



ANNUAL REPORT 2016-17



# 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.






India Aviation 2016



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# 1. HIGHLIGHTS

## 1.1 National Civil Aviation Policy, 2016:

India has the potential to be among the global top three nations in terms of domestic and international passenger traffic. It has an ideal geographical location between the eastern and western hemisphere, a strong middle class of about 30 crore Indians and a rapidly growing economy. Despite these advantages, the Indian aviation sector has not achieved the position it should have and at present it is ranked 10th in the world in terms of number of passengers.

For the first time since Independence an Integrated Civil Aviation Policy has been approved by the Cabinet on 15th June, 2016 and notified in the Gazette on 29th June, 2016 which aims to establish an integrated ecosystem which will lead to significant growth of civil aviation sector. This in turn would promote tourism, increase employment and lead to a balanced regional growth. The Policy also aims to take flying to the masses by making it affordable and convenient, enhance

ease of doing business through deregulation, simplified procedures and e-governance and promote the entire aviation sector chain in a harmonized manner covering cargo, MRO, general aviation, aerospace manufacturing and skill development. As a step in this direction, the Ministry of Civil Aviation has launched the Regional Connectivity Scheme, which proposes to connect unconnected airports with a fare cap of Rs.2500 per hour of flying.

## 1.2 Regional Connectivity Scheme:

Government has recently issued Regional Connectivity Scheme (RCS)-UDAN as envisaged in National Civil Aviation Policy (NCAP) 2016 with the twin objectives of promoting balanced regional growth and making flying affordable for masses. The scheme, which would be in operation for a period of 10 years, envisages providing connectivity to un-served and underserved airports of the country through revival of existing air strips and airports. This would be achieved through a financial stimulus in the form of Central and State government



**National Level meet with Stakeholders on Regional Connectivity Scheme (RCS)**



concessions, as well as Viability Gap Funding to the interested airlines to kick off operations from such airports, so that the passenger fares are kept affordable. Revival of these air strips and airports will be demand driven depending on firm demand from airline operators.

RCS-UDAN will be implemented by way of:

- Revival of un-served or under-served airports/ routes, including routes connecting Agatti and Leh,
- Concessions by different stakeholders,
- Viability Gap Funding (VGF) for operators under RCS
- Cost-effective security solutions by Bureau of Civil Aviation Security (BCAS) and State Governments.

Under this Scheme, State Government are also required to provide following concessions:

- (I) RCS will be made operational only in those States which reduce VAT on Aviation Turbine Fuel (ATF) at these airports to 1% or less for a period of 10 years.
- (II) State Government will provide land free of cost and free from all encumbrances

and also provide multi-modal hinterland connectivity (road, rail, metro, waterways, etc.) as required.

- (III) State Government will provide police and fire services free of cost. Power, water and other utilities will be provided at substantially concessional rates.
- (IV) VGF will be shared between MoCA and the State Government in the ratio of 80:20. For the North Eastern States, the ratio will be 90:10. The payment of the full amount of VGF will be made to the airline operator from the Regional Connectivity Fund (RCF) and the State Governments will be subsequently asked for reimbursement.

### 1.3 AirSewa:

**AirSewa** is an initiative of the Ministry of Civil Aviation launched on 25th Nov., 2016 to offer people a convenient and hassle-free air travel experience. It operates through an interactive web portal ([airsewa.gov.in](http://airsewa.gov.in)) as well as through a mobile app for both android and iOS platforms. The portal includes a mechanism for grievance redressal, back-office operations for grievance handling,



**Launch of AirSewa Portal**



flight status/schedule information, airport Information and FAQs. AirSewa initiative has integrated various stakeholders in aviation sector with whom an air traveler has to interact during the air travel. These stakeholders are: **(i) Airlines (ii) Airports (iii) Security (iv) Immigration (v) Customs (vi) BCAS (vii) DGCA (viii) Helicopter/General Aviation.**

By using AirSewa, passengers are able to register their grievances through the mobile app or a web portal. The users have the facility to upload voice or video along with an elaborate description of their issues. They are given a unique reference number for each of their reported grievances which is also communicated through an email as well as an SMS. The Users can track the status and response to these grievances through the mobile application as well as the web application based on the reference number provided. Once the grievance is closed the user has an option to provide his/her feedback and rate the overall experience and satisfaction.

Users have the option to check the flight status and schedule between any of airports. Flights can be searched on the basis of flight number or for all flights to a particular airport. Airport Information displays basic weather information and connecting flight details from the airport. Airport information also include basic details and contact information regarding airport services like wheel Chair, transport/parking, rest and relax, Wifi services etc.

Response to “AirSewa” has been very encouraging.

#### 1.4 Passenger Growth:

Passengers carried by domestic airlines during Jan-Dec 2016 were 994.80 lakhs as against 807.50 lakhs during the corresponding period of previous year thereby registering a growth of 23.18%.

#### 1.5 Review of Security Architecture:

Bureau of Civil Aviation Security conducted security audit for various airports and the security architecture was reviewed in consultation with security agencies.

#### 1.6 Stamping of Baggage Tags:

Trials had been conducted to examine the feasibility of doing away with the practice of stamping on hand baggage tags.

#### 1.7 Scheduled Operators & Non Scheduled Operators:

There are 15 Scheduled Operators (11 passengers, 02 cargo and 02 Scheduled Regional operators and 121 Non-Scheduled Operators.

#### 1.8 FDI Liberalization:

Government of India has recently raised the FDI limit from 49% to 100% in Scheduled and Non Scheduled Air Transport Services, FDI in Scheduled Airlines upto 49% permitted under automatic route and FDI beyond 49% through Government approval. For NRIs, 100% FDI will continue to be allowed under automatic route. However, Foreign Airlines would continue to be allowed to invest in capital of Indian companies operating scheduled and non-scheduled air transport services upto the limit of 49% of their paid up capital subject to the laid down conditions in the existing policy. FDI route for existing airport projects have also been automatic upto the limit of 100%.

#### 1.9 Greenfield Airports:

In pursuance of Policy for Greenfiled Airports, the Central Government had accorded ‘in principle’ approval for setting up of a greenfield airports at Mopa in Goa, Navi Mumbai, Shirdi and Sindhurg in Maharashtra, Bijapur, Gulbarga, Hasan and Shimoga in Karnataka, Kanuur in Kerala, Durgapur in West Bengal, Dabra in Madhya Pradesh, Pakyong in Sikkim, Karaikal in Pudducherry, Kushinagar in Uttar Pradesh,



Dholera in Gujarat and Dagadarthi Mendal, Nellore Dist., Bhogapuram in Vizianagaram District near Visakhapatnam and Oravakally in Kurnool District, Andhra Pradesh.

In addition, “site clearance” have been granted for setting up of Greenfield airports at Machiwara in Ludhiana, Itanagar in Arunachal Pradesh, Jamshedpur in Jharkhand, Alwar in Rajasthan and Kothagudem in Telangana.

### 1.10 Open Sky Offer:

- National Civil Aviation Policy, 2016 provides that the Government will enter

into an ‘Open Sky’ Air Service Agreement on a reciprocal basis with SAARC countries and countries with territory located entirely beyond a 5000 km radius from New Delhi, India. The Open sky provides unlimited direct operations between India and contracting country.

- Open Sky was offered to 49 countries and 05 SAARC nations.
- Open Sky offer has been formalized with 08 countries – Greece, Serbia, Czech Republic, Guyana, Finland, Spain, Sri Lanka and Jamaica.

### 1.11 Skill Development in Aviation Sector:

Ministry engaged M/s ICRA Management Consultancy Services Limited (IMaCS) as Consultant to conduct a comprehensive Skill Gap Analysis and draw future road map for Skill Development in Civil Aviation Sector. The consultant has submitted its report to the Ministry in March, 2016.



**Skill Development in Civil Aviation Sector**

With the demand for skilled human resources increasing sharply and with several challenges in incubating various training initiatives, the sector needs to formulate strategies that address skill development comprehensively. In this context, Ministry of Civil Aviation has constituted a Steering Committee on Skill Development in Civil Aviation Sector for better coordination and implementation.

Further, Ministry of Civil Aviation with the approval of the competent authority has set up a Task Force headed by Economic Advisor, MoCA with members of air cargo stakeholders/ training institutions to come up with suggestions on the industry’s requirements, and ways and means to implement skill development training programme and give its recommendations which would benefit the sector. A Basic Air Cargo Awareness





Programme has been developed by the Task Force. Advanced and specialized courses are also being formulated.

This Ministry is working in close coordination with Ministry of Skill Development and Entrepreneurship and the Aerospace and Aviation Sector Skill Council.

### 1.12 Legislation on Anti-hijacking:

A fresh legislation on Anti-hijacking, namely, The Anti-hijacking Act, 2016, received the assent of the President on the 13th of May, 2016. The Anti-hijacking Act, 2016 (No.30 of 2016) was subsequently published in the Gazette of India for general information on 16th of May, 2016. This Act will enable implementation of the provisions of Beijing Protocol, 2010, Supplementary to the Convention for the Suppression of Unlawful Seizure of aircraft, signed at The Hague on 16.12.1970. This Act provides for broadening of definition of hijacking and extension of jurisdiction. The Act also provides for death penalty in case of death of passengers, crew, security personnel and ground handling staff as a direct consequence of the offence of hijacking. The Act further provides for confiscation of movable and immovable property besides punishment of life imprisonment (for the remainder of person's natural life) and with fine. Ministry has also initiated steps to formulate various Rules that may be necessary to enforce and implement various provisions of the said Act.

### 1.13 Route Dispersal Guidelines (RDGs):

As envisaged in the National Civil Aviation Policy (NCAP) 2016, Route Dispersal Guidelines have been revised in exercise of the powers conferred under Sub-Rule (1A) of Rule 134 of Aircraft Rules, 1937 for

better connectivity of air transport services of different regions. Revised categorization of routes under RDG will apply from the winter schedule of 2017. MoCA has broadened the existing routes connecting stations in Category –II of RDGs by including the States of Himachal Pradesh and Uttarakhand with immediate effect.

### 1.14 Extension of the initial NOC to Operate Scheduled / Non – Scheduled Air Transport Services:

Ministry, with a view to streamline the procedure and ease of doing business in aviation sector, has reviewed the existing procedure for grant of initial NOC to operate Scheduled/ Non-Scheduled / Scheduled Commuter Air Transport Services and has decided to extend the validity of initial NOC as below:

Purpose	Validity
Initial NOC to operate Scheduled Passenger / Regional Scheduled / Scheduled Cargo Air Transport Services	03 years
Initial NOC to operate Scheduled Commuter Airlines	03 years
Initial NOC to operate Non-Scheduled Passenger / Non-Scheduled Cargo Air Transport Services	03 years

### 1.15 The 39<sup>th</sup> Session of Assembly of ICAO:

The 39th Session of Assembly of ICAO was held from 27th September, 2016 to 07th October, 2016. A 29 member Indian Delegation led by Hon'ble Minister of Civil Aviation participated in the Assembly



Session. A number of issues were deliberated by the General Assembly covering aviation safety, security policy, universal security audit programme, environmental protection and various economic and administrative issues. India presented a total of 17 Working/Information Papers during the 39th Session of Assembly of ICAO.

### 1.16 Global Market Based Measure (GMBM) scheme:

The 39th Session of the ICAO Assembly in 2016, adopted the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as part of a basket of measures to reduce Co2 emissions. It was proposed that the implementation of the GMBM Scheme will start in a pilot phase followed by a first phase of voluntary participation. The second phase will be compulsory for all member states which have not been exempted from the application of GMBM.

### 1.17 Bilateral Air Services Talks:

During the year 2016, bilateral air services talks were held with following countries and MoU/Agreed Minutes/Air Service Agreements / Record of Discussion were signed:

Bulgaria, Fiji, Greece, New Zealand, Nigeria, Cambodia, Serbia, Jamaica, Bangladesh, Oman, Czech Republic, Mauritius, Guyana, Ethiopia,, Israel, Malaysia, Ghana, Saudi Arabia, Portugal, Hong Kong, Japan, Finland, Spain, Sri Lanka, Nepal. As on date, India has Air Service Agreement with 113 countries.

- (i) 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.

- (ii) Liberalisation of Codeshare Arrangements:

- Domestic Code-share Points in India has been liberalised within the framework of the Air Service Agreement(ASA).
- Indian carriers are free to enter into domestic code-share agreements with foreign carriers to any points in India available under the respective ASA.
- For the designated carriers of India, international code-share arrangements with foreign carriers have been liberalized as per the provisions relating to code-share arrangements in the ASA.
- No prior approval from MoCA is required.
- The designated carriers of India simply need to inform MoCA, 30 days prior to starting the codeshare flights.

### 1.18 ICAN (International Civil Aviation Negotiations), 2016:

ICAN(International Civil Aviation Negotiations), 2016 was organized in Nassau from 5th to 9th December, 2016. The Conference was attended by 76 countries out of ICAO membership of 191 countries.

Indian delegation met 17 countries and “Memorandum of Understanding” were signed with 12 countries namely Jamaica, Mauritius, Guyana, Czech Republic, Oman, Israel, Ghana, Saudi Arabia, Finland, Portugal, Spain and Sri Lanka. The “Record



of Discussion” was signed with 3 countries namely Bangladesh, Ethiopia and Japan and “Agreed Minutes” were signed with 2 countries namely Malaysia and Hongkong.

### 1.19 New AIC for International Flights:

A new Aeronautical Information Circular(AIC) for grant of permission to operate scheduled international air transport services by the Indian Air Transport Undertakings was issued on 24th August 2016.

### 1.20 Air Cargo Logistics Promotion Board:

Ministry of Civil Aviation, being the nodal Ministry for Air Cargo Industry and in view of the significance of Air Cargo to the economic growth of the country, has set up an Inter-Ministerial Air Cargo Logistic Promotion Board under the Chairmanship of Secretary, Civil Aviation with the members from various Ministries/Departments/Organizations. Till date 9 meetings of the board have been held. Some of the key achievements of the ACLPB are:

- i. Persuaded CBEC successfully to introduce 24x7 operations at all major international airports of the country for customs clearance of exports and imports.
- ii. Risk Based Management System (RMS) which was only applicable to import consignment, has been extended to export cargo as well.
- iii. Key decisions of the Board which are under implementation, include setting up of Air Freight Stations on the lines of ICD/CFS and laying down service level standards at the air cargo complex for various agencies.
- iv. Digital submission of supporting documents has been envisaged under

the Single Window Project and would be implemented after installation of new Hardware/infrastructure by CBEC. Upgradation of hardware / infrastructure is already underway.

- v. The order for reduction in free period for air cargo w.e.f. 01.04.2017 has been issued on 02.12.2016.

### 1.21 Development of International Air Cargo Hub:

One of the main objectives of Draft Civil Aviation Policy is the development of International Air Cargo Hub at gateway airports in India. Government proposes to substantially develop the transport of cargo by air, for which there is considerable potential. To achieve this objective, airports will be developed as regional cargo hubs, integrating multimodal transport facilities, cold chains and other commodity specific requirements. The turnaround time for cargo will be upgraded to international standards. In this regard, Ministry had mandated M/s RITES Limited to prepare DPR for setting up of International Air Cargo Hubs at Delhi and Chennai Airports. M/s RITES have submitted their Final report recently.

### 1.22 Development of Common User Domestic Air Cargo Terminal (CUDACT):

The AAI has initially identified 24 airports for development of Common User Domestic Air Cargo Terminals (CUDACT). Out of the 24 initially identified airports, CUDACT facilities have been already started at Coimbatore, Jaipur, Lucknow (Outbound only), Madurai, Mangaluru, Vishakhapatnam, Chennai, Bagdogra (in place of Trichy), Indore (in place of Gaya), Kolkata, Ahmedabad, Raipur, Aurangabad, Bhubaneswar airports. At Goa, Ranchi, Vijayawada (in place of



Calicut), Varanasi, Guwahati, Trivandrum airports the CUDACT facilities will be commence very soon after completion of allied works.

### 1.23 Air Cargo Community System:

This Ministry has set up a Committee on Air Cargo Community System, headed by Senior Advisor, to develop a uniform and integrated web-based Community Partner Interface System for Air Cargo in India. The committee submitted the final report recently which has been circulated to all stakeholders in Aviation industry.

### 1.24 Airports Economic Regulatory Authority:

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.

### 1.25 India Aviation 2016:

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.



Inspection by President of India during the India Aviation 2016



## 2. Ministry of Civil Aviation

### 2.1 Organization

Ministry of Civil Aviation (MCA) 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)
- (c) Rajiv Gandhi National Aviation University (RGNAU)

#### (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 Senior 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 society.



Global CEOs Forum during India Aviation 2016



# ORGANIZATIONAL STRUCTURE OF MINISTRY OF CIVIL AVIATION



**Shri. Ashok Gajapathi Raju Pusapati**  
Cabinet Minister



**Shri Jayant Sinha**  
Minister of State



**Shri R. N. Choubey**  
Secretary



**Dr. Renu Singh Parmar**  
Senior Advisor



**Smt. Gargi Kaul**  
Joint Secretary & Financial Advisor



**Shri Anil Srivastava**  
Joint Secretary



**Shri Arun Kumar**  
Joint Secretary



**Smt Usha Padhee**  
Joint Secretary



**Shri Satyendra Kumar Mishra**  
Joint Secretary





## Heads of Organisations under the Ministry of Civil Aviation

### Attached Offices:

- (i) Directorate General of Civil Aviation: Shri B.S. Bhullar, DG
- (ii) Bureau of Civil Aviation Security: Shri Kumar Rajesh Chandra, DG
- (iii) Commission of Railway Safety: Shri Sudarshan Nayak, CCRS
- (iv) Aircraft Accident Investigation Bureau: Shri Bir Singh Rai, JDG

### Public Sector Undertakings:

- (i) Airports Authority of India: Dr. Guruprasad Mohapatra, Chairman
- (ii) Air India Limited: Shri Ashwani Lohani, CMD
- (iii) Pawan Hans Limited: Dr. B.P. Sharma, CMD

### Autonomous Bodies:

- (i) Indira Gandhi Rashtriya Uran Akademi: Air Marshal (Retd.) V.K. Verma, Director
- (ii) Airports Economic Regulatory Authority of India: Shri S. Machendranathan, Chairperson
- (iii) Rajiv Gandhi National Aviation University: Air Vice Marshal (Retd.) Nalin Kumar Tandon, Vice-chancellor

## 2.2 Organisation and Method:

The instructions regarding time limit for disposal of various cases along with channel of submission and work distribution among the sections. Functions allocation to the Ministry & their distribution among the sections and organisation chart has been made and uploaded on the website of this Ministry in compliance to the Right

to Information Act, 2005. Instructions are also issued from time to time stressing 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 Ministry of Civil Aviation has been prepared by the Ministry and is available in the Ministry's website in compliance to the Right to Information Act., 2005.

## 2.4 Modernization of office:

The work space of officers / staff has been modernized and employees have been provided ergonomic work stations alongwith essential office equipments and facilities like computers, access to internet, telephones, fax machines, intercoms, scanners, printers, power back-ups, photocopiers and other accessories upto section level. A comprehensive Composite Payroll System, the Parliament Question Operating System, Computerized File Tracking System (OPA), Online Stationery Request Management System, VIP monitoring system and Assurances monitoring system besides e-Office System are operational.

## 2.5 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 Director/Deputy Secretary have been designated "Nodal Officer" for dealing the policy related issues of the Ministry(Main).



The Centralized Public Grievances Redressal and Monitoring Systems (CPGRAMS), which is a web-based on-line public grievance handling system is being effecting used for prompt redressal of public grievances. Out of 7787 public grievances received on-line through CPGRAMS during the year 2016, 7190 cases has been disposed of rasing the disposal rate to 95%.

## **2.6 Administrative & Staff Grievances Redressal Mechanism:**

Director (Administration) of the Ministry of Civil Aviation 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. Administration Section in the Ministry is nodal section for handling staff grievances. Periodical review of pending grievances is carrioud out

## **2.7 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.

The Ministry has desiganted 10 CPIOs and 8 Appellate Authorities for implementation of RTI Act, 2005. A total of 1438 applications and 116 appeals were received during the year 2016.

In compliance of section 4(1)(b) of the RTI Act, 2005, information related to mendatory disclosure besides major policy initiaties are put in public domain at regular intervals on Ministry's website [www.civilaviation.gov.in](http://www.civilaviation.gov.in).

## **2.8 Vigilance Activities:**

- (i) The Vigilance Division 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 point in the vigilance set up. The CVO is assisted by a Director, an Under Secretary and the Vigilance Section. The Vigilance Section, inter-alia, monitors and coordinates vigilance activities of the Ministry and Public Sector Undertakings/ Autonomous Bodies under the administrative control of the Ministry.
- (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" has been observed in this Ministry, its attached offices as well as in the PSUs under the administrative control of this Ministry from 31st October (Monday) to 5th November (Saturday), 2016. The Secretary, Ministry of Civil Aviation administered the 'PLEDGE' to all the employees at 11.00 AM on 31st October, 2016.
- (iv) During the observation of Vigilance Awareness Week, debate/essay/poster competitions were also held in this Ministry. The 1st, 2nd and 3rd winners of these competitions have been awarded with cash prizes of Rs.3,000, Rs.2,000 and Rs.1,000 respectively. Besides, link for E-pledge



(which was available on CVC website) was also provided on Ministry's website. Many employees of this Ministry took the pledge and got online certificate from CVC.

- (v) Meetings of all CVOs of PSUs/ attached and subordinate offices are held under the Chairmanship of JS & CVO, to review the pending vigilance cases in PSUs / attached and subordinate offices under the administrative control of this Ministry, at regular intervals.

## 2.9 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.

## 2.10 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.

## 2.11 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.



## 2.12 Implementation of Official Language:

There is an Official Language (Hindi) Section 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 Research Assistant, Assistant Section Officer, Senior Secretariat Assistant, Personal Assistant, 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 Hindi Section.
- All the efforts were made in the Ministry to achieve the targets laid down by the Department of Official Language in their Annual Programme for the year 2016-17
- Four meetings of Official Language Implementation Committee were organised on regular intervals under the Chairmanship of the Secretary, Civil Aviation.
- It is the responsibility of the Hindi Section to ensure the implementation of the Official Language 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 Hindi Section of the ministry.
- During the period under report, Official Language inspection of five offices namely Airports Authority of India (Headquarters), Air India (Headquarters), BCAS, Airports Economic Regulatory Authority of India (AERA), and AAI, Kolkata was conducted by the ministry.
- As per the targets fixed by Department of Official Language, MHA in their Annual Programme, four sections of the ministry are proposed to be inspected in the month of February to check the implementation of OL policy
- Official Language officers of the ministry attended the meetings of OLICs of the Delhi based offices linked 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(O.L)/ 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. Airports Authority of India's offices situated at Agati, Bagdogra, Vijaywada, Patna and Sahnewal (Ludhiyana); Air India's offices situated at Bangalore, Tirupati, Ranchi and New Delh; Pawan Hans Limited's office situated at Kawarti, New Delhi; DGCA's offices situated at New Delhi and Bangalore.
- A Hindi Pakhwara (fortnight) was organized in the ministry from 14 to 28 September, 2016. During this various Hindi competitions were organized. Total 121 Officials have participated in all competitions out of which 63 officials were given Prizes.
- All the participants of all competitions, who have not received any prize, have been presented Memento.
- One special Competition (Chtra-Abhivyakti) has been organised for all officers of the rank of Joint Secretary and Administrative Heads of Subordinate Offices/Undertakings of the Ministry and were given Shield and Cash Prize.



- To induce the healthy competition among attached offices/PSUs of the ministry, during the year, Indira Gandhi National Flying Academy (IGRUA) and Airports Authority of India were awarded the first and second prizes respectively in the form of Shields for doing maximum work in Hindi.
- Similarly one Shield as the first Prize was also given to the C&W Section 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 75 officers/ officials were participated.

There is one Hindi Advisory Committee 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 next meeting of this committee was held on 9th February, 2017 in Rajiv Gandhi Bhawan under the chairmanship of MOS, MOCA.



**Meeting of Hindi Advisory Committee under the Chairmanship of Hon'ble Minister of State for Civil Aviation**



**Prize distribution function during Hindi Pakhwara**



## 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 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 2016, bilateral air talks were held with Nigeria, Hellenic Republic, Cambodia, Nepal and Fiji. In addition, during 9th International Civil Aviation Negotiations Conference (ICAN)-2016, which was held at Nassau, Bahamas from 5th to 9th December, 2016, Indian delegation held negotiations with 17 countries and “Memorandum of Understanding” was signed with



12 countries. During these deliberations, India renegotiated traffic rights with Oman, Saudi Arabia and Ghana. Open Skies agreement as per NCAP 2016 was signed with six countries namely Jamaica, Guyana, Czech Republic, Finland, Spain and Sri Lanka. New Air Service Agreements were signed with Jamaica and Guyana. The negotiations also resulted in code shares agreements with Czech Republic, Portugal, Malaysia, Guyana, Mauritius, Saudi Arabia, Spain and Sri Lanka. Resolution of other issues relating to Air Services Agreement was also completed with Ghana, Israel, Japan, Malaysia, Portugal, Hong Kong, Ethiopia and Bangladesh.

### 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. amendment to Schedule II related to Aircraft Personnel; amendment to Rule 39C(5) pertaining to validity of medical assessment in case of multi-crew aircraft operations; amendment to Rules 3, 29D, 42A, 54, 60,61, 67A and 67B; insertion of two new rules 88B and 88C for regional connectivity fund; amendment to Rule 3 for defense aerodrome and rule 78; amendment to Rule 64 for insertion of fee for computerized AME license exam. Amendment were also carried out in Rule 82 and 83 related to aerodromes.

Amendments were also carried out in the provisions pertaining to Aircraft (carriage of dangerous goods) Rules 2003 in rule 2 and 10A.

## 3.5 AIR TRANSPORT

### 3.5.1 Tourist Charters

A total number of 887 Inclusive Tour Package Charter Flights were operated during the calendar year 2016 bringing 1,66,792 tourists to India.

### 3.5.2 Non-Scheduled Operator's Permit(NSOP)

In year 2016, a total of 6 new NSOP were granted. As on 31st December, 2016 a total number of 121 companies are holding Non-Scheduled Operator's Permit.

### 3.5.3 Domestic Scheduled Operators

In year 2016, two new AOPs were granted namely to Air Carnival for Scheduled Regional (South) and Quickjet Cargo for Cargo Airline. Further, one of the existing Scheduled Regional (South) Operator Air Costa upgraded to Scheduled operator category. In addition to Air India Limited, Alliance Air and Air India charters Ltd., there are at present eight 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 two 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. in the country. One of the regional scheduled operator in the southern region namely Air Pegasus suspended its operation in 2016. During the calendar year 2016, scheduled domestic airlines operated a total number of 786179 scheduled flights carrying a total of 99.48 million scheduled passengers as against 663050 scheduled flights carrying a total of 80.75 million scheduled passengers during the previous year i.e. 2015. The number of domestic passengers carried by scheduled domestic Indian carriers has witnessed a growth of 23.18 percent in the year 2016 as compared to the previous year i.e. 2015.



### 3.5.4 Passengers carried on International Route

Indian carriers carried 20.12 million passengers in the calendar year 2016 against 18.42 million passengers in the year 2015(Jan-Dec) thus witnessing a growth of 9.2%. Further, foreign carriers carried 30.67 million passengers during the period Jan-Nov 2016 against 27.78 million passengers during the same period in 2015 thus witnessing a growth of 10.4%.

### 3.6 Airworthiness

**3.6.1** A total of 93 aircraft were registered by Airworthiness Directorate during the year 2016. A total of 2114 Aircraft Maintenance Engineer(AME) licenses were converted/issued during the year 2016. Further, Organization approval were done during the year 2015, are: i) 31 Foreign and 15 domestic maintenance organizations; ii) 07 Foreign and 05 domestic training organizations; iii) 09 CAR 'M' Sub Part G, continuing Airworthiness Management Organizations; and iv) 05 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, Flight Dispatchers, Foreign Aircrew Temporary Authorisation (FATA), Flight Instructor Ratings (FIR) and Assistant Flight Instructor Ratings (AFIR). During the period January to December, 2016; 12,577 candidates appeared for AME; 19,689 candidates appeared for Pilots (including AFIR/FIR & FATA); 170 candidates appeared for Flight Dispatchers and 04 candidates

appeared for Flight Engineers. Further, 919 BAMEEC were issued. Other important activities during the year 2016, are: (i) Newly developed "VIMAN" Portal for AME Online modular examination as per CAR-66 opened and Test center for online examination established for 110 seats. (ii) Development of question bank for modular examination of AME as per CAR-66 and periodic addition to the question bank for pilot related examination is under progress.

### 3.7 Training And Licensing Of Aircrew

During 1st January, 2016 to 31st December, 2016, 432 CPL(A), 26 CPL(H), 460 ATPL(A), 22 ATPL(H), 150 PPL(A), 02 PLM, 01 PPM, 429 (IR) (A), 16 (IR) (H), 544 FRTOL, 487 FRTOL(R), 607 FATA (issue & renewal), 09 AFIR(A), 11 FIR (A) and 01 FIR(H) were issued by the DGCA.

### 3.8. Flight Standards

The Flight Standards Directorate (FSD) conducts safety oversight of scheduled / Non scheduled operators and their aircrew to ensure effective implementation of safety related standards and Recommended Practices contained in the ICAO Annexes particularly Annex 6 and the relevant rules, regulations, procedures and requirements laid down in Aircraft Rules, Civil Aviation Requirements(CAR), Aeronautical Information Circulars. Continuous surveillance of Operators is ensured by conducting Checks / inspections regularly viz. Cockpit En-route Inspection, Cabin Inspection, Ramp Inspection, Station Facility Inspection and proficiency check etc. In addition to this Simulator Evaluation and Main Base Inspection of the operators and Standardization/ Proficiency Checks of their Training Captains are conducted as per the requirements.





Flight Standards Directorate also carries out the following functions:

1. Approval of Examiners/ Instructors/ Check Pilots for Scheduled / Non-scheduled / General Aviation.
2. Approval of Training Programmes of Flight Crew on Multi-engine aircraft (both Fixed Wing & Helicopters) for scheduled/ Non-scheduled and General Aviation Operators.
3. Approval of Simulators and Type Rating Training Organisation.
4. Approval for Flight Dispatchers.
5. Approval / acceptance of Operations Manual/ Training Manual/ Aircraft Operating Checklist and MEL requirements from operations aspects.
6. Approval of Standard Operating Procedures for operations to New Stations & Critical Airports i.e. airports surrounded by Hilly/ difficult Terrain.
7. Operator's Authorization for ILS Cat-II/ IIIA/IIIB operations.
8. Approval of Flight Crew Training and operating requirements for Specialized Operating Procedures viz. RVSM/EDTO/ PBN/CAT II & III/MNPS.

Further, Flight Standards Directorate also renders advice to other Directorate of DGCA on following matters.

- Directorate of Training & Licensing: On operational and training aspects for issue/ renewal and revalidation of licenses/ ratings.
- Directorate of Airworthiness: Minimum Equipment List (MEL) for aircraft type.
- Directorate of Air Safety: Investigation of Accident/ Incident.

- Directorate of ANS: Examination & Review of IAL Procedures and if necessary, Flight Trials are carried out on aircraft and simulators by the Flight Operations Inspections.
- Central Examination Organisation: Flight Operations Inspectors are associated with CEO for standardization of Question Papers. FSD also associated in oral examination for ATPL which is conducted by CEO.
- Directorate of Air Transport: Evaluation of operational capabilities of operators at the time of issue of Airline Operator's Certificate as per CAP 3100.

#### 1. Work done during 2016:-

During the year 01 Jan 2016 – 31 Dec 2016, Flight Standards Directorate carried out the following major activities:

- 460 surveillance Inspection of domestic Scheduled Operators and 46 of non-Scheduled operators, 50 SOFA, 112 Ramp Inspections, 06 for State Government and 03 TRTO were carried out.
- Approvals were granted to 144 Training Captains (Check Pilots/ Instructors/ Examiners) of various non schedule & General Aviation operators (Aeroplane & Helicopter).
- Approvals were granted to 17 TRI (S), 20 SFI, 102 TRI (A) & 34 DE for scheduled operators.
- Following Operations Circulars were issued by FSD for guidance of Scheduled/ Non-scheduled/ General Aviation operators in order to enhance safety of aircraft operations during 2016:-



## OPERATIONS CIRCULARS

### 2016

1/2016	Oversight of overseas Training Facilities and Instructors
2/2016	Helicopter Emergency Medical Services (HEMS)
3/2016	Aircraft and Operators Approval for RNP-APCH Operations Down to LP and LPV Minima Using GNSS Augmented by SBAS
4/2016	Operational Authorization Process for ILS Precision Runway Monitor (PRM) and Simultaneous Offset Instrument Approach (SOIA)
5/2016	Operational Authorization Process for Pacific Operations

### Following new CARs have been issued for streamlining the system:-

SECTION 7, SER D, Part V	27.07.2016	Airline type Rating Programme
Part VI	26.09.2016	Requirements for the Qualification of Aircraft Full Flight Simulators and Synthetic Flight Training Devices
SECTION 7, SER I, Part VII	26.09.2016	Criteria for approval of Ground Instructors
Part X	22.12.2016	Flight Crew Training Capacity of Scheduled Operators and Approved Training Organisations (ATOs)
SECTION 7, SER J, Part I, ISSUE III	24.02.2016	Flight Duty Time and Flight Time Limitations - Cabin Crew
SECTION 7, SER M, Part II, ISSUE II	24.11.2016	Flight Dispatchers Training and approval
SECTION 8, SER F, Part VIII	22.12.2016	Flight Crew Training and Qualification Requirements for Scheduled Commuter and Non-Scheduled Operators having Aeroplanes with AUW Exceeding 5700 Kgs
SECTION 8, SER S, Part III, ISSUE II	24.11.2016	Requirements for Operation of Aircraft in North Atlantic High Level Airspace (NAT HLA)
SECTION 8, SER S, Part VII	11.02.2016	Operation of Aeromedical Transportation (AMT)



### 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 2016, One (1) Initial License was issued for public use, namely for Patna Airport. Further, renewal of licenses of 27 airports (public use) and renewal/operational authorization of 7 airports (private use) were concluded. Surveillance Inspection/Aerodrome Licensing Inspection/Heliports of 80 airports were also completed. Operational Authorisation were issued/ extended for 07 Heliports and Wildlife Hazard Inspection was carried out at Sri Nagar and CSI Airport, Mumbai.

#### Other approval accorded are as follows:-

##### Approvals / Others:

- Concept level approval for construction of Sub Fire Station at NSCBI Airport, Kolkata.
- Safety Assessment documents for development of 300M runway strip at B.P.I Airport, Bhubaneswar (Execution level).
- Safety Assessment Documents for commissioning of CAT-III-B airfield lights at CCS International Airport Luknow.
- Safety Case Assessment on Proposed Scheduled Operation of B777 aircraft by Air India at Nagpur Airport.
- Extension of Apron for additional parking bays at Coimbatore Intl. Airport.
- Conversion of portion of airside to landside at KIAB to set up solid waste management unit.
- Approval for the work of resurfacing of existing apron, taxiway and shoulder at Rajkot Airport.
- NOC to operate under CAR section 4 Series B part V (Heliport-Private Category).
- Construction of isolation bay, link taxiway and associated works at Tirupati Airport. (Concept/Design and Execution level)
- Commissioning for extended portion or runway 27 by 710 m at Jaipur Airport.
- Approval for the work of resurfacing of existing apron, taxiway and shoulder at Rajkot Airport.
- Approval for the work of resurfacing of Runway, Taxiway & Runway Turn Pad (Rwy 24) at Jabalpur Airport.
- Safety assessment documents (Execution level) for construction of Isolated aircraft parking stand at Kolkata airport.
- Promulgation of Aerodrome obstacle data for CSI airport Mumbai vide AIP supplement.
- Approval of code D (B-767-200/300) aircraft during Haj operations at Varanasi Airport.
- Submission of safety assessment documents (Concept/Execution level) for resurfacing of existing runway, taxiway and strengthening of apron at Tuticorin Airport.



- Construction of runway end safety area for existing runway at Shilong airport, Barapani – concept/design & execution level.
- Approval for all weather operations from runway 27 at Jaipur airport.
- Installation of 25 MWp Solar Plant at Kempegowda International Airport Bengaluru.
- Approval of concept / design and execution level stage for shifting of threshold runway 09 by 100 meters at Jaipur airport.
- Approval for the commissioning and operational of PBB and VDGS at Gaya airport.
- Approval for commissioning of CAT III B operations at CCSI airport, Lucknow.
- Increased scheduled maintenance closure of main runway 09R-27L at Rajiv Gandhi International Airport, Shamshbad.
- Provision of 2 Nos. Passenger boarding bridges (PBB) and advance VDGS system at Calicut airport (concept & Execution level).
- Provision of perimeter lighting at Tuticorin airport (concept & execution level).
- Construction of additional Rapid Exit Taxiway (RET) at Kempegowda international airport, Bengaluru.

### 3.10 Air Safety

During the calendar year 2016, 22 Airprox incidents and 724 Wildlife Strike incidents were reported. A total of 06 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 6 cases. Steps were taken for Bird/Wildlife Hazard Management (BWHM) by airport operators.

A high power National Bird Control Committee has been set up by Government of India. Airfield Environment Management Committee has been constituted at every airport operating scheduled flights and regular joint inspection of the surrounding areas of the airports are carried out by team consisting DGCA officers with representative of various airlines/stakeholders. 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. Administrations of State Governments through respective Chief Secretaries are being apprised from time to time on the importance of compliance to Rule 91 of the Aircraft Rules, 1937.

During the period 01.04.2016 to 31.12.2016, 26 Audits (Regulatory Audits/Safety Audits) and 177 Surveillance Inspections of Scheduled Airlines & various Non-scheduled & 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 167 cockpit & cabin crew were found under the influence of alcohol during the period 1.4.2016 to 30.11.2016 and were suspended from flying duties.



### 3.11 Aircraft Engineering Directorate

Type Design of thirty two aircraft/engines/propeller certified by foreign Civil Aviation Authorities have been evaluated based on requests received from Indian operators for Type Design Acceptance. Letters of Type Acceptance (LOTA) have respectively been issued. Twenty six Type Design changes as per Supplemental Type Certificates (STCs) issued by foreign Civil Aviation Authorities for embodiment on various airplanes and helicopters have been evaluated based on the requests received from Indian operators and acceptance letters have been issued. Two Civil Aviation Requirements (CARs)/Circulars have been issued in furtherance of extension of facilities to Carriage by Air for Persons with Disability and/ or Persons with Reduced Mobility, and unbundling of services, in larger public interest. Eight surveillance inspections and seven regulatory audits have been carried out on various Design Organizations. Assistance has been provided to AAIB/Directorate of Air Safety in 04 accidents/incidents. Laboratory investigation of failed parts of four aircrafts have been carried out. 37 samples of aviation turbine fuel prior to refueling VVIP Flight and 16 samples for commissioning of Aviation Turbine Fuel storage tanks, Pipe Lines etc., have been received and tested. 66 Welding Samples (Tensile stress, Bend Test, Micro etc.) for welder competency and 11 upholstery materials (flammability test) have been tested against requirements.

### 3.12 Air Space And Air Navigation Services

Safety Audit/Inspection of ATM facilities at Kolkata, Diu, Cochin, Indore, Gaya, Calicut, Bangalore, Ahmadabad Chennai and Imphal Airports; CNS facilities at Khajuraho, Chandigarh, Bhopal, Rajkot, Coimbatore, Dehradun, Jammu, Patna, Jabalpur, Goa,

Trichy, and Indore Airports; rescue and Coordination Centres at Kolkata, Mumbai, Chennai, Guwahati and Delhi; Met Facilities at Guwahati, Hyderabad, Lucknow, Jaipur, Chennai, Patna, Bhubaneshwar, Trivandrum and Ahmedabad Airports and Inspection of Aeronautical Information Service centre at Mumbai and Delhi Airport were completed during the year 2016.

Promulgation of VOR (Circling) procedure Barapani Airport, VOR procedure Rwy 08 Jamshedpur, VOR procedure Rwy 27 Jaipur, VOR procedure Rwy 09 Jaipur; ILS procedure (Cat I) Rwy 27 Jaipur, ILS procedure (Cat II/ III) Jaipur, ILS procedure (Cat III) Lucknow and NDB procedure Rwy 11 Kadapa Airport were concluded and flight trial of RNAV(GNSS) approach Rwy 05 and 23 at Ahmedabad Airport was approved. Necessary amendments have been incorporated in CAR section 9 (Annex 2, 4, 10 and 11). For the first time DGCA conducted oversight visit to Indian Air Force (IAF) institutions. First visit was undertaken to ATC Officers Training Establishment at Air Force Academy Hyderabad to authenticate their processes and procedures for conduct of ATCOs training. Second oversight visit was undertaken to Air Force Station Chandigarh to authenticate the operational procedures. Meetings with IAF authorities concerning implementation of Flexible Use of Airspace (FUA) were also undertaken.

### 3.13 Flying Training

To meet the requirement of the country in Commercial Pilot License Course 29 DGCA approved functional Flying Training Organisation in India are operational of which 21 Flying Training Organisations were recertified during the year 2016. To maintain the standards of training in flying training organisations in India 30 (Thirty) Standardization check/ Examiner



Competency Check in respect of CFIs/Dy. CFIs were carried out. Further, Three Flying Training Organizations (FTO) were approved for conduct of Refresher Course required for FIR and exercising the privileges of CFI and Dy. CFI.

### 3.14 Administration

#### 3.14.1 Recruitments/ appointments:

To meet the Federal Aviation Administration (FAA) standards, out of newly created 75 posts including Chief Flight Operation Inspector, Dy. Chief Flight Operation Inspectors, Senior Flight Operation Inspectors and Flight Operation Inspectors 47 officers were appointed in Flight Standards Directorate and are working in various categories. Vacancy circulars for filling up the remaining vacancies are uploaded on the website of DGCA from time to time.

#### 3.14.2 Construction of Combined Operational Offices for DGCA, BCAS, AAIB and AERA:

As per MoU signed with AAI on 24/11/2016 in the total amount of Rs.303.80, total share of DGCA is Rs.161.80crores out of which Rs. 16.70 crores have already been provided to AAI by DGCA.

#### 3.14.3 Swachh Bharat Initiatives:

- a. Establishment of Paper Recycling Room in DGCA. More than 4000 kgs of waste paper has been recycled through AAI paper recycling unit.
- b. Revenue generation of about Rs.5.00 lakhs in DGCA through scrap disposal.
- c. Various cleanliness drives organised in and around DGCA complex under Swachh Bharat Mission.

#### 3.14.4 The information pertaining to Vigilance Section is as under:-

- (i) Seven disciplinary cases were under process in the year 2016-17 out of which four cases have been disposed off.
- (ii) Vigilance Awareness week was observed during 31st October to 5th November, 2016 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, debate and poster making among DGCA officials on Public Participation in promoting Integrity and Eradicating Corruption. 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 fee collection.



**The Bureau of  
Civil Aviation Security**



**Launch of e-boarding at Hyderabad International 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. It is headed by Director General, 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 (AVSEC) matters, implementation of AVSEC quality control programme and up-gradation of technology for securing civil aviation.
- 4.3** The Bureau has nine Regional Offices at Delhi, Kolkata, Mumbai, Chennai, Hyderabad, Ahmedabad, Amritsar, Guwahati and Imphal (opened recently), each under a Regional Director, BCAS 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 22 numbers of AVSEC Orders/Circulars/other communications have been issued in 2016 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.

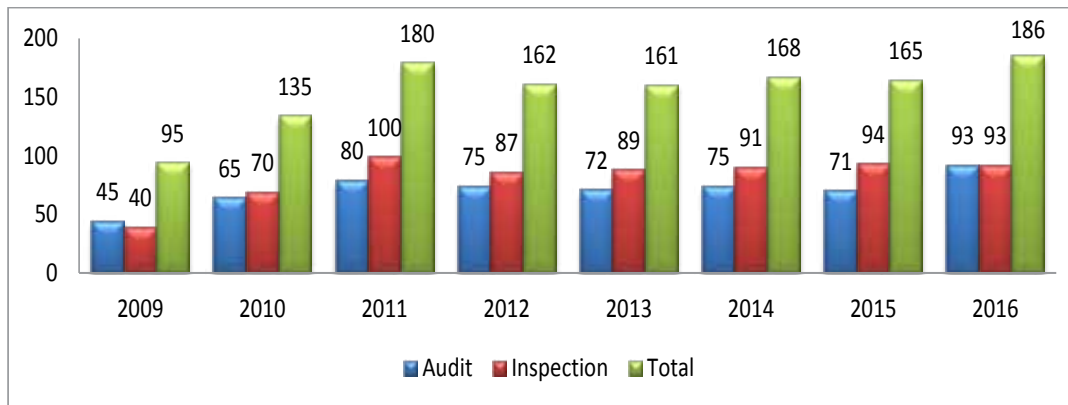
**4.7** The achievements of the Bureau against the aforesaid targets are given in the succeeding paragraphs:

**A. Initiatives Taken To Improve Security At Airports**

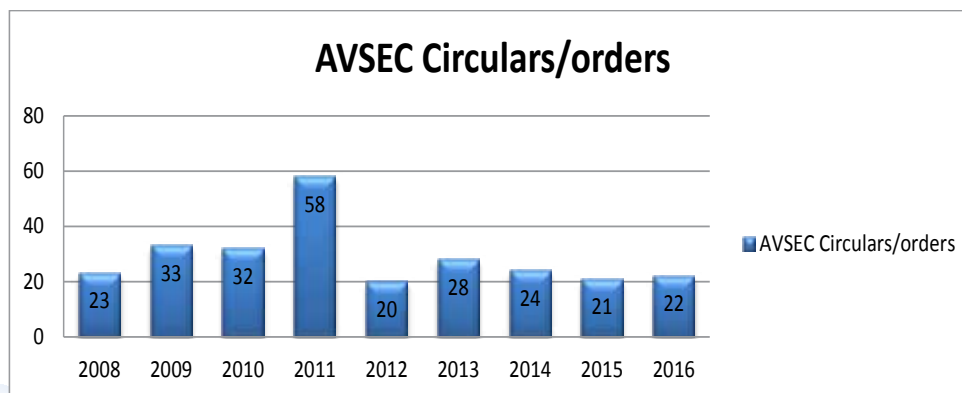
(i) It has been decided to induct CISF in all airports in the country to bring in cohesion and uniformity in procedures and practices in regard

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 2016, 93 audits, 93 inspections, 146 surprise checks, 33 Surveys, 22 CTCP and 94 AHME have been carried out by BCAS. Technical visits for USA airports have been conducted.

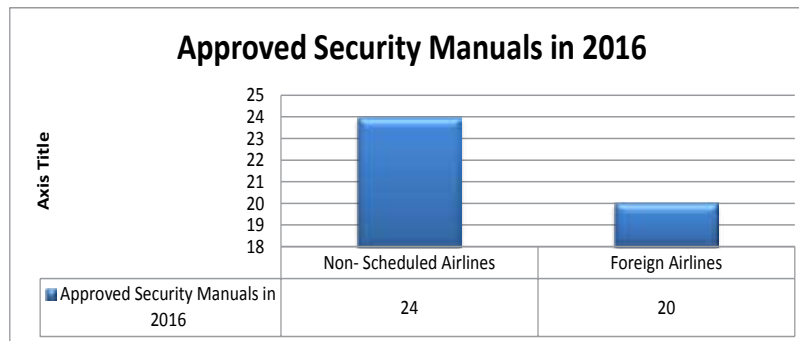


(iii) Regulations are enforced through AVSEC orders and AVSEC circulars pertaining to different aspects of aviation security. 16 AVSEC Circulars and 6 AVSEC Orders have been issued this year.





- (iv) Airline Security Programme and airport security program templates have been put up on website. 24 Non – Scheduled Operator manuals and 20 Foreign airlines Security Manuals 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) Four National level documents, namely, National Civil Aviation Programme, National Civil Aviation Security Training Programme, National Civil Aviation Security Quality Control Programme and Bomb Threat Contingency Plan have been thoroughly revised and updated.
- (viii) In pursuance of Government decision to demonetize high value currency, BCAS issued instructions to Aircraft Operator/ “Pilot-in-Command” to prevent transportation of contraband goods and suspicious money/bullion on aircraft.
- (ix) During the year, a number of Security Vetting of Airport Terminal Buildings and other facilities, including Common User Domestic Cargo Terminals (CUDCTs) were carried out. Besides this, Procedure for speedy transportation of human organs, in consonance with ICAO guidelines, has been laid down. Also, Self-Handling of security functions by foreign Airlines is disallowed and these Airlines have been asked to deploy security through Indian Carriers/ Regulated Agents. Apart from this, Regional Directors of BCAS have been asked to ensure that AVSEC Awareness Training Programme is imparted to each employee working at Civil Airport in the Region.
- (x) Keeping in mind the convenience of transit passengers within the AVSEC framework, BCAS has laid down the security procedure for ramp to ramp transfer.
- (xi) In order to strengthen the security aspects and to prevent misuse of fake/ cancelled tickets for entry into the airport, security instructions in the form of AVSEC Circular have been issued.
- (xii) ASG(CISF)/APSU deployed at every airport in the country has been directed to send Daily Situation Report (DSR) to BCAS on regular basis with the purpose to monitor security at airports.
- (xiii) BCAS has issued revised proforma for a more comprehensive audit and inspection of airports on yearly/ half-yearly basis.



## B. Modernisation

BCAS has engaged NIC to develop an e-governance plan for modernization and automation. 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. Biometric Access Control System at airports is also being implemented.

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



**Launch of e-boarding**

interaction between the Headquarters and its regional offices. Approval of Aerodrome Entry Permits has been automated.

Biometric Attendance System as well as e-office system have been implemented completely at BCAS and all the files/receipts are being processed electronically only.

## Structuring/Strengthening of BCAS:

Restructuring of BCAS as approved by Ministry of Finance, involves creation of 449 additional posts in various levels in the organization and setting up of 12 more Regional Offices and 60 CASLO Units. This is being implemented in 2 phases. Five Regional Offices and 40 CASLO Units will be set up in the 1st phase. New Regional Office at Imphal has already been established.

## C. 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

## D. 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.



## E. 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 31.12.2016 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	25	19.68

## F. Training

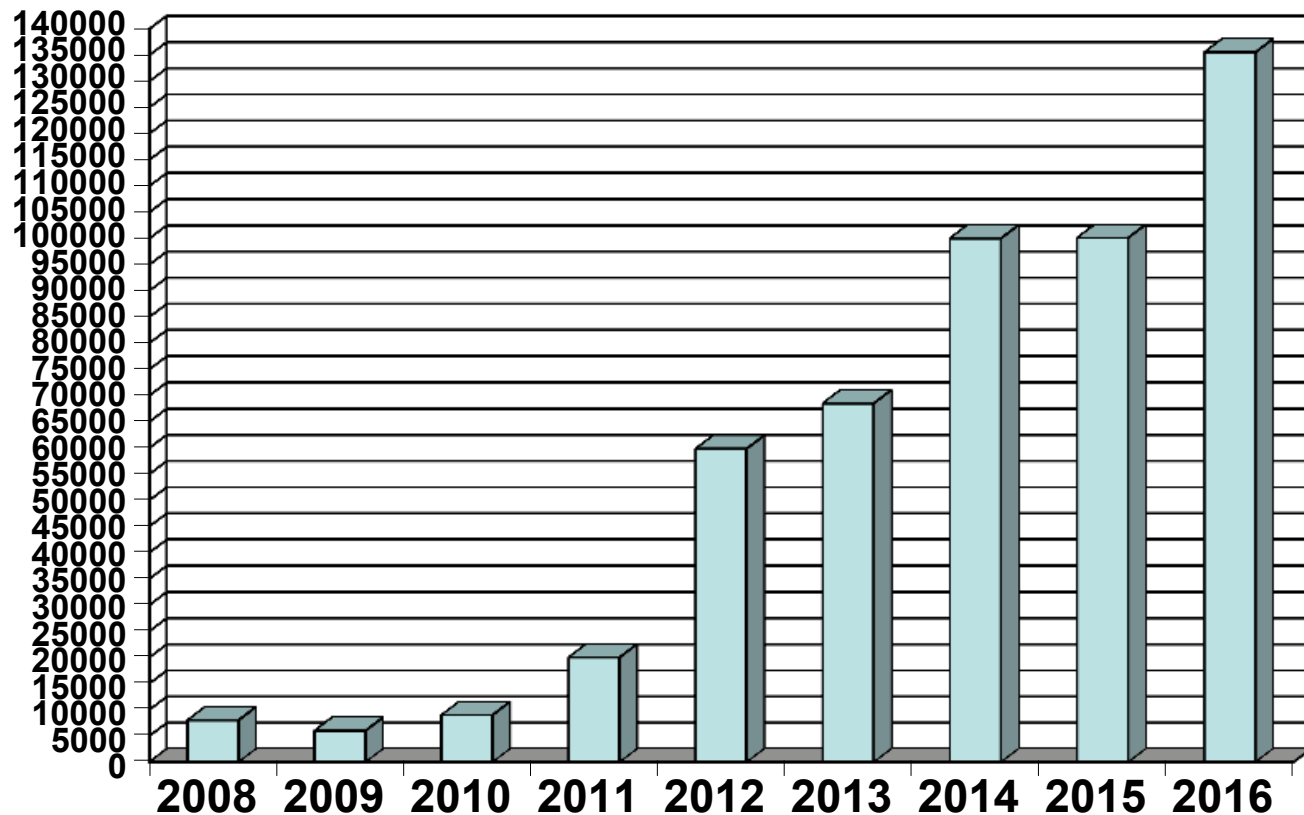
- (i) Online AVSEC Basic exams has been introduced by BCAS from the month of August 2013 and examination is being conducted successfully at Delhi, Mumbai, Chennai, Hyderabad, Cochin, Bengaluru and Kolkata.
- (ii) An Indo-German interactive workshop on the field of aviation security was conducted from 21-25 November 2016 at Indian Aviation Academy, New Delhi.
- (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 24 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 2016 as mentioned below:

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	106511	106511
2.	AVSEC Basic	12	4943	3052
3.	AVSEC Induction	05	1348	1230
4.	AVSEC Basic Crew	06	5432	5225
5.	Screener Training	03	5010	3259
6.	Inline Screener	03	725	583
7.	AVSEC Basic Refresher	03	4285	4226
8.	AVSEC Basis Crew	02	7263	7220



### AVSEC Courses organized in the year 2016

AVSEC Awareness Training- 01 day	1,06,511
AVSEC Training (Different Courses) 02-12 Days	29,006
<b>Grand Total</b>	<b>1,35,517</b>



### G. Implementation of Official Language

During the year, a “Hindi Pakhwara” was organised in September 2016. 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.

### H. 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.



## 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 there under. 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 re-designated 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, signaling & 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. At present, Out of 9 post of CRS five posts are filled and out of 14 posts of Dy. CRS 11 are filled. Filling up of vacant posts are in process.

### 5.3 Duties & Responsibilities:

The Commissioners carry out the duties/ functions assigned to them under the Railways Act, 1989, rules framed there under and instructions issued from time to time. A gist of main-functions is 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, remodeling of station yards, line capacity works, re signaling 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.



## 5.4 Activities/Achievements:

A gist of main activities performed during the years 2015-16 and 2016-17 (upto 31st December, 2016) is as under:-

MAIN ACTIVITIES	2015-16	2016-17 (Upto Dec, 16)
(i) Statutory inquiries held into serious railway accidents.	14	06
(ii) Lines inspected and authorized. (in kms.)		
(a) New Lines	1073.332	439.590
(b) Double Lines	794.578	383.040
(c) Sections Electrified	1762.233	915.386
(d) Conversion of Gauge	1143.619	225.355
(e) Deviation lines	8.497	2.942
(iii) No. of applications New Minor works sanctioned	4731	3273
(iv) Periodic inspection conducted	14126.491	9355.313
(v) New types of locomotives/rolling stock recommended/sanctioned for introduction.	134	77
(vi) Applications for condonation of infringements dealt with.	32	25
(vii) No. of over-dimensional consignments authorized for movement.	00	10

### 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.

Delhi Metro is governed by Delhi Metro Railway (O&M) Act, 2002.

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

### 5.5 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. Up to December, 2016, the 'A', 'B' & 'C' region circle offices of the Commission had corresponded 92.2%, 90.6% and 87.8% in Hindi respectively. The Commission published its 2016 edition of Hindi Home Magazine 'Suruchi' on 15th September, 2016. The Southern Circle of Commission was awarded with the Rajbhasha shield due to First position for its outstanding work in Hindi. Northern Circle and South Central Circle were awarded with Second & Third prizes respectively.

All the Circle Offices of the Commission observed the Rajbhasha Day in the month of September, 2016 in which Rajbhasha prizes were distributed. Dy. CRSs are awarded with cash award of Rs.2,000/- for doing their work in Hindi.

### 5.6 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.

### 5.7 Public Redressal Grievances Machinery:

CRS has usually no public dealings. However, Right to Information Act, 2005 has been fully implemented. Moreover, CRS is redressing the grievances on CPGRAMS portal received directly or transferred by other Ministry. CRS is also working on e-office platform for early disposal of the grievances.

### 5.8 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.





## 5.9 Representation of Scheduled Castes, Scheduled Tribes and Other Backward Class Employees in The Commission of Railway Safety as on 31.12.2014:

Name of the Organisation	Total No. of employees	Total No. of SC employees	Percentage	Total No. of ST employees	Percentage	Total No. of OBC employees	Percentage
Commission of Railway Safety	89	18	20.22	05	5.62	06	6.74

### 5.10 Welfare of Senior Citizens:

CRS is working as per Government of India instruction for welfare of Senior Citizens. Further, CRS has re-employed two retired officials on contractual basis.

### 5.11 Facilities To Persons With Disabilities.:

CRS follows Government of India & Ministry of Civil Aviation's instructions for facilitating to persons with Disabilities.

### 5.12 Vigilance Activities:

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

### 5.13 Citizen Charter:

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

### 5.14 Services And Duties:

The duties of a Commissioner of Railway Safety as spelt out in Chapter III of the Railways Act 1989 are as under:-

- to inspect new railways with a view to determine whether they are fit to be opened for the public carriage of passengers, and to report thereon to the Central Government as required by or under this Act;
- to make such periodical or other inspections of any railway or of any rolling stock used thereon as the Central Government may direct;
- to make inquiry under this Act into the cause of any accident on a Railway; to perform such other duties as are imposed on him by this Act or any other enactment

for the time being in force relating to Railways.

**The term such other duties has been detailed in Sections 22 to 24 of the Act and covers the following:-**

- sanctioning the opening of new railway lines after inspection on behalf of the Central Government;
- sanctioning the execution of all works, including new works, affecting the safety of running lines;
- when, after inspecting a line already in use or a rolling stock already authorised, the Commissioner is of the opinion that their continued use will be attended with danger to the travelling public, he may report his opinion to the Central government, who may then order the closure of the line or the discontinuance of the use of rolling stock; and.
- to inspect such a closed line and sanction its re- opening for carriage of passengers and also report to the Central Govt. on the fitness for use of discontinued rolling stock.

**The Chief Commissioner of Railway Safety directs the activities of the Organization and is responsible for advising the Central Government in all matters relating to Railway Safety, recruitment of officers, postings and promotions, budget and expenditure etc. The Chief Commissioner deals principally with:-**

- Matters appurtenant to Field Inspections and statutory inquiries into accidents;
- Inspection Reports of Commissioners of Railway Safety;



- Reports of statutory inquiries held into accidents by the Commissioners. After careful study he forwards his considered opinion to the Controlling Ministry and the Railway Board with such recommendations as he considers necessary;
- Railway Boards suggestions pertaining to corrections or amendments to General Rules, Rules for Opening of a Railway, Schedule of Dimensions, the P. Way, Bridge and Signal Engineering Manuals, Procedures for inquiries into accidents, Codes of Practice for Engineering Works and other publications; and
- Preparation of the Annual Report on the working of the Commission of Railway Safety and its placement in each House of Parliament.
- All the Technical publications indicated in para above including orders issued by Railway Board from time to time.

**Field duties of the Chief Commissioner of Railway Safety consist of inspections of sections of Railways, visits to the Railway Headquarters and Divisional Offices, Railway installations and Circle Offices. If considered necessary by him, he may himself hold inquiries into important accidents.**

**Norms Set For Discharge of Its Duties:**

Normal Time period of various activities is outlined below. These are indicative only and vary from case to case depending on special features etc

**Inspection of new lines, doubling, Gauge conversion etc. prior to introduction of passenger traffic:-**

Inspection of line by CRS within one month of submission of documents by the Railways on mutually agreed date between CRS and the Railway Administration.

Authorization by CRS after the inspection	D+7 days
Submission of the Final Inspection report to CCRS	D+60 days
Submission of the case to Railway Board by CCRS	D+90 days

**Investigation into serious Railway accidents:-**

**A - Day of accident**

**A+30** - The CRS will forward a brief preliminary narrative report and the provisional finding to

- (i) Chief Commissioner of Railway Safety.
- (ii) General Manager of the Railway concerned.
- (iii) Secretary, Railway Board;

A copy of the Preliminary report shall be sent to Press Information Bureau alongwith a Press Note for publication in the Newspapers etc.

**A+180-** The Commissioner of Railway Safety will submit his detailed report to the Chief Commissioner of Railway Safety and forward a copy of the report each to the Authorities mentioned in Rule 4 of the Statutory Investigation into Railway Accidents Rules, 1998. After receipt of Comments of Railway Administration CCRS note, containing his remarks on accident enquiry report as well as Railways comments is prepared and is sent to Railway Board generally within 30 days of receipt of Railways comments.

**Proposals requiring Railway Boards Sanction:-**

Submission of the case by CRS to CCRS after receipt from Railway Administration.	30 days
Disposal of case in CCRS office	30 days

**Proposals requiring sanction at CRS level:**

Disposal of the case is normally done in 30 days.



**Inauguration of Vadodra Airport**



## 6. Airports Authority of India

### 6.1 Introduction

Airports Authority of India (AAI) came into existence on 1st April 1995. AAI was constituted as Statutory Authority under the Airports Authority of India Act, 1994. It was 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 International Civil Aviation Organisation (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 69 operational airports, 25 Civil Enclaves, i.e. Civil Air Terminals at Defence controlled airports where AAI handles civil flight operations and 31 non-operational airports. In addition, 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 joint venture airports (e.g. Delhi, Mumbai, Nagpur), Greenfield airports (e.g. Bengaluru, Shamshabad, Cochin, Durgapur), State Govt. airports (e.g. Lengpui, Diu and Andal) and private airports (e.g. Mundra, Nanded) as per the terms and conditions of CNS/ATM agreement agreed between AAI and the airport operator concerned.

### 6.2 Awards & Accolades:

- I Indian Aviation Academy (IAA) is awarded the TRAINAIRPLUS full member certificate from ICAO.
- II AAI was conferred two prestigious SKOCH BSE Award for Environment Protection (Green Technology) in the categories of 'Top Hundred Projects of India' & 'Top Thirty Projects of India' for Chandigarh Airport Project on 8th & 9th June, 2016.
- III AAI was conferred National Excellence Award 2016 for Roof Top Solar Power Projects in the Public Sector Undertaking Category from Ministry of New & Renewable Energy by Hon'ble Minister Shri Piyush Goyal on 7.6.2016.



- IV AAI has received SKOTC BSA Order of Merit for NOCAS 2.0.
- V Chandigarh International Airport Limited (CHIAL) won IBC award for Excellence in Built Environment 2014-15 for “New Integrated Terminal Building of Chandigarh International Airport”.
- VI AAI won Golden Peacock Award for Innovative product / service in Air Navigation Services for their excellence.

### 6.3 Incorporation of Wholly Owned Subsidiary:

AAI Board has taken a path breaking decision by forming cent percent owned

but independent Cargo Subsidiary Company. This new Subsidiary will be allowed by AAI to develop its own distinct culture, organization structure and business model while at the same time draw upon the strength of its large parent organization i.e. AAI.

The newly incorporated Cargo Company will focus on three verticals:

1. Air Cargo Handling & Allied Services.
2. Warehousing and Contract Logistics.
3. Air Cargo Road Feeder and Air Freight Stations.



**Launching AAI Cargo logistics and Allied Services Company Ltd. at Hotel Taj Palace, New Delhi**

### 6.4 IT Achievements

1. AAI has taken number of initiatives for the enhancement of operational efficiencies at airports and for the employees. The initiatives include Augmentation of perimeter security at data center as per DEITY guidelines, enhancement of ERP through SAP India, creating a IT platform (NOCAS 2) involving various stake holders for issuance of NOC for buildings and structures. The employee related activities including implementation of E-office, Biometric Attendance

System, Video conferencing facility for top management, Information Security Management System (ISMS) as a part of obtaining ISO 27001 have been successfully completed.

2. In order to enhance revenue management packages, a comprehensive revamp of Airport Information Management Systems (AIMS) has been taken up. VPN connectivity to all the airports have been augmented. Electronic Point of Sale for duty free shops at 15 airports have been initiated.



3. AAI has taken up creating the Air Sewa 1.0 portal for MOCA which is serving as a interface to all aviation stakeholders for addressing passenger related grievances and providing valuable public information.
4. As per BCAS requirements, Biometric Access Control Systems at 43 airports have been initiated.
5. Establishment of new corporate enterprise Web Portal for all AAI airports has been taken up for execution.

## 6.5 Regional Connectivity Scheme “Udan”

Ministry of Civil Aviation launched “**Regional Connectivity Scheme UDAN**” on 21/10/2016.

### Objective of the Scheme

Objective of RCS is to facilitate/ stimulate regional air connectivity by making it affordable. Regional air connectivity is envisaged under RCS by supporting the Selected Airline Operator(s) through concessions by Central Government, concerned State Government(s) & airport operators to reduce the cost of airline operation on RCS routes and financial (viability gap funding i.e. VGF) support to meet the gap, if any, between cost of airline operation and expected revenue on such routes. A selected airline operator will be identified to operate on RCS route or network, on the basis of evaluation of initial proposal(s) and counter proposal(s) for VGF, received from airline operators who are having valid Air Operator Permit issued by DGCA.

### Airfare Caps under the Scheme

1. Airfare of Rs.2,500 (All-inclusive) RCS Seat will be applicable for:
  - RCS Flights operated by fixed wing aircraft for stage length of 500 km; and

- RCS Flights operated by helicopters for flight duration up to 30 minutes
2. Airfare Caps will be indexed to inflation as per NCAP 2016 and will be revised quarterly.
  3. Airfare Caps have been specified for various stage lengths

### Methodology

- Reviving un-served airports
- Operators to assess demand on routes (both aircraft and helicopter) & submit proposals for operating/ providing connectivity on such routes
- Earmarking 50% of RCS flight seats as RCS seat subject to (Maximum 40 seats and minimum 9 seats)
- Passenger fares on RCS seats to be capped based on flight distance / time
- Operator to seek VGF in case there is gap in costs of operations and revenues
- Market based discovery of lowest VGF sought on a route and allocation of a route.

### Regional Connectivity Fund (RCF) and collection

- The Central Government has issued the order to a levy on scheduled flights operated within India to fund Regional Air Connectivity Fund, in the following manner:
  - i) Rs. 7,500 with stage length upto 1,000km.
  - ii) Rs. 8,000 with stage length more than 1,000 km to 1,500 km, and
  - iii) Rs. 8,500 with stage length above 1,500 km.

However, following flights shall be exempted from the said levy:

- i) Flights operated on CATII/CATIIA routes as specified in Route Dispersal Guidelines issued under Rule 134 (1A).



- ii) Flights operated on Regional Connectivity Scheme (RCS) routes.
- iii) Flights operated with aircraft having maximum certified take off mass not exceeding 40,000 kg.

Bills have been raised to domestic schedule airlines for the period of from 1/12/2016 to 15/12/2016.

- Payment of Viability Gap Funding (VGF) will be made to the selected airline operators from the Regional Connectivity Fund and the State Governments will be asked to reimburse the applicable share (20% for States other than for North-Eastern States and Union Territories of India, where the ratio will be 10%) towards VGF for respective RCS routes.
- Premium realized, if any, from the allotment of additional capacity entitlements on international routes

#### **Allocation of RCF**

- To Regions – Capped up to 25% of the estimated inflows in 1st year (5 regions)
- To Underserved Airports – Capped up to 30% of the estimated inflows in 1st year
- To Airline operators – 50% for a region and 25% of the total fund.
- Status of Bidding Process
- Airports Authority of India has been designated Implementing Agency and bids have been invited.

### **6.6 AIR NAVIGATION SERVICES (ANS):**

AAI Air Navigation Services have made rapid strides during the past year in optimum service provision and associated CNS infrastructure through commissioning of new Radars, implementation of PBN based procedures, implementation of reduced separation minima between RNP 4 equipped aircraft and many more. Commissioning of CAT III B ILS at Jaipur and Lucknow airports in December 2016 was a significant achievement which provides airlines with assured access to airports during severe

weather. The measures have contributed significantly to enhanced safety and efficiency of aircraft operations across the country in addition to environmental protection.

### **6.7 ANS INFRASTRUCTURE UPGRADATION:**

Infrastructure Up gradation through Implementation of new Radars, ADS-B, operationalising ATM Automation systems across the country, has contributed significantly to enhanced safety and efficiency of aircraft operations across the country in addition to environmental protection.

During the past year, the responsibility of commissioning the CNS facilities has been transferred to CNS department which was hitherto handled by DGCA. The process of commissioning is a time consuming activity involving verification of documents and performance checks. Within a short period, the CNS directorate has completed the commissioning of the following facilities:

- (i) CAT-III (B) ILS at Jaipur and Lucknow airports.
- (ii) ASMGCS at Jaipur, Lucknow and Amritsar airport.
- (iii) CAT-I ILS at Durgapur and Indore airport.
- (iv) NDB at Sholapur.
- (v) DVOR/DME at “Aligarh” and “Sampla” en-route stations.
- (vi) HP DME at Ahmadabad and Kandla
- (vii) ADS-B at Varanasi, Lucknow, Cochin, Coimbatore, Trichy, Trivandrum, Vijayawada, Nagpur, Port Blair, Guwahati and Agartala

In addition to this achievement, the following initiatives have been taken by CNS:

- Development of in house “IP Based “Automatic Message switching System AMSS as per SARPs of ICAO by CNS engineers. The system has been successfully tested at Varanasi Airport and will be put up in parallel operation.
- In House development for “IP based” data transportation through AAI’s



DSCN Network. Before this it was possible to transport serial data only through frame relay protocol.

- Review of CNS (ATSEP) Training to comply with ICAO PANS TRG DOC 9868 which has become effective from November 2016.

#### **GAGAN:**

Major achievement in GAGAN programme during 2016

- a) India's first satellite navigation system "GAGAN" planning to expand its coverage beyond Indian boundaries.
- b) With this objective, India coordinated with Sri Lanka during the 9th session of the Sri Lanka-India Joint commission held on 5th February 2016 at Colombo for expanding cooperation in the aviation sector by building capacity for aircraft accident investigation, aeronautical SAR, use of Indian Satellite System GAGAN, sharing of training opportunities etc.
- c) AAI along with ISRO coordinated with states in Mid-East ICAO region. A team of Arab Civil Aviation Commission (ACAC) expressed interest in utilising the GAGAN services in ACAC region and visited GAGAN Bangalore on the feasibility of GAGAN service in ACAC region. Discussion on MoU is in progress.
- d) National Civil Aviation Policy (NCAP) released by MoCA directed that all aircraft being registered in India from 1st Jan 2019 will mandatorily have to be GAGAN enabled.
- e) To add geographical redundancy in GAGAN system, AAI entered into agreement /contract with M/s Raytheon for establishment of third Indian Master Control Centre

(INMCC) in Delhi. Implementation of the same is expected to be completed by mid of 2017.

- f) Airports Authority of India (AAI) retrofitted its flight calibration aircraft for SBAS operations for conducting flight validation of draft Instrument Approach Procedures to LPV minima.
- g) Under the United States - Aviation Cooperation Program (US - ACP), the Airports Authority of India (AAI) has signed a contract with KPMG for conducting "Business promotion of GPS Aided Geo Augmented Navigation (GAGAN) system for utilization in the Indian aviation sector, South Asian Association for Regional Cooperation (SAARC) countries and beyond". M/s KPMG organized GAGAN Focus Group Meeting with schedule domestic airline operators and General Aviation operators to bring out cost-benefit analysis report on utilization of GAGAN.
- h) As per directives from Inter-Ministerial Group to promote GAGAN in Non-aviation sectors, AAI organized various meeting and workshops during 2016. A concept of Short Message Service (GAMES) using GAGAN is being evolved and will be implemented soon. AAI had meeting with Indian National Centre for Ocean Information Services (INCOIS), Snow and Avalanche Study Establishment (SASE) and Indian Metrological Department (IMD) for utilization of GAMES for provide specific, reliable alert messages to various users.

#### **CATFM:**

Area of immediate focus for ANS is implementation of Air Traffic Flow Management for balancing Traffic Growth and capacity which places Airports Authority of India as one of the few ANSPs in the world to implement





the system facilitating regional harmonization. Central Air Traffic Flow Management (CATFM) is under implementation. The ATFM will ensure that the available airspace is optimally and dynamically shared among all airspace users and will streamline the flow of air traffic across Indian airspace.

### **6.8 EASE OF DOING BUSINESS IN CONSTRUCTION PERMITS:**

Govt. of India has entrusted Airports Authority of India (GSR 751E) to issue No Objection Certificate (NOC) for height Clearance to ensure that the build environment around the airports does not impact the safety of aircrafts and its passengers, while they are landing or departing from an airport.

A transparent and paperless application process for height clearance of structures around the airport was implemented on 30th December, 2015. Applicant can file application at his convenience from anywhere. System is fast, transparent and paperless. NOC for height clearance is issued online and applicant or local bodies can download & print NOC at their end. If AAI NOC is not applicable, then also an online letter is sent after auto-settle. Further the NOCAS2 website also lists the history data of all NOCs issued to enable total transparency.

Colour Coding Zoning Maps - CCZMs of 20 cities, i.e., Delhi, Mumbai, Navi Mumbai, Kolkata, Chennai, Guwahati, Bengaluru & HAL Bengaluru, Hyderabad, Nagpur, Jaipur, Amritsar, Ahmedabad, Lucknow, Patna, Cochin, Aurangabad, Ranchi, Bhubaneswar, Puducherry and Trivandrum have been prepared and uploaded in NOCAS2 website.

All the above colour coded zoning maps are available on AAI NOCAS website in pdf form. These Colour coded grids can also be opened on city maps so that applicant is able to locate his plot and found out home grid for his plot/site. This way he will be able to know what height is permitted without

NOC from AAI. For higher height if so required, he may file online NOC application to AAI through NOCAS.

### **6.9 SEARCH AND RESCUE : NATIONAL AERONAUTICAL SEARCH AND RESCUE MANUAL**

Search and Rescue being an important function of Air Traffic Services, Airports Authority of India in Coordination with Ministry of Civil Aviation has developed the National Aeronautical search and rescue manual and released version 1.0 in December 2015. The objective of Search and Rescue Services is to search for a missing aircraft, its crew and passengers and to provide aid and organize the rescue of survivors of aircraft accidents.

### **6.10 AIR SPACE MANAGEMENT INITIATIVES:**

During the last year, ASM Directorate has established the following ;

- 25 TSA/TRA established for IAF/IN
- 14 TSA/TRA under process
- 11 CDRs established (CDR1-2, CDR2-7, CDR3-2)
- 10 CDRs under process

### **6.11 FLEXIBLE USE OF AIRSPACE:**

The implementation of Flexible Use of Airspace has received a major fillip through the unanimous adoption of the Manual on Flexible Use of Airspace in India V1.0 which provides for systematic implementation of FUA.

The National High Level Airspace Policy Body (NHLAPB) along with its National Airspace Management Advisory Committee (NAMAC) has made significant strides in ensuring rapid progress in the implementation of FUA, leading to equitable sharing of airspace among all airspace users.

India proudly hosted the first ICAO Civil –Military seminar in May in which ten neighboring countries participated. Flexible



Use of Airspace initiative which leads to equitable sharing of airspace among all Airspace Users, made great strides with the second meeting of the National High Level Airspace Policy Body along with the Airspace Advisory Committee. Continued cooperative efforts of AAI and IAF resulted in establishment of multiple conditional routes. It has resulted in enhanced operational efficiency, fuel savings to the Airlines and reduction in carbon emission and has been well received by all the stakeholders.

## 6.12 RESEARCH AND DEVELOPMENT

As part of the R&D initiative, AAI has successfully acquired proficient capability in utilizing Total Airspace and Aerodrome Modeling capability, which is being utilized in optimizing airport and airspace planning/analysis leading to enhanced safety and operational efficiency. AAI has also made significant progress in establishing a Human In The Loop (HITL) simulation lab at Hyderabad to simulate and evaluate ATM procedures before actual implementation.

## 6.13 TRAINING AND SKILL DEVELOPMENT:

CATC India and ENAC- the Aviation University in France, have jointly developed and conducted a one year advanced

Masters' program in ANSP management in India with the objective of training the operational Supervisors and Technical Managers of middle and higher level management of the Air Navigation Services department in Airports Authority of India. First batch of this program completed the course in March 2016. Presently the second batch of officers are undergoing the course. This will ultimately enable the ANS personnel of AAI to successfully manage the growth-oriented challenges and contribute to continued excellence of Air Navigation Services in India.

More than 500 students have been provided with industrial training in the CNS technical field as part of CSR.

The coming years will be more challenging as air traffic in India continues to grow at a fast rate. It is incumbent upon us to provide ANS services to all our stakeholders which is on par with the best in the world, with the greatest emphasis on safety. The process of active collaboration with Airlines and Airports will be further strengthened to achieve the benefits of airspace harmonization, greater access to airports and optimized airport infrastructure.

The details of aircraft movements, passengers and cargo handled at all Indian Airports for the period of 2015-16 vis-à-vis 2014-15 and 2016-17 are given below:-

Category	FY 2015-16	FY 2014-15	FY 2016-17		
	(Apr- Mar)	(Apr- Mar)	(Apr- Oct)	(Apr- Oct) 2015-16	(Apr- Mar) 2016-17
	2015-16	2014-15	2016-17		
<b>Aircraft Movements (In 000')</b>					
International	375.34	345.36	229.69	213.74	405.36
Domestic	1418.24	1257.66	942.19	809.39	1659.34
Total	1793.58	1603.02	1171.88	1023.13	2064.70
<b>Passenger (In Lakhs)</b>					
International	547.25	507.99	334.03	306.58	591.04
Domestic	1688.90	1393.30	1152.96	940.32	2026.68
Total	2236.15	1901.29	1486.99	1246.90	2617.72
<b>Freight (In 000' tonnes)</b>					
International	1658.22	1542.54	1059.75	970.42	1790.87
Domestic	1047.67	985.02	659.43	613.17	1100.06
Total	2705.89	2527.56	1719.18	1583.59	2890.93



**Dividend paid by AAI for the year 2015-16**

## 6.14 FINANCIAL PERFORMANCE

The financial performance of AAI for the financial year ended 31st March, 2016 along with previous year's performance is summarized below:

### a) Financial Highlights

(Rs.in crores)

PARTICULARS	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	April'16 - Oct. 2016	NOV.16 - MAR2017 (Projected)	2016-17 (RE)
<b>INCOME &amp; PROFIT</b>											
Revenue	4185.95	4615.29	5139.21	5878.66	6849.08	8,170.04	9,284.98	10,824.50	6,556.85	4,779.12	11,335.97
Expenditure	3070.23	3386.85	3792.92	4514.54	5462.21	5,649.73	6,493.57	7,127.15	4,583.32	3,692.07	8,275.39
Profit before tax	1115.73	1228.44	1346.3	1364.12	1386.87	2,520.31	2,791.41	3,697.35	1,973.53	1,087.06	3,060.59
Provision for tax	535.57	575.65	566.9	667.7	831.65	1,146.95	1,247.44	1541.10	686.49	418.51	1,105.00
Provision for Deferred Tax (Asset)	-107.06	-59.5	-67	-162.58	-179.78	-67.7	-415.25	-381.11	-175.00	-125.00	-300.00
<b>Profit after tax</b>	<b>687.21</b>	<b>712.29</b>	<b>846.4</b>	<b>859</b>	<b>735</b>	<b>1,441.06</b>	<b>1,959.22</b>	<b>2,537.36</b>	<b>1,462.04</b>	<b>793.55</b>	<b>2,255.59</b>

(Rs.in crores)

PARTICULARS	01.04.2009	01.04.2010	01.04.2011	01.04.2012	01.04.2013	01.04.2014	01.04.2015	01.04.2016
<b>SOURCES OF FUNDS</b>								
Paid up Capital	573.76	623.34	655.61	656.56	656.56	656.56	656.56	656.56
Grants	138.93	158.27	440.8	547.11	37.05	39.15	39.65	32.70
Loans from Govt. of India	27.62	49.57	32.28	0.95	0	0	0	0.00
Loans – Others	202.43	622.37	1192.96	2141.29	1655.15	1657.21	1287.4	545.21
Non Current Liabilities			-	-	2604.93	1980.64	5216.46	7280.95
Reserves & Surplus	5650.91	6510.97	6960.97	7610.44	8174.59	9279.22	10760.05	12381.25
<b>TOTAL</b>	<b>6593.64</b>	<b>7964.52</b>	<b>9282.61</b>	<b>10956.34</b>	<b>13128.28</b>	<b>13612.78</b>	<b>17960.12</b>	<b>20,896.67</b>
<b>APPLICATION OF FUNDS</b>								
Fixed Assets (Less Deprec.)	3544.14	4315.97	5360.15	5909.43	9230.18	8653.95	8247.72	7,581.69
Work in Progress	1996.43	3185.94	3747.52	4391.68	1205.55	1403.61	1442.22	1,601.00
Investments	854.09	921.52	978.65	1086.31	1091.23	1096.13	1101.15	1,151.15
Other Non Current Assets			-	-	432.76	638.68	3387.47	5,740.78
Working Capital	-313.6	-1031	-1471.07	-1251.27	168.6	752.75	2298.65	2,958.02
Deferred Tax Asset (Net)	512.58	572.08	667.36	820.18	999.96	1067.66	1482.91	1,864.03
<b>TOTAL</b>	<b>6593.64</b>	<b>7964.52</b>	<b>9282.61</b>	<b>10956.34</b>	<b>13128.28</b>	<b>13612.78</b>	<b>17960.12</b>	<b>20,896.67</b>
<b>NET WORTH</b>	<b>6209.56</b>	<b>7134.31</b>	<b>7616.58</b>	<b>8266.99</b>	<b>8831.15</b>	<b>9935.78</b>	<b>11416.61</b>	<b>13,037.81</b>
(Share Capital + Reserves)								
<b>CAPITAL EMPLOYED</b> (Net Fixed Assets + Working Capital)	<b>3230.54</b>	<b>3285</b>	<b>3889.08</b>	<b>4658.16</b>	<b>9398.78</b>	<b>9406.7</b>	<b>10546.37</b>	<b>10,539.71</b>



## b) Contribution to Exchequer by AAI

(Rs.in crores)

PARTICULARS	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
a) Income Tax Paid**	688	611.4	562.2	671	767.13	1058.57	1240.64	1280.00
b) FBT	18	0	0	0	0	0	0	0.00
c) Service Tax	351.49	314.23	310.26	394.89	539.4	607.21	694.23	860.00
d) Dividend to Govt of India (Proposed)	137.4	142.5	169.3	171.9	147	288	391.85	813.85
e) Tax on Dividend	23.35	23.67	27.46	27.89	23.84	57.58	75.94	165.67
f) Interest payments on Loan portion of Budgetary Support	1.44	4.77	2.77	0.17	0	0	0	0.00
g) Guarantee Fee	2.19	2.1	2.9	2.1	2.15	2.18	2.18	2.16
<b>Total</b>	<b>1221.87</b>	<b>1098.67</b>	<b>1074.89</b>	<b>1267.95</b>	<b>1479.52</b>	<b>2013.54</b>	<b>2404.84</b>	<b>3121.68</b>

\*\* This represents Advance Tax & TDS

## 6.15 CAPITAL WORKS COMPLETED:

### 1. Chennai Airport.

Construction of Angular T/T F1 connecting main runway completed on 29.07.2016

### 2. Hubli Airport.

Extension, widening & strengthening of Runway, construction of New Taxi way, Apron, Isolation bay, Perimeter Road, Drain and associated works etc. completed on 31.08.2016

### 3. Mangalore Airport.

Construction of part parallel taxi track for new Runway 06-24 at both sides and provision of RESA of 240 x 90m for 06 Runway on 31.12.2016

### 4. Vijayawada Airport.

Extension of Apron for Additional ten Parking bays completed on 15.12.2016.

### 5. Kishangarh Airport

Construction of New Passenger Terminal Building completed on 08.09.2016

### 6. Ahmedabad

Resurfacing of Runway 05/23 & Taxiways completed on 21.11.16.

### 7. Goa

Extension of western side finger completed on 30.12.16.

### 8. Vadodara

Construction of New Expandable Modular Integrated Terminal Building completed on 15.10.16 (physical)

## 6.16 CAPITAL WORKS UNDER PROGRESS:

### 1. Tuticorin Airport

Resurfacing of Existing Runway taxiway and strengthening of Apron.

### 2. Coimbatore Airport

Construction of 2 nos. Additional Parking Bays

Facelift works of Terminal building. SH: Providing Tensile Fabric Canopy

### 3. Calicut Airport

Construction of New International Arrival Block, at Calicut International Airport

Resurfacing and strengthening of Runway at Calicut International Airport

### 4. Trivandrum

Extension of Parallel Taxi Track 'P' and construction of Link Taxi ways to



- connect runway 14/32 and Isolation Parking Bay.
- Extension of air side arrival corridor with rotunda at NITB. Resurfacing and strengthening of runway and taxiways
5. **Belgaum Airport**  
Construction of New Terminal Building, ATC Tower cum Technical Block cum Fire Station, Sub Station and other Ancillary Buildings and Services.
  6. **Hubli Airport**  
Construction of New Terminal Building, ATC tower cum tech block cum fire station, substation & other ancillary buildings and services  
Construction of covered RCC Drain Parallel to Runway.
  7. **Rajahmundry Airport**  
Extension of Apron in front of New Terminal Building including Electrical Works.  
Extension of Runway and Strengthening/ Resurfacing of Existing Runway 05 / 23 along with construction of Isolation Bay, Pavement against Blast Erosion & RESA and other allied Works.  
Construction of Operational wall and Property Boundary wall.
  8. **Tirupati Airport**  
Construction of isolation bay, apron bays with taxiway and associated works.  
Construction of boundary wall for the newly acquired land.
  9. **Vijayawada Airport**  
Construction of Terminal Building, ceremonial lounge and associated works.
  10. **Visakhapatnam Airport**  
Extension of Apron for additional 06 nos. Parking bays at Visakhapatnam Airport.
  11. **Kishangarh Airport**  
Construction of ATC cum Technical block & Fire Station Building.
  12. **Amritsar Airport**  
Extension & Strengthening Runway including Cat-II-Cat-III B Lighting.
  13. **Fursatganj**  
Construction of National Aviation University at Indira Gandhi Rashtriya Udaan Academy.
  14. **Delhi Airport**  
Construction of Indian Civil Aviation Academy.  
Construction of Central Airtraffic Management (CATFM) at Vasant Kunj.
  15. **Gorakhpur Airport**  
Construction of New Passenger Terminal Building (Phase I & II).
  16. **Jaipur Airport**  
Providing & Fixing ground mounted solar 1.8 MW solar panels
  17. **Jammu Airport**  
Expansion and modification of Terminal Building
  18. **Lucknow Airport**  
Construction of integrated office complex for AAI & DGCA / BCAS
  19. **Udaipur Airport**  
Grading & Levelling of operational area i/c construction of RESA and storm water drain system



**20. Varanasi Airport**

Re-carpeting of Runway & allied work

**21. Agartala Airport**

Upgradation of safety infrastructure i/c basic strip. SH: construction of Operational Boundary Wall, Property Wall, Watch towers, Perimeter Road and storm water drain

Construction of new domestic Terminal Building Apron, Taxi track and allied works. SH: Appointment of project management consultant for Construction of New Integrated Terminal Building and associated works

Construction of new domestic Terminal Building Apron, Taxi track and allied works. SH: Construction of Apron, Taxi track

**22. Dibrugarh Airport**

Extension of runway, Construction of isolation bay, link taxiway and allied works

**23. Guwahati Airport**

Construction of compound wall surrounding acquired land

**24. Imphal Airport**

Expansion of apron by 175X130 M along with link taxiway to accommodate 3 nos AB-321, No AB-320 & 3nos ATR-72 class aircrafts. (Total 7 parking stand)

**25. Silchar Airport**

Re-carpeting of Existing Runway including shoulders.

**26. Tezu Airport**

Development & Operationalization of Tezu Airport in Lohit Distt. of Arunachal Pradesh. SH: Main terminal Building work. (MoU Work).

**27. Pakyong Airport**

Construction of Greenfield Airport at Pakyong for ATR 72 operation.

**28. Bhopal Airport**

Recarpeting of runway 12-30, Taxiway and allied area.

**29. Goa Airport**

Construction of new residential quarters at Sancole village, Goa.

Development of land bearing survey no.9/1 for CISF accommodation. SH: C/o CISF barracks including kote, armory, ammunition etc and dog kennel.

**30. Indore Airport**

Resurfacing of Runway & Taxiways.

**31. Jabalpur Airport**

Resurfacing of flexible portion of runway and taxiway.

**32. Mumbai Airport**

Construction of operational office building for Airports Authority of India, Bureau of Civil Aviation Security (BCAS) and Director General of Civil Aviation (DGCA).

**33. Surat Airport**

Recarpeting / Strengthening and extension of runway 04/22.



## ISSUES RELATING TO DEVELOPMENTAL ACTIVITIES TAKEN IN THE NORTH-EAST.

AAI is continuously putting efforts to enhance the airport infrastructure in remote areas to improve the air connectivity. In this there is special emphasis for the North- East Region. The works undertaken and that are planned to be taken are given below along with the issues involved in it.

A- Works completed / in progress / commissioned

### Guwahati Airport:-

- (a) WIP for expansion of existing Terminal Building with two additional Aerobridges.  
(Est. cost Rs. 10.06 Crores)
- (b) Construction of office building for AAI and BCAS- Work completed on 31.03.2016 (Estimated Cost Rs. 13.16 Crores).
- (c) Construction of new ASR/ MSSR building ( so as to remove the existing ASR/ MSSR Building to make way for the Parallel Taxi Track). A/A & ES Rs. 6.50 crores. Contract being rescinded due slow progress.
- (d) Installation of Advanced Surface Movement Guidance & Control System (ASMGCS). Est. cost 2.95 Crores including electrical works. 85% work completed. (Equipment cost Rs. 15/- Crores).
- (e) Construction of Common User Domestic Cargo Building. (Est. cost Rs. 2.85 crores)
- (f) Construction of compound wall for newly acquired land (Est. cost Rs. 7.21 crores).

- (g) Work in progress for expansion & modification of Fire Station at an estimated cost of 77.84 lacs

### Imphal Airport:-

- (a) Expansion of Apron (2 Bays) and Link Taxiway, (Est. cost Rs. 13.28 Crores)
- (b) New Fire Station (Est. cost Rs. 8.10 Crores).
- (c) Boundary Wall along the periphery of the newly acquired land work completed. (Est. cost. 15.10 crores)

### Dibrugarh Airport:-

- (a) Extension of Runway from 6000 ft. to 7500 ft. including Isolation Bay. This will enhance the load carrying capacity of A-320 aircraft operations, which inter-alia help to improve cargo upliftment through belly cargo. (Est. cost Rs. 59.85 Crores)

### Shillong Airport:-

- (a) Construction of New ATC Tower cum Technical Block and Fire Station work is in progress. (Est. cost 10.22 crores)
- (b) Perimeter wall balance work awarded to the State Govt. of Meghalaya as deposit work. (Est. cost 6.53 crores)
- (c) Installation of Instrument Landing System (ILS) including Civil & Electrical works.(Est. cost Rs. 12 cores)

### Silchar Airport:-

- (a) Re-carpeting of runway. (Est. cost Rs. 12.99 crores)

### Pakyong (Sikkim), Greenfield Airport

- New Greenfield Airport which can cater for ATR-72 type of aircraft operations. AA & ES (Revised) Rs.605.5 Crores.



- Present Physical Progress 85%. PDC Sep. 2017.

## **Non-operational Airport:-**

### **ARUNACHAL PRADESH**

#### **Tezu**

- 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. Revised estimate of Rs. 96.50 crores submitted to NEC for approval and final sanction.
- Details of works: -
  - Pavement works and compound wall completed.
  - Terminal Building and other ancillary building works are in progress.
  - Tezu Airport is expected to be operational with temporary building by March, 2017 for which existing building are being renovated.
  - Overall PDC of works Dec. 2017.

## **B- Works Planned**

### **ASSAM**

Guwahati (being developed as Inter Regional Hub)

#### **> Projects Planned / in Planning:**

- Construction of New Terminal Building of 3100 peak hour passengers capacity for which the PMC tender called.

- Parallel taxi-track and Isolation Bay –land to be acquired and NOC from IAF is required.
- Strengthening & Extension of Runway by 550m for 'E' Cat Aircrafts.
- Up gradation of Safety & Security Infrastructure
- Construction of New Technical Block & Control Tower & Fire Station (Cat-IX).

### **Dibrugarh (being developed as Intra-Regional Hub)**

#### **> Development Plan**

- Construction for one Hangar along with apron for A321. Tender stage.
- 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)
- WIP for levelling & grading the Basic Strip.

### **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.





## NAGALAND

### Dimapur

#### ➤ Development Plan

- Upgradation of Safety & Security Infrastructure.
- Construction of hanger.

## MANIPUR

Imphal (being developed as Intra Regional Hub)

#### ➤ Development Plan

- Strengthening & Recarpetting of Runway – Tender stage.
- Construction of one hangar for A321/ ATR-72.
- Construction of Perimeter Road, Perimeter Lighting and Watch Towers.
- Construction of New Terminal Building and ancillary works.

## 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 7500ft. DPR for Apron & Runway Extn submitted to NEC for Grant-in Aid
- Isolation Bay and other ancillary works.

### Tura (Baljek) - State Govt.

- 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. The consulting work is in progress.
- Extension of Runway and associated works.
- Construction of One Hangar for A321 type of Aircrafts.
- Upgradation of safety and security infrastructure in operational area.
- Shifting of Isolation bay – Tender stage.
- Construction of cargo complex.

## 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.
- DPR is being finalised.
- Meantime State Govt. has requested that the airport to be constructed at Banderdeva. A committee was constituted by MoCA to study both Banderdeva and Holongi and submit comparative report, which is being prepared.

## NON-OPERATIONAL AIRPORTS

### 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 for ATR-72 operations.
- AAI to develop civil enclave. (Land Proposal under consideration of the State Govt.)
- 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 type of aircraft.
- State Govt. has to acquire 50.5 acres land

### Kailashahar

- Master Plan prepared for development of airport for ATR 72 type of Aircraft.
- State Govt. has to acquire 75 acres land.

### 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. De-notification of 517 acres of Forest land to be made.

## CORPORATE SOCIAL RESPONSIBILITY

The distribution of wealth is as important as its legal and ethical creation. A strong sense of social responsibility is therefore an integral part of our value system. AAI implemented various CSR initiatives focusing on geographical areas with special emphasis on those that have not received adequate attention or help for development. The areas of thrust chosen were health care, integrated community development, education and disaster management.



**Tree plantation during Swachh Bharat Mission**

### Swachh Bharat Mission

To accelerate the efforts to achieve universal sanitation coverage and to put focus on sanitation the Prime Minister of India launched the Swachh Bharat Mission. Recognizing the importance of the same AAI has provided 31 nos. of tipper, 100 nos. of dustbins and contributed Rs. 3.01 Crs. to Varanasi Nagar Nigam, for solid waste management initiative of

Ministry of Urban Development (MoUD). AAI has further contributed Rs.5.0 crores to Swachh Bharat Kosh for Swachh Bharat initiative.

### Improving Sanitation

Addressing the acute need for toilets in government schools, and several areas the AAI constructed toilets in government high schools, various airports and rural areas.

Particulars	Cost
Construction of toilets in Sanskriti Bhawan, LGBI Airport, Guwahati, Assam	Rs. 8.77 Lakhs
Construction of washrooms for Ganganagar slum area at Bhubaneshwar	Rs. 28.82 Lacs
Toilet Blocks for gents and ladies Maharauli, Halgaon, Jategoan, Jamkhed	Rs. 15.00 Lacs
Construction of 20 bio toilets Devkali block, Ghazipur, UP	Rs. 30.00 Lacs
Construction of four units of toilets and washrooms near Andheri Bridge, Sikkim	Rs. 35.00 Lacs
Construction of 27 toilets in 22 different Govt. schools of Aurangabad Municipal Corporation	Rs. 83.43 Lacs
Construction of 19 numbers of girls/boys toilets in Govt. schools at Bhopal	Rs. 36.96 Lacs
Construction of two bio toilets in the village Neemika, Shahjahanpur, Jeewer, UP	Rs. 70.00 Lacs
Making ODF of 20 villages near Airports	Rs. 700.00 Lacs



## Providing safe drinking water

As a continuing effort to provide safe drinking water AAI made provision of drinking water in 20 Govt. schools of the Kishangarh, Distt. Ajmer under CSR program for Swachh Bharat Swachh Vidyalaya campaign with an estimated cost of Rs. 34.87 Lacs.

AAI has spent Rs.29.73 crores in the year 2015-16 as part of the CSR activities.

## Sophisticated Ground Safety and Support Infrastructure (ACFTs) inducted by AAI [Rosenbauer Panther 6x6 VO 36.700 6x6]



### Induction of 50 Nos. Rosenbauer Panter ACFTs by AAI :

- AAI has inducted 50 Nos. M/S. Rosenbauer AG, Austria make total 50 nos. Airfield Crash Fire Tenders (ACFTs) for 23 Nos. airports of AAI at Coimbatore, Bhubaneswar, Paykong, Varanasi, Udaipur, Khajuraho, Dehradun, Bhopal, Aurangabad, Vadodara, Indore, Rajkot, Gaya, Ranchi, Raipur, Agartala, Dimapur, Imphal, Lengpui, Dibrugarh, Vijayawada, Surat, and Tirupathi. The cost of each Rosenbauer ACFTs is Rs. 3.98 crores.

### About ACFTs:

- The principal objective of a rescue and fire fighting service is to save lives. For

## Industrial Training

As a social responsibility, industrial / summer training has been imparted to 496 graduate engineering students from electronics and allied engineering branches from various prestigious institutes / colleges at various Regional Training Centres / CATC, etc.



this reason, the provision of means of dealing with an aircraft accident or incident occurring at, or in the immediate vicinity of, an aerodrome assumes primary importance because it is within this area that there are the greatest possibilities of saving lives. This must assume at all time, and need for, extinguishing a fire which may occur either immediately following an aircraft accident or incident, or at any time during rescue operations. Airfield Crash Fire Tenders (ACFTs) are fully built up unit and have a minimum rated water capacity (as per ICAO Annex - 14, Chapter - 5, Para 5.9), for usable 10,000 litres water through monitor, side lines and ground sweep nozzles/ under truck nozzles with capability as indicated in tender. The technical



specifications of ACFTs are formulated based on the ICAO recommendations. In addition to primary agent, there is 250 kg complimentary extinguishing agent as dry chemical powder (DCP).

### **Salient features of Rosenbauer Panter ACFTs are as below:**

- Rosenbauer Panter ACFTs meet ICAO and NFPA-414:2012 norms. ACFTs are fitted with state of the art accessories etc., an acceleration of 80 kms within 28 seconds, Euro 5 compliant engine, roof turret, water tank capacity -10000 litres, Foam tank Capacity- 1300 litres. The driver/crew cabin is ECE R29 European Standard compliant for frontal impact crash test. This certification attests that in case of a frontal impact the crew survival space is not compromised.

### **Security Equipment/ Vehicles (Bomb Detection & Disposal Squad & Dog Squad Vehicle) inducted by AAI**

AAI has inducted total 13 Nos. Bomb Detection & Disposal Squad (BDDS) & Dog Squad vehicles at Agartala, Amritsar, Bagdogra, Chennai, Guwahati, Imphal Jaipur, Kolkata, Raipur, Varanasi, Ahmedabad, Calicut, and Thiruvananthapuram airports of AAI. These specialized vehicles has been designed as per requirement of Bureau of Civil Aviation Security (BCAS) and to meet present security requirement in India. The cost of one BDDS & Dog Squad vehicle is Rs.14,55,700/-.

### **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. pgofficerchq@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 follow ups are done with all the stake holders for proper administrative control of the Public Grievance Redress Machinery at AAI.

Facilities being provided to air persons with disability / senior citizens at airports:

- Ramps - Smooth ramps with anti-skid flooring of the comfortable gradient are provided at the terminal building entry points and kerb area.
- Door - Sensor fitted doors / manned doors at entrance are provided for easy accessibility. Door opening are wide enough for easy access for wheel chair passengers.
- Toilets - Specially designed separate handicapped toilets are provided with appropriate signages.



- Elevators - Passengers elevators provided to access all levels of terminal building taking care of the door opening to allow biggest size of wheel chair. At some of the airport one of the two elevators is deep enough to take care of any sick persons on stature.
- Aerobridges - To facilitate smooth emplaning and deplaning of physically challenged passengers with wheel chairs, the aerobridges wherever provided have smooth gradient slope and anti-skid flooring.
- Wheelchairs - Wheelchairs are available with Airport Manager and Airlines on demand.
- Vending Machine – Coin slot vending machines are provided at major airports.
- Drinking water - 750mm high and 300mm deep drinking water facility is provided for easy accessibility of passengers on wheel chair at busy Airports.
- Facilitation centre – 850 mm high and 250mm deep facilitation centres provided for easy accessibility of passengers on wheel chair at busy airports.
- Car Park - Reserved parking space with signages have been provided on city side of departure and arrival terminals at various airports. Slots of 3.6m x 5.0m car park space are specially designated in the car parking area for physically challenged persons.
- Accessible route - 5m to 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. At some of the airports, engraving on surface of zebra crossing is provided for blind persons.
- Tech tiles – Tech tiles are provided at metro airports for visually impaired passengers from alighting points to entry vestibule at metro airports.
- Special assistance – Provided by airlines concerned and airport manager as and when requested.

## HUMAN RESOURCE MANAGEMENT

The manpower strength of AAI is as under:

Total No. of Employees	Total No. of SC Employees	% of SC Employees	Total No. of ST Employees	% of ST Employees	Total No. of OBC Employees	% of OBC Employees
17327	3847	22.20%	1211	6.99%	2838	16.38%

AAI takes pride in its highly motivated and competent human resources that has contributed its best to bring the Authority to its present heights. AAI believes in providing comprehensive welfare facilities to its employees to take care of their health, efficiency and social status to enable them to contribute their best, at the workplace.

The industrial relations scenario in AAI remained harmonious, peaceful and cordial during the year. The employees' participation has been ensured through information sharing with employees, through communication meetings with unions and associations during the year.



## SPORTS ACTIVITIES

### Achievements of AAI Team in National Tournaments.

#### TABLE TENNIS

AAI conducted the prestigious 46th All India Inter Institutional Table Tennis Tournament at Jaipur from 24th to 29th July 2016. AAI which has in its ranks some of the most promising young players of the country participated in all the events. The tournament was inaugurated by Shri Ramcharan Bohara, Hon'ble Member of Parliament (Lok Sabha).

The Youth Girls Team won the Youth girls team event defeating Petroleum Sports Promotion Board while the Youth Boys Team finished runner up to the Petroleum Sports Promotion Board.

The tournament was appreciated by one and all and the credit must go to the Regional Sports Control Board (Northern Region), AAI, Sports & Cultural Committee, Jaipur Airport and the officials of Table Tennis Federation of India for ensuring the minutest details to make the event a highly successful one.

#### BADMINTON

AAI Badminton Team participated in the All India Inter Institutional Badminton tournament conducted by Department of Atomic Energy at Mumbai from 28th to 31st, August, 2016. The AAI team won the mixed team event beating LIC in the final thus qualifying for the Senior National Badminton Championship to be held at. In the open events, AAI players won the Women's Singles, Women's Doubles, Men's Doubles and Mixed Doubles while finishing runner up in the Men's Singles.

## KHO-KHO

On being granted provisional affiliation by Kho Kho Federation of India, AAI Women's Kho Kho Team participated in the women's event of the Senior National Kho Kho Championship held at Nagpur in October 2016 performing outstandingly and finishing runner-up.

## VIGILANCE

The updated information concerning activities and achievements of vigilance department is as follows:

### (a) 'Integrity Pact' in AAI

- Integrity Pact (IP) was implemented in AAI from 01.04.2008. So far 152 numbers of projects valued at Rs. 15009.19 crores came under the purview of IP.

(b) A **Structured Meeting** with IEM was organized on 28.07.2016. The meet was chaired by Sh. M.P. Juneja, IEM and attended by Chief Vigilance Officer, AAI and concerned the HODs of procuring departments. Various issues related to '**Integrity Pact**' and difficulties faced by vendors were discussed in this meeting.

(c) A meeting for **Implementation of Integrity Pact** was held on 12.09.16 at 1000 hours. The meet was chaired by Chairman and attended by Member(Planning), CVO, AAI and HODs alongwith both the IEM.

### (b) Vigilance Issues and Activities

- In compliance of directions given by CVC, Quarterly Vigilance Review Meeting (QVRM) for the period ending 30.04.2016 was held on 06.06.2016. 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), 2016**

In accordance with CVC's guidelines, 'Vigilance Awareness Week – 2016' was organized from 31.10.2016 to 05.11.2016 in all the offices, airports and units of AAI (Photographs Annexed). The highlights of its observances at Corporate Headquarter are as follows:

- i. "Administering of Citizen's Integrity Pledge (e-pledge on CVC Website), Organization's Pledge and Inauguration of Observance of VAW-2016" on 31.10.2016 by Dr. Guruprasad Mohapatra, IAS, Chairman, AAI.
- ii. 'Screening of CVC documentary for Vigilance Officials' was done for all the vigilance officers/ officials on 31.10.2016.
- iii. Lecture on 'Irregularities in Public Procurement' was delivered on 01.11.2016 by Sh. M.P. Juneja, IEM to EDs, GMs, Jt.GMs and DGMs at Rajiv Gandhi Bhawan, New Delhi.
- iv. Lecture on 'Ethics in Public Governance' imparted by Shri M.K. Kaw, Former

Secretary, Ministry of HRD on 02.11.2016 at Rajiv Gandhi Bhawan, New Delhi.

- v. 'Integrity March' organized by AAI on 03.11.2016 by School Children of Kendriya Vidyalaya, INA from Kendriya Vidyalaya to CVC, AAI Residential Colony Complex, INA Colony, New Delhi and back to school.
- vi. Lecture on 'Ethical Dilemma and Leadership' imparted by Shri M.B. Kaushal, Former Secretary, Internal Security, on 03.11.2016 at Rajiv Gandhi Bhawan, New.
- vii. Lecture on 'ECDARulesandRegulations' given by Dr. Diwakar Goel, GM(HR), AAI on 04.11.2016 at Rajiv Gandhi Bhawan, New Delhi.
- viii. Lecture on 'How to Conduct CTE Type Inspection' given by Shri Vinod Gupta, Former CTE/ CVC, Addl. DGM(CPWD)[Retd.] on 04.11.2016 at Rajiv Gandhi Bhawan, New Delhi.
- ix. Closing ceremony of VAW-2016 chaired by Sh. Yatendra Kumar, IAS, CVO, AAI on 05.11.2016 at Rajiv Gandhi Bhawan, New Delhi.

**(d) Workshops/ Training Programmes**

Sl. No.	Subject	Date	Venue	For Executives/ Non-Executives
1.	Preventive Vigilance as a tool of good governance	28.04.2016 to 29.04.2016	Guwahati	Executive
2.	Preventive Vigilance as a tool of good governance	29.06.2016 to 30.06.2016	Ahmedabad	Executive
3.	Vigilance as a Management Tool	29.09.2016 to 30.09.2016	Trivandrum	Executive & Non-executives
4.	Preventive Vigilance as a tool of good governance	17.11.2016	Vijayawada	Executive & Non-executives





**(e) CTE Type Inspections**

Vigilance Department had conducted 03 CTE Type inspections pertaining to Civil and Electrical works etc. 2 at Kolkata & 1 at Dibrugarh Airport.

**(f) Periodic & Surprise Inspections**

19 nos. of Periodic and 06 nos. of Surprise Inspections were conducted by CVD.

**(g) Issuance of Technical / Administrative Instructions**

During this period 07 number of Technical Instructions/Circulars and 04 number of Administrative Circular

have been issued for bringing clarity and improvement in the system.

**(h) Disciplinary Cases**

During this period, 11 major penalty cases and 06 minor penalty cases have been finalized.

**(i) Vigilance Investigation**

Vigilance Investigation has been completed in 20 cases involving 50 officials during the reference period.

**(j) Recovery due to initiatives of CVD**

On the basis of amounts quantified so far, a total amount of Rs.NIL has





been recovered as a result of vigilance initiative on the basis of investigation and inspections.

**(k) Projected activities during the period 01.11.2016 to 31.03.2017**

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.

Apart CVD will be coordinating with 30 CBI Branches in order to review ODI and Agreed Lists 2016 and finalize lists for the year 2017. Various vigilance officers have been nominated for vigilance training at CBI Academy, Ghaziabad and other government institutes for development of their skills. It is being ensured that each Vigilance Officer undergoes at least 1-2 training during the year on vigilance initiative apart from the regular trainings being imparted through HR Directorate of AAI.



Vadodra Airport





## 7. AIR INDIA LIMITED

### 7.1 INTRODUCTION

A National Aviation Company of India Limited (NACIL) was incorporated under the Companies Act 1956 on 30 March 2007. With effect from 24 November 2010 the name of “National Aviation Company of India Limited” has been changed to “Air India Limited”. The company has its registered and corporate office at New Delhi. The corporate governance is undertaken through a Board of Directors comprising Chairman & Managing director, Functional Directors and Government Directors. The company strives to attain higher level of accountability, transparency, responsibility and fairness in its operations. The company is committed towards providing excellent service to its customers and other stakeholders. Air India, alongwith its subsidiaries Airline Allied Services Limited (AASL) and Air India Charter Limited (AICL) operates different domestic and international sectors.

### 7.2 CAPITAL (as on 31 December 2016)

The Authorized Share Capital of the Company is Rs.30000,00,00,000 divided into 3000,00,00,000 equity shares of Rs.10/- each. The Issued, Subscribed & Paid-up Share Capital of the Company is Rs.21496,00,00,000/- divided into 2149,60,00,000 fully paid up equity shares of Rs.10 each. The entire share capital is held by the President of India.

### 7.3 SUBSIDIARY COMPANIES

The following are the wholly owned subsidiaries of Air India Ltd. As on 31 December 2016 the Company’s investments in these Companies is as under:

Air India Air Transport Services Ltd - Rs. 138.42 crores  
 Air India Charters Ltd - Rs. 780.00 crores  
 Air India Engineering Services Ltd - Rs. 166.67 crores  
 Airline Allied Services Limited - Rs. 402.25 crores

Air India Limited has one more subsidiary company viz., Hotel Corporation of India Limited (HCI). As on 31 December 2016 Company’s investment in HCI is Rs. 110.60 crores and that of the Government of India is Rs.27 Crores.

### 7.3.1 Air India Air Transport Services Limited (AIATSL):

(Rs. in Crores)

Particulars	2015-16 (Provisional)	2014-15
<b>Total Income</b>	630.33	647.01
<b>Profit/(Loss) Before Tax</b>	104.47	103.76

AIATSL, a wholly owned subsidiary of Air India operationalized on 1 February 2013 and started its independent operations effective April 2014, presently provides ground handling services at 67 Airports in India. Apart from handling the flights of Air India Limited and its Subsidiary Companies, ground handling is also provided to 33 Foreign Scheduled Airlines, 3 Domestic Scheduled Airlines, 4 Regional Airlines, 14 Seasonal Charter Airlines, 23 Foreign Airlines availing Perishable Cargo handling for approx. 86,892 flights (Air India and Subsidiaries) and approx. 33,500 flights of scheduled and nonscheduled customer airlines. 2994 employees have been transferred / deputed from Air India as on 31st December 2016 apart from its own 6773 employees who are on Fixed Term Contract basis.



### 7.3.2 Air India Charters Limited (AICL):

(Rs. in Crores)

Particulars	2015-16	2014-15
<b>Total Income</b>	2918	2622
<b>Profit/(Loss) Before Tax</b>	362	-(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. Initially, AICL connected 3 cities in Kerala and to 6 points in Gulf. Now AICL has 17 owned Aircraft and one leased aircraft and operates 176 weekly flights linking 12 Indian stations and 13 international stations in Middle East and South East Asia.

AICL has carried 2.80 million passengers during the year 2015-16. This is an increase of 6.8 % over last year (2014-15).

Out of 6 leased aircrafts taken on dry lease, one aircraft was received in the financial year 2015-16 (March '16) and the same was put to operation successfully. The balance 5 leased aircrafts are likely to be inducted in FY 2016-17.

AICL operates its Aircrafts at an average utilization of 11.30 hrs per day per aircraft which is the best comparable parameter in the industry.

### 7.3.3 Air India Engineering Services Limited (AIESL):

AIESL, a wholly owned subsidiary of Air India was operationalized 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. In

the 42nd Board Meeting of AIESL held on 31-03-2016, Board had approved Capital and Revenue Budget for FY 2016-17 wherein for the Revenue Budget Estimates the operating revenue from 3rd parties was revised to Rs. 175 crores

### 7.3.4 Airline Allied Services Limited (AASL):

(Rs. in Crores)

Particulars	2015-16	2014-15
<b>Total Income</b>	273.85	227.95
<b>Profit/(Loss) After Tax</b>	(198.75)	(183.92)

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 five bases viz. Delhi, Mumbai, Hyderabad, Bangalore and Kolkata. Currently, it operates passenger services with 11 leased aircraft (4 ATR-42-320, 2 Bombardier CRJ-700 and 4 ATR 72-600). It operates to 29 domestic destinations and daily carries approximately 1250 passengers.

### 7.3.5 Hotel Corporation of India Limited (HCI):

(Rs. in Crores) (Rs. in Crores)

Particulars	2015-16	2014-15
<b>Total Income</b>	47.51	52.85
<b>Profit/(Loss) Before Tax</b>	(-57.76)	(-50.46)

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



## 7.4 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 crores each at the time of formation of the JV. As on 31/03/16 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 2016 is Rs. 283 crores.

The amount invested by Air India has gone up from Rs. 33 crores to Rs. 141 crores (half of Rs. 283) in 8 years with a CAGR increase of 20% 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 & 7.5% in 15-16 and Air India has received dividend totaling to Rs. 21.21 crores so far from this JV.

The JV is currently handling flights of Air India and its group companies at Bangalore, Hyderabad, Delhi, Mangalore & Trivandrum. For the FY 16-17, AISATS's revenue & PAT is Rs 570 crores and Rs 54.7 crores respectively and the investment in Fixed Assets stands at Rs. 300 crores up to 31st March 2016.

## 7.5 Financial Performance

(Rs in Crores)

Particulars	April to September		2015-16 (Actuals)	2014-15 (Actuals)	2013-14 (Actuals)
	(2016-17)	(2015-16)			
Passenger Revenue	7689.98	7484.13	15656.25	15793.36	14150.73
Operating Revenue	9538.55	9213.60	19992.33	19801.71	18370.96
Operating Expenses	10246.23	9824.97	19887.33	22437.89	22348.85
Operating Profit/(Loss)	(707.68)	(611.37)	105.00	(2636.18)	(3977.89)
Total Revenue	10922.95	9485.00	20524.56	20606.27	20140.59
Total Expenses	12217.04	11776.18	24361.33	26466.18	26420.19
Net Profit/(Loss)	(1294.10)	(2291.18)	(3836.77)	(5859.91)	(6279.60)
EBITDA	1552.71	559.63	2413.29	337.77	256.21

## 7.6 Physical Performance

Particulars	Unit	April to September		2015-16 (Actuals)	2014-15 (Actuals)	2013-14 (Actuals)
		(2016-17)	(2015-16)			
ASKMs (Scheduled Services)	Millions	26870	25062	51208	48859	45428
PKMs (Scheduled Services)	Millions	20330	18608	38694	36000	33279
Passenger Load Factor	(%)	75.7	74.2	75.6	73.7	73.3
No. of Pax Carried (Scheduled Services)	Millions	9.26	8.60	18.0	16.9	15.4



## 7.7: Analysis of the Physical/ Financial Performance

### (I) 2015-16 vis-à-vis 2014-15

The company has shown a considerable improvement in Operational/Financial parameters during FY 2015-16 as compared to the previous year as reflected below:

#### (a) Improvement in Financial Parameters:

- Company has earned an **Operating Profit of Rs 105.00 crores as compared to the Operating Loss of Rs. 2636.18 crores** in the previous year.
- **This is the first time that the Company has achieved an Operating Profit since its merger in 2007-08 and thus will also be pre-poning the achievement of this target by two years when compared to the timelines set in TAP/FRP.**
- **EBITDA** improved to Rs.2413.29 crores in comparison to Rs.337.77 crores during 2014-15 crores i.e. an improvement of Rs 2075.52 crores viz almost six times as compared to the previous year.
- **Net Loss reduced by 34.5%** from **Rs.5859.91 crores** in 2014-15 to **Rs.3836.77 crores** in 2015-16.
- **Cash Losses have also further reduced** from Rs 3938.05 crores in FY 2014-15 to Rs 2060.71 crores in FY 2015-16 i.e. a reduction of almost 48% over previous year.

#### (b) Improvements in the Operational Parameters:

- **Capacity offered (ASKMs)** improved by 4.8% from 48859 million in 2014 -15 to 51208 million in 2015 -16
- **Capacity Utilization (RPKMs)** improved by 7.5% from 36000 million in 2014 -15 to 38694 million in 2015-16
- **Number of Passengers** carried has also increased from **16.9 million** in 2014 -15 to **18.0 million** in 2014 -15 i.e. 6.5%.
- **Seat Factor** achieved **75.6%** on enhanced capacity as against 73.7% in the previous year.

### (II) 2016-17 (April to September 2016)

The company has continued to show an improved performance both in terms of financial and physical performance during 2016-17 also. The salient features of the performance of the company during April to Sept'2016 as compared to the period of April to Sept'2015 are given as under:

- The **Passenger Revenue** during April to Sept'16 **was Rs 7689.98 crores as compared to Rs 7484.13 crores** in April to Sept'15, i.e. **an improvement of Rs 205.85 crores.**
- The **Operating Loss** during the period was Rs 707.68 crores as compared to the figure of Rs 611.37 crores during April to Sept'15.
- The Net Losses during the period has also reduced from Rs 2291.18 crores during April to Sept'15 to Rs.1294.10 crores in April to Sept'16 i.e. **a reduction in Net Loss by Rs.997.08 crores i.e., 43%.**
- The **EBITDA** during April-Sept 2016 was **positive by Rs 1552.71 crores**



as compared to the EBITDA of Rs 559.63 crores in April- Sept 2015.

- On Operational front, the capacity in terms of **ASKM has been improved by 1807.75 Million i.e., 7.2%** (from 25062 million in April-Sept'2015 to 26870 Millions in April-Sept 2016).
- Similarly the **capacity utilisation** in terms of **RPKM has also improved by 9.3%** i.e., 18608 million in April - Sept 2015 to 20330 Millions in April - Sept 2016.
- The **passengers carried increased from 8.6 million to 9.26 million a growth of 7.7%**.
- The **Passenger Load Factor** has increased **from 74.2 % in April - Sept 2015 to 75.7%** during April - Sept 2016 on the enhanced capacity.

## 7.8 STAR ALLIANCE

The entry of Air India into Star Alliance consisting of 28 alliance members enabled us to connect across the earth under one roof covering m 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 follow 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.
- Participation in various fare and discount products.
- Transfer of passengers from other Star Alliance carriers to AI.
- FFP benefits in terms of 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.
- Code Share Agreements with 10 Star Alliance partners and more agreements in pipeline.





With the integration into Star Alliance Air India's performance in terms of Passenger revenue/Numbers, Frequent Flyer benefits, Code- Share arrangements has increased and we have been utilize the benefits of various products that can be offered by being a member of this prestigious alliance. In addition to the brand value, other benefits received by Air India are placed below:

- The total revenue earned from transfers by Star Carriers to AI has increased 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. 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.

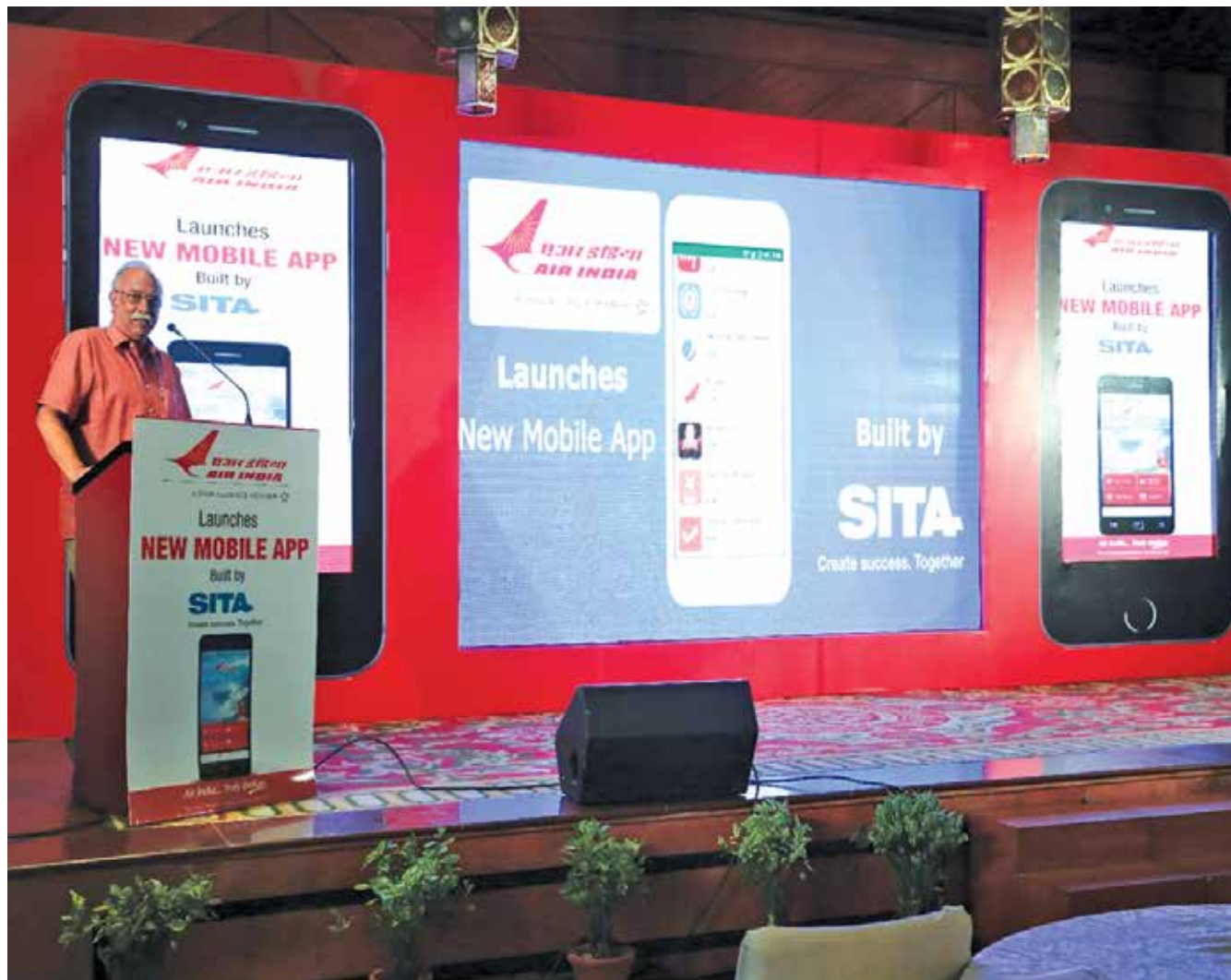
### 7.9 Air India Website

- I. The average web sale through on Air India website is 15% of the total network revenue
- II. Air India website offer various attractive fares / schemes from time to time

- III. Air India website accepts booking payment in 22 local currencies, worldwide.
- IV. Air India website provides web link connectivity to Air India Cargo, Frequent Flyer Program, Air India Express, Alliance Air etc.
- V. Air India website provides Social Media integration through Facebook and Twitter handle.
- VI. Air India website is 'differently abled compliant'

We are working on revamping the website to make it a competitive sales channel

- Focus on generating incremental revenue with robust booking engine and added features for ease of use.
- Encourage direct Corporate Sales through website.
- Country specific pages for booking in local language to cover German, French, Chinese & Japanese.
- Generate ancillary revenue by selling prepaid seats and prepaid excess baggage
- Integrating all new forms of payment as mandated by the Government of India.
- Extend Sale of seats on all code shares and interline carriers to increase market penetration
- Redemption of miles on all Star Carriers through real time integration
- Increasing the revenue contribution to 25% of the total revenue



**Launch of New Mobile App of Air India**

### 7.10 Air India Mobile App

- Air India launched its New & Improved Mobile App on 24 Oct 2016 for quick, easy & convenience of booking on all Air India flights from anywhere in the world on both Android & iOS Platform.
- Manage trip by retrieving itineraries booked through any channel using booking reference
- While on the move, passengers can check-in on all Air India operated flights.
- Scan & store multiple Credit card on mobile to tick & pay for tickets and other services
- Scan & store Passport details on mobile to complete Advance Passenger Information requirements while check-in.
- Get up to date flight status with limited input.
- Total download of the new mobile app is 2 lacs plus and present average daily sale through mobile app is Rs.20/- lacs



## 7.11 Fleet Size (As on 1st January 2017)

Aircraft type	Owned	Sale & Lease Back	Dry Lease	Total
<b>Operational Fleet</b>				
<b>Wide Body</b>				
B777-200LR	3	-	-	3
B777-300ER	12	-	-	12
B747-400	3	2	-	5
B787-800	1	21	-	22
<b>Wide Body Total</b>	<b>19</b>	<b>23</b>	<b>-</b>	<b>42</b>
<b>Narrow Body</b>				
B737-800 (AIX)	17	0	6	23
A320	19		5	24
A319	19	0	3	22
A321	20	0	0	20
<b>Narrow Body Total</b>	<b>75</b>	<b>0</b>	<b>14</b>	<b>89</b>
<b>Regional Aircraft</b>				
CRJ-700	0	0	3	3
ATR42	0	0	3	3
ATR72	0	0	8	8
<b>Regional Aircraft Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>
<b>Total Operational Fleet</b>	<b>94</b>	<b>23</b>	<b>28</b>	<b>145</b>

## 7.12 Fleet Utilization & Dispatch Reliability

Utilization in terms of average daily utilization per aircraft in block hours and the Technical dispatch reliability after considering technical delays of 15 minutes and above are given hereunder for the year 2015-16 and for the period April 2016 to November 2016:

### During 2015-16

Aircraft Type	Block hrs flown/day/ aircraft	Tech Dispatch Reliability (%)
A320	8.50	98.01
A319	9.70	99.02
A321	11.10	99.04
A330	NIL	NIL
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 2016-November 2016

Aircraft Type	Block hrs flown/day/ aircraft	Tech Dispatch Reliability (%)
A320	8.3	97.93
A319	9.8	98.94
A321	12.0	98.69
A330	NIL	NIL
B777-200LR	6.89	97.60
B777-300ER	11.78	98.22
B787-8	12.07	97.98
B747-400	2.97	96.81

### 7.13 The pattern of international operations during 2016-17

ROUTES	Summer 2016 (Flights/week)	Winter 2016 (Flights/Week)
India/New York	7	7
India/London	22	22
India/Birmingham	7	7
India / Chicago	7	7
India/Frankfurt	7	7
India/Newark	7	7
India/London/Newark	3	3
India/San Francisco	3	6
India/Paris	7	7
India/Gulf	137	137
India/Australia	7	7
India/Tokyo	4	4
India/Shanghai	5	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	7	13
India/Kabul	4	4
India/Dhaka	7	7
India/Kathmandu	15	18
India/Rome/Milan	7	7
India/Moscow	3	2
India/Vienna	3	3
India/Madrid	0	3
India/Yangon	4	4



### 7.13.1 Air India Current operations to North-East

Routing	Freq	Aircraft
Kolkata-Dibrugarh-Kolkata	5/wk	A-319
Kolkata-Dimapur-Kolkata	6/wk	A-319
Kolkata-Aizwal-Kolkata	5/wk	A-319
Kolkata-Imphal-Kolkata	4/wk	A-319
Kolkata-Aizwal -Imphal-Kolkata	2/wk	A-319
Kolkata-Guwahati-Kolkata	4/wk	A-319
Kolkata-Guwahati-Kolkata	3/wk	A-319
Kolkata-Agartala-Kolkata	14/wk	A-319
Kolkata-Silchar-Kolkata	5/wk	A-319
Kolkata-Silchar-Kolkata	2/wk	A-319
Delhi-Guwahati-Imphal & VV	7/wk	A-319



**Launch of Air India Operations on Delhi – Madrid route**

### 7.13.2 New flights / Destinations introduced during 2016-2017

- New flight introduced on routing Ahmadabad-London-Newark & vv sectors from 15th August 2016
- Commenced operations on Delhi-Vienna & vice versa sector from 06th April 2016
- Commenced operations on Delhi-Madrid & vice versa sector from 1st December 2016
- Frequency of flights on Bangalore-Delhi-San Francisco sector increased from 3/Week to 06/Week from 22nd November 2016
- Commenced operation of flight on Bangalore - Trivandrum - Bangalore from 27th March 2016.
- Commenced operation of flight Delhi-Trivandrum-Male & vice versa from 30th October 2016
- Frequency of flights on Kolkata-Agartala & vice versa increased from daily flights to 02 daily flights from 30th October 2016
- Commenced operations on Delhi-Chennai-Coimbatore & vice versa sector from 30th October 2016



- Frequency of flights on Kolkata-Silchar & vice versa daily instead of existing four flights a week
- Frequency of flights on Delhi-Kathmandu & vice versa to 14 flights a week from existing 11 /Week
- Frequency of flights on Delhi –Vizag & vice versa evening flights to daily from existing 5/ Week
- Frequency of flights on Delhi – Vadodara & vice versa evening flights to daily from existing 5 /week
- Kolkata-Dibrugarh-Dimapur-Kolkata thrice weekly and Kolkata- Dimapur-

Dibrugarh-Kolkata twice weekly restructured to operate separate flights Kolkata-Dibrugarh-Kolkata five flights a week and Kolkata-Dimapur-Kolkata six flights a week

- Kolkata-Aizwal-Imphal-Kolkata four flights a week, and Kolkata-Imphal -Aizwal –Kolkata 3 flights a week, separated to operate Kolkata-Aizwal-Kolkata five times a week, Kolkata-Imphal-Kolkata four times a week, and Kolkata-Aizwal -Imphal-Kolkata twice a week.

## 7.14 SC/ST/OBC REPRESENTATION IN EACH GROUP IN AIR INDIA AS ON 01.01.2017

GROUP		TOTAL NO. OF EMPLOYEES	TOTAL REPRESENTATIONS OF SCs	PERCENTAGE	TOTAL REPRESENTATIONS OF STs	PERCENTAGE	TOTAL REPRESENTATIONS OBCs	PERCENTAGE
A	Other than Lowest Rung	5201	845	16.41	318	6.11	338	6.49
A1	Lowest Rung	4266	818	19.17	382	8.95	100	2.34
B		4149	699	16.84	314	7.56	579	13.95
C		203	36	17.73	15	7.38	37	18.22
D	Excluding Safai Karamcharis	3592	967	26.92	268	7.46	180	5.01
D1	Safai Karamcharis	638	374	58.62	26	4.07	25	3.91
<b>TOTAL :</b>		<b>18049</b>	<b>3748</b>	<b>20.76</b>	<b>1323</b>	<b>7.33</b>	<b>1259</b>	<b>6.97</b>

## 7.15 Haj Operations 2016

Haj operations 2016 were conducted between 4th August 2016 and 16th October 2016. There were 11 haj embarkation points serviced by Air India. AI carried 40,862 pilgrims during this period.

## 7.16 Pollution control:

The company as a CSR initiative and as per GOI guidelines for using renewable energy has installed 50 KW Solar Photovoltaic Power Panel at JEOC Complex at New Delhi during June 2016. Similar projects are being implemented at different locations of AI premises in India to adopt renewable energy

thereby reducing expenditure on account of power consumption. The conventional lighting is being replaced with LED lighting in all new works. As a green initiative and in the direction of reduction of carbon, the company has gone for large scale plantation in its premises.

As Swatch Bharat initiative, the company premises across the network are being kept clean by removing debris, unwanted records, garbage etc. on a continuous basis.

## 7.17 Citizen's Charter:

Air India's Citizen's Charter is available on its website [www.airindia.in](http://www.airindia.in).



09

FURSATGANJ C ELEVATION 359 FT

फुरसतगंज C एलेवेशन ३५९ फीट

101

# INDIRA GANDHI RASHTRIYA URAN AKADEMI (IGRUA) FURSATGANJ AIRFIELD, AMETHI







## 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 now 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:

Ab-Initio to CPL Course on fixed wing aircraft. Instrument rating and multi engine endorsement is part of this course.

Three years Graduation programme leading to award of B.Sc. (Aviation) degree through Chhatrapati Shahuji Maharaj University, Kanpur.

CRM & Multi Crew Conversion Course on DA 42 aircraft.

Refresher Course for Certified Flying Instructors and Pilot Instructors of Flying Training Institutes.

Courses for Assistant Flight Instructor Rating (A) and Flight Instructor Rating (A).

Skill Tests for renewal of Licence for Ex-students of IGRUA on requirement basis.

To provide Simulator training & checks and other facilities to outside aviation agencies for their Pilots Selection & Interview.

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 excellent 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 has dedicated air space and owns the airfield and its operating services 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)**

### (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 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 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** DA42 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 Line Oriented Flying Training is imparted with particular attention and the students graduate with multi-engine endorsement and instrument rating on their Commercial Pilot Licence.

**(d) FLYING TRAINING SYLLABI**

**For Ab-initio toCPL trainees**

- For Ab-initio to CPL trainees - 20.00 hrs. Simulator training on FNTF.
- 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 (2009-10 - 2014-15)	Under Training
Fixed Wing (CPL/IR/ME)	343	74
Multi-engine endorsement (other than regular trainees)	45	-
<b>TOTAL</b>	<b>388</b>	<b>74</b>

Flying training of 132 (No. of Trainees) trainees is in progress.

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

Year (April to March)	Hours Flown
2014-15	13461:10
2015-16	13341:40
2016-17 (Till 31.12.2016)	10725:25

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 SWATCHH BHARAT

**(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](http://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 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. Public grievances are regularly monitored by Manager HR. At present no public grievances exist.



## 8.12 VIGILANCE

To enable better preventive measures towards vigilance CVO Pawan Hans Helicopters Limited has been given the additional charge of IGRUA Vigilance activities.

## 8.13 REPRESENTATION OF SCs/ STs/OBCs

The details of representation of SC/ST/OBC as on 31/12/2016 is given in the chart below:

Name of Organisation	Total No. of Emp.	Total No. of SC Emp.	Percentage	Total No. of ST Emp.	Percentage	Total No. of OBC Emp.	Percentage
1	2	3	4	5	6	7	8
Indira Gandhi Rashtriya Uran Akademi	164	33	20.12	1	60	67	40.85

## 8.14 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.

## 8.15 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.

## 8.16 CULTURAL ACTIVITIES

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

## 8.17 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. For smooth functioning of the disabled persons, barrier free access in the office buildings has been provided in all buildings.

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.

## 8.18 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.).



## 8.19 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 been completed. The course will start shortly after completion of necessary formalities. International tie up for European Certification along with DGCA certification is in plan.



**View of IGRUA from Cockpit**





At Kedarnath





## 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 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 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 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, Corporate office at Noida and its Regional Offices are at Mumbai, New Delhi and Guwahati.

### 9.2 CAPITAL AND ORGANIZATION STRUCTURE

The Company's authorized capital is Rs.250 crores and paid up share capital is Rs.245.616 crores comprising of Rs.125.266 crores in the name of President of India (51%) and Rs.120.35 crores in the name of ONGC Ltd. (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 transitioned 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.

The Company's operational fleet as on 30.11.2016 comprises of the following:-

Helicopter type	No. of helicopters	Average Age (years)
Dauphin SA365N	17	30
Dauphin AS365 N3	15	7
Bell-407	3	12
Bell 206L4	3	20
AS 350 B3	2	5
MI-172	3	8
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 the Company 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. As on 31.03.2016, the Company had 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. The Company was also awarded contract for one more Dauphin N3 helicopter by ONGC from May 2016 for crew change task.

### Other Customers including North East States

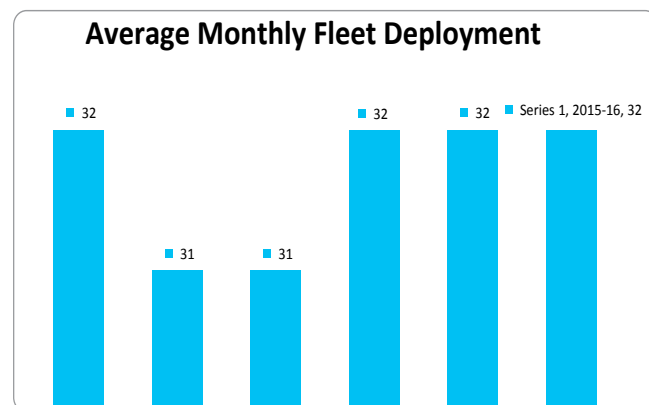
The Company is providing helicopter services to several State Governments namely, Meghalaya, Mizoram, Nagaland, Maharashtra, Tripura, West Bengal, Sikkim, Odisha, Himachal Pradesh, Ministry of Home Affairs, MTDC and GTDC. The Company has provided 04 Dauphin helicopters to Administration of Andaman & Nicobar Islands and 02 Dauphin helicopters to Lakshadweep Islands. The Company is also providing helicopter services to NTPC, GAIL, GSPC and Oil India.

### Passenger Services

Pawan Hans runs the helicopter services from Phata to the Holy Shrine of Kedarnath during the yatra seasons i.e. May-June and September-October every year. Pawan Hans has also provided Helicopter services for the Shri Amarnath Shrine for Shri Amarnathji Yatra 2014, 2015 and 2016.

Pawan Hans operated helicopters for joy rides in Godavari Pushkaram in July, 2015 and Brahmotsav Festival, Tirupati in September, 2015 providing aerial rides in association with Andhra Pradesh Tourism in support of Government of Andhra Pradesh and Dussara festival in mysuru & Hampi festival in Karnataka to promote heli-tourism in various States and earned a revenue of Rs.2.52 crores. Pawan Hans has also signed MoU with Maharashtra Government, Goa Government for providing helicopter services to promote heli-tourism in their States. Pawan Hans has launched the Helicopter Services in the states of Goa and Mumbai- Maharashtra in January, 2016 providing helicopter rides in the initial phase and plans to subsequently launch air connectivity in a phased manner in these States.

The average monthly deployment of helicopters was as under:-





## 9.5 FLEET AUGMENTATION

Towards fleet augmentation, during 2016-17 the Company is planning to acquire 3 medium helicopters, 4 light helicopters and two heavy duty helicopters with 20% funding from internal resources and 80% through term loan from ONGC/bankers. Further, the Company proposes replacement of 9 numbers old Dauphin N helicopters through funding of 80% of the total cost by GBS and 20% from IEBC. The Company has signed Purchase Agreement with M/s. Bell Helicopter Textron Inc. for purchase of 03 brand new Bell 412EP helicopters. The Company has approached ONGC for funding of Rs.160 crores, being 80% cost of acquisition of three Bell 412EP helicopters otherwise, the Company would approach PSU Banks for loans. Further, the Company has issued tender for purchase of three light single engine helicopters with option for purchase of one additional helicopter at the same rates, terms & conditions. The bids have been received and are under evaluation. Pawan Hans would also go for retender for acquisition of two heavy duty helicopters.

## 9.6 FUNDING FOR FLEET AUGMENTATION

The Company 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. The Company 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 31.3.2016 the long term secured borrowings was Rs.38.71 crores (Previous Year Rs.76.93 crores) out of which loans from ONGC was Rs.3.32 crores and NTPC was Rs.35.39 crores. The Company brought down its debt equity ratio to 0.13:1 following the repayment of the long term debts.

The Company 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 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 Heliport at Rohini. The total project cost is Rs.99.27 crores which also includes equipments for operationalization of Heliport.

The construction has been completed and heliport is scheduled to be operationalised in December 2016 after having permission for operations from DGCA and MHA. The Company has entered into MoU with HAL for set up of MRO at Rohini Heliport and process for setting up is underway.

Further, the Company created basic Helipad facilities at Akshardham for the Commonwealth Games, 2010. The efforts are made by PHL to take over and operationalise this helipad for the benefits of people of Delhi so as to serve in case of emergency or disaster management.

## 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.



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. Pawan Hans got planning & designing and construction work done through NBCC on deposit work basis at the cost of Rs.11.34 crores. PHL has approached DGCA for approval of the cost of additional work of Rs.2.34 crores and request to handover the facility to Pawan Hans for starting training and commercial activities of effective gainful utilization of facility.

## 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 was “Very Good” and for the year 2015-16 is likely to be “Very Good” for Pawan Hans.

## 9.10 ENGINEERING / MAINTENANCE ACTIVITIES:

The Company 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 36 inspections consisting of T/2T/5T(600 hrs./1200 hrs./3000

hrs.) inspection and Four ‘G’ inspection (5400 hrs.) on Dauphin helicopters was carried out by the Company from within its resources.

The enhancement in workshop facilities is a continuous process with every extension in scope a milestone. The workshop facilities have extended scope to cover some of the Dauphin N3 instruments for bench check. Further, major maintenance inspections and major component changes including module change on engines for the fleet of helicopters at Bases was also continued during the year.

## 9.11 HUMAN-RESOURCES DEVELOPMENT

### a) Manpower

The total manpower of the Company as on 31st March 2016 was 799 as against 869 as on 31st March 2015 which comprise of 132 pilots, 100 Aircraft Maintenance Engineers, 40 Executives, 185 Technicians and 342 other technical and non-technical employees.

### b) Industrial Relations

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 dialogue and discussion in various meetings. IDA pay scales and allowances w.e.f. 1.1.2007 have also been implemented for all the executives, engineers, pilots and workers.

### c) Training

Training of all employees i.e. Executives, Pilots, Engineers, Technicians and Support staff continued to receive high priority. Lectures on different subjects of Managerial Skills have been conducted regularly. The Company has also been nominating employees to specialized training programmes



and in-house training. The resources of Aviation Training School of Pawan Hans were utilized for conducting various refresher courses for Pilots, Engineers and Technicians on regular basis. The Company 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.

PHL is laying special emphasis on Training of the crew and Training methodology to enable pilots to tackle the emergent situations. 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. The Company has undertaken Simulator training for 43 pilots in the last one year at M/s. HATSOFF, Bangalore. 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. 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.

## 9.12 SAFETY MEASURES

The Company is pursuing safety in operations with renewed efforts. The Safety Department has been strengthened and New Safety Policy with “Zero Tolerance to Safety” has been implemented in the organization. Third party safety (SMS) audit has been awarded to M/s S.G.S. India Pvt. Ltd. and a Consultant from M/s SGS Hart Aviation Australia, is carrying out detailed safety audit and improve the safety system in organization. Steps have been taken towards safety and preventive steps like cautionary letter reiterating need to follow SOPs, understanding weather phenomenon

in the hills, safety circulars to be followed and emphasis on training for handling critical emergencies in hilly terrain and marginal weather.

Pawan Hans has implemented Safety Management System (SMS) for its operations and maintenance activities as per ICAO/ DGCA guidelines. Safety Policy of the company has also been revised to include Safety as a core activity of the company. The Company's National Institute of Aviation Safety & Services at Delhi is also conducting courses on Aviation Safety.

Comprehensive internal audits of all operational bases of PHL are carried out regularly by PHL team. The safety initiatives and monitoring mechanism are being implemented. To fulfill the above objectives, safety audits as mentioned in MOE are being strictly followed. 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 INITIATIVES

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 established.



An integrated Voice Communication for Corporate Office, Regional Offices and some Detachments has also been established. The Company has also established Video Conferencing (VC) across its Corporate Office and Regional Offices which has resulted in saving of travelling cost. The project for web based aircraft tracking and e-payment gateways are in its implementation.

The Company has also facilitated e-ticketing in respect of its passenger services

operations for Kedarnathji and Amarnathji. The Company's website <http://pawanhans.co.in> has been updated regularly both in Hindi and English. The Company has also developed intranet facility for the employees with regular updates. The Company has its own Primary Data Centre (PDC) at Noida and Disaster Recovery Centre at Mumbai. Towards achieving efficient e-governance and transparency the Company has implemented e-office system and e-procurement for Goods and Services of value of Rs.5 lacs & above.



**Dividend paid by PHL for the year 2015-16**

## 9.14 FINANCIAL PERFORMANCE

The financial performance of Pawan Hans during the period from 2012-13 to 2016-17 (Estimated) is as under: -

Rupees in crores)

Particulars	2012-13	2013-14	2014-15	2015-16	2016-17 (BE)
A) Total Revenue including other income	482.05	543.05	549.70	477.79	523.52
B) Expenditure	380.32	408.65	399.99	404.68	414.66
i) Operating & non-Operating expenses including Prior Period adjustments	73.79	79.71	76.52	35.04	36.00
ii) Depreciation Total	454.11	488.36	476.51	439.72	450.66
C) Profit before prior period/ extraordinary	27.94	54.69	73.19	38.07	72.86
D) Extra ordinary Items	-	6.54	(1.45)	23.60	15.50
E) Profit/(Loss) after adjustments	27.94	61.23	71.74	61.67	88.36
F) Provision for Income Tax/ Deferred tax liability.	16.24	22.66	32.93	25.59	45.96
G) Net Profit / (Loss) after tax	11.70	38.57	38.81	36.08	42.41
H) Dividend Inclusive of Corporate (Tax)	2.74	9.26	9.34	13.03	15.31

Reserves and surplus of the Company rose to Rs.318.57 crores in 2015-16 from Rs.295.51 crores in the previous year.



Average monthly deployment of helicopters during the year ended 31.03.2016 was 32 helicopters (previous year 32 helicopters) out of the fleet size of 43 helicopters. Average fleet serviceability during the year was 82% as against 78% in the previous year.

Around 85% of total operating revenue of the Company comes from contracts through competitive tenders.

The Company continued transformation programs and cost cutting measures by strict monitoring of expenses on travel expenses, TA/DA, advertisement, overtime, overheads and business promotion expenses. The video conferencing, efficient and effective control of inventory budget, generation of MIS for all the bases in the integrated computer system, cross conversion of pilots on different type of helicopters and monitoring of FTL/ FDTL through centralized computer system were continued to improve performance and efficiency in operations. Creation of Eastern Region resulted in improved focus on North East Region and recovery of outstanding from customers in the North East 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 the Company so that the existing funds could be utilized for fleet expansion and other capital outlay programmes which are essential for the survival of the Company under the competitive environment prevailing in the Civil Aviation industry in India. The Company 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. The Company has considered the claim of GoI as Non-current liability under the Schedule-III of the Companies Act 2013.

Consequent to the meeting between Ministry of Civil Aviation and Ministry of Finance held on 29.04.2012 regarding Settlement of MoF Claim, it was decided that a Business Plan for the Company be formulated for XII Five Year Period (2012-17) keeping in view the prevailing competitive conditions and ONGC requirement of 5 years vintage of Helicopters under Tenders and how the MoF claim of Rs.470.22 Crores would be an impediment to the overall growth of the Company. SBI Capital Market Services Ltd. report after its approval by Board was submitted to MoCA on 02.07.2012 for onward submission to Ministry of Finance. Thereafter a meeting was taken by Secretary (Expenditure), Ministry of Finance with JS&FA-Ministry of Civil Aviation to discuss the issue. Draft Cabinet Note was also circulated recently by the Ministry of Civil Aviation.

A long awaited decision has been received now, whereby the Government of India has decided for conversion of loan of Rs.130.91 crores for acquisition of Westland helicopters in 1986 into equity and waiver of interest to the tune of Rs.339 crores. Required procedure for increase in share capital shall be carried out after sanction of required budgets. Ministry of Civil Aviation has not only guided PHL in its efforts but also played very constructive & positive role in resolving this 30 years old case.

## 9.16 NEW INITIATIVES

- i) The Company has been able to get renewal of insurance for the period 1.08.2016 to 31.07.2017 from M/s National Insurance Company Ltd. on the sum



assured value of Rs.1122.25 crores for Operating Helicopter fleet and inventory value of Rs.300 crores with the annualized premium works out a net total premium of Rs.17.39 crores before service tax which resulted into effective increase of 100.39% over previous year's premium. This increase is mainly due to loss of three helicopters in accidents in 2015.

- ii) In the Production Task of ONGC requirement of total 10 medium helicopters, Company had submitted bid to ONGC global tender for seven medium helicopters and in the financial bid opened in first week of November 2016, Company was L2. The award of work is yet to be decided by the ONGC.
- iii) Pawan Hans has developed first time, a vision document Strategic Corporate Plan:2020 and appointed Administrative Staff College of India (ASCI) as Consultant to develop long term Business Plan. ASCI has submitted & presented the Business Plan 2027 which envisage Company's helicopter/seaplane strength to grow to 83 from present strength of 43 and revenue to Rs.1685 crores from present revenue of Rs.477 crores in next 10 years. Company's Board and Ministry of Civil Aviation has accepted the Business Plan in principle. Presently the Business Plan is in the process of its analytical and risk assessment by SBI Caps Ltd.
- iv) A long awaited decision has been received now, whereby the Government of India has decided for conversion of loan of Rs.130.91 crores for acquisition of Westland

helicopters in 1986 into equity and waiver of interest to the tune of Rs.339 crores. Required procedure for increase in share capital shall be carried out after sanction of required budgets.

- v) 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 the Company has been approved by the Board of Directors.
- vi) To commemorate the 30th Anniversary of the Company and service to the Nation, Pawan Hans has organized on 16th October 2015 the International Conclave on Civil Helicopters on "Safety Management System, Multi Mission Utility of Helicopters and Regional Air Connectivity" with large number of International and National participants in the Civil Aviation.
- vii) Pawan Hans has proposed creation of heli-hub at Delhi, Mumbai & Guwahati and creation of Greenfield Heliport, MRO facility and setting up of skill development centre for technical and operational staff.

## 9.17 ACCOLADES

There had been recognition of Pawan Hans for its Overall Operational Excellence and Sustainable Business Performance in recent time and it received the following Prestigious Awards/recognitions:-

- a) During Air Show at Paris in 2015, M/s. Turbomeca conferred Excellence Award to Pawan Hans for its overall contribution to the success of the Worldwide Aerial Engine Fleet.





- b) Pawan Hans has been awarded with ASSOCHAM- Civil Aviation and Tourism Award- 2015 in recognition for Promoting Remote & Regional Connectivity as Best General Aviation Company.
- c) Pawan Hans has been awarded Certification of Recognition for implementation of Information and Communication Technology in PHL under Digital India initiatives as one of the leading Mini Ratna-I, PSU presented by Minister of IT and Minister of Steel organized by “Governance Now”.
- d) Pawan Hans has been awarded for Connecting Rural India through Helicopters during mega event of Aero Expo India 2016 organized by PHD Chamber of Commerce.

**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 15.12.2016.**

Name of the Organisation	Total No. of Empls.	Total SC Empls.	Percentage	Total ST Empls.	Percentage	OBC Empls.	Percentage
1	2	3	4	5	6	7	8
Pawan Hans	450	73	16.22	38	8.44	39	8.67

Pawan Hans has also employed persons with disabilities.

**HELICOPTER SERVICES IN THE NORTH EAST.**

Pawan Hans is providing helicopter services to several State Governments namely, Meghalaya, Mizoram, Nagaland, Tripura and Sikkim.

**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

**9.18 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.

**9.19 OTHER INFORMATION FOR ANNUAL REPORT OF MINISTRY**

**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.

**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.



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.

### **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.

### **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.



**Launched e-Portal by PHL**



## 10. Airports Economic Regulatory Authority

The Airports Economic Regulatory Authority of India (AERA) was established in 2009 under The Airports Economic Regulatory Authority of India Act, 2008 to regulate tariff and other charges for the aeronautical services rendered and to monitor performance standards at major airports. The Authority finalised its regulatory philosophy and guidelines in 2010-11 for determining the Aeronautical tariff of Airport Operators and Independent Service Providers of Cargo Facility, Ground Handling and Supplying Fuel to Aircraft.

1. The main function of the Authority are as under;

- To determine the tariff for the aeronautical services
- To determine the amount of Development Fees in respect of major airports
- To determine the amount of PSF levied under rule 88 of the Aircraft Rules, 1937 made under the Aircraft Act, 1934(22 of 1934)
- To monitor the set performance standards relating to quality, continuity and reliability of service as may be specified by Central Government or any authority authorized by it in this behalf.

2. As on date there are 25 major airports in India, namely:

1. Indira Gandhi International Airport, Delhi
2. Chatrapati Shivaji International Airport, Mumbai
3. Kempegowda International Airport, Bengaluru
4. Rajiv Gandhi International Airport, Hyderabad

5. Cochin International Airport, Kochi
6. Netaji Subhas Chandra Bose International Airport, Kolkatta
7. Chennai International Airport
8. Sardar Vallabhbhai Patel International Airport, Ahmedabad
9. Trivandrum International Airport, Thiruvananthapuram
10. Calicut International Airport, Kozhikode
11. Chaudhary Charan Singh International Airport, Lucknow
12. Jaipur International Airport, Jaipur
13. Lokpriya Gopinath Bordoloi International Airport, Guwahati
14. Goa International Airport, Goa
15. Srinagar International Airport, Srinagar
16. Pune Airport, Pune
17. Dr. Babasaheb Ambedkar International Airport, Nagpur
18. Chandigarh International Airport, Chandigarh
19. Coimbatore International Airport, Coimbatore
20. Mangaluru Airport, Mangaluru
21. Visakhapatnam Airport, Visakhapatnam
22. Devi Ahilya Bai Holkar Airport, Indore
23. Jay Prakash Narayan International Airport, Patna
24. Biju Patnaik International Airport, Bhubaneswar
25. Kannur International Airport, Kannur



3. During the period 1st January 2016 to 30.11.2016, AERA issued the following Orders;

Sl. No.	Date of Issue	Order Number	Subject
1	20-01-2016	Order No. 44/2015-16	Determination of tariff for the Fifth (2015-16) tariff year of the first control period submitted by M/s Bird Worldwide Flight Services (India) Pvt. Ltd. for Ground Handling Services at Cochin International Airport, Cochin.
2	20-01-2016	Order No. 45/2015-16	Determination of tariff for the Fifth (2015-16) tariff year of the first control period submitted by M/s Cargo Service Center India Pvt. Ltd. for Perishable and General Cargo at Sardar Vallabhbai Patel International Airport (SVPI) Ahmedabad.
3	29-01-2016	Order No. 46/2015-16	In the matter of Determination of Development fee in respect of the metro connectivity project for Chhatrapati shivaji international Airport, Mumbai.
4	03-02-2016	Order No. 47/2015-16	In the matter of review of Development Fee at IGI Airport, New Delhi and determination of cut-off date to discontinue DF.
5	09-02-2016	Order No. 48/2015-16	Determination of tariff for the fourth (2014-15) and fifth (2015-16) tariff year of the first control period by M/s Menzies Aviation Bobba (Bangalore) Pvt. Ltd. for Cargo Handling Services at Kempegowda International Airport, Bengaluru.
6	22-02-2016	Order No. 49/2015-16	In the matter of tariff(s) for Aeronautical Services in respect of CSI Airport, Mumbai - Continuation of existing tariffs beyond 28.02.2016.
7	31-03-2016	Order No. 50/2015-16	In the matter of Economic Regulation of aeronautical services Provided by Airport Operators/ Service Providers of Cargo facility, Ground Handling and supply of fuel to the aircraft - Interim Arrangement for the 2nd Control Period Commencing 1st April, 2016
8	08-04-2016	Order No. 1/2016-17	In the matter of delay in submission of Multi Year Tariff Proposal 2nd (MYTP) for the Control Period (w.e.f. 01.04.2016) by IndoThai Airport Management Services Pvt. Ltd. (ITAMS) for ground handling services at J aipur and Lucknow Airports.
9	08-04-2016	Order No. 2/2016-17	In the matter of delay in submission of Multi Year Tariff Proposal (MYTP) for the 2nd Control Period (w.e.f, 01.04.2016) by Air India for cargo and ground handling services at major Airports.
10	08-04-2016	Order No. 3/2016-17	In the matter of delay in submission of Multi Year Tariff Proposal 2nd (:MYTP) for the Control Period (w.e.f, 01.04.2016) by M/s Kale Logistics Solutions Private Limited (Kale Logistics) for GMAX services at CSI Airport
11	22-04-2016	Order No. 04/2016-17	Approval of Ad-hoc Tariff for the year 2015-16 for Domestic Operations at Sardar Vallabhbai Patel International Airport (SVPI) Ahmedabad.
12	16-05-2016	Order No. 5/2016-17	In the matter of ground handling services provided by M/s IndoThai Airport Management Services Pvt. Ltd. (ITAMS) at Jaipur and Lucknow Airports - Interim Arrangement for the Second Control Period Commencing 1st April, 2016.
13	31-05-2016	Order No. 06/2016-17	In the matter of tariff(s) for Aeronautical Services in respect of CSI Airport, Mumbai - Continuation of existing tariffs beyond 31.05.2016.
14	13-06-2016	Order No. 07/2016-17	In the matter of normative approach to building blocks in economic regulation of major airports-capital costs reg
15	22-06-2016	Order No. 08/2016-17	In the matter of delay in submission of Multi Year Tariff Proposal (MYTP) for the 2nd control period (w.e.f 01.04.2016) by Air India for Cargo and Ground Handling Services at Major airports.
16	23-08-2016	Order No. 09/2016-17	Order No. 09/2016-17 In the matter of delay in submission of multi year tariff proposal (MYTP) for the 2nd control period w.e.f. 01.04.2016 by Air India for cargo and ground handling services at major airports.
17	26-09-2016	Order No. 10/2016-17	Order No. 10/2016-17 In the matter of review and determination of GMAX EDI services rendered by M/s Kale Logistics Solutions Private Limited (Kale) at CSI Airport as aeronautical or non-aeronautical, with reference to the directions received from AERAAT
18	29-09-2016	Order No. 11/2016-17	Order No. 11/2016-17 In the matter of Economic Regulation of aeronautical services provided by Airport Operators/Service Providers of Cargo facility, 'Ground Handling and Supply of. Fuel to the aircraft -Interim Arrangement to continue the levy of existin
19	29-09-2016	Order No. 12/2016-17	Order No. 12/2016-17 In the matter of tariff(s) for Aeronautical Services in respect of CSI Airport, Mumbai -Continuation of existing tariffs beyond 30.09.2016.
20	29-09-2016	Order No. 13/2016 -17	Order No. 13/2016-17 In the matter of Determination of Aeronautical Tariffs in respect of CSI Airport, Mumbai (1.04.2014 - 31.03.2019)



4. AERA has also issued its Consultation Paper No. 01/2016-17 to change its Regulatory Approach in line with the provisions of National Civil Aviation Policy 2016.
5. Official Language Policy:  
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 2016 which included various competitions such as Hindi Noting/Drafting, Poetry reciting etc 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. Workshops are also conducted from time to time to help officials with the usage of Hindi in day to day official work.
6. Financial Performance  
In terms of Section 34 of the AERA Act, funds are received as Grants-in-Aid from the Central Government. An amount of Rs. 12.50 Crores was requested in BE 2016-17 which was reduced to Rs. 7.00 Crores at the BE stage. This was subsequently reduced to Rs. 4.50 crores at RE stage.
7. Women Welfare including Gender Budgetary Data  
There are 15 nos. Women employees, which includes officers/officials on deputation, on loan from AAI and outsourced staff. Adequate women welfare amenities have been made available.
8. Steps taken to improve Public Grievance Redressal Machinery:  
AERA is registered in the PG portal of DoP&T and has been assigned user name and pass word. The same is checked on a regular basis and whenever a Public Grievance is received the same is dealt with, within the stipulated time frame. Further, Under Secretary (Personnel&Administration) is assigned the duties of Public Grievance Officer in the absence of an officer at the level of Deputy Secretary, in AERA.
9. Pollution Control: AERA is a Statutory Body under the Ministry of Civil Aviation looking after the Tariff determination of Major Airports in India and is not involved in any pollution generation activity.
10. SC/ST and OBC representation as on 30.09.2016:  
AERA recruits officials/ officers on deputation basis only and hence reservation policy is not applicable. However, officials belonging to SC and OBC categories are working in AERA.
11. Issues relating to developmental activities taken in North-East:  
AERA is a Statutory Body under the Ministry of Civil Aviation assigned with the responsibility of Tariff determination in respect of Major Airports in India. As such it is not mandated to carry out development related activities in North-East.



12. Welfare of Senior Citizens:

AERA is a Statutory Body under the Ministry of Civil Aviation assigned with the responsibility of Tariff determination in respect of Major Airports in India. As such it is not mandated to carry out welfare schemes for Senior Citizens.

13. Facilities to persons with disabilities:

The officers/officials of AERA are on deputation and on loan basis from AAI/AI and at present there is no Person with Disabilities working in AERA.

14. Swachch Bharat:

AERA ensures cleanliness inside the premises of the Building and also takes initiatives to keep the surroundings clean and beautiful.

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.





## 11. Aircraft Accident Investigation Bureau

Aircraft Accident Investigation Bureau (AAIB) was constituted in 2012 as an attached office of Ministry of Civil Aviation for the purpose of carrying out investigation into accidents and serious incidents.

During the year 2016 (from 1st Jan, 2016 to 31st Dec., 2016) a total of 07 accidents and 11 serious incidents have been reported to AAIB. All the accident and serious incidents are under investigation by Committee of Inquiry constituted for the purpose under Rule 11 of Aircraft (Investigation of Accidents and Incidents) Rules 2012.

During the year 2016 (from 1st Jan, 2016 to 31st Dec., 2016), 07 accidents and 08 serious incidents reports submitted by committees of inquiry formed under Rule 11 of Aircraft (Investigation of Accident and Incident) Rules 2012 were reviewed by AAIB and forwarded to MoCA for acceptance and have been accepted by MoCA.

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





## 12. Rajiv Gandhi National Aviation University:

### 12.1 INTRODUCTION:

To meet the ever growing requirement of professionally qualified personnel and also to create a strong base with a pool of scientific and technical manpower in the Civil Aviation Sector, it has been decided to setup National Aviation University. In course of time the University is expected to become a centre for excellence in the field of Civil Aviation in India. The Cabinet, in its meeting held on 11.07.2013 approved the proposal of the Ministry of Civil Aviation to set up 'Rajiv Gandhi National Aviation University' (NAU) at IGRUA Complex, under the administrative control of the Ministry, as a Central University under an Act of Parliament at an estimated cost of Rs.202 crores to be incurred in its first phase of establishment (2013-2019).

The status on setting up of RGNAU is as follows:

- (i) Post of Vice-chancellor and Project Director have been created.
- (ii) A Search-cum-Selection committee under the Chairmanship of Cabinet Secretary, constituted for selection of Vice-chancellor for the University, selected Air Vice Marshal Nalin Kumar Tandon (Retd.) as the first Vice-Chancellor of RGNAU.
- (iii) Ministry has taken up the matter of selection of Project Director at Director level post with Department of Personnel and Training. DoPT has circulated the post to all Ministries/ Departments, Gol and State/UT Governments.
- (iv) A Steering Committee was constituted under the Chairmanship of Secretary for monitoring the different implementation tracks of the University and for providing necessary

guidance in execution of the project. The Steering Committee is also Interim Executive Council as per Section 20(1) of RGNAU Act.

- (v) The Ministry has entrusted the construction work for the NAU to Airports Authority of India. AAI has awarded the tender for work relating to construction of Academic Block, Hostel, Residential Quarters, Substation Building, etc. in the 1st phase. The expenditure in the 1st phase is projected to be Rs. 145 crores. The construction work is in progress.
- (vi) A Project Management Agency was considered necessary to assist the Ministry and NAU in implementation of various tasks. Accordingly, MoCA has selected M/s KPMG for undertaking the work PMA for setting up of RGN University. The consultancy firm has stated their work with VC, RGNAU.
- (vii) The Statutes of The Rajiv Gandhi National Aviation University Act 2013 have been published in Gazette of India, Extraordinary, Part-II, Section 3, subsection (ii) on 7th March, 2016. The same have already been placed on the Table of Rajya Sabha on 03/05/2016 and Lok Sabha on 05/05/2016 respectively in the Budget Session Part-II, 2016.
- (viii) RGNAU has circulated the vacancy notices for posts of Registrar and Finance Officer.
- (ix) The first Course of RGNAU (Executive Development Program) is proposed to be held from 2nd – 4th February, 2017.





## 13. Accounting System in the Ministry

**13.1** Secretary (Civil Aviation) is the Chief Accounting Authority of the Ministry of Civil Aviation. He discharges his functions through and with the assistance of the Joint Secretary & Financial Adviser (JS&FA) and the Chief Financial Controller of the Ministry.

**13.2** The Chief Financial Controller heads the accounting organization and functions under the overall supervision and control of Financial Advisor. 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.

Budgetary Provision for Ministry of Civil Aviation for the financial year 2016-17 is as under:

(Rs. in crore)

Revenue Section	
Plan	219.80
Non-Plan	590.72
Capital Section	
Plan	1780.20
Non-Plan	0.00
<b>Total</b>	<b>2590.72</b>

### 13.2(1) Principal Accounts Office

The Principal Accounts Office of Ministry of Civil Aviation is responsible for:

- (i) Consolidation of the accounts of Ministry of Civil Aviation as per provisions of Civil Accounts Manual and in the manner prescribed by the Controller General of Accounts.
- (ii) Preparation of Monthly Accounts and Annual Appropriation Accounts of the Demand for

Grants of Ministry of Civil Aviation, submission of Statement of Central Transactions and the materials for the Finance Accounts to the Controller General of Accounts, Ministry of Finance.

- (iii) Issue of Inter Departmental Authorisation to various agent Ministries such as Ministry of External Affairs, Ministry of Urban Development, Ministry of Information & Broadcasting, Ministry of Telecommunication & Information Technology etc.
- (iv) Rendition of technical advice to Pay & Accounts Office and maintaining necessary liaison with the Controller General of Accounts Office for overall co-ordination and control in accounting matters.

### 13.2(2) Pay & Accounts Office

Pay & Accounts Offices under the Ministry of Civil Aviation are responsible for release of funds, expenditure control, and other receipts & payment functions as under:-

- (i) Pre check of bills submitted by Non Cheque Drawing & Disbursing Officers (DDOs) of the Ministry, for payment.
- (ii) Authorization of funds to Cheque Drawing & Disbursing Officers (CDDOs) to operate to a certain level through issue of "Letter of Credit". Chief Commissioner of Railway Safety at Lucknow with Commissioner of Railway Safety offices at Bengaluru, Kolkata and Mumbai are the four CDDOs. All payments made by CDDOs are subject to post-check of all paid vouchers in respect of various Schemes.



- (iii) Release payment of Grants-in-aid/ equity to Autonomous Bodies/ Public Sector Undertaking under the administrative control of Ministry of Civil Aviation.
- (iv) Compiles the monthly account based on the receipts collected and the payments authorized by them after duly reconciling and incorporating the accounts of cheque Drawing & Disbursing Officers (CDDOs) and submit it to the Principal Accounts Office.
- (v) Maintenance of General Provident Fund accounts, and remittance of New Pension Scheme contribution to trustee banks. Settlement of Inward and outward claims. Authorization/Payment of pension, family pension, commutation, gratuity, leave encashment etc. to the retiring employees.

### 13.2(3) Internal Audit

The Internal Audit Unit work directly under the Chief Financial Controller with overall responsibility remaining with the Joint Secretary and Financial Advisor and the Secretary of the Ministry. Internal Audit Wing has a sanctioned strength of four Assistant Accounts Officers and one Senior Accounts Officer.

The role of the internal audit organization is to test check the initial account maintain in the executive offices to ascertain the extent of following of the rules and regulations, system and procedure in accounting and financial matters. In accordance with the audit objectives and internal audit standard, internal audit works on the principle of random sampling, file, register vouchers and etc. are check on random basis.

The Principal. Accounts offices, Pay and Accounts Offices as well as the offices of the Drawing Disbursing Officers in Ministry of Civil Aviation are within the jurisdiction of Internal Audit. In addition

to these office Internal Audit Wing is required to audit the autonomous bodies/ Guarantees institutions.

### 13.2(4) Redressal of Grievances:

The Principal Accounts Office mainly receives grievances from Pensioners/ Family Pensioners & CPGRAM Portal. In addition to this, grievances were also received through mail / post. The majority of the grievances were relating to revision of pension on the basis of orders issued by the Department of Pension & Pensioners' Welfare from time to time. To minimize such grievances, a Pension & Grievances Cell is also created in the office.

### 13.3 Initiatives for Digitisation of payments and receipt:

In accordance with the guideline issued by the Ministry of Finance and Controller General of Accounts the accounting organisation of Ministry of Civil Aviation has fully operationalized the payment deliverance platform by complete roll out of Public Financial Management System (PFMS) for overall improvement and transparency in the accounting function up to the implementing agency level.

### 13.3(1) Public Financial Management System

The Public Financial Management System (PFMS) works with the objective of establishing an online Financial Management Information and Decision Support System for tracking funds released under various schemes of Government of India.

As per direction of Ministry of Finance the complete roll out of PFMS has been done well before the target date of 31.10.2016 and the system is fully operational in Ministry of Civil Aviation and as a result the funds are being released through PFMS to all concerned including Grantee Institution/ Autonomous bodies etc.

PFMS being a centralized and fully operationalized IT application for fund transfer



is in a position to facilitate “Just in time budget release” and complete monitoring of utilization of funds up to end level beneficiaries. As per directions of Ministry of Finance autonomous bodies/guarantee institutions shall also operates PFMS through EAT module.

### 13.3(2) Non Tax Receipt Portal (NTRP)

The Non Tax receipt portal developed by Controller General of Accounts is a comprehensive end to end solution to

overcome the delays and inefficiencies of the manual system. In order to abide by the guidelines of the Digital India initiative Min of Finance Department of Economic Affairs has universalized the use of NTR Portal under Bharatkosh to collect all Non-Tax revenue receipt through electronic mode. In compliance thereof Ministry is now integrated with NTR Portal facilitating the online remission of Revenue receipts through Bharatkosh.

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

Sl. No.	Para No.	Title of Para/Summary	Status
1.	Para No.2.1 of Report No. 15 of 2016 (commercial)	<b>Potential loss of revenue to Airports Authority of India (AAI) resulting from flaw in agreement between MIAL and private developer HDIL for removal of encroachments from Airport Land</b> As per Operation Management and Development Agreement signed between AAI and MIAL, MIAL was to remove encroachments in the demised airport land handed over by AAI to MIAL. Subsequently, MIAL awarded rights for commercial development on a considerable portion (65.20 acres) of Mumbai airport land owned by Airports Authority of India (AAI) to HDIL for a very long period (upto 60 years) in return for removal of encroachments from the airport land. MIAL did not inform AAI before entering into an agreement. MIAL would not receive any revenue from HDIL for the commercial development of airport land and hence no revenue share would accrue to AAI. Though the contract between HDIL and MIAL has since been terminated (February 2013), the matter is still under arbitration and hence the possibilities of transfer of land with attached commercial development rights have not been closed finally. Meanwhile, the encroachment of airport land is continuing.	ATN Submitted to audit
2.	Para No.2.2 of Report No. 15 of 2016 (commercial)	<b>Short realization of Annual Fee from MIAL resulting in loss of revenue to AAI</b> As per OMDA, MIAL had to share 38.7 per cent of its pretax gross revenues with AAI except for those specifically exempted. In contravention of OMDA terms, MIAL did not share revenues earned as non-refundable deposits made by bidders and additional water and electricity charges collected over and above the rates at which it paid to concerned authorities. AAI failed to recover these monies long after these violations were pointed by the independent auditors appointed by it.	ATN is under process
3.	Para No.2.3 of Report No. 15 of 2016 (commercial)	<b>Non-realisation of revenue share as per provisions of agreement</b> Airports Authority of India (AAI) did not take the required action to protect its financial interests in terms of the provisions of Operation, Management and Development Agreements signed with MIAL and DIAL which resulted in non realisation of share of ` 29.62 crore by AAI in the revenues of MIAL and DIAL. AAI also sustained loss of interest to the extent of ` 13.86 crore (till March 2015) on the unrealised amount.	ATN is under process
4.	Para No.2.4 of Report No. 15 of 2016 (commercial)	<b>Irregular payments towards encashment of half pay leave</b> AAI allowed to its employees encashment of half pay leave/earned leave, on their retirement/superannuation/death, beyond the prescribed ceiling of 300 days, in contravention of GoI/DPE guidelines, which resulted in irregular payment of ` 30.30 crore during the period from January 2006 to March 2015.	ATN is under process
5.	Para No.2.5 of Report No. 15 of 2016 (commercial)	<b>Poor utilization of infrastructure developed with Government funds at Birsi airport, Gondia resulting in recurring losses for its maintenance</b> Government budgetary funds (Rs. 198.80 crore) were used to develop Birsi airport at Gondia with the objective of supporting a private flying training institute. The revenue earned by Airports Authority of India (AAI) from this institute was insufficient to meet the operation and maintenance cost of the airport. Even with utilisation of the airport infrastructure by another institute it failed to generate enough revenues to cover the running costs of the airport. Meanwhile, AAI established another institute at Gondia for better utilisation of the airport facilities. However, the institute could not fulfil its objectives or utilise the airport infrastructure. This left AAI with recurring losses; the cumulated losses incurred by AAI on Gondia airport during April 2009 to March 2015 being 27.31 crore.	ATN is under process

### Para no. 3.1 of Report No. 11 of 2016 - Union Government (Civil) Compliance Audit Observations

Laid in Parliament on 2nd August 2016

#### Ministry of Civil Aviation Unfruitful expenditure

In spite of non-fulfilment of the conditions stipulated in the bidding documents, the Compact Technology Light Sport (CTLS) aircrafts were irregularly selected by Aero Club

of India (ACI). Further, DGCA did not convey to ACI regarding withdrawal of approval given earlier to CTLS aircrafts. Resultantly, the CTLS aircrafts procured by ACI (December 2011) were lying idle (November 2015), defeating the purpose of their acquisition and rendering expenditure of ` 2.39 crore incurred as unfruitful.

Status

First ATN submitted to Audit.



## 14. Welfare of Women

### 14.1 Introduction

The Ministry of Civil Aviation has taken suitable measures relating to women's welfare and for taking suitable 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 necessary 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.

### 14.2 Bureau of Civil Aviation Security

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.

### 14.3 Commission of Railway Safety

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.

### 14.4 Pawan Hans Limited:

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.

### 14.5 Indira Gandhi Rashtriya Uran Akademi:

IGRUA has Fifteen women employees (3 Regular + 13 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.



## 15. FACILITIES TO PERSONS WITH DISABILITIES

### 15.1 Implementation of Guidelines:

With regard to Amenities/ Facilities at Public Places for Persons with disabilities and senior citizens, DGCA has issued Air Transport Circular 01 of 2014 on “Facilities/ Courtesies to esteemed traveling public at airports” and Civil Aviation Requirements (CAR), Section-3, Air Transport, Series-M, Part-I on “Carriage by Air of Persons with Disability and / or Persons with Reduce Mobility” in order to protect the travelers against any form of discrimination and to ensure that all esteemed travelers should receive all possible assistance during their travel. The CAR also recognizes senior citizens who require special assistance subject to the condition that request for provision of assistance is submitted in advance to the airline.

### 15.2 Bureau of Civil Aviation Safety:

BCAS has informed that concerted efforts have been to provide user friendly facilities for person with disabilities/ senior citizens at its Hqrs. at New Delhi as well as at Regional Offices, including lift / toilets etc.

### 15.3 Airports Authority of India:

- (i) Ramps: Smooth ramps with anti-skid flooring of comfortable gradient are provided at the terminal building entry points and kerb area.
- (ii) Door: Sensor fitted doors / manned doors at entrance are provided for easy accessibility. Door opening are wide enough for easy access for wheel chair passengers.
- (iii) Toilet: Specially designed separate handicapped toilets are provided with appropriate signages.
- (iv) Elevators: Passengers’ elevators provided to access all levels of terminal building taking care of the door opening

to allow biggest size of wheel chair. At some of the airports one of the two elevators is deep enough to take care of any sick persons on stature.

- (v) Aerobridges: To facilitate smooth emplaning and deplaning of physically challenged passengers with wheel chairs, the aerobridges wherever provided have smooth gradient slope and anti-skid flooring.
- (vi) Wheelchairs: Wheelchairs are available with Airport Manager and Airlines on demand.
- (vii) Vending Machine: Coin slot vending machines are provided at major airports.
- (viii) Drinking water: 750 mm high and 300 mm deep drinking water facility is provided for easy accesibility of passengers on wheel chairs at busy airports.
- (ix) Facilitation Counter: 850 mm high and 250 mm deep facilitation counters provided for easy accessibility of passengers on wheel chair at busy airports.
- (x) Car Park: Reserved parking spaces with signages have been provided on city side of Departure and Arrival Terminals at various Airports. Slots of 3.6m X 5.0m car park space are specially designated in the car parking area for physically challenged persons.
- (xi) Accessible Route: 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 slops are provided in the pavement. At some of the airports,



engraving on surface of Zebra crossing is provided for blind persons.

- (xii) Tech Tiles: Tech Tiles are provided at Metro airports for visually impaired passengers from alighting points to entry vestibule at metro airports.
- (xiii) Special Assistance: Special Assistance provided by airlines concerned and by Airport Manager as and when requested.

#### **15.4 Pawan Hans Limited:**

The PHL has already made amenities/ facilities for persons with disabilities and Senior Citizens like provision of Toilets, Ramps, Lift, wheel chairs etc. in existing infrastructure in Corporate Office, Northern Region and Western Region and also under construction infrastructure i.e. construction of Heliport at Rohini, Sector-36, New Delhi.

#### **15.5 Air India Limited:**

Air India is sensitive to the needs and requirements of persons with disabilities air passengers as per international standards and guidelines envisaged under ICAO and IATA. Air India is also a member of STAR Alliance comprising of 28 member airlines. The facilities include Ramp Access and Wheelchair enabled access at booking offices, and priority handling of passengers. Air India operates at airports that are compliant with national and global standards with facilities for persons with disabilities. Air India offers wheelchair facilities based on advanced intimation of requirement when booking flights. Escorted boarding is accorded where needed at departure, arrival and transit at Air India stations. Air India also employs persons with disabilities in various offices in compliance with national directives and guidelines.



## 16. Representative of India (ROI) on the Council of ICAO

### INTRODUCTION:

The International Civil Aviation Organization (ICAO) was established under a Convention on International Civil Aviation, drawn up in Chicago in November and December 1944. Currently 191 Contracting States are party to this Convention. According to the terms of the Convention, the Organization is made up of an Assembly, a Council of limited membership assisted by 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 all the 191 contracting Member States, is the sovereign body of ICAO. It meets every three years, to review in detail, the work of the Organization, and to set 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.



COUNCIL CHAMBER

The **Air Navigation Commission (ANC)** is composed of nineteen members who have “suitable qualifications and experience in the science and practice of aeronautics”, as outlined in the *Convention on International Civil Aviation (Chicago Convention)*. The ANC is tasked by the Council to manage the technical work programme of ICAO and, since its establishment, the Commission has considered and recommended SARPs comprising 17 out of the 19 Annexes to the Chicago Convention – including the most recent introduction of the new Annex 19 on



Safety Management. Under the approval of the Council, the ANC typically convenes for three sessions each year to address matters within its work programme. Each session typically lasts nine weeks including a three-week recess.

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).

## ICAO STRATEGIC OBJECTIVES 2014-2016

ICAO has established five comprehensive Strategic Objectives for the 2014-2016 triennium:

**Safety:** Enhance global civil aviation safety. This Strategic Objective is focused primarily on the State's regulatory oversight capabilities. The Global Aviation Safety Plan (GASP) outlines the key activities for the triennium.

**Air Navigation Capacity and Efficiency:** Increase the capacity and improve the efficiency of the global civil aviation system. Although functionally and organizationally interdependent with Safety, this Strategic Objective is focused primarily on upgrading the air navigation and aerodrome infrastructure and developing new procedures to optimize aviation system performance. The Global Air Navigation Capacity and Efficiency Plan (Global Plan) outlines the key activities for the triennium.



ANC CHAMBER





**Security & Facilitation:** Enhance global civil aviation security and facilitation. This Strategic Objective reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters.

**Economic Development of Air Transport:** Foster the development of a sound and economically-viable civil aviation system. This Strategic Objective reflects the need for ICAO's leadership in harmonizing the air transport framework focused on economic policies and supporting activities.

**Environmental Protection:** Minimize the adverse environmental effects of civil aviation activities. This Strategic Objective fosters ICAO's leadership in all aviation-related environmental activities and is consistent with the ICAO and UN system environmental protection policies and practices.

## 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).

Function of ROI also includes maintaining -

- diplomatic and social contacts with all delegations of states to ensure

common understanding on various policy matters;

- close and cordial contacts with the President/Secretary General and senior Secretariat officials of ICAO for flow of information between ICAO and Government of India;
- obtain advice of the Ministry/DGCA on major policy issues coming up for discussion in the Council and other bodies.

ROI also sends periodic reports to Ministry of Civil Aviation on various sectors of civil aviation such as airport infrastructure, airlines, safety, security, etc., summarising overall trends and developments in global civil aviation, suggestions regarding important issues and initiatives for consideration of the Government, and to keep the Government informed about major conferences/seminars/ workshops training courses in which participation of officials of different levels from India may be useful.

ROI also visits the Ministry of Civil Aviation to hold discussions with different authorities/ PSUs, make presentations on global developments of preceding period, and sensitize officials regarding follow-up action and discuss various pending matters with authorities.

## CONTRIBUTIONS TO THE ICAO REGULAR BUDGET IN 2016

As a member State, India made a contributions of CAD 506,268.00 and USD 282,278.00 to the ICAO regular budget during 2016. As a member State, India would contribute CAD 486,031.00 and USD 273,394.00 to the ICAO regular budget during 2017.



**Visit of ICAO, President to Ministry of Civil Aviation**

## HIGHLIGHTS OF 2016

Following sessions of the Committee and the Council phase were held/scheduled from January to December 2016:

Session No.	Committee Phase	Council Phase
207 <sup>th</sup> Session	11 <sup>th</sup> Jan – 29 <sup>th</sup> Jan 2016	15 <sup>th</sup> Feb – 11 <sup>th</sup> Mar 2016
208 <sup>th</sup> Session	11 <sup>th</sup> Apr – 29 <sup>th</sup> Apr 2016	16 <sup>th</sup> May – 17 <sup>th</sup> June 2016
209 <sup>th</sup> Session	17 <sup>th</sup> Oct – 28 <sup>th</sup> Oct 2016	21 <sup>st</sup> Nov – 2 <sup>nd</sup> Dec 2016

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 provided valuable inputs where ever required. Following ANC sessions were held/scheduled from January to December 2016:

ANC Session No.	Period
201 <sup>st</sup> Session	11 <sup>th</sup> Jan – 11 <sup>th</sup> Mar 2016
202 <sup>nd</sup> Session	11 <sup>th</sup> Apr – 17 <sup>th</sup> June 2016
203 <sup>rd</sup> Session	17 <sup>th</sup> Oct – 2 <sup>nd</sup> Dec 2016

## ADOPTION OF AMENDMENTS TO ANNEXES

**Amendment 40 to Annex 6, Part I** was adopted by the Council at the eighth meeting of its 207<sup>th</sup> Session on 2 March 2016 concerning fatigue management approaches, updated performance-based navigation provisions, enhanced vision systems, cargo compartment

fire suppression considerations for diversion, automatic deployable flight recorder, flight recorder data recovery, extended duration of cockpit voice recorder and location of aeroplane in distress, performance-based communication and surveillance and protection of flight recorder recordings in normal operations and protection of safety data, safety information and related sources.

**Amendment 34 to Annex 6, Part II** was adopted by the Council at the eighth meeting of its 207<sup>th</sup> Session on 2 March 2016 concerning updated performance-based navigation provisions, and enhanced vision systems, carriage requirements of flight recorders - extended duration of cockpit voice recorders and performance-based communication and surveillance, and protection of flight recorder recordings in normal operations and use of an enhanced global reporting format for assessing and reporting runway surface conditions.



**Amendment 20 to Annex 6, Part III** was adopted by the Council at the eighth meeting of its 207th Session on 2 March 2016 concerning harmonization and alignment of terms and language, updated required communication performance and add a provision for surveillance equipment and performance-based surveillance provisions, and enhanced vision system, carriage requirements of flight recorders – airborne image recorders and airborne image recording systems, required communication performance and provision for surveillance equipment and performance-based surveillance.

**Amendment 1 to Annex 19** was adopted by the Council at the eighth meeting of its 207th Session on 2 March 2016 concerning the provisions related to the further development of safety management provisions and provisions to support the extension of safety management system (SMS) provisions to organizations responsible for the type design and/or manufacture of engines and propellers.

**Amendment 77 to Annex 3** was adopted by the Council at the fourth meeting of its 207th Session on 22 February 2016 concerning volcanic ash and tropical cyclone advisories, forecast information on cumulonimbus clouds, icing and turbulence, clarification to RVR assessment requirements and global reporting format for assessing and reporting runway surface conditions.

**Amendment 39 to Annex 15** was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016 concerning runway end safety area, arresting system, en-route airway directional use restrictions, performance-based communication and surveillance, satellite voice communications and global reporting format for assessing and reporting runway surface conditions.

**Amendment 13 to Annex 14, Volume I** was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016

concerning arresting system, autonomous runway incursion warning system, foreign object debris, storm water conveyances on runway and taxiway strips, blast pads, clearance for straight and curved portions of code C taxiways, reduced taxiway and taxiway separation distances, clearance distances on aircraft stands, taxiway design guidance for prevention of runway incursions, flashing characteristics and colour specifications for solid state lights, clarification on light intensity distribution, marking and lighting of wind turbines, location criteria for PAPI obstacle protection surface, mandatory instruction and information markings, guidance material on runway surface unevenness, taxiway design for minimizing potential for runway incursions, aerodrome mapping data and format for assessing and reporting runway surface condition.

**Amendment 15 to Annex 13** was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016 concerning new definition for “accident investigation authority”; Standard on establishment of independent accident investigation authority, new provision on cooperation between investigation authorities and judicial authorities, enhanced protection of investigation records.

**Amendment 90 to Annex 10, Volume I, II and III** was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016 concerning global navigation satellite system (GNSS), instrument landing system (ILS), rationalization of conventional navigation systems, the aeronautical fixed telecommunication network (AFTN), new message types; data link initiation capability (DLIC), automatic dependent surveillance - contract (ADS-C), controller-pilot data link communications (CPDLC), satellite voice communications (SATVOICE), aeronautical mobile airport communications



system (AeroMACS); and satellite voice communications (SATVOICE).

**Amendment 7 to Annex 14, Volume II** was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016 concerning removal of redundant definitions, object height in obstacle-free sector of helidecks and shipboard heliports, heliport identification marking, heliport emergency planning.

**Amendment 105 to Annex 8** was adopted by the Council at the eighth meeting of its 207th Session on 2 March 2016 concerning provisions to recognize organizations responsible for the type design and manufacture of engines and propellers to support the extension of SMS applicability to these organizations and the use of a global reporting format for assessing and reporting runway surface condition.

**Amendment 45 to Annex 2** was adopted by the Council at the fourth meeting of its 207th Session on 22 February 2016 concerning Speed variation procedures.

**Amendment 59 to Annex 4** was adopted by the Council at the fourth meeting of its 207th Session on 22 February 2016 concerning satellite voice communications (SATVOICE), visual segment surface (VSS) penetrations charting requirements, publication depiction and functionality requirements of fly-by and fly-over significant points, area minimum altitude (AMA), CAT H procedures and en-route airway directional use restrictions.

**Amendment 50 to Annex 11** was adopted by the Council at the fourth meeting of its 207th Session on 22 February 2016 concerning performance-based communication and surveillance (PBCS), regulatory framework on instrument flight procedure design service, aeronautical meteorology and fatigue management for air traffic controllers.

**Amendment 41 to Annex 6, Part I, 35 to Annex 6, Part II, 21 to Annex 6, Part III** was adopted by the Council at the fourth meeting of its 209th Session on 25 November 2016 concerning the applicability date for halon agent replacement in portable fire extinguishers.

## PROPOSED AMENDMENTS TO ANNEXES

ICAO State Letters have been issued with respect to these proposed Amendments for comments of member States before final review by ANC and subsequent Adoption by the Council.

**Annex 16, Volume I** concerning Standards and Recommended Practices relating to environmental protection – Aircraft noise

**Annex 16, Volume II** concerning Standards and Recommended Practices relating to environmental protection - Aircraft engine emissions

**Annex 16, Volume III** concerning Standards and Recommended Practices relating to environmental protection – Aeroplane CO<sub>2</sub> emissions.

**Amendment 15 to Annex 17** includes new and/or revised provisions on behavioural detection, innovation in aviation security, Man-Portable Air Defence Systems (MANPADS), risk assessments, cyber security and landside security. Specifically with regard to provisions concerning landside security, the Council took into account the escalating threat of terrorist attacks on landside areas of airports, combined with recent terrorist incidents in crowded places, both in airports and non-aviation locations, and to elevate existing Recommended Practices on landside security to Standards.

**Annex 10, Volume I** concerning the global navigation satellite system (GNSS) and the instrument landing system (ILS)



**Annex 6, Part I** regarding normal aircraft tracking

**Annexes 1, 6, 8 and 19** regarding AMOs, design Standards and continuing airworthiness arising from AIRP/3

**Annex 9** relating to, inter alia, issues such as Machine Readable Travel Documents (MRTDs), the transport of minors by air, passenger data exchange systems and the passenger manifest.

### **AMENDMENTSTOPANS(Procedures for Air Navigation Services)**

**Amendment 7 to the PANS-ATM** the Air Navigation Commission, acting under delegated authority, on 1 March 2016, approved Amendment 7 (i.e. Amendments 7-A and 7-B) to the fifteenth edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444), for applicability on 10 November 2016 for 7-A and 5 November 2020 for Amendment 7-B.

**Amendment 7-A** relating to Performance-based longitudinal and lateral separation minima and ADS-C CDP; separation between arrival and departure operations; DLIC, CPDLC, ADS-C, PBCS and SATVOICE; procedures used to vector for final approach, advising of TORA and SID/STAR; standard phraseology for de/anti-icing ground and flight crews; emergency descent procedures; autonomous runway incursion warning system (ARIWS); and forwarding of special air-reports and definition of SIGMET information.

**Amendment 7-B** relating to the use of a global reporting format for assessing and reporting runway surface conditions.

**Amendment 7 to Volume I and Amendment 7 to Volume II of the PANS-OPS (PANS-OPS, Doc 8168)** for applicability on 10 November 2016.

**Amendment 7 to Volume I** concerning minimum obstacle clearance (MOC) reduction for turning departure procedures and improvements to airborne collision avoidance system (ACAS) provisions.

**Amendment 7 to Volume II** concerning MOC reduction for turning departure procedures, the use of course to fix (CF) on departure legs, barometric-vertical navigation (Baro-VNAV) offset procedures, the use of PBN with ILS/MLS/GLS, satellite-based augmentation system (SBAS) and ground-based augmentation system (GBAS) procedure design requirements, visual segment surface (VSS) penetrations requirements, area minimum altitude (AMA) determination requirements.

### **DR. OLUMUYIWA BENARD ALIU RE-ELECTED AS PRESIDENT OF ICAO COUNCIL**

Dr. Olumuyiwa Benard Aliu was re-elected by acclamation for a second three-year term (2017-2019) as the President of the Council of the International Civil Aviation Organization (ICAO) on 21st November 2016. Dr. Aliu first assumed the office of ICAO Council President on 1 January 2014, having been elected by acclamation by the ICAO Council following the completion of the mandate of the previous President, Mr. Roberto Kobeh González. Prior to this, Dr. Aliu served as the Representative of Nigeria on the ICAO Council from 1 January 2005 to 31 December 2013.

### **HAJIME YOSHIMURA OF JAPAN APPOINTED NEW PRESIDENT OF THE ICAO AIR NAVIGATION COMMISSION (ANC)**

On 2nd December 2016, the Council of the ICAO had unanimously appointed Commissioner Hajime Yoshimura to a one-year term as President of the ICAO



Air Navigation Commission (ANC), the UN civil aviation Organization's main technical body. Mr. Yoshimura was nominated for the appointment by Japan and his mandate begins on 1 January 2017. He has served as a Commissioner of the ICAO ANC since March 2013 and was appointed First Vice-President of the ANC in 2016.

As part of his new duties as the President of the ANC, Mr. Yoshimura will follow up on the implementation and development of ICAO's global aviation plans, which were endorsed at the Organization's recent 39th Assembly. He will also lead the preparations for the 2018 ICAO 13th Air Navigation Conference, at which convergence on the next generation of Datacom and agreement on the system architecture for Global System-Wide Information Management (SWIM), amongst other critical innovations, are expected.

## THE 39<sup>TH</sup> ASSEMBLY

The 39th Session of Assembly was held from 27th September to 7th October 2016 in which more than 2,200 delegates from 185 Members States, non-Member States and 56 observer delegations took part. The Assembly considered 458 working/information papers submitted by the Council, Member States and other organizations. India submitted 17 working/information papers in the field of Air Navigation, Security, Air Transport and Environment. The Assembly in the Plenary Session decided to set up an Executive Committee and Technical, Legal, Economic and Administrative Commissions. The Assembly elected members of the Council in part I, II and III. India was re-elected as a member of the Council in Part II. A high level delegation headed by the Hon'ble Minister of Civil Aviation participated in the deliberations of the Assembly.

### 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	Algeria
Brazil	Colombia	Cabo Verde
Canada	Egypt	Congo
China	India	Cuba
France	Ireland	Ecuador
Germany	Mexico	Kenya
Italy	Nigeria	Malaysia
Japan	Saudi Arabia	Panama
Russian Federation	Singapore	Republic of Korea
United Kingdom	South Africa	Turkey
United States	Spain	United Arab Emirates
	Sweden	United Republic of Tanzania
		Uruguay



## Indian Reception

The Hon'ble Minister of Civil Aviation Shri Ashok Gajapathi Raju hosted a luncheon reception for all the delegates on the first day of the 39th Assembly i.e. 27th September 2016 at the delegates lounge of ICAO. India also co-hosted a joint reception on 27th September evening with other Asia Pacific States on the Council of ICAO.



Honourable Civil aviation Minister with Chief delegates of other Asia pacific Countries

### ***A brief on Working Papers presented by India***

#### **A39-WP/142**

The paper described the progress made to reduce duplication of activities concerning certification and oversight of approved maintenance organizations (AMOs) and approved training organizations (ATOs). The Technical Commission noted the existing ICAO framework for the oversight of ATOs and supported the ongoing work to develop recognition processes for the approval by another State of ATOs, leveraging existing approvals. It recommended that States be

urged to use these processes or conclude agreements for recognition with other States. Additionally, the Technical Commission noted and supported the ongoing work by ICAO to facilitate a globally harmonized approach for the approval and recognition or reciprocal acceptance of AMOs and further recommended that States be urged to harmonize their regulations related to AMOs and ATOs.

#### **A39-WP/346**

The paper presented by India under the title Regional Cooperation for Capacity Building, calls for regional cooperation for capacity building within the Asia Pacific region by



identifying a pool of flight operations inspectors that can be deployed regionally. The Paper invites the Assembly to recognize the need and opportunity for regional capacity building of flight operations inspectors as a means to mitigate this skilled manpower shortage, and to incorporate regional capacity building into the state civil aviation safety oversight framework.

### **A39-WP/143 and A39-WP/144**

WP/143 and WP/144, presented by India, called for updating and reviewing parts of Doc 9137, Airport Services Manual, Part 2 – Pavement Surface Conditions, in order to reflect recent developments and best practices concerning rubber removal from runways, and to remove inconsistencies found in the document. The Commission was informed that Doc 9137, Part 2, was planned to be updated as part of Amendment 13 to Annex 14, Volume I, concerning the new global reporting format for runway surface condition assessment and reporting and agreed that the proposals by India should be considered for inclusion during the update of Doc 9137, Part 2.

### **A39-WP/219**

Drawing from experience with a recently conducted Universal Security Audit Programme – Continuous Monitoring Approach (USAP – CMA) audit, India in WP/219 noted that the basis of some of the Protocol Questions (PQs) in terms of Annex 17 SARPs were not clear. The paper attempted to bridge the gap between the PQs and the regulations by recommending introduction of some new SARPs and deletion of some PQs.

### **A39-WP/286**

The paper presented by India, provided information on a new method of calculating variable taxi time (VTT), known as dynamic VTT, as an enhancement to the fixed

calculation method commonly used at airports where airport – collaborative decision making (A-CDM) was implemented. The paper also proposed mandating the use of dynamic VTT based on local factors to reduce the deviation from target take-off time. The Commission noted the relevance of tailoring taxi time calculations to the specific conditions at a given aerodrome and, given that A-CDM was already on the work programme of the Organization, the Commission agreed that the contents of the paper should be brought to the attention of the appropriate expert group.

### **A39-WP/201**

In WP/201, India presented its perspective on the viability of management of Indian airports, notably with respect to the practice of cross-subsidization of non-economically viable airports. It held the view that certain airports, providing for regional connectivity within a State or serving as alternate aerodromes, may be non-economically viable but, nonetheless, are necessary as part of an integrated air transport network. India suggested that ICAO consider the formulation of guidance on the application of cross-subsidization within airport networks.

### **A39-WP/129**

The Technical Commission reviewed WP/129, presented by India, that proposed that licensing requirements for air traffic safety electronic personnel (ATSEP) be developed for Annex 1 – Personnel Licensing. The Technical Commission noted that there was no evidence that the lack of an ATSEP licence impacted safety. Therefore, the Commission did not support the proposal to introduce Standards into Annex 1 for ATSEPs or for any aviation function other than those related to flight





crew, maintenance personnel, air traffic controllers and flight dispatchers. The Technical Commission, however, agreed that the work on PANS-TRG should be pursued as planned, recognizing the wide support for the implementation of competency-based approaches to training and assessment of aviation functions.

## Summary of Main Conclusions in 39th Session of the Assembly

### *Safety, Air Navigation Capacity and Efficiency*

- Endorsement of the Fifth Edition of ICAO Global Aviation Safety Plan (GASP) as the strategic direction for ICAO's technical work programme in air navigation.
- Continue to work on Safety Management System (SMS) implementation.
- Work with State regulators on State Safety Programme implementation activities, including safety performance measurement.
- Develop safety performance indicators and continue evolution toward predictive risk management once SMS implementation is complete.
- Endorsement of an ICAO strategy on emergency preparedness and response.
- Urged States to continue PBN implementation

### *Security & Facilitation*

- Endorsement to commence development of the ICAO Global Aviation Security Plan, which will provide direction to all entities involved in AVSEC enhancement, with focus on internationally agreed goals and targets.
- Endorsement of the following as ICAO's AVSEC and FAL key priorities for the coming triennium:
  - New and evolving threats, including cybersecurity, landside security and insider threats.
  - Technical assistance and strengthened regional coordination.
  - Adoption of the first-ever cybersecurity resolution, which stresses the importance of information sharing and coordination across civil aviation safety and security fields of expertise to address this important area of risk.
  - Continued support for the Universal Security Audit Programme Continuous Monitoring Approach, including by seconding short- and long-term experts and by participating in training courses and regional seminars.

### *Economic Development of Air Transport*

- Acknowledgement of need to consider a new ICAO Global Air Transport Plan.
- Endorsement of action plan for the finalization of the international agreements being developed by ICAO for the liberalization of market access, air cargo and air carrier ownership and control.



- Endorsement of the action plan for further customization of long term traffic forecasts for global and regional forecasts for aviation personnel (Doc 9956) to meet the requirements of the ICAO Next Generation Aviation Professional (NGAP) programme.
- Promote the strengthening of partnerships in the area of data sharing and analysis with the UN, its agencies, international, regional organizations and academia to increasing financing and investments for the development of air transport activities.
- Increased awareness and promotion of various updated policy guidance and tools.
- Increased awareness and promotion of the ICAO long-term vision for air transport liberalization and core principles on consumer protection.
- Recognition of the development of a new global CO2 emissions certification Standard for New Type and In-production aeroplanes (first-ever).
- Welcome the partnership agreement between ICAO and ACI that focuses on various cooperative initiatives for greener airports.
- Recognition of significant achievements in assisting States to develop their State action plans for CO2 emissions reduction, leading to the submission of 101 State plans to ICAO
- Request for advancing on emerging issues such as: environmental aspects of aircraft end-of-life (e.g. aircraft recycling); and climate change risk assessment on international aviation, including identification of adaptation measures

#### *Environmental Protection*

- Endorsement of a global market-based measure (GMBM), the first-ever market-based measure adopted by an entire industry sector.
- Recognition of the ongoing work to develop a new supersonic noise Standard for future aircraft, and that the possible certification of a supersonic aeroplane in the 2020-2025 timeframe.
- Recognition of the development of a new non-volatile Particulate Matter (nvPM) emissions Standard for all turbofan and turbojet aircraft with rated thrust greater than 26.7kN (first-ever).

#### *Composition of ICAO Council and Air Navigation Commission*

- Agreement to amend Article 50 (a) of the Chicago Convention to increase the membership of the ICAO Council from 36 to 40 States.
- Agreement to amend Article 56 of the Chicago Convention to increase the membership of the Air Navigation Commission from 19 to 21 States.

#### *Global Market-based Measure (GMBM) scheme*

In ICAO, the issue of climate change and emission related taxes and charges were first taken up in the 33rd session of the ICAO assembly in 2001. The issue of climate change and market based measures were also discussed in the 35th ICAO Assembly



held in 2004. The discussions on market-based measures to limit or reduce the impact of aircraft engine emissions on the environment featured prominently on the agenda of the 36th Session of the Assembly in 2007 also. The 37th Assembly resolved that the ICAO would work to achieve carbon neutral growth from 2020. The 38th Session of the ICAO Assembly in 2013 decided to develop a global MBM scheme for international aviation, and requested the Council, with the support of Member States to finalize the work on the technical aspects, environmental and economic impacts and modalities of the possible options for a global MBM scheme, including on its feasibility and practicability, taking into account the need for development of international aviation, the proposal of the aviation industry and other international developments, as appropriate, and without prejudice to the negotiations under the UNFCCC.

The 39th Session of the ICAO Assembly in 2016, adopted the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as part of a basket of measures to reduce CO<sub>2</sub> emissions from international aviation and to achieve an aspirational goal of keeping global net CO<sub>2</sub> emissions from international aviation from 2020 at the same level taking into account special circumstances and respective capabilities.

The CORSIA is implemented in phases, starting with participation of States on a voluntary basis, followed by participation of all States except the exempted States. Pilot phase (from 2021 through 2023) and first phase (from 2024 through 2026) would apply to States that have volunteered to participate in the scheme; and Second phase (from 2027 through 2035) would apply to all States that have an individual share of

international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs) unless they volunteer to participate in this phase. States that voluntarily decide to participate in the CORSIA, may join the scheme from the beginning of a given year, and should notify ICAO of their decision to join by June 30 the preceding year. The revised Scheme provides for “a dynamic approach” for the distribution of offsetting requirements, which moves gradually from the use of 100 per cent sectoral rate (and 0 per cent individual) from 2021 to 2029, towards the use of individual rates of at least 20 per cent from 2030 to 2032; and at least 70 per cent from 2033 to 2035.

## **IMPORTANT DECISION TAKEN BY THE COUNCIL DURING 207<sup>TH</sup> & 208<sup>TH</sup> SESSION**

### **Report on the implementation of the ICAO Civil Aviation Training Policy and the Global Aviation Training Programme for the next triennium**

It was agreed to enhance the GAT website by presenting a holistic view of training activities by region, State and Strategic Objective and by providing information, in tabular form, regarding planned initiatives and their target dates for completion; and issue an electronic newsletter to provide the international aviation community with updated information on the GAT Office's activities and to notify the publication of relevant training documents, such as the third edition of the ICAO *TRAINAIR PLUS Operations Manual* (TPOM) (Doc 10052).



It was decided that the future annual reports on the GAT Office's activities would be expanded to include information on: the existing mechanism for coordination between the GAT Office and relevant Bureau; the quality control system in place for training materials; the priorities for training identified through the Monitoring and Assistance Review Board (MARB); and the non-conformance findings identified during training assessments. Note was taken of a suggestion that in future such reports be issued as working papers instead of information papers so as to better enable the Council to take decisions to enhance the work of the GAT Office.

Pursuant to the Council's earlier decision, the *ICAO Civil Aviation Training Policy* was being reviewed and amended to reflect that the GAT financial activities were "ring-fenced" to ensure that any surpluses generated would remain within and used solely for GAT activities and programmes.

### Survey on implementation by Member State of Resolutions adopted at the 38th Session of the Assembly

The Council was informed that pursuant to Council decision in the 206th Session, Member States had been invited through a State letter to complete an online survey to indicate their level of implementation of the Resolutions adopted by the 38th Session of the Assembly. Only 15 Member States had fully completed the survey and another 5 had partially completed the survey. There had been 8 requests for an extension of time, and thus, in order to facilitate a higher response rate, the deadline for the completion of the survey was extended until 15 July 2016. It was explained that Member States would be informed of the extension

of the deadline via an Electronic