penalty cases and 12 minor penalty cases have been finalized.

(i) Vigilance Investigation

Vigilance Investigation has been completed in 11 cases involving 20 officials during the reference period.

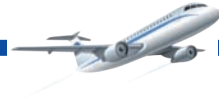
(j) Recovery due to initiatives of CVD

On the basis of amounts quantified so far, a total amount of Rs16,24,835.00 has been recovered as a result of vigilance initiative on the basis of investigation and inspections.

(k) Activities planned

Vigilance Department as a part of its proactive role will urge various key departments to codify their work procedure and revise their Manuals in an endeavour to bring transparency at work place and reduce the scope for discretion. Vigilance Department on the basis of outcome of deliberations likely to take place in the forthcoming workshops and field inspections will make suggestions to the Management on systemic improvement on important issues.



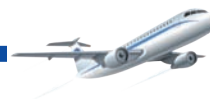


Lucknow Airport at night

Lucknow Airport



Air India Limited



7. AIR INDIA LIMITED

7.1 INCORPORATION

National Aviation Company of India limited (NACIL) was incorporated under the Companies Act 1956 on 30 March 2007. The Registered Office and Corporate Office of the Company is at Airlines House, 113 Gurudwara Rakabganj Road, New Delhi. Effective from 24 November 2010, the name of “National Aviation Company of India Limited” has been changed to “Air India Limited”.

7.2 BOARD OF DIRECTORS (as on 31 December 2015)

As on 31 December 2015, the Board of Directors of Air India comprised of the following:

Shri Ashwani Lohani Chairman & Managing Director

Functional Directors

Shri N K Jain Director (Personnel)
 Shri Pankaj Srivastava Director-Commercial
 Shri Vinod Hejmadi Director (Finance)

Government Directors

Smt. Gargi Kaul, Joint Secretary & FA, MoCA
 Shri B S Bhullar Jt. Secretary, MoCA

Non-Official Directors

Shri Gurcharan Das, Management Consultant & Author
 Dr. Prem Vrat, Pro-Chancellor & Professor of Eminence, & Chief Mentor, The Northcap University (Formerly ITM University) Gurgaon

Air Marshal (Retd) K.K. Nohwar, PVSM VM

Dr. Ravindra H. Dholakia, Professor, IIM, Ahmedabad

Smt. Renuka Ramnath, MD & CEO, Multiples Alternate Asset Management Private Limited, Mumbai

CAPITAL (as on 31 December 2015)

7.3.1 Authorised Share Capital

The Authorised Share Capital of the

Company is Rs. 250,000,000,000 divided into 25,000,000,000 equity shares of Rs.10/- each.

7.3.2 Issued, Subscribed & Paid-up Share Capital

As on 31 December 2015 the Issued, Subscribed & Paid-up Share Capital of the Company was Rs.17,178,00,00,000 crores divided into 17,178,000,000 fully paid up equity shares of Rs.10 each. The entire share capital is held by the President of India.

7.4 SUBSIDIARY COMPANIES

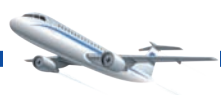
The following are the wholly owned subsidiaries of Air India Ltd., and as on 31 December 2015 and the Company’s investments in these Companies was as under :

- Air India Air Transport Services LtdRs. 5.00 lakhs
- Air India Charters Ltd Rs. 780.00 crores
- Air India Engineering Services Ltd Rs. 5.00 lakhs
- Airline Allied Services Limited Rs. 2.25 crores

In addition to the above, Air India Ltd. has another subsidiary viz. Hotel Corporation of India Ltd (HCI) in which it has invested Rs. 40.60 crores. In the year 2014 and 2015 an amount of Rs. 10 and Rs.12 crores respectively was invested by the Government of India in HCI, by way of Equity infusion and Equity shares of 22 lakhs of Rs.100/-each, were issued to the GOI. Apropos Air India and Government holds shares in the ratio of 65:35 in HCI.

7.4.1 Air India Air Transport Services Limited (AIATSL):

| Particulars | (Rs.in Crores) | |
|--------------------------|----------------|---------|
| | 2013-14 | 2014-15 |
| Total Income | 101.82 | 647.01 |
| Profit/(Loss) Before Tax | 2.54 | 103.76 |



AIATSL, a wholly owned subsidiary of Air India was operationalised on 1 February 2013. AIATSL presently provides ground handling services at 65 airports. Apart from handling the flights of Air India Limited and its Subsidiary Companies, ground handling is also provided for 24 foreign scheduled airlines, 4 domestic scheduled airlines, 3 regional airlines, 16 Seasonal charter airlines, 23 foreign airlines availing Perishable Cargo handling, for Approx. 86810 flights (Air India and Subsidiaries) and Approx. 32900 flights of scheduled and non-scheduled customer airlines

3596 employees have been transferred/deputed to AIATSL from Air India as on 31 December 2015, adding to its own 4895 employees who are on Fixed Term Contract basis.

7.4.2 Air India Charters Limited (AICL) (Rs. in Crores)

| Particulars | 2013-14 | 2014-15 |
|--------------------------|---------|---------|
| Total Income | 2364 | 2622 |
| Profit/(Loss) Before Tax | -345 | -61 |

AICL, a wholly owned subsidiary of Air India, started operations under the Brand Name Air India Express from 29 April 2005 with 26 flights per week using 3 leased B737-800 aircraft. It connected 3 cities in Kerala to 6 points in Gulf. It now has 17 owned aircraft and operates 160 weekly flights linking 12 Indian stations and 12 international stations in Middle East and South East Asia.

AICL has carried 2.62 million passengers during the year 2014-15. This is a decrease of 2.2 % over last year. During the FY 2015-16, the estimated passenger carriage would be 2.80 Million.

7.4.3 Air India Engineering Services Limited (AIESL):

AIESL, a wholly owned subsidiary of Air India was operationalised on 1 February 2013. It has bases at Delhi, Mumbai, Hyderabad, Trivandrum, Nagpur and Kolkata for carrying out the Maintenance, Repair and Overhaul (MRO) activities for various types of Airbus and Boeing fleet. The income from third party certification during the year was approximately Rs.45 crores.

7.4.4 Airline Allied Services Limited (AASL): (Rs.in Crores)

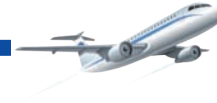
| Particulars | 2014-15 (Provisional) | 2013-14 |
|-------------------------|--------------------------|----------|
| Total Income | 227.95 | 242.39 |
| Profit/(Loss) After Tax | (184.04) | (249.40) |

AASL, a wholly owned subsidiary company of Air India Limited, which operates under the brand name Alliance Air, commenced operations from 15 April 1996. It provides connectivity to Tier II and Tier III cities and acts as a feeder to Air India and Air India Express. It has four bases viz. Delhi, Mumbai, Bangalore and Kolkatta. Currently, it operates passenger services with 10 leased aircraft (4 ATR-42-320, 2 Bombardier CRJ-700 and 4 ATR 72-600). It operates to 25 domestic destinations and daily carries approximately 862 passengers.

7.4.5 Hotel Corporation of India Limited (HCI): (Rs.in Crores)

| Particulars | 2014-15 | 2013-14 |
|--------------------------|---------|---------|
| Total Income | 52.85 | 50.50 |
| Profit/(Loss) Before Tax | -50.46 | -40.47 |

HCI has four Units viz Centaur Hotel Delhi, Chefair Delhi, Chefair Flight Catering, Mumbai, and Centaur Lake View Hotel, Srinagar.



7.5 Joint Venture Agreement between Air India Limited and Singapore Airport Terminal Services (SATS) on ground handling :

Air India SATS Airport Services Pvt. Ltd. (AISATS) is a joint venture between Air India Limited (AI) and SATS Ltd. where both the JV partners have invested equally Rs. 33 crs. each at the time of formation of the JV. As on 31/03/15 Issued / Paid Up Share Capital of AISATS is Rs. 80,84,99,500/- (divided into 8,08,49,950 equity share of Rs 10/- each). AI's 50% share of investment is Rs. 40,42,49,750/- (40424975 paid up shares @ 10/- each). The net worth of the shareholder's as on 31st March 2015 is Rs. 247 crs.

The amount invested by Air India has gone up from Rs. 33 crs. to Rs. 123 crs. (Rs. 247/2) in 7 years with a CAGR increase of 20.75% in the shareholder's fund. Besides the above, AISATS has also declared a Dividend of 15% in the FY 12-13, 13-14 & 14-15 and Air India's has received dividend totaling to Rs. 18.18 crs. so far from this JV.

The JV is currently handling flights of Air India and its group cos. at Bangalore, Hyderabad, Delhi, Mangalore & Trivandrum. For the FY 14-15, AISATS's revenue & PAT is Rs 503 crs. and Rs 53.6 crs. respectively and the investment in Fixed Assets stands at Rs. 255 crs. up to 31st March 2015.

7.6 Financial Performance

(Rs in Crores)

| Particulars | April to December | | 2014-15 (Actual) | 2013-14 (Actual) | 2012-13 (Actual) |
|-------------------|-------------------|-----------|---------------------|---------------------|---------------------|
| | (2015-16) | (2014-15) | | | |
| Passenger Revenue | 11468.16 | 11449.67 | 15793.36 | 14150.73 | 12494.44 |
| Operating Revenue | 14316.81 | 14464.14 | 19801.71 | 18370.96 | 16027.84 |

| | | | | | |
|-------------------------|-----------|-----------|-----------|-----------|-----------|
| Operating Expenses | 14860.39 | 15910.82 | 22437.90 | 22348.85 | 19834.99 |
| Operating Profit/(Loss) | (543.58) | (1446.68) | (2636.19) | (3977.89) | (3807.15) |
| Total Revenue | 14684.93 | 14642.43 | 20606.27 | 20140.59 | 18213.79 |
| Total Expenses | 17782.65 | 18867.73 | 26466.18 | 26420.19 | 23703.95 |
| Net Profit/(Loss) | (3097.72) | (4225.30) | (5859.91) | (6279.60) | (5490.16) |
| EBITDA | 1174.14 | 166.07 | 337.77 | 256.21 | 221.78 |

7.7 Physical Performance

| Particulars | Unit | April to December | | 2014-15 (Actual) | 2013-14 (Actual) | 2012-13 (Actual) |
|---|----------|-------------------|-----------|---------------------|---------------------|---------------------|
| | | (2015-16) | (2014-15) | | | |
| ASKMs (Scheduled Services) | Millions | 38049 | 36269 | 48859 | 45428 | 39909 |
| PKMs (Scheduled Services) | Millions | 28323 | 26246 | 36000 | 33279 | 28879 |
| Passenger Load Factor | (%) | 74.4 | 72.4 | 73.7 | 73.3 | 72.4 |
| No. of Pax Carried (Scheduled Services) | Millions | 13.2 | 12.4 | 16.9 | 15.4 | 14.1 |

7.8 Analysis of the Physical/Financial Performance

(I) 2014-15 vis-à-vis 2013-14

The company has shown a considerable improvement in Operational/Financial parameters during FY 2014-15 as compared to the previous year as reflected below:

- (a) Improvement in Financial Front
 - Operating Loss reduced by 34% from Rs.3977.89 crores in 2013-14. to Rs.2636.19 crores in 2014-15
 - EBITDA improved to Rs.337.77 crores in comparison to Rs.256.21 crores during 2013-14 i.e. an improvement of 31.8%
 - Passenger Revenue increased by Rs.1642.63 crores i.e. an increase of 11.61% from Rs 14,151 crores to Rs.15,793 crores mainly due to increase in carriage by 6.8% and Pax Yield by 2.4%



- Cargo Revenue increased by Rs 89.12 crores i.e. 8.36 % from Rs 1066 crores to Rs 1155 crores
 - Net Loss reduced by 6.7% from Rs.6279.60 crores in 2013-14 to Rs.5859.91 crores in 2014-15.
- (b) Improvements in the Operational Front
- Joined Star Alliance on 7th July 2014
 - Capacity offered (ASKMs) improved by 7.55% from 45428 million in 2013 -14 to 48859 million in 2014 -15
 - Capacity Utilization (RPKMs) improved by 6.18% from 33279 million in 2013 -14 to 36000 million in 2014-15
 - Number of Passengers carried has also increased from 15.4 million in 2013 -14 to 16.9 million in 2014 -15 i.e. 9.4%.
 - Seat Factor achieved 73.7% on enhanced capacity as against 73.3% in the previous year.
 - Yield/RPKMs improved by 3.29 % from Rs 4.25/RPKM in 2013-14 to Rs.4.39/RPKM in 2014-15

(II) 2015-16 (April to December 2015)

The company has continued to show an improved performance both in terms of financial and physical performance during 2015-16 also. The salient features of the performance of the company during April to Dec'2015 as compared to the period of April to Dec'2014 are given as under:

- The Operating Loss during the period was Rs 543.58 crores as compared to the figure of Rs 1446.68 crores

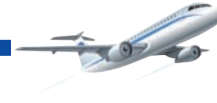
during April to Dec'14 thereby leading to a reduction in Operating Loss by Rs 903.10 crores i.e. almost 62%

- The Net Losses during the period has also reduced from Rs 4425.30 crores during April to Dec'14 to Rs.3097.72 crores in April to Dec'15 i.e. a reduction in Net Loss by Rs.1327.58 crores i.e., 30%.
- The EBITDA during April- Dec 2015 was positive by Rs 1174.14 crores as compared to the EBITDA of Rs 166.07 crores in April- Dec 2014.
- On Operational front, the capacity in terms of ASKM has been improved by 1779 Million i.e., 4.9% (from 36269 million in April - Dec 2014 to 38049 Millions in April-Dec 2015).
- Similarly the capacity utilisation in terms of RPKM has also improved by 8.7% i.e., 26246 million in April - Dec 2014 to 28323 Millions in April-Dec 2015.
- The passengers carried increased from 12.4 million to 13.2 million a growth of 6.8 %.

The Passenger Load Factor has increased from 72.4 % in April- Dec 2014 to 74.4% during April- Dec 2015 on the enhanced capacity

7.9 STAR ALLIANCE

The entry of Air India into Star Alliance consisting of 27 alliance members enabled us to connect across the earth under one roof covering 1321 airports in 193 countries. Air India was required to align its processes for 64 Core values of Star alliance to become its member thereby adopting the best practices, ensuring commitments to high service



standards, offer worldwide reach and allows customers to enjoy the following benefits:

- Coordinated schedules within the Star Alliance Network thereby reducing waiting times for passengers
- Enhanced Customer Service & smoother travel experience including seamless transfers & code sharing leading to a wider choice of flights while travelling across the globe and enhanced revenue for Star Alliance Carriers
- The alliance offers passengers a choice of Silver or Gold status benefits across the alliance. The traveler's status is recognized around the world throughout the Star Alliance network.
- A more rewarding Frequent Flyer programme where-in the passenger can earn more frequent flyer miles when taking qualifying flights on any member of the Star Alliance network. Redemption facility is also available on any Star Alliance member carrier.
- Star Alliance Gold members have access to more than 1000 lounges worldwide, increased baggage allowance, priority check-in, priority waitlist clearance & priority boarding.

With the integration into Star Alliance Air India's performance in terms of Passenger revenue/Numbers, Frequent Flyer benefits, Code- Share arrangements has increased. In addition to the brand value, other benefits received by Air India is placed below:

- The total revenue earned from transfers by Star Carriers to AI has almost doubled as compared to the same period last year.
- Air India frequent fliers have benefitted immensely with the integration. The priority status which is recognized across

the Star alliance network enabled over 16,000 flying return members of Air India to use Star member carriers lounges worldwide whether they are at Auckland or at Panama city (where AI doesn't have direct flights). Frequent flyers can accumulate and redeem miles on any member airline and thus get a worldwide recognition.

- Air India on joining Star alliance also participates in various Star products like Round the World Fares, Corporate plus, Convention plus & Meeting Plus. Air India is also a part of couple of Global Corporate Plus agreements, and several Meetings plus & Convention plus events.

7.10 Air India Website

1. The average web sale through on Air India website is 16.47% of the total network revenue
2. Air India website provides Social Media integration through Facebook and Twitter handle and weblink connectivity to Cargo, Frequent Flyer Programme, Air India Express, Alliance Air
3. Air India website offer various attractive fares / schemes from time to time
4. Air India website is 'differently abled compliant'

Website Upgradation Plan

- To introduce more country specific pages in German, French, Chinese & Japanese Languages
- To introduce Electronic Miscellaneous Document (EMD) to generate ancillary revenue by issuance of Vouchers for Excess baggage and collection of seat allocation fee etc.
- To enhance web sales contribution to 25% of network sales



- To generate ancillary revenue through
- Air Insurance
 - Car Rental
 - Hotel Booking Option
 - Air India Incredible Holiday Packages in association with State Tourism Development Corporations

MOBILE APPLICATION

- Air India launched its Mobile App for quick, easy and convenient bookings on its Domestic Network on 21Oct'14 and International bookings on 09Feb'15 for travel originating from India on both Android and iOS Platform.
- Till date the total down load of Air India Mobile Apps is 7 lacs +.
- On an average sale through Mobile Apps is to the tune of approx.Rs.10 lacs per day +

SOCIAL MEDIA INITIATIVES

- Face book : www.facebook/airindia.in : 2.85 K + followers (As on 15.03.2016)
- Twitter Handle : @airindiain : Approx 85 K + followers (As on 15.03.2016)

7.11 Fleet Size (As on 1st February 2016)

| Aircraft type | Owned | Sale & Lease Back | Dry Lease | Total |
|--------------------------|-------|-------------------|-----------|-------|
| Operational Fleet | | | | |
| Wide Body | | | | |
| B777-200LR | 3 | - | - | 3 |
| B777-300ER | 12 | - | - | 12 |
| B747-400 | 3 | 2 | - | 5 |
| B787-800 | 9 | 12 | - | 21 |
| Wide Body Total | 27 | 14 | - | 41 |
| Narrow Body | | | | |
| B737-800 (AIX) | 17 | 0 | 0 | 17 |
| A320 | 19 | | 5 | 24 |

| | | | | |
|--------------------------|-----|----|----|-----|
| A319 | 19 | 0 | 3 | 22 |
| A321 | 20 | 0 | 0 | 20 |
| Narrow Body Total | 75 | 0 | 8 | 83 |
| Regional Aircraft | | | | |
| CRJ-700 | 0 | 0 | 3 | 3 |
| ATR42 | 0 | 0 | 3 | 3 |
| ATR72 | 0 | 0 | 5 | 5 |
| Regional Aircraft Total | 0 | 0 | 11 | 11 |
| Total Operational Fleet | 102 | 14 | 19 | 135 |

ENGINEERING

7.12 Fleet Utilisation & Despatch Reliability

Utilization in terms of average daily utilization per aircraft in block hours and the Technical despatch reliability after considering technical delays of 15 minutes and above are given hereunder for the year 2014-15 and for the period April 2015 to February 2016:

During 2014-15

| Aircraft Type | Block hrs flown/day/ aircraft | Tech Despatch Reliability (%) |
|---------------|-------------------------------|-------------------------------|
| A320 | 9.40 | 98.17 |
| A319 | 10.30 | 99.31 |
| A321 | 10.90 | 99.43 |
| A330 | 6.10 | 99.14 |
| B777-200LR | 2.04 | 98.43 |
| B777-300ER | 12.52 | 98.26 |
| B787-8 | 12.94 | 97.38 |
| B747-400 | 2.49 | 97.42 |

During April 2015-February 2016

| Aircraft Type | Block hrs flown/day/ aircraft | Tech Despatch Reliability (%) |
|---------------|-------------------------------|-------------------------------|
| A320 | 8.30(upto Nov'15) | 97.81(upto Dec'15) |
| A319 | 9.90(upto Nov'15) | 99.01(upto Dec'15) |



| | | |
|------------|---------------------|---------------------|
| A321 | 11.00(upto Nov'15) | 99.10(upto Dec'15) |
| A330 | NIL | NIL |
| B777-200LR | 6.30 (upto Feb'16) | 97.61 (upto Feb'16) |
| B777-300ER | 11.88 (upto Feb'16) | 98.35 (upto Feb'16) |
| B787-8 | 12.04 (upto Feb'16) | 98.06 (upto Feb'16) |
| B747-400 | 2.96 (upto Feb'16) | 97.1 (upto Feb'16) |

7.13 The pattern of international operations during 2015-16

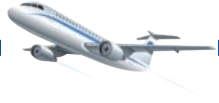
| ROUTES | Summer 2015 (Flights/week) | Winter 2015 (Flights/Week) |
|-----------------------|----------------------------|----------------------------|
| India/New York | 7 | 7 |
| India/London | 21 | 28 |
| India/Birmingham | 7 | 7 |
| India / Chicago | 7 | 7 |
| India/Frankfurt | 7 | 7 |
| India/Newark | 7 | 7 |
| India/San Francisco | 0 | 03 |
| India/Paris | 7 | 7 |
| India/Gulf | 141 | 140 |
| India/Australia | 7 | 7 |
| India/Tokyo | 3 | 4 |
| India/Shanghai | 4 | 5 |
| India/Hong Kong/Osaka | 3 | 3 |
| India/Hong Kong/Seoul | 4 | 4 |
| India/Singapore | 21 | 21 |
| India/Bangkok | 14 | 14 |
| India/Colombo | 14 | 14 |
| India/Male | 14 | 14 |
| India/Kabul | 6 | 4 |
| India/Dhaka | 7 | 7 |
| India/Kathmandu | 18 | 14 |
| India/Rome/Milan | 7 | 7 |
| India/Moscow | 4 | 4 |

7.13.1 Air India Current operations to North-East

| Routing | Freq | Aircraft |
|------------------------------------|------|----------|
| Kolkata-Dibrugarh-Dimapur-Kolkata | 3/wk | A319 |
| Kolkata- Dimapur-Dibrugarh-Kolkata | 2/wk | A319 |
| Kolkata-Aizawl-Imphal-Kolkata | 3/wk | A319 |
| Kolkata-Imphal-Aizawl-Kolkata | 4/wk | A319 |
| Kolkata-Guwahati-Kolkata | 7/wk | A320 |
| Kolkata-Agartala-Kolkata | 7/wk | A319 |
| Kolkata-Silchar-Kolkata | 4/wk | A319 |
| Delhi-Guwahati-Imphal&vv | 7/wk | A321 |

7.13.2 New flights / Destinations introduced during 2015-2016

- Frequency of flights on Delhi-Bhubaneshwar-Delhi sector increased from 2 daily flights to 03 daily flights from 29th March'2015
- Frequency of flights on Delhi-Bhopal-Delhi sector increased from 2 daily flights to 03 daily flights from 29th March'2015
- New flight introduced on routing Delhi-Vizag-Port Blair &vv sectors from 09th April'2015.
- Commenced operations on Delhi-Colombo-Delhi sector from 15th Jun'2015.
- Commenced operation of flight on Delhi-Surat-Delhi sector from 01st Oct'2015.
- Commenced operations on Bengaluru-Delhi-San Francisco &vv route from 01st December'2015.
- Commenced operations on Varanasi-Bhubaneshwar-Varanasi sector from 08th Mar'2015.
- Commenced operation on Mumbai-Calicut-Mumbai sector from 01st Nov'2015.
- Commenced operations on Ahmedabad-Mumbai-London sector from 15th December'2015.
- Commenced operations on Kolkata-Durgapur-Delhi and vv route from 22nd Dec'2015.



7.14 SC/ST/OBC REPRESENTATION IN EACH GROUP IN AIR INDIA AS ON 01.01.2016

| GROUP | | TOTAL NO. OF EMPLOYEES | TOTAL REPRESENTATIONS OF SCs | % | TOTAL REPRESENTATIONS OF STs | % | TOTAL REPRESENTATIONS OBCs | % |
|-------|----------------------------|------------------------|------------------------------|-------|------------------------------|------|----------------------------|-------|
| A | Other than Lowest Rung | 4616 | 738 | 15.98 | 240 | 5.19 | 271 | 5.87 |
| A1 | Lowest Rung | 5613 | 1079 | 19.22 | 509 | 9.06 | 154 | 2.74 |
| B | | 4459 | 745 | 16.70 | 335 | 7.51 | 606 | 13.59 |
| C | | 307 | 54 | 17.58 | 24 | 7.81 | 52 | 16.93 |
| D | Excluding SafaiKaramcharis | 4031 | 1060 | 26.29 | 300 | 7.44 | 187 | 4.63 |
| D1 | Safai Karamcharis | 686 | 404 | 58.89 | 27 | 3.93 | 26 | 3.79 |
| TOTAL | | 19712 | 4080 | 20.69 | 1435 | 7.27 | 1296 | 6.57 |

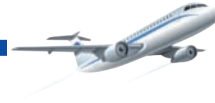
7.15 Haj Operations 2015

Haj 2015 operations were carried out from 16th August 2015 to 28th October 2015. Air India operated from 7 stations and carried 37,829 pilgrims.

7.16 Citizen's Charter:

Air India's Citizen's Charter is available on its website www.airindia.in.

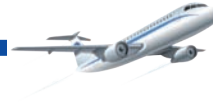




Launch of Delhi-Vienna flight



Indira Gandhi Rashtriya Uran Akademi



8. INDIRA GANDHI RASHTRIYA URAN AKADEMI

8.1 INTRODUCTION

Indira Gandhi Rashtriya Uran Akademi was set up in September 1986 at Fursatganj near Raebareli (Uttar Pradesh) to bring about a quantum improvement in the standards of flying and ground training of Commercial Pilots in the country.

IGRUA is managed by CAE, Canada to scale up the standards at par with international Standards since 1st Mar 2008 in pursuance to the management contract between the Ministry of Civil Aviation and CAE, Canada.

8.2 OBJECTIVES

The objective of the Akademi is to conduct airline oriented flying training courses to the level of contemporary international standards. The courses offered are:

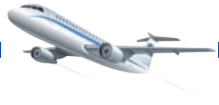
- a) Ab-Initio to CPL Course on fixed wing aircraft. Instrument rating and multi engine endorsement is part of this course.
- b) Three years Graduation programme leading to award of B.Sc. (Aviation) degree through Chhatrapati Shahuji Maharaj University, Kanpur
- c) CRM & Multi Crew Conversion Course on DA 42 aircraft.
- d) Refresher Course for Certified Flying Instructors and Pilot Instructors of Flying Training Institutes.
- e) Courses for Assistant Flight Instructor Rating (A) and Flight Instructor Rating (A).
- f) Skill Tests for renewal of Licence for Ex-students of IGRUA on requirement basis.
- g) To provide Simulator training & checks and other facilities to outside aviation agencies for their Pilots Selection & Interview.

- h) Practical Training on aircraft to Diploma Holders in Aeronautical Engineering.

8.3 INFRASTRUCTURE

The Akademi is equipped with most modern and sophisticated trainer aircraft, up-to-date audiovisual training aids and other facilities for effective ground training. It employs qualified flying and ground instructors, with long experience in the field of aviation and flying training. The aim at IGRUA is not only to train to make a pilot but also to make him an effective systems manager in aeronautics. The flying trainees of the Akademi acquire the standards required for their transit with ease into the cockpits of the airlines.

The Akademi has fantastic infrastructure that permits the growth of a school pass level individual to a confident commercial pilot fit to be absorbed by the airlines. It has three hostels (including a separate Girl's hostel) which can house 248 boys and 40 girls on a twin sharing basis. IGRUA campus also has residential accommodation for its staff. Its ground school is housed in the residential area. The operational area has a 6080 feet runway with a parallel taxi track, dispersal area and three hangars. The complete area is equipped with night flying facilities including a PAPI. IGRUA airfield has its own nav and landing aids in terms of VOR/DME and ILS. It has its own safety services, Fuel Storage tanks and Air Traffic Services. IGRUA also has dedicated air space earmarked for it to enable uninterrupted training. This unique model wherein IGRUA owns the airfield and its operating services allows it the freedom to provide quality training.



8.4 ORGANISATION

The Akademi is an Autonomous Body under the control of the Ministry of Civil Aviation. The Governing Council with Secretary, Civil Aviation as its Chairman is the highest body of the organization.

The Akademi is headed by a Director who is assisted by Departmental Heads.

8.5 GROUND TRAINING

(a) Basic Training

On arrival at the Akademi, the students in the initial phase undergo Ground Training in Basic Aviation Science subjects along with the subjects specific to the aircrafts like Zlin, TB-20 aircraft, DA40 and DA42 Aircraft which they are likely to fly.

The Ground Training in Aviation subject comprising 505 hours of Class Room Lectures. (380 hours for CPL and 125 hours for ATPL Course)

This sets a sound foundation for the Line Oriented Flying Training (LOFT) which follows, thus preparing the Pilot Trainees to adapt to fast developing needs of Aviation Industry.

(b) Audio Visual Aids

To impart ground training effectively, the Akademi has modern audio-visual aids including a large number of video training films and slides, working and schematic models of various aircraft components and systems and a Computer Based Training (CBT) system.

8.6 FLYING TRAINING

(a) Pre-flying Ground Training(PFGT)

PFGT is carried out by experienced flying instructors. Group briefing on important exercises is carried out over and above thorough personal briefing and

debriefing prior to and after each flight on the simulator and aircraft.

(b) Simulator Training

Single engine training is carried out on two Diamond DA40 flight simulators with CAE visual system having 180 degree field of view. The Akademi also has two single engine TB-20 flight simulator with visual system for initial flying training and instrument rating exercises.

For multi-engine training a Diamond DA42 flight simulator with CAE visual system having 180 degree field of view is available.

(c) AIRCRAFT

(i) The Akademi has Thirteen DA40 aircraft equipped with glass cockpit.

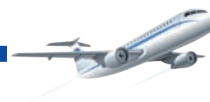
(ii) The Akademi also has Five Trinidad TB-20 aircraft. TB-20 aircraft is a piston single engine aircraft with variable pitch propeller, retractable undercarriage and is equipped with modern Nav Aids.

(iii) In addition, the Akademi has Four Zlin Z242L aircraft. It is a piston single engine aircraft with fixed under carriage and is equipped with modern Navigational Aids.

(iv) The Akademi has Two DA 42 aircraft. The final stage of training is carried out on this aircraft. This is a twin-engine aircraft. The aircraft is equipped with modern and sophisticated radio & navigational aids. Particular attention is paid to Line Oriented Flying Training. The students graduate with multi-engine endorsement and instrument rating on their Commercial Pilot Licence.

(d) FLYING TRAINING SYLLABI

For Ab-initio toCPL trainees



Single Engine

For Ab-initio to CPL trainees -
20.00 hrs. Simulator training on FNTP.
- 185.00 hrs flying on TB-20/DA-40/Zlin aircraft.

Multi-Engine Training : The trainees are graduated with CPL, Instrument Rating along Multi-engine rating endorsement on Diamond DA-42 type of aircraft. They fly 15:00 hrs on it. In addition they fly 15:00 hrs. on DA-42 Simulator.

(e) CREW RESOURCE MANAGEMENT (CRM) AND MULTI CREW CONVERSION COURSE (MCC)

In addition to the ground and training syllabus, trainees are put through a capsule course on CRM. They also go through a two week MCC after completion of their CPL syllabus. This additional training prepares them better for absorption in the airlines.

8.7 MAIN ACHIEVEMENTS

- (a) The details of pilot's trained/under training in the Akademi during the last 7 years are as follows:

| Particulars | Total No. of Trainees | |
|--|-------------------------------|----------------|
| | Completed (2008-09 - 2014-15) | Under Training |
| Fixed Wing (CPL/IR/ME) | 481 | 169 |
| Multi-engine endorsement (other than regular trainees) | 48 | 0 |
| TOTAL | 529 | 169 |

Flying training of 118 trainees is in progress.

(b) NUMBER OF HOURS FLOWN DURING THE LAST 07 FINANCIAL YEARS (APRIL – MARCH)

| Year (April to March) | Hours Flown |
|---------------------------|-------------|
| 2008-09 | 10756:25 |
| 2009-10 | 11993:25 |
| 2010-11 | 16231:35 |
| 2011-12 | 16760:00 |
| 2012-13 | 16006:00 |
| 2013-14 | 18774:25 |
| 2014-15 | 13461:10 |
| 2015-16 (Till 31.12.2015) | 9717:25 |

The standard achieved by the students during their training at the Akademi is comparable to international standards. The performance of the graduates of the Akademi, who have joined Air India and other private Airlines has been appreciated by their respective employers. The quality of training imparted at IGRUA is showcased by the fact that even Indian Navy and Indian Coast Guard send their pilots for abinitio training to IGRUA.

(c) Internet/LAN facility

In order to improve the communication facility as well as to keep updating all aviation related matters which could be a part of training curriculum, IGRUA has provided internet facility in almost all important official location and the facility of training data sharing is also provided through the Local Area Networking (LAN).

(d) Web Camera

To facilitate better management of the man and machinery by improving the surveillance/safety over the different functional areas in the Akademi, Web Cameras are installed at all important locations like Aircraft Tarmac and aircraft maintenance workshop, Class Rooms, Flight Operations, Messing Area, Airport/ Institutional exit areas, etc



(e) Video Recording of Take Off/Landing

All take off and landings are videographed and fed into LAN server. This facilitates frame by frame debrief by the flying instructors.

8.8 BHARAT SWATCH

(a) Solid Waste Disposal:

The bio-degradable solid waste materials collected from Mess Kitchen & from residential area are processed in a newly established Vermiculture Yard. The manure is being used in various gardens of the Akademi.

(b) Waste Water Disposal:

The Akademi has proper under ground drainage system and an efficient sewage plant to ensure that the water sources are not polluted in any manner.

8.9 POLLUTION CONTROL

Maintenance of aircraft and its equipments/spares is being done in the Akademi, which does not involve any production/manufacture. However, the following steps are being taken in the Akademi for pollution control:

- (i) Vehicle engines are properly maintained within the prescribed limits of emission.
- (ii) Solid waste is burnt in a manner as to cause minimum fumes.
- (iii) Forestation is actively pursued to maintain a green environment in the Akademi

8.10 CITIZEN CHARTER

Citizen Charter of IGRUA has been prepared and uploaded on our web site. A Citizen can visit the website of IGRUA at www.igrua.gov.in. Citizens can make request to our Public Information Officer (PIO) Mr. R.K. Dwivedi and Appellate Authority (Director IGRUA) for any information under RTI Act.

8.11 WOMEN'S WELFARE

IGRUA has Fifteen women employees (3 Regular + 12 Contractual) and their welfare is being looked after through normal administrative channels. A committee comprising three members is also looking after the women welfare issues pertaining to sexual harassment.

8.12 STEPS TAKEN TO IMPROVE PUBLIC GRIEVENCE REDRESSAL MACHINERY

The nature of operation of the Akademi is such that it hardly involves any public dealing. However, Manager HR is assigned the task of dealing with public grievance. At present no public grievances exist.

8.13 VIGILANCE

To enable better preventive measures towards vigilance CVO Pawan Hans Helicopters Limited has been given the additional charge of IGRUA Vigilance activities. This has heightened the awareness levels of the employees towards corruption.

8.14 ISSUE RELATED TO DEVELOPMENT ACTIVITIES TAKEN IN NORTH EAST

Akademi is an Autonomous Body having its Headquarter at Fursatganj, Amethi (UP) only and hence there is no such issue.

8.15 WELFARE OF SENIOR CITIZEN

In accordance with the guidelines issued by Ministry of Social Justice & Empowerment, as envisaged in the National Policy on Older Persons, instructions have been issued to all concerned to ensure prompt, fair and humane treatment for older persons.



8.16 REPRESENTATION OF SCs/STs/ OBCs

The details of representation of SC/ST/ OBC as on 28/02/2015 is given in the chart below:

| Name of Organisation | Total No. of Emp. | Total No. of SC Emp. | % age | Total No. of ST Emp. | % age | Total No. of OBC Emp. | % age |
|--------------------------------------|-------------------|----------------------|-------|----------------------|-------|-----------------------|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Indira Gandhi Rashtriya Uran Akademi | 176 | 35 | 21.60 | 1 | 0.61 | 72 | 40.90 |

8.17 IMPLEMENTATION OF OFFICIAL LANGUAGE

The Akademi continues to take necessary steps for ensuring the implementation of all provisions of the Official Language Act & Rules. Employees are being trained in Hindi, Devnagri Typing etc. Incentives are given to employees for successfully qualifying Devnagri Typing Test. Computers have been modified with special Hindi Software for use of Hindi. A Hindi magazine “Kshitij” is published regularly by IGRUA.

8.18 SPORTS FACILITIES

IGRUA has indoor and outdoor sports facilities for games like squash, badminton, basketball, volleyball, football, table tennis, pool table and a well equipped gym with multi-gym equipments. A newly constructed swimming pool is also available.

8.19 CULTURAL ACTIVITIES

IGRUA has a Musical Instruments Room. Cultural programs are periodically organized to encourage extra-curricular activities.

8.20 IMPLEMENTATION OF PERSONS WITH DISABILITY (PWD) ACT 1995

In accordance with the guidelines issued by Ministry of Social Justice & Empowerment on Persons with Disabilities has been implemented and due consideration is being given to disabled persons.

IGRUA is a flying training institute the nature of job in Group A, B and some of the C posts is highly technical. Hence, the possibility of appointing disabled person in these jobs does not exist. However, two disabled persons are working in IGRUA.

IGRUA has no separate Scheme, Budget Allocation and Expenditure for persons with disability but their welfare is being looked after by the Administration/ Liaison Officer.

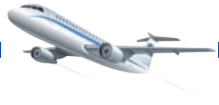
8.21 FEE STRUCTURE

Training Fee for Ab-initio to CPL Course with Multi Engine endorsement is Rs.32.50 lacs (plus applicable taxes) and Boarding & Lodging charges (approximately Rs.8,000/- P.M.).

8.22 FUTURE PLANS

Ministry of Civil Aviation plans to upgrade IGRUA campus to a knowledge and training hub. To this end a National Aviation University is under construction at IGRUA campus. An AME school is being established at IGRUA. Construction of the building has commenced and is expected to be completed shortly. International tie up for European Certification along with DGCA certification is in plan.

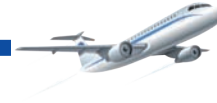




Pawan Hans Limited



PHL MoU-signed with IRCTC



9. PAWAN HANS LIMITED

9.1 ORGANIZATION

Pawan Hans Limited (PHL) was incorporated in October, 1985 (under the name of 'Helicopter Corporation of India Limited') as a Government Company under the Companies Act, 1956 with the primary objective of providing helicopter support services to the oil sector in offshore exploration, operate in hilly and inaccessible areas and make available charter flights for promotion of travel and tourism. Pawan Hans has added more objects in 2009 namely for setting up of Training Institute of AME, pilots, operation of Sea Plane and setting up of specialised Institute for Safety Audit and Excellence and setting up of Heliport and joint ventures for O&M of helicopters. The Registered Office of Pawan Hans is located at Safdarjung Airport, New Delhi and its Regional Offices are at Mumbai, New Delhi and Guwahati.

9.2. CAPITAL AND ORGANIZATION STRUCTURE

Authorized capital of Pawan Hans was increased from Rs.120 crores to Rs.250 crores on 03.12.2010. The paid up share capital of Pawan Hans was also increased to Rs.245.616 crores comprising of Rs.125.266 crores in the name of President of India (from Rs.89.266 crores earlier) and Rs.120.35 crores in the name of ONGC Ltd. (from Rs.24.50 crores earlier) after equity shares allotted on 14.2.2011. Accordingly, the shareholding of the Government of India and ONGC in Pawan Hans stand changed from 78.46% and 21.54% respectively to 51% and 49% respectively.

The Board of Directors of Pawan Hans comprise of Chairman-cum-Managing

Director and other 5 part-time directors (JS-MOCA, JS&FA-MOCA, DGCA, Director (Offshore)-ONGC and ACAS (T&H)-Air Force). It has a team of dedicated highly motivated and skilled manpower comprising of pilots, engineers, executives, technicians and support staff.

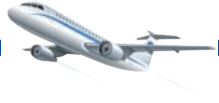
9.3. FLEET PROFILE

Pawan Hans has emerged as one of Asia's largest helicopter operators having a well-balanced own operational fleet of 43 helicopters at present with pan India presence. Pawan Hans has been able to secure long-term contracts with Institutional clients mainly in the Oil Industry and Government Sector mainly under competitive tender conditions. Pawan Hans has transited from its Quality Management Systems under ISO 9001:2008 standards to ISO 14001 and 18001 Certification which is known as Integrated Management System covering Environment and Safety aspects. Pawan Hans has achieved flying of more than 7.00 lakhs hours and 25 lakhs landings on its fleet since its formation.

Operational fleet profile of Pawan Hans as on 31.12.2015 is as follows:

| Helicopter type | Passenger Seats | No. of helicopters |
|------------------|-----------------|--------------------|
| Dauphin SA365N | 11 | 17 |
| Dauphin AS365N-3 | 11 | 15 |
| Bell-407 | 6 | 3 |
| AS350B3 | 6 | 2 |
| Bell 206L4 | 6 | 3 |
| MI-172 | 26 | 3 |
| Total | | 43 |

Pawan Hans has Operation & Maintenance Contracts of 4 Dhruv helicopters owned



by BSF (MHA). These Dhruv helicopters are being used by BSF for Anti-Naxal activities.

9.4. FLEET DEPLOYMENT

- **Operations for ONGC**

Pawan Hans has been providing helicopter support for offshore operation of ONGC for carrying its men and vital supplies round the clock to drilling rigs situated in Bombay off-shore platforms. Pawan Hans operates to ONGC's Rigs (mother platforms and drilling rigs) and production platforms (wells) within a radius of 130 nm. from the main land at Mumbai. In the year 2012 Pawan Hans succeeded in Production Task contract for providing 7 nos. Dauphin N3 helicopters to ONGC being L1 with vintage of 5 years under International Competitive bidding. The Crew Change Task contract for providing 3+1 Nos. Dauphin N3 helicopters with vintage of 7 years was again awarded by ONGC to Pawan Hans being L1 under International competitive bidding in March 2015. Pawan Hans has on contract 10 Dauphin N3 helicopters with ONGC for their off-shore task out of which 2 Dauphins are stationed overnight at the main platforms in addition to a dedicated Night Ambulance to meet any emergency evacuation.

- **Other Customers including North East States**

Pawan Hans is providing helicopter services to several State Governments namely, Meghalaya, Mizoram, Maharashtra, Tripura, West Bengal, Sikkim, Odisha, Himachal Pradesh, Arunachal Pradesh and Ministry of Home Affairs. Pawan Hans has provided 4 Dauphin helicopters to Administration of Andaman & Nicobar Islands and 2

Dauphin helicopters to Lakshadweep Islands. Pawan Hans is also providing helicopter services to NTPC, GAIL, GSPC, etc. From June 2015 Pawan Hans has deployed one Dauphin helicopter to Government of Nagaland.

Passenger Services

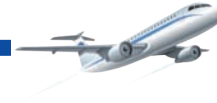
Pawan Hans runs the helicopter services from Phata to the Holy Shrine of Kedarnath during the May-June and September-October seasons every year. Pawan Hans was awarded contract by Shri Amarnath Shrine Board for operating "Helicopter services for Shri Amarnathji Yatra 2012 and 2013". Further, Pawan Hans was again awarded contract for Shri Amarnathji Yatra on Sohmarg-Panjtarni sector and operated from June-August 2014 and 2015 with 2 Bell 407 / AS350B3 helicopters.

9.5. FLEET AUGMENTATION

Pawan Hans had purchased 10 Nos. new Dauphin N3, 3 Nos. AS350B3 and 2 Nos. Mi-172 helicopters with an estimated project cost of Rs. 635 crores. The 5 Nos. Dauphin N-3 and 3 Nos. AS350 B3 helicopters received till March 2011, 5 more new Dauphin N3 helicopters received till March 2012 and 2 Mi-172 helicopters were received in August 2012.

9.6. FUNDING FOR FLEET AUGMENTATION

ONGC had funded loan of Rs.261 crores, being 80% cost of acquisition of 7 numbers Dauphin N3 helicopters. ONGC had subsequently converted part of this loan (Rs.95.85 crores) into paid up equity capital in Pawan Hans. NTPC had funded loan of Rs.52 crores for the acquisition of one Dauphin N3 helicopter with long term charter lease of the new



helicopter for 10 years. Pawan Hans availed term loan of Rs.90.82 crores from EXIM Bank for financing 80% cost of 2 Dauphin N3 helicopters and availed term loan of Rs.95.18 crores from Vijaya Bank for financing 80% cost of 2 Mi-172 helicopters with tenor of 10 years. Pawan Hans has repaid the entire term loan taken from Vijaya Bank and Exim Bank and was regular in repayment of loans to ONGC and NTPC. As on 31.3.2015 the long term secured borrowings was Rs.76.93 crores (Previous Year Rs.271.63 crores) out of which loans from ONGC was Rs.36.78 crores and NTPC was Rs.40.15 crores. Pawan Hans had got credit rating from India Ratings on the term loans of “Ind A” (stable) which was upgraded to Ind A+ (stable).

9.7. HELIPORT/HELIPAD IN DELHI AND ADJOINING AREAS

DDA had allotted 25 acres land in Rohini New Delhi in June, 2009 in the name of Ministry of Civil Aviation for construction of the Heliport. Pawan Hans has taken possession of the land and has been assigned the task of Development of Rohini Heliport at a Project cost of Rs.64 crores with funding by the Government towards the Land cost and 80% cost of development. The Ministry of Civil Aviation has contributed Rs.19.07 crores towards land cost as Grant and on 31.08.2010 further contributed towards equity capital of Rs.36 crores for project cost of Rs.64 crores for Heliport at Rohini. Pawan Hans created basic Helipad facilities at Rohini for the Common Wealth Games, 2010. The Environment clearance and Master Plan & Building drawings were approved by DGCA, BCAS, AAI and DDA given clearance to the project on 22.01.2014. Contract

for construction has been awarded on 18.7.2014 and construction commenced from October 2014. The construction is in full progress.

9.8 TRAINING ACADEMY AND HELIPORT AT HADAPSAR, PUNE

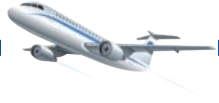
Pawan Hans has been assigned the task to develop a Helicopter Training Academy cum Heliport at the existing Gliding Center at Hadapsar, Pune which is owned by DGCA. Project has been approved by Ministry of Civil Aviation and the DGCA released an amount of Rs.10 crores as GBS for the purpose. Pawan Hans signed MoU with DGCA on 17th May, 2010 for utilizing land and other infrastructural facilities for this purpose at the Gliding Centre, Pune on behalf of DGCA. Pawan Hans got planning & designing and construction work done through NBCC on deposit work basis at the cost of Rs.11.34 crores. Pawan Hans has approached DGCA for approval of the cost of additional work of Rs.2.34 crores as advised by AAI for operational requirements.

9.9 MOU WITH MINISTRY OF CIVIL AVIATION

Pawan Hans signs MoU with the Ministry of Civil Aviation every year after Task Force negotiation meeting in Department of Public Enterprises. For the year 2014-15 as per Performance Evaluation Report submitted by Pawan Hans, the MoU rating “Very Good” likely to be assigned to Pawan Hans.

9.10 ENGINEERING / MAINTENANCE ACTIVITIES.

Pawan Hans has established state-of-the-art maintenance facilities in Mumbai and New Delhi approved by DGCA for



maintenance of its fleet of helicopters. Meticulous maintenance checks on helicopters are carried out and extensive workshops with in-house facilities provide the back up. Maintenance capability has been upgraded to carry out major 'G' Inspections on Dauphin helicopters totally in-house without any foreign assistance which leads to saving of foreign exchange on account of lower cost of repairs/inspections. The scope of approval of maintenance facilities at Mumbai has been extended to include 'G' inspection (Airframe overhaul at 5400 hours) on Dauphin N3 helicopters during the year under review. A total of 34 inspections consisting of T/2T/5T(600 hrs./1200 hrs./3000 hrs.) inspection and 2 'G' inspection (5400 hrs.) on Dauphin helicopters was carried out by Pawan Hans from within its resources. The workshop facilities have been extended to cover some of the Dauphin N3 instruments for bench check. Further, major maintenance inspections and major component changes of the Bell helicopters at Bases was also continued during the year.

9.11 HUMAN - RESOURCES DEVELOPMENT

The total manpower of Pawan Hans as on 31st Dec. 2015 was 810 as against 877 as on 31st Dec. 2014 which comprise of 141 pilots, 97 Aircraft Maintenance Engineers, 40 Executives, 192 Technicians and 340 other technical and non-technical employees. Industrial relations during the period continued to be cordial and regular meetings with employee's representatives were held. The issues concerning employees were resolved through discussion.

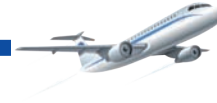
Training of all employees i.e. Executives,

Pilots, Engineers, Technicians and Support staff continued to receive high priority. Pawan Hans has set up in September, 2009 DGCA approved Helicopters Training Institute at Mumbai conducting DGCA approved Basic Aircraft Maintenance Engineering Licence preparatory course for the purpose of acquiring AME licence.

Simulator training of all crew is also ensured which involves training on handling all kinds of critical emergencies so that pilots are better prepared to handle such emergencies while flying. Pawan Hans has undertaken Simulator training for 43 pilots in the last one year at M/s. HATSOFF, Bangalore for Dauphin fleet, 9 pilots on Mi-172 helicopters, 11 pilots on Bell 407 helicopters, 5 pilots on Bell 206L4 helicopter and 6 pilots on Dhruv helicopters. Due to a number of retirement / resignation of pilots as well as to meet requirement of fleet expansion, action has been taken for recruitment of experienced and young pilots and their training.

9.12 SAFETY MEASURES

Pawan Hans has undertaken Safety Initiatives to upgrade the operation and maintenance systems to avoid recurrence of such incidents. Pawan Hans is implementing Safety Management System (SMS) for its operations and maintenance activities as per ICAO/DGCA guidelines and has already implemented two phases of SMS out of four which includes management of safety through reactive processes. A new Safety Oversight department has been created and a Voluntary Reporting System and Hazard Reporting System has been introduced in the company. Pawan Hans is planning to introduce FOQA (Flight



Operations Quality Assurance) system in its operations to analyze FDR and CVR data to monitor operations of helicopters. Safety Policy of the company has also been revised to include Safety as a core activity of the company. Pawan Hans has started in June 2010 National Institute of Aviation Safety & Services at Delhi for Safety Management System and Safety Awareness in the country. The Institute is conducting courses on Aviation Safety.

Comprehensive internal audits of all operational bases of Pawan Hans is carried out regularly by Pawan Hans team. Safety Meetings are conducted at all detachments periodically wherein all safety issues are debated in detail and action taken wherever required. Quality audits of organizational procedure, quality audits of aircrafts and remedial action procedures as per C.A.R. 145-A 30-C are being followed. All Engineering Department Heads at Regions, Quality Manager, Maintenance personnel at Bases / Detachments have been advised to promptly ensure compliance as per the above C.A.R. and ensure proper and timely corrective actions on the reports of internal audits. The Accountable Manager is also overseeing the corrective action.

9.13 INFORMATION SYSTEM & TECHNOLOGY PLAN

Under the Information System & Technology Plan in the critical functional areas of Operations, Engineering, Materials & Finance, the integrated software developed by M/s.Tata Consultancy Services Ltd. has enhanced efficiency, effectiveness and customer satisfaction. Further integrated LAN/WAN infrastructure for Corporate Office at NOIDA and regional offices

at Safdarjung Airport, Mumbai and Guwahati has been implemented. An integrated Voice Communication for Corporate Office, Regional Offices and some Detachments has also been implemented. Pawan Hans has also implemented Video Conferencing (VC) across its Corporate Office and Regional Offices. Pawan Hans has also carried out e-ticketing in respect of its passenger services operations for Kedarnathji and Amarnathji. Pawan Hans website <http://pawanhans.co.in> has been updated regularly both in Hindi and English. Pawan Hans has also developed internet facility for the employees with regular updates. Towards achieving efficient e-governance and transparency Pawan Hans has implemented e-office system and e-procurement for Goods and Services of value of Rs.5 lacs & above.

9.14 FINANCIAL PERFORMANCE

The financial performance of Pawan Hans during the period from 2011-12 to 2015-16 (Revised/Estimated) is as under:

(Rupees in crores)

| Particulars | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 (RE) |
|---|---------|---------|---------|---------|-----------------|
| A) Total Revenue including other income | 438.15 | 482.05 | 543.05 | 549.70 | 510.40 |
| B) Expenditure | | | | | |
| (i) Operating & non-Operating expenses including Prior Period adjustments | 376.75 | 380.32 | 408.65 | 399.99 | 387.81 |
| (ii) Depreciation | 60.30 | 73.79 | 79.71 | 76.52 | 72.00 |
| Total | 437.06 | 454.11 | 488.36 | 476.51 | 459.81 |
| C) Profit before prior period/ extraordinary | 1.09 | 27.94 | 54.69 | 73.10 | 50.59 |

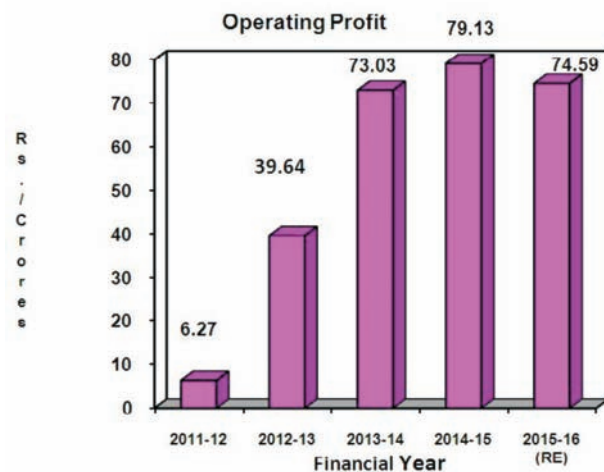
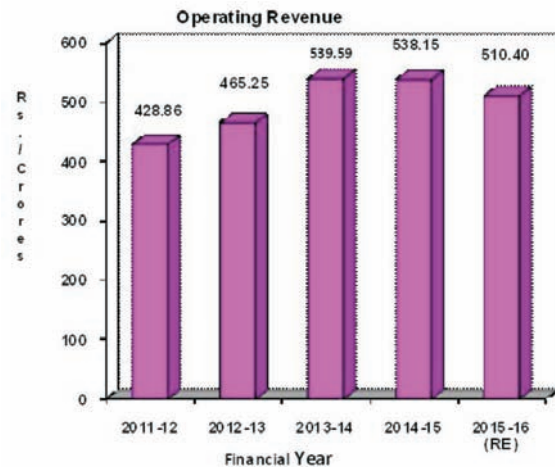


| | | | | | |
|--|---------|-------|-------|--------|-------|
| D) Extra ordinary Items | 21.34 | - | 6.54 | (1.45) | 24.00 |
| E) Profit/ (Loss) after adjustments | 22.43 | 27.94 | 61.23 | 71.74 | 74.59 |
| F) Provision for Income Tax/ Deferred tax liability. | 32.78 | 16.24 | 22.66 | 32.93 | 22.34 |
| G) Net Profit / (Loss) after tax | (10.35) | 11.70 | 38.57 | 38.81 | 52.25 |
| H) Dividend Inclusive of Corporate(Tax) | | 2.74 | 9.26 | 9.34 | |

The financial performance of Pawan Hans during the financial year 2014-15 has improved compared to the previous year due to deployment of helicopters for General Elections during April & May 2014 at higher revenue rates resulting in enhanced operating revenue. Further with control of overheads, travelling expenses, insurance cost and business promotion expenditure the net operating profit increased from Rs.73.03 crores to Rs.79.13 crores. Reserves and surplus of Pawan Hans increased to Rs.295.51 crores in 2014-15 from Rs.268.22 crores in the previous year.

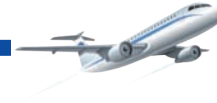
Around 85% of total operating revenue of the Company comes from contracts through competitive tenders. Non-availability of offshore AS-4 qualified pilots in the market is a major constraint and therefore, regular walk-in interviews are conducted to induct experienced as well as fresh pilots. Cross conversion of pilots on different type of helicopters was continued which led to their efficient utilization and higher flying hours per pilot as per CAR on all type of fleets. Monitoring of FTL/ FDTL through centralized computer system was undertaken and weeding out of low performing crew pilots. Creation of Eastern Region resulted in improved focus on North East Region. Strict control/

monitoring to avoid delay in departure and AOG in provisioning of helicopters for ONGC to generate more revenue and minimizes LD recovery. A dedicated team for speedy recovery of outstanding amount was formed primarily for North Eastern States.



9.15 CLAIM OF MINISTRY OF FINANCE

In respect of pending issue of Government of India claim, the Ministry of Civil Aviation submitted a proposal to Ministry of Finance in December, 2007 that the Government may reconsider the claim by Ministry of Finance and waive off the total amount of Rs.470.22 crores



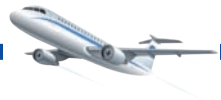
(Principal amount Rs.130.91 crores and interest upto 31.03.2001:Rs.339.31 crores) claimed from Pawan Hans so that the existing funds could be utilized for fleet expansion and other capital outlay programmes which are essential for the survival of Pawan Hans under the competitive environment prevailing in the Civil Aviation industry in India. The Ministry of Finance did not agree to this proposal. Pawan Hans submitted in January, 2009 a draft Note for Committee of Secretaries to Ministry of Civil Aviation seeking waiver of the claim of GoI.

A meeting has been recently taken by Secretary (Expenditure), Ministry of Finance with JS&FA-Ministry of Civil Aviation to discuss the issue. The matter is under consideration between Ministry of Civil Aviation and Ministry of Finance. Pawan Hans has considered the claim of GoI as Non-current liability under the Schedule-III of the Companies Act 2013. Pawan Hans had earlier made provision of Rs.339.31 crores during the financial years 1999-2000, 2000-01 and 2002-03 towards interest and other charges upto 31.3.2001 as claimed by the Ministry of Finance and the same is being carried forward.

9.16 NEW INITIATIVES

(i) Pawan Hans revamped its Mission statement and objectives in view of opportunities available for business diversifications in the competitive market which stipulates that “To become a market leader in Helicopters and Sea Plane services, to provide regional connectivity through small fixed Wing Aircrafts operations and provide repair/overhaul services at par with international standards.”

- ii) Keeping in view the enlarged scope of Company’s Mission, the newly devised Logo depicting theme based on identity, safety, environment, business and vision of Pawan Hans.
- iii) Pawan Hans has prepared 2020 Strategic Business Plan to meet the requirement of emerging diversification and keeping in view the above, Pawan Hans has made strategic changes in the Organization structure to remain a vibrant, transparent and system driven organization.
- iv) To commemorate the 30th Anniversary of Pawan Hans and service to the Nation, Pawan Hans has organized on 16th October 2015 the International Conclave on Civil Helicopters on “Safety Manager System, Multi Mission Utility of Helicopters and Regional Air Connectivity” with large number of International and National participants in the Civil Aviation.
- v) Pawan Hans proposes to create 4 “Heli-Hubs” for developing sustainable growth of helicopter operations, MRO facilities and Skill Development at these Heli-Hubs:
 1. Rohini, Delhi – Heli-Hub for Northern Region
 2. Juhu, Mumbai – Heli-Hub for Western Region
 3. Guwahati – Heli-Hub for Eastern Region
 4. Southern Region...
- vi) Pawan Hans proposes to provide air connectivity for development of Buddhist Circuit by helicopter services through capital funding from Japan International Cooperation Agency (JICA), Japan through Government of India as grant.
- vii) Pawan Hans proposes to acquire sea planes for providing seaplane service in Andaman & Nicobar Island



- viii) For improvement of air connectivity in North Eastern Region, Pawan Hans proposes deployment of 5 small fixed wing aircrafts and 16 helicopters and development of Heli-hub & helipads (incl. land cost) in the NER over a period of 3 to 5 years with funding from Government of India through DoNER Ministry.

9.17 EMERGING SCENARIO

Pawan Hans is the largest helicopter Company in India and its operating and maintenance standards are of a high order. Pawan Hans’s relentless pursuit continued in achieving excellence by effecting all round improvement in safety and performance.

9.18 SWACHH BHARAT MISSION

Pawan Hans arranged programme for cleaning of the roads near office premises at Corporate Office, Noida, similarly at Northern Region, Delhi and Western Region, Mumbai had also arranged programmed for cleaning of the roads near office premises as well as at Juhu Beach.

9.19 ISSUES RELATING TO DEVELOPMENT ACTIVITIES IN THE NORTH EAST

Pawan Hans paid Rs.3,30,000/- through North East Development Consortium. Amount paid to R K Mission Hospital, amount deposited with Ducho Motors for Ambulance Rs.8,48,349/-.

9.20 WOMEN WELFARE

Women Cells and Sexual Harassment Committee have been set up separately for all Offices of Pawan Hans. Pawan Hans has been making consistent efforts to promote all round development and ensure provision of all essential

amenities for them. The Corporation has also been sponsoring women employees for in-house training as well as to outside specialized institutions for their skill upgradation.

9.21 STEPS TAKEN TO IMPROVE PUBLIC GRIEVANCE REDRESSAL MACHINERY

Pawan Hans mainly has long term contracts with selected customers like ONGC, State Governments and PSUs etc. Therefore complaints received are minimal and are being dealt with promptly within the stipulated time. Pawan Hans has a prescribed public grievance procedure including PGRAM to settle any public grievance. Further there exists a Public Grievance Redressal Machinery dealing with the complaints by Director at Corporate Office and Grievance Officer at Regions.

REPRESENTATION OF SC/ST AND OBC AS ON 31.01.2015.

| Name of the Organisation | Total No. of Empls. | Total-SC Empls. | Percen- tage(%) | Total ST Empls. | Percen- tage (%) | OBC Empls. | Percen- Tage(%) |
|--------------------------|---------------------|-----------------|-----------------|-----------------|------------------|------------|-----------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Pawan Hans | 438 | 72 | 16.44 | 37 | 8.45 | 37 | 8.45 |

Pawan Hans has also employed persons with disabilities.

9.22 IMPLEMENTATION OF POLICY STATEMENT FOR ABATEMENT OF POLLUTION.

Pawan Hans is endeavoring to maintain a pollution free environment and has been planting trees around its office premises in Delhi and Mumbai.

9.23 VIGILANCE

Pawan Hans has a Vigilance department headed by Chief Vigilance Officer. As per CVC’s guidelines, e-tendering, e-ticketing, e-payment and file tracking have been implemented. To ensure



transparency in procurement an integrity pact has been signed with Transparency International India in November 2011. An independent External Monitor (IEM) has also been appointed with the approval of CVC. The Whistle Blower Policy of Pawan Hans has been approved by the Board of Directors. Vigilance cases have been initiated in the cases attracting vigilance angle and some officers / senior executives have been charge sheeted for major penalty proceedings. Conscientious functioning of the Vigilance department had added to the efficiency and image of the organization as well as to the code of accountability. The vigilance has released second hand book educating employees about tendering, procurement and CVC guidelines relating to procurement and tenders.

Vigilance department has also been carrying out various case studies so as to improve, simplify the existing procedure and practices prevailing in the organization especially in the areas requiring system improvement so as to increase the efficiency, curtail expenses and impart transparency. The studies focus on the delay points, causes of delay and possible measures so as to devise suitable procedures resulting in minimum delays and reduce the scope for corruption opportunities. These studies also focused on how to bring transparency and strengthen vigilance

machinery by reviewing of annual property returns, vigilance awareness training, procurement of spares and leveraging technology.

9.24 USE OF OFFICIAL LANGUAGE

During the year under review, Pawan Hans has made significant progress towards implementation of various provisions of Government's Official Language Policy by celebrating Hindi Day/Week, holding Hindi workshops, granting monetary incentives and issuing bilingual advertisements and compliance to Section 3(3) of Official Language Act, 1963.

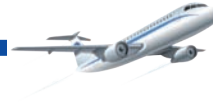
9.25 CITIZEN CHARTER/WELFARE OF SENIOR CITIZENS

Pawan Hans has main cliental such as ONGC, various State Governments etc. The State Governments in various States in the North East have been utilizing the services of Pawan Hans for running passenger services in their States. Pawan Hans is also providing helicopter services to passengers for Shri Amarnathji and Kedarnathji. Citizen Charter has been provided in the web site i.e. <http://www.pawanhans.co.in>. Pawan Hans has been looking after Welfare of Senior Citizens by providing assistance to them wherever required during helicopter operations.





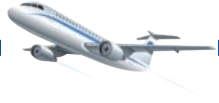
Airports Economic Regulatory Authority of India



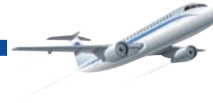
10. AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

1. The Airports Economic Regulatory Authority of India Act, 2008 was enacted to establish Airports Economic Regulatory Authority of India (AERA) to regulate tariff and other charges for the aeronautical services rendered at major airports and to monitor performance standards of such airports. Pursuant to its establishment, the Authority had issued a ‘White Paper’ on 22.12.2009, listing out major issues impacting its regulatory philosophy, objectives, principles systems and procedures. The stakeholders were also made part of the consultation process and comments/submissions were received from the stake-holders on the ‘White Paper’. Besides, the Authority also considered the statutory procedures, contractual requirements, international practices, etc. Based on the inputs received from the stake-holders and other sources, AERA prepared a ‘Consultation Paper’ listing out major issues, the Authority’s proposed position/approach and the rationale thereof.
2. The Consultation Paper laying down the proposed approach of the Authority on various issues relating to regulation of Airports and Air Navigation Services (ANS) was issued on 26.02.2010. AERA classified its regulatory ambit in three broad categories and proposed to adopt following approach to economic regulation thereof:

| S. No. | Aeronautical Services | Proposed approach |
|--------|---|--|
| 1 | Services provided by the airport operators | Price Cap regulation on ‘single till’ basis |
| 2 | Air Navigation Services | Cost plus fair rate of return based regulation. |
| 3 | Services provided for cargo facility, ground handling and supply of fuel to aircraft. | <p>(a) If service is</p> <ul style="list-style-type: none"> • ‘not material’; or • ‘material but competitive’ or • ‘material and not competitive’ but Authority is assured of the reasonableness of existing User Agreements, <p>Then the Authority shall determine tariff(s) under light touch approach.</p> <p>(b) If service is ‘material and not competitive’ and authority is not assured of the reasonableness of existing User Agreements, the Authority shall determine tariff(s) based in price cap approach for the duration of the control period.</p> |



3. AERA has, after extensive stakeholder consultation, finalised and laid down its approach in respect of the three broad categories. In the meantime, AERA also tested its proposed systems and procedures, applying draft policy and approach, in the cases relating to determination of User Development Fee (UDF) at the international airports at Ahmedabad, Thiruvananthapuram and Hyderabad.
4. Pursuant to issue of guidelines for Independent Service Providers [ISP(s)], AERA has received tariff proposals from the ISP(s) for determination of tariff and has been determining the Multi Year and Annual Tariffs for these ISPs operating at the major Airports.
5. During the period 1st January 2015 to 1st March 2016, the Authority issued 14 Consultation Papers and 55 Orders based on its approach towards regulation of Airports and aeronautical services, details of which are on the website of the Authority (www.aera.gov.in).
6. The Authority approved continuation of existing tariffs for the 1st Control Period in respect of Cochin Airport and Airports of AAI (i.e. Ahmedabad, Jaipur, Calicut, Trivandrum, Goa, Srinagar and Pune).
7. The Authority further determined the Aeronautical Tariffs in respect of Indira Gandhi International Airport, Delhi for the Second Control Period (01.04.2014 – 31.03.2019) vide Order No. 40/2015-16 issued on 01.12.2015.
8. Steps were also regularly taken for effective implementation and usage of official language. Apart from usage of Hindi in day to day file processing, the annual “Hindi Pakhwada” was also organized in September 2015 which included various competitions such as Hindi Essay Writing, Poetry writing, involving cash prizes, to motivate and encourage increased usage of official language amongst employees. There was good response to the same from the employees. The usage of official language, thus, in the day to day functioning has improved during the year.
9. **Financial Performance**
In terms of Section 34 of the AERA Act, AERA receives funds as Grants-in-Aid from the Central Government. An amount of Rs. 12.00 Crores was requested in BE 2015-16 against which Rs. 9.60 Crores were allocated at the BE stage. This was subsequently reduced to Rs. 8.55 crores at RE stage.
10. **Gender Budgetary Data**
There are 15 Women employees, which includes deputationists, on loan basis from AAI and outsourced staff. Adequate women welfare amenities have been made available. Further steps are being taken, in consultation with the Ministry of Civil Aviation, to ensure the welfare of these employees.
11. **Steps taken to improve Public Grievance/ Redress Public Grievances:** An officer of the level of Deputy Secretary has been appointed as the Public Grievances Officer..
12. **Pollution Control:** AERA mainly sources its vehicles from various taxi-operators and it ensures that all vehicles are duly certified as non -polluting. AERA does not use generator and tries to use environment friendly equipment as far as possible.
13. **SC/ST and OBC representation as on 31.12.2015:** AERA recruits officials/officers on deputation basis only and



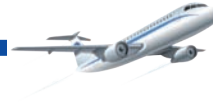
- hence reservation policy is not applicable. However, SC/ST and OBC employees working in AERA.
14. Swachh Bharat: AERA holds the view that cleanliness is happiness and keeps its surroundings clean and tidy.
15. Miscellaneous: AERA has Implemented some welfare measures for its employees. The Authority has adopted CS (MA) Rules and its officers can avail medical services from the hospitals empanelled under CS (MA) Rules.



CAT III Runway



Aircraft Accident Investigation Bureau



11. AIRCRAFT ACCIDENT INVESTIGATION BUREAU

11.1 Establishment and Achievement

In accordance with the International Civil Aviation Organization (ICAO) SARPs and to provide independence of investigation function from the regulatory function, the Central Government decided to establish a Bureau independent of the DGCA. The Aircraft (Investigation of Accidents and Incidents) Rules 2012 were made and notified on 5th July 2012 through a gazette notification. In accordance with these Rules and for the purposes of carrying out investigation into accidents, serious incidents and incidents the Central Government has set up a Bureau in the Ministry of Civil Aviation on 30th July 2012, known as the Aircraft Accident Investigation Bureau (AAIB) of India. The Bureau has started functioning though a comprehensive manpower assessment is being carried out for the organization to have sufficient number of officers familiar with aircraft accident investigation procedures.

The AAIB functions under overall supervision and control of Government of India, Ministry of Civil Aviation.

AAIB has got immediate and unrestricted access to all relevant evidence without requiring prior consent from judicial bodies or other authorities. It has been made amply clear that the sole objective of investigation is accident prevention. AAIB is required to carry out India's obligation towards ICAO as per Annex 13.

11.2 Accidents/Serious Incidents Report

During the year 2015 a total of 10 accidents and 05 serious incidents have been reported to AAIB. All the Accidents and Serious Incidents are under investigation by Committees of Inquiry constituted for the purpose under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012.

05 accidents and 04 serious incidents reports submitted by committees of inquiry formed under Rule 11 of Aircraft (Investigation of Accident and Incident) Rules 2012 was reviewed by AAIB.

Implementation of Recommendations made by Committee/Court of Inquiry, Inspector of Accidents etc. were also followed up.



Skidding of Aircraft



12. ACCOUNTING SYSTEM IN THE MINISTRY

12.1 Secretary (Civil Aviation) is the Chief Accounting Authority of the Ministry of Civil Aviation. He discharges this responsibility with the assistance of the Additional Secretary & Financial Adviser (AS&FA) of the department and the Financial Controller.

12.2 The Chief Financial Controller heads the accounting organization and reports to the Secretary through the AS&FA. The Accounting organization comprises of the Principal Accounts Office, five Pay & Accounts Offices (two in Delhi and one each at Mumbai, Chennai & Kolkata) and an Internal Audit Wing located at New Delhi. The Chief Financial Controller is Head of the Department for the accounting organization.

Ministry of Civil Aviation operates Grant No.10 for which the budget Provision during 2015-16 is as under:

(Rs. in crore)

| Revenue Section | |
|-----------------|----------------|
| Plan | 191.80 |
| Non-Plan | 621.54 |
| Capital Section | |
| Plan | 2528.20 |
| Non-Plan | 0.00 |
| Total | 3341.54 |

12.3 Principal Accounts Office

The functions of Principal Accounts Office are as under:

- (i) Consolidation of the accounts of the Ministry of Civil Aviation in the manner prescribed by the Controller General of Accounts.
- (ii) Preparation of Annual Accounts of Ministry of Civil Aviation, submission of Statement of Central Transactions and the materials for the Finance Accounts

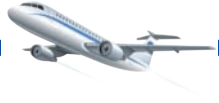
of the Union Government (Civil) to the Controller General of Accounts.

- (iii) Payment of Loans/Grants-in-aid to the State/UT Governments through the Reserve Bank of India.
- (iv) Issue of Inter Departmental Authorisation to various ministries such as Ministry of External Affairs, Ministry of Urban Development, Ministry of Information & Broadcasting, Ministry of Telecommunication & Information Technology etc.
- (v) Preparation of Accounts keeping in view the objective of management accounting system, rendition of technical advice to Pay & Accounts Office, maintaining necessary liaison with the Controller General of Accounts Office and to effect overall coordination and control in accounting matters.
- (vi) Maintaining Appropriation Audit Registers for the Ministry of Civil Aviation as a whole and to watch the progress of expenditure under various Grants operated by the Ministry of Civil Aviation.
- (vii) Arranging internal inspection of payments and the accounting records maintained by various subordinate formations and Pay & Accounts Offices of the Ministry and inspection of records pertaining to the transactions of the Ministry of Civil Aviation, maintained in Bank.

12.4 Pay & Accounts Office

The main functions of PAOs are as under:-

- (i) Pay & Accounts Offices carries out pre check of bills submitted to it by the Non Cheque Drawing & Disbursing Officers (DDOs) for payment.
- (ii) The Pay and Accounts Office authorize Cheque Drawing & Disbursing Officers to operate funds up to a certain level through issue of "LETTER OF CREDIT".



There are 4 CDDOs. All payments made by CDDOs are subject to post-check. Any discrepancies/shortcomings found in the working of the DDOs (both cheque & non-cheque drawing) are pointed out in the Internal Audit reports of those Offices.

- (iii) The Pay & Accounts Office makes payment of Loans/Grants-in-aid to statutory bodies/other institutions.
- (iv) The Pay and Accounts Office compiles the monthly accounts on the basis of the receipts collected and the payments authorized by them after reconciling and incorporating the accounts of cheque Drawing & Disbursing Officers (CDDOs) and submit these accounts to the Principal Accounts Office.
- (v) Maintenance of General Provident Fund accounts, Monitoring and timely transfer funds of New Pension Scheme contribution of employees who have joined office after 1.1.2004 to NSDL, settlement of Inward and outward claims from various ministries/AGs and timely payment of retirement benefits of Government employees, including authorization of pension, commutation, gratuity, leave encashment, etc.

12.5 Internal Audit

Internal Audit Wing in the Ministry of Civil Aviation is headed by the Chief Financial Controller who is assisted by the Assistant Financial Controller, one Senior Accounts Officer and four Assistant Accounts Officers.

Internal Audit functions as an important tool for reviewing of accounting, financial and administrative functions. It highlights the important areas of deficiencies. The Internal Audit provides a basis for taking remedial and corrective measures to avoid audit objections.

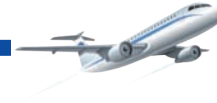
The Internal Audit Section at the headquarters maintains a Control Register of Internal Audit for each financial year to serve as a basic and permanent record of the inspection of various units carried out by the Internal Audit Inspection Wing. The Internal Audit Section at the headquarters draws an Internal Audit plan based on the classification of the units to be audited annually, biannually depending on the budget allocation and staff strength of the units. Every year in the first week of March, particulars of all units due for inspection during the ensuing financial year are recorded in the Control Register of the next financial year. Based on such information, Internal Audit programmes are prepared on quarterly basis.

Intimation of the proposed visits of the Inspection parties is sent to the concerned Head of the Offices/Pay and Accounts Offices at least one month in advance so that all the (accounts books and other relevant records) are kept ready to facilitate smooth working of the inspection.

(I) Scope of Internal Audit

The Principal Accounts Office, the Pay and Accounts Offices as well as the offices of the D.D.Os in Ministries/ Departments, other Govt. of India offices, are within the jurisdiction of internal audit. In addition to these offices, internal audit shall be required to audit the implementing agencies for various schemes and programmes of the Ministry/ Department.

Internal Audit shall also check the initial accounts maintained in the executive offices to ascertain the extent of following of the rules and regulations, system and procedures in accounting and financial matters. The scrutiny would cover checking of all accounting records



including those relating to fund accounts, loans and advances and examination of records relating to physical verification of stores, equipments, tools and plant. The accounts of all grantee Institutions or Organizations are also open to inspection by the sanctioning authority and audit, both by the Comptroller and Auditor General of India under the provision of CAG (DPC) Act 1971 and internal audit by the Principal Accounts Offices of the Ministry of Civil Aviation, whenever the Institution or Organization is called upon to do so.

(II) Duties of Internal Audit

- (i) To Study of accounting procedures prescribed for the department with a view to ensuring that they are correct, adequate and free from any defects or lacunae;
- (ii) Watch over the implementation of the prescribed procedures and the orders issued from time to time.
- (iii) Scrutiny and check of payments and accounting work of the accounting units;
- (iv) Investigation of important areas in accounting and other connected records;
- (v) Coordination with other Ministries and C.G.A. regarding internal audit procedures;
- (vi) Periodical review of all accounts records;
- (vii) To examine and report on points or irregularities brought to its notice by the Principal Accounts Office/PAOs and
- (viii) Preparation and submission of Annual Review on performance of internal audit wing to the Controller General of Accounts.

(III) Internal Audit Performance

The number of units due for audit in the financial year 2014-15 & 2015-16 and

audited in, 2014-15 & 2015-16 are as under:-

| | Units due for audit | No. of units audited | No. of units due for audit | No. of units audited |
|---------------|----------------------------|-----------------------------|-----------------------------------|-----------------------------|
| | 2014-15 | | 2015-16 | |
| Outside Delhi | 21 | 0 | 21 | 02 |
| Delhi | 11 | 04 | 11 | 08 |
| Overseas | 0 | 0 | 0 | 0 |
| Total | 32 | 04 | 32 | 10 |

(IV) Risk Based Audit

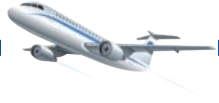
The audits we conduct today are to a large extent compliance based, which check the rules and accounts. In recent years the concept of performance Audit/ Risk Based Audit has become important tool for the management as it assess the economy, efficiency and effectiveness of scheme and may contribute to better Govt. spending, better public accountability and management. Risk Based Audit of a scheme is an assessment of the scheme to see if the resources are being managed with due regard for economy, efficiency & effectiveness and accountability requirement are being met reasonably.

12.6 Use of Information Technology Application

The office of the Financial Controller has taken a number of measures to implement Computerization and introduce IT for overall improvement and transparency in the accounting function of the Ministry, in accordance with the guideline issued by the Ministry of Finance and Controller General of Accounts.

(i) COMPACT

One of the important initiatives in Computerization of Accounting System,



taken at the initiative of the O/o Financial Controller is the implementation of Compact package which touches upon the functioning of most of the areas in the Pay & Accounts Office. The overall objective toward development of COMPACT has been to achieve accuracy and speed in various functions of the Pay & Accounts Office, in addition to removing routine drudgery of manually writing the same data again and again. Computer support is being used through this package to ensure that once the accounts data are entered, the same can be used at various places without the need of re-entering for other purposes like compilation of monthly accounts, or generating MIS reports etc.

The system not only enriches the accounting and provides better management information, but also help in improving the analysis of the accounting information. There are various functions, especially those relating to reconciliation, which involves lot of manual drudgery. This package helps in taking care of such functions apart from improving the overall accuracy and exchequer control through the system. The package also provides for internal controls and audit through computerized validation and thus be of great help in improving the quality of accounts.

(ii) E-Lekha

The Pay and Accounts Office of this organization is regularly uploading the data in e-lekha on daily basis at website www.cga.nic.in/elekha/elekhahome.asp. This facilitates the Headquarters to generate expenditure statement at any given point of time for managerial decision making purpose. The status of expenditure can be glanced through at any time with help of e-Lekha.

(iii) Public Financial Management System (formerly CPSMS)

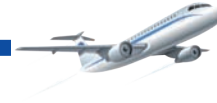
The Principal Accounts Office has a major role to play in PFMS Portal, a system developed for monitoring of Plan Schemes by the Office of Controller General of Accounts. The Pr. Accounts Office performs the following functions in PFSMS Portal.

- (a) Registration of PFMS users such as PAOs, CDDOs & Programme Divisions.
- (b) An interface with PFMS and RBI has been established recently and the clearance memos are received on the same day from RBI through the PFMS system.
- (c) Generation of e-bill for payment to states of Sikkim and Delhi.
- (d) Payment of grants in aid to the State and UT Governments are being made by the Principal Accounts Office through PFMS using digital signature certificate.
- (e) Monitoring through various reports in PFMS Portal. The Monthly MIS is also submitted online to Controller General of Accounts through its website. PAO Secretariat has come on PFMS portal w.e.f 01.11.2015 and all the plan & Non-plan expenditure passed & booked through PFMS except salary, GPF & pension. PAO (DGCA) and Regional Pay & Account Offices are also likely to come soon under PFMS portal. There is an initiative namely “Bharat Kosh” for collection of online receipts on PFMS.

www.cga.nic.in

(iv) E-Payment

A system of e-payment has been adopted in the Pay & Account Office w.e.f. 19.03.2012. The e-payment system developed is a fully secured web system of electronic payment services which introduces transparency in Government Payment. Under this system payment is made by credit of money directly into



the bank account of the payee through a digitally signed e-advice generated from COMPACT through the “Government Payment Gateway (GePG)” on a secured communication channel. It will not only streamline the process of working payment by Government Departments but also minimize the interface of payees with Government offices to receive their dues.

(v) CDDO2PAO PACKAGE

CDDO2PAO package is a software to facilitate the electronic flow of data viz. vouchers, challans and GPF schedules from Cheque Drawing DDOs (CDDOs) into the COMPACT software running at various Pay and Accounts Offices of the Government of India. The package immensely benefit those PAOs, which has a large number of CDDOs and the feeding of LOPs and challans requires a lot of time and effort at the PAO while feeding the above mentioned compilation entries. Also the GPF schedule entries for each subscriber have to be entered manually at these PAOs into the PAO-2000 system, which delays in the compilation and consolidation of accounts at the PAOs. Also reconciliation of accounts of CDDOs with the PAO takes a lot of time and effort. To avoid such discrepancies / misclassification CDDO2PAO package is installed to facilitate the smooth working of the PAOs and CDDOs.

| 1 | 2 | 3 | 4 | 5 | 6 |
|----|---|-------|-----------------|-----|---|
| 1. | Para No. 3.3 of Report No. 9 of 2010-11 (Civil) | yes | - | - | - |
| 2. | Report No. 18 of 2011-12 (Civil) | yes | - | - | - |
| 3. | Report No. 5 of 2012-13 (Civil) | - | - | yes | - |
| 4. | Para 3.1 of Report No.19 of 2013 | - | Yes (subjudice) | - | - |
| 5. | Report No.15 of 2014 (Civil) | yes | - | - | - |
| | TOTAL | Three | one | One | - |

12.8 STATUS OF PENDING C&AG AUDIT PARAS AS ON 08.01.2016

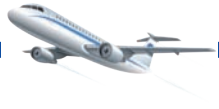
A total of 20 audit paras (commercial) included in the reports of the C&AG are outstanding as on 08.01.2015. Action Taken Notes (ATNs) have been sent to audit in respect 12 paras. Of these 12 paras, vetted remarks of audit have been received in respect of 06 paras and reply of audit in respect of remaining 06 paras is awaited. Further action in respect of those paras where remarks of audit have been received, is being taken. Organization-wise break-up of pending audit paras is as under:-

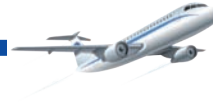
12.7 Details of Pending Audit Paras included in C&AG Reports (Civil)

| S.No. | No. & year of the report | No. of paras/PAC reports on which ATNs have been submitted to PAC after vetting by Audit | Details of the paras/C&AG reports on which ATNs are pending | | |
|-------|--------------------------|--|--|--|---|
| | | | No. of ATNs not sent by the Ministry even for the first time | No. of ATNs sent but returned with observations and Audit is awaiting their resubmission by the Ministry | No. of ATNs which have been finally vetted by Audit but have not been submitted by the Ministry |
| | | | | | |

| Name of the Organisation | Number of paras yet to be settled finally |
|-----------------------------|---|
| Airports Authority of India | 10 |
| Air India Limited | 08 |
| Pawan Hans limited | 02 |
| Total | 20 |







13. WELFARE OF WOMEN

13.1 Introduction

The Ministry of Civil Aviation has taken suitable measures relating to women's welfare to provide convenient and hassle free working environment to the women members of the staff. As per the guidelines of the Hon'ble Supreme Court of India, a Complaints Committee has been constituted to examine complaints relating to sexual harassment of women at work places and to suggest remedial measures to prevent such harassment. All the organizations under the Ministry have also set up similar Cells and Complaints Committees. Instructions received from Department of Women and Child Welfare, National Commission for Women etc. from time to time, are circulated to all concerned for implementation. The position of women's welfare/ cases of sexual harassment in the Ministry and its organisations is being monitored

periodically and necessary action is taken wherever called for.

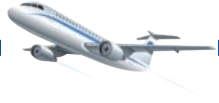
13.2 Bureau of Civil Aviation Security

Problems of the women employees, as when reported, are promptly attended to and resolved, keeping in view specific requirements of Government Policy on the subject. A Complaints Committee has been set up in the Ministry to enquire into complaints of sexual harassment at workplace.

13.3 Commission of Railway Safety

The offices of the Commission are generally located in Railway Office Complexes and the facilities provided therein such as toilets, creche tiffin room etc. are availed by the female employees of the Commission as well. The women employees also participate in Mahila Samiti (the women's welfare organisation of railways). The instructions on





welfare of women employees, issued by Government of India from time to time are being implemented.

13.4 Air India Limited

Air India Limited extends a number of welfare schemes to its employees such as canteen facility, subsidized transport, holiday homes, medical facilities, educational scholarships for wards of employees, financial assistance for pursuing higher studies, accommodation in staff housing colonies etc. In comparison to General Category employees, reservation / relaxation for eligibility is given to employees belonging to SC/ST categories (including women employees). A few welfare schemes, however, have temporarily been withdrawn in view of present financial position of the Company.

In Air India there is a healthy mix of male-female employees (19.45%) and they work as a team. No discrimination is made on the basis of gender. There is due representation of women employees at senior executive level and women equally participate in all the activities. As regards prevention of sexual harassment

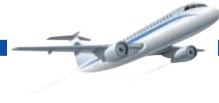
at work place, a mechanism to prevent sexual harassment at workplace was implemented in the year 1998.

The Company had amended its Rules and Regulations applicable to the officers as well as workmen categories of employees in the year 1999 and has included sexual harassment at work place as one of the misconducts and provide for appropriate penalties against the offender.

Further, Complaints Committees for investigation of complaints & prevention of sexual harassment of women employees of Air India Limited, have been constituted at the Corporate level headed by an Executive Director and in all the Regions. These Committees include an NGO representative also. These Committees are empowered in terms of the guidelines issued by the Hon'ble Supreme Court to enquire into the complaints of alleged sexual harassment made by women employees.

A Gender Sensitivity Module is a part of the Ab-initio (at the time of joining) Crew Resource Management (CRM) Programme as well as recurrent CRM for Pilots and Cabin Crew.





AI Women Captain at SFO on Arrival-2



Facilities To Persons With Disabilities



14. FACILITIES TO PERSONS WITH DISABILITIES

14.1 Implementation of Guidelines

The guidelines issued by the Government on implementation of provisions under the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 from time to time are strictly followed.

Directorate General of Civil Aviation (DGCA) has issued a Civil Aviation Requirement (CAR) regarding carriage by Air of Persons with Disability and/or Persons with Reduced Mobility. This CAR is available on the website of DGCA i.e. dgca.nic.in. As per the provision of CAR no airline shall refuse to carry persons with disability or persons with reduced mobility. DGCA has issued instruction to all scheduled domestic airlines to formulate a detailed policy for carriage of disabled persons or persons with reduced mobility including blind and publish the same on their respective website. All the airlines are also directed to make the above facilities available at different airports and also sensitize their employee in this regard.

14.2 Schemes / Budget Allocation

Although there are no separate schemes/budget allocations for the benefit of Persons with Disabilities, however all facilities are provided as per the existing guidelines of the Government, like reservations in the posts, special conveyance, concessions etc.

14.3 Facility to Disabled Passengers / Persons

- Free wheelchairs and ramps for physically challenged in the terminal building on city side and airside at the airports.

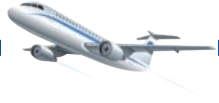
- Toilets for physically challenged in each of the facilitation area with appropriate signage and lifts for free movements of wheel chairs.
- A separate ramp and a loading dock on the airside for wheel chairs movement into the commissary truck and to remote parked aircraft.
- Allocated manned PCO booths for persons with disabilities and parking slots in the car parking area of airports, especially earmarked for physically challenged passengers driving their own vehicles.
- Barrier free booking facilities and security check enclosures are designed to permit movement of wheel chairs in the security check at the airports
- Disabled friendly Immigration Counter at International Airports is being designed to provide the facility.



14.4 Concession in Air journey

14.4.1 Facilities to Persons with Disabilities

Air India offers 50% discount on the normal Economy class Basic fare for



travel on the Domestic Network to physically disabled persons suffering from loco motor disability, with appropriate certification from designated medical officers that they are suffering from locomotor disability to the extent of 80% and above.

14.4.2 Blind Persons

Air India offers 50% discount on the normal Economy class Basic fare to persons who are totally blind in both eyes for travel on the Domestic Network with appropriate medical certification from designated medical institutions that they are completely blind in both eyes.

14.4.3 Cancer Patients

Air India offers 50% discount on the normal Economy class fare to Cancer Patients for travelling between Place of Residence and Place of treatment. The

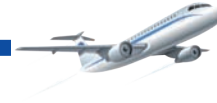
passenger is required to submit a form certified by a Cancer Institute / Hospital. Discount is available for travel on the Domestic Network and between India and Nepal.

14.4.4 Armed Forces Discount

On the Domestic Sectors, Air India offers Discount 50% of Basic fare on select classes to the Armed Forces Personnel and related Categories. The discount is made available against the official ID Card issued by the Government of India. Related categories consist of Active Military Personnel and their Family members, Active Personnel of General Reserve Engineering Force and their family members, War Disabled Persons and their family members, Recipients of Bravery Award Level I & II and War Widows.



Trivandrum Airport



15. REPRESENTATIVE OF INDIA (ROI) ON THE COUNCIL OF ICAO FOR 2015-16

INTRODUCTION

The constitution of International Civil Aviation Organization (ICAO) is the Convention on International Civil Aviation, drawn up by a conference in Chicago in November and December 1944, and to which each ICAO Contracting State is a party. According to the terms of the Convention, the Organization is made up of an Assembly, a Council of limited membership with various subordinate bodies and a Secretariat. The chief officers are the President of the Council and the Secretary General.



ICAO HEADQUARTER MONTREAL

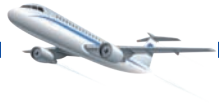
The Assembly, composed of representatives from 191 Member States, is the sovereign body of ICAO. It meets every three years, reviewing in detail the work of the Organization and setting policy for the coming years. It also votes a triennial budget.

The Council, the governing body which is elected by the Assembly for a three-year term, is composed of 36 Member States. The Assembly chooses the Council Member States under three

headings: States of chief importance in air transport, States which make the largest contribution to the provision of facilities for air navigation, and States whose designation will ensure that all major areas of the world are represented. As the governing body, the Council gives continuing direction to the work of ICAO. It is in the Council that Standards and Recommended Practices are adopted and incorporated as Annexes to the Convention on International Civil Aviation. The Council is assisted by the Air Navigation Commission (technical matters), the Air Transport Committee (economic matters), the Committee on Joint Support of Air Navigation Services and the Finance Committee.

The Secretariat, headed by a Secretary General, is divided into five main divisions: the Air Navigation Bureau, the Air Transport Bureau, the Technical Co-operation Bureau, the Legal Bureau and the Bureau of Administration and Services. In order that the work of the Secretariat reflects a truly international perspective, professional-level personnel are recruited on a broad geographical basis.

ICAO works in close cooperation with other members of the United Nations family such as the World Meteorological Organization (WMO), the International Telecommunication Union (ITU), the Universal Postal Union (UPU), the World Health Organization (WHO), the World Tourism Organization (UNWTO) and the International Maritime Organization (IMO).



Non - governmental organizations which also participate in ICAO's work include the International Air Transport Association (IATA), Airports Council International (ACI), the Civil Air Navigation Services Organisation (CANSO) the International Federation of Air Line Pilots' Associations (IFALPA) and the International Council of Aircraft Owner and Pilot Associations (IAOPA).

FUNCTIONS OF ROI

As per the standing Assembly resolution, every Member State elected to the Council is required to maintain a permanent delegation office in ICAO and participate in the governance of the organisation through its Representative. Accordingly, India maintains a permanent office of the delegation of India in ICAO which comprises Representative of India, Technical Advisor and other staff.

The main function of ROI is to represent India in the Council of ICAO and attend all Sessions of the Council, various subordinate bodies of the Council, Working Groups, Special Groups, etc; participate actively and effectively in the governance of ICAO in taking policy decisions relating to Budget and Management of ICAO, Safety, Security, Environment, laying down/amending Standards and Recommended Practices (SARPs).

CONTRIBUTIONS TO THE ICAO REGULAR BUDGET IN 2015

As a member State, India made a contributions of CAD 480,080.00 and USD 271,958.00 to the ICAO regular budget during 2015. As a member State, India would contribute CAD 506,268.00 and USD 282,278.00 to the ICAO regular budget during 2016.

HIGHLIGHTS OF 2015-16

Following sessions of the Committee and the Council phase were held/scheduled from April 2014 to March 2015:

| Session No. | Committee Phase | Council Phase |
|---------------|------------------------|---------------------------------------|
| 205th Session | 27thApr – 15thMay 2015 | 8thJune – 26thJune 2015 |
| 206th Session | 21stSep – 9thOct 2015 | 2ndNov – 20thNov 2015 |
| 207th Session | 11thJan – 29thJan 2016 | 15thFeb – 11thMar 2016 (scheduled) |

- Meetings of the Air Navigation Commission (ANC) were held in parallel during the Committee/ Council phase to prepare Papers on Technical matters for the Council. The ANC meetings are attended by the Technical Advisor to ROI as a State observer to provide valuable inputs where ever required. Following ANC sessions were held/scheduled from April 2015 to March 2016:

| ANC Session No. | Period |
|-----------------|--|
| 199th Session | 27thApr – 26thJun 2015 |
| 200th Session | 21stSep – 20th Nov 2015 |
| 201st Session | 11thJan – 11th Mar 2016 (scheduled) |

ADOPTION OF AMENDMENTS TO ANNEXES

Amendment 25 to Annex 9 (Facilitation) was adopted by the Council at the third meeting of its 205th Session on 12 June 2015. While adopting the amendment, the Council prescribed 25 October 2015 as the date on which it will become effective, except for any part concerning which a majority of Member States may have registered their disapproval before that date. In addition, the Council resolved that Amendment 25, to the extent it becomes effective, will be applicable on 25 February 2016.

Amendment 25 relates to, inter alia, issues such as assistance to aircraft accident victims and their families, Machine Readable Travel Documents (MRTDs),



cargo facilitation and INTERPOL's Stolen and Lost Travel Documents (SLTD) database.

Amendment 39 to Annex 6, Part I (Operation of Aircraft, International Commercial Air Transport — Aeroplanes) was adopted by the Council at the fifth meeting of its 206th Session on 10 November 2015. When adopting the amendment, the Council prescribed 20 March 2016 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 39, to the extent it becomes effective, will become applicable on 8 November 2018.

Amendment 39 arises from the need for a routine aircraft tracking solution in the short term, following the disappearance of Malaysia Airlines flight MH370, as recommended by the Multidisciplinary Meeting on Global Flight Tracking (MMGFT), supported by the Second High-level Safety Conference (HLSC 2015) and described in the Concept Steps of the Global Aeronautical Distress and Safety System (GADSS).

ICAO SECRETARY GENERAL MEETS WITH INDIAN OFFICIALS

The Secretary General of ICAO Dr. Fang Liu, was in Delhi to help open the Airports Council International's (ACI's) first conference on Investing in Airports – Economic Oversight and Regulation, for which ICAO had provided support. She was joined on her visit by ICAO's Air Transport Bureau Director, Mr. Boubacar Djibo, and by ICAO's Regional Office Director for the Asia Pacific, Mr. Arun Mishra. During her meeting with the Minister of Civil Aviation of India, Shri Ashok Gajapathi Raju, who was accompanied by Secretary of Civil

Aviation, Shri Rajiv Nayan Choubey and several senior officials from the Ministry and India's Directorate General of Civil Aviation, she congratulated India on its recent ICAO security audit performance, as well as its progress on optimizing civil/military airspace cooperation.



With respect to India's projected air transport growth in the years ahead, Secretary General Liu stressed the need for strong commitments in support of a number of civil aviation capacities relating to training and skilled personnel development, airport and air navigation infrastructure, and the implementation of Performance-based Navigation (PBN) procedures. She expressed her encouragement at India's modernization planning during a visit to the Delhi Air Traffic Control (ATC) Centre, and also noted ICAO's commitment, under the UN specialized agency's ongoing No Country Left Behind Programme, to assist India with reaching its essential aviation development objectives.

IMPORTANT DECISION TAKEN BY THE COUNCIL DURING 205TH & 206TH SESSION

Customer satisfaction surveys

The survey was conducted by the McGill University Centre for Research in Air and Space Law to evaluate customer



responses to the services provided by the Technical Cooperation Bureau (TCB). The Council requested Secretariat to develop an ‘Action Plan’ to address the report’s findings and recommendations. It was further requested that this Secretariat Action Plan identify potential resource implications and timelines for the implementation of the recommendations contained in the report.

In relation to the concerns raised in the survey results as they pertained to services provided by other ICAO Bureaux, such as delays encountered and inaccuracy of information provided, the Council requested that the Secretariat pursue the development of Service Level Agreements (SLAs) between TCB and with both the Finance Branch as well as with the Legal Affairs and External Relations Bureau.

In addition, the Council noted that an item “Customer Satisfaction Survey”, had been added to the Work Programme of both the Council and the Technical Cooperation Committee for the 207th Session via which the Council would have an opportunity to review the Secretariat Action Plan to address the recommendations contained in the evaluation report provided by the McGill University Centre for Research in Air and Space Law.

Finally, the Council agreed that a similar evaluation exercise should be conducted on a more regular basis than once every three years and that this be carried out by an independent third-party in order to gauge customer satisfaction with the services provided by the Technical Cooperation

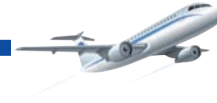
Bureau. Since it was understood that the Bureau was already conducting satisfaction surveys on all completed projects and multi-year projects as part of a mandatory requirement of the ISO 9001:2008 certified Quality Management System, it was understood that the survey to be conducted by the third-party entity and the existing surveys undertaken by the Bureau would be integrated with a view to reducing overlap and ensuring the most optimal outcomes in gauging customer satisfaction with the projects being undertaken.

Report on the voluntary Air Transport Fund

A dedicated website had been established by ICAO which contains information pertaining to voluntary Air Transport Fund (TRAF), including information on a case for support, the means by which to contribute, and a list of proposed tasks and donors. The Council agreed to the proposal from the Air Transport Committee (ATC) that the Secretariat should continue to develop additional detailed project proposals to encourage donor support. In this connection, the Council especially welcomed the donation that had recently been made to the TRAF by the Dominican Republic.

Update on the implementation of the Universal Security Audit Programme – continuous monitoring approach (USAP-CMA)

The progress report by the Secretary General on the implementation of the Universal Security Audit Programme continuous monitoring approach (USAP-CMA) outlined the actions completed



through the end of 2014, during the transition to the USAP-CMA, as well as providing information regarding the implementation of the USAP-CMA since the launching of the new approach in 2015. The Council endorsed the proposal that progress reports on the implementation of the USAP-CMA be presented on annual basis during the Council spring Session (May/June), which would enable the Secretariat to present a comprehensive analysis of audit results from the preceding calendar year.

ICAO Programme for Aviation Volunteers (IPAV)

The Secretary General proposed, under the Organization's No Country Left Behind (NCLB) initiative, the creation of an ICAO Programme for Aviation Volunteers (IPAV) whereby aviation professionals, working as volunteers, would provide short-term assistance to States in addressing the shortcomings identified during ICAO safety and security audits, in responding to emergencies affecting their aviation systems and in fostering self-reliance and growth.

The Council approved:

- in principle, the establishment of the ICAO Programme for Aviation Volunteers (IPAV).
- the creation of a Voluntary Fund in the Technical Cooperation Bureau (TCB) for the deposit of contributions to the IPAV from third parties, which would be operated on the basis of the criteria set forth in the ICAO Policy on Establishment and Management of Voluntary Funds and would be managed

in accordance with The ICAO Financial Regulations (Doc 7515), Financial Regulation 7.1.

Council President Awards/Certificates of Recognition

In order to further support ICAO's No Country Left Behind (NCLB) initiative and the effective implementation of the Organization's safety and security related Standards and Recommended Practices (SARPs), the Secretary General proposed the introduction of honorary instruments of recognition to be conferred annually upon one worthy Member State and one worthy organization from each ICAO region which had demonstrated exemplary commitment towards attaining or assisting in the attainment of the minimum level of effective implementation (EI) of such SARPs or to otherwise improving, or assisting in the improvement of the EI level. He further proposed that such instruments be designated in direct association with the ICAO Council via the Office of its President to suitably reinforce the importance of effective SARP and policy implementation to ICAO's mission.

The Council:

- approved, in principle, the introduction of honorary instruments of recognition to be conferred annually upon one worthy Member State and one worthy organization from each ICAO region which had demonstrated exemplary commitment towards attaining, or assisting in the attainment of, the minimum level of effective implementation (EI) of ICAO safety- and security-related SARPs or to otherwise improving,



or assisting in the improvement of, the EI level; and

- approved the proposed criteria and methodology to transparently and objectively determine recognition-worthy States, inclusive of the annual frequency. It was stressed that the USOAP-derived methodology might not necessarily always result in a certificate-worthy State from every ICAO region, the Council agreed that the President should have delegated responsibility to consider alternative criteria and factors that could be taken into account to ensure recognition of a State in every region in these instances.
- agreed that the process should retain as much flexibility as possible especially in assessing the progress a particular State had made in seeking to attain the 60 per cent threshold of effective implementation (EI) of SARPs. In this connection, it was understood that where a State had made significant progress in increasing its rate of EI, but had not yet attained the 60 per cent threshold, it could still be considered for recognition on this basis.
- agreed that the instruments of recognition should be identified as “Council President Certificates”, to ensure that they were clearly distinct from a Council President Award.
- agreed that where possible, the recipients of the Certificates should be invited to ICAO Headquarters in Montréal to participate in an official ceremony involving the President of

the Council and where they would be presented with their Certificate.

Report on Civil Aviation Cybersecurity

The Council was informed about a number of best-practice publications that had been developed by other stakeholders to assist States and industry in addressing sector-specific cybersecurity needs and that there could be added value in having ready-access thereto; that as such publications would be used in the development of civil aviation cybersecurity guidance material by the Industry High-Level Group (IHLG). The Secretariat would consolidate all relevant cybersecurity information for the benefit of ICAO Member States and that the outcomes, including best practices, of the Civil Aviation Cybersecurity Conference at Singapore on 9 and 10 July 2015 would be shared with ICAO and might form the foundation of new and further work by the Organization and the global civil aviation community to address cybersecurity challenges to civil aviation. The Council agreed with the Unlawful Interference Committee (UIC) that the development of appropriate cybersecurity guidance material should lead in due course to related important capacity-building initiatives to support States in meeting the said challenges.

In addition, the Council recognized the importance of establishing a dataset of aviation-related cybersecurity events on which to assess the level of risk of cyber-attacks from the point of view of both security and safety. It also noted that aviation security incidents are reported through the Acts of Unlawful Interference Database (AUID) mechanism and that



ICAO has not received an official report of an aviation security cybersecurity incident. It was understood that the Secretariat's resource requirements for addressing the rapidly-evolving issue of cybersecurity, which posed a major challenge to the Organization, would be taken into account during the upcoming discussions of the next triennial Budget. It was noted that Member States could also provide resources to support ICAO's work in that area.

Review of the Report of the Twenty-sixth Meeting of the Aviation Security Panel (AVSECP/26)

In relation to the issue of coordination between the Aviation Security Panel (AVSECP) and relevant Air Navigation Commission (ANC) technical panels, the Council noted that current arrangements appeared to be working well and that there was no need to establish a new coordinating mechanism in this regard. Nevertheless, the Council requested the Secretariat to continue to explore ways in which there could be increased collaboration between the AVSECP and the ANC technical panels, such as in identifying possible chemical, biological and radiological emergency procedures.

The Council noted that the Secretariat had undertaken to consider preparing guidelines for Panel chairpersons to strengthen the efficiency and effectiveness of Panel operational arrangements. It was understood that any such guidelines would be similar to the Supplement to the Directives for Panels of the Air Navigation Commission (Doc. 7984).

In relation to the issue of the growing number of reported laser events on

aircraft and calls for continued work by AVSECP to sensitize States to this threat, the Council recognized the value that holding regional workshops on this subject could bring. It was understood that the holding of any such regional workshops would be subject to budgetary considerations.

In relation to the issue of remotely piloted aircraft systems (RPAS), the Council noted that there were two different questions to be considered, with one concerning the unlawful usage of RPAS, and the second related to the security threat to RPAS systems. It was understood that the former would be considered by AVSECP and that for the latter, the RPAS Panel would lead multidisciplinary efforts to coordinate the approach on this matter given the wide range of issues arising.

Report of the Repository Review Group for the conflict zone information repository (CZIR)

The Council noted progress report by the Secretary General on the First Meeting, on 7 April 2015, of the Repository Review Group (RRG) for the conflict zone information repository (CZIR), during which the Group's terms of reference and the implementation of the CZIR had been discussed. It was noted that the Group would continue to review the CZIR during its one-year evaluation phase and to make recommendations to the Council for procedural amendments and system modifications. The Council further agreed to delegate authority to the President of the Council to review and approve any RRG recommendations for amendments to the CZIR procedures or system functionality, on the understanding that he would inform Representatives accordingly.



Consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs)

The Council:

- agreed that the terms of reference of all Planning & Implementation Regional Groups (PIRGs) should be amended to indicate that the basic operational requirements and planning criteria (BORPC) no longer apply to regional air navigation plans (ANPs);
- requested the Secretariat to ensure that RASG and PIRG State participants and all Member States in general have access to ICAO documents free of charge to the extent possible pursuant to ICAO's Publications Policy;
- noted that digital rights management (DRM) may impact access to ICAO documents and that a safety assessment of the new DRM project should take into account States' ability to access documents to support implementation of ICAO provisions, and the possible safety impact of that project;
- noted the availability of the information provided by the Asia/Pacific Search and Rescue (SAR) Task Force as relevant to the ongoing consideration of the global aeronautical distress and safety system (GADSS) concept of operation and requested that other regions, using an appropriate mechanism, provide similar information regarding their own regions;
- further noted, in the GADSS context, the Normal Aircraft Tracking Implementation Initiative (NATII) currently underway;
- noted the outcomes of the PIRGs' and RASGs' activities and the progress made in the regional implementation of air navigation and safety plans as described

in the paper, and requested the Secretariat to ensure that the best practices arising from the various PIRGs and RASGs are shared across the regions;

- requested States to provide sufficient support, participation and contributions to the RASGs' Work Programmes and implementation activities, and requested the Secretariat to further monitor this situation and ensure that RASGs continue to provide added value to States to as to encourage the latter's involvement therein;
- requested States to include in their delegations to PIRG meetings both representatives of air navigation services providers (ANSPs) and safety regulation and policy officials from their administrations;
- requested that the next consolidated annual report include an update on States' participation in the PIRGs and RASGs, as well as information on the status of implementation of the new ANP format; and
- noted the issue raised relating to Geographical applicability of the European Union Law and especially the Single European Sky Regulations of the North Atlantic Systems Planning Group (NAT SPG) and requested the Secretariat to continue its work in that regard.

ICAO Core Principles on Consumer Protection

At the fifth meeting of its 205th Session, the Council adopted the ICAO core principles on consumer protection. The core principles were designed as guidance for Member States and concerned industry stakeholders dealing with consumer protection matters, and in response to the need for regulatory and operational



convergence and compatibility. Recognizing the dynamic nature of the air transport industry, the core principles will be a “living document”, which will be occasionally refined and improved throughout its implementation, based on experience and feedback received.

The principles cover three phases of a customer’s experience: before, during and after travel.

Prior to travelling, the ICAO core principles recommend that passengers should benefit from sufficient levels of advance information and customer guidance, given the wide variety of air transport products in the market and associated legal and other protections which may apply. Product and price transparency is also recommended as a basic customer right.

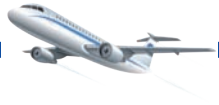
During their travel, the ICAO core principles call for passengers to be provided regular updates on any special circumstances or service disruptions which arise, as well as due attention in cases of a service disruption. This could include rerouting, refund, care, and/or compensation. The core principles also call on airlines and other stakeholders to have planning in place for situations of massive disruptions characterized by multiple flight cancellations, and reiterate the fundamental right to fair access for persons with disabilities.

After travelling, the ICAO core principles stipulate efficient complaint handling procedures be established that are clearly communicated to customers.

Environment Advisory Group (EAG) – Progress report

The EAG has met fourteen times since its first meeting on 6th March 2014. The CAEP (Committee on Aviation Environmental Protection) was tasked to assess the volumes of CO2 emissions from international aviation from 2018 to 2035 and beyond, based on data from the latest CAEP fuel trends assessment, estimated emissions to offset and assess the corresponding cost impacts on international aviation, quantified the “reserve” for early mover and fast grower adjustments, evaluated the distributional effects of the basic calculation as well as a dynamic basic calculation, investigated the impacts of least emitting States exemptions and other technical exemptions.

The Chairperson of the EAG, presented report on the outcomes of the Group’s Twelfth, Thirteenth and Fourteenth Meetings (EAG/12, /13 and /14) (Montréal, 14-15 September, 7-8 October 2015 and 12-13 November 2015), which had discussed draft recommendations by the Committee on Aviation Environmental Protection (CAEP) on monitoring, reporting and verification (MRV), emissions unit criteria (EUC) and registries, as well as the results of CAEP technical analyses on various approaches for distribution of obligations under a global market-based measure (MBM) scheme. Information on the Secretariat work to develop methodologies for the UNFCCC Clean Development Mechanism (CDM) for aviation had also been provided. The Group had also considered next steps in early 2016, including future EAG meetings, the second round of Global Aviation Dialogues (GLADs) and the



High-level Meeting on a global MBM scheme.

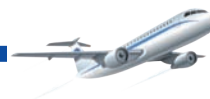
The Group would consider a draft proposal on a global MBM scheme at its next meeting (EAG/15) (Montréal, 20-21 January 2016), and that it would subsequently meet (EAG/16) [Montréal, 24 (PM), 25 and 26 (PM) February 2016] to recommend a proposal for a global MBM scheme to the Council at its next (207th) Session, for use at the said GLADs and High-level Meeting.

The Council approved the convening of the second round of GLADs during the period from 21 March to 8 April 2016 in Regional Offices or host States, to familiarize participants with the said proposal for a global MBM scheme and to receive initial feedback thereon; and approved the convening of the High-level Meeting on a global MBM scheme at ICAO Headquarters in Montréal from 11 to 13 May 2016 to discuss draft Assembly Resolution text on a global MBM scheme and make recommendations to the Council at its 208th Session.

It was informed that each GLAD would be open to participants from all Member States and relevant international organizations. It was further noted that the said High-level Meeting on a global MBM scheme would be conducted in all six working languages of the Organization and that the Council would have the opportunity to review and approve the Agenda, as well as the invitations to observer organizations.

Member States of International Civil Aviation Organization on The Council of ICAO (2014-16)

| Part I (11) | Part II (12) | Part III (13) |
|---|--|---|
| States of chief importance to air transport | States which make the largest contribution to the provision of facilities for international civil air navigation | States ensuring geographic Representation |
| Australia | Argentina | Bolivia |
| Brazil | Egypt | Burkina Faso |
| Canada | Norway | Cameroon |
| China | India | Chile |
| France | Mexico | Dominic Republic |
| Germany | Nigeria | Kenya |
| Italy | Saudi Arabia | Libya |
| Japan | Singapore | Malaysia |
| Russian Federation | South Africa | Nicaragua |
| United Kingdom | Spain | Poland |
| United States | Portugal | Republic of Korea |
| | Venezuela | United Arab Emirates |
| | | United Republic of Tanzania |



ANNEXES TO THE CHICAGO CONVENTION

Annex 1— Personnel Licensing

Annex 2— Rules of the Air

Annex 3 — Meteorological Service for International Air Navigation

Annex 4—Aeronautical Charts

Annex 5—Units of Measurement to be Used in Air and Ground Operations

Annex 6—Operation of Aircraft

Annex 7—Aircraft Nationality and Registration Marks

Annex 8 —Airworthiness of Aircraft

Annex 9—Facilitation

Annex 10—Aeronautical Telecommunications

Annex 11—Air Traffic Services

Annex 12—Search and Rescue

Annex 13—Aircraft Accident and Incident Investigation

Annex 14—Aerodromes

Annex 15—Aeronautical Information Services

Annex 16—Environmental Protection

Annex 17—Security (Safeguarding International Civil Aviation Against Acts of Unlawful Interference)

Annex 18—The Safe Transport of Dangerous Goods by Air

Annex 19—Safety Management





Tirupati Airport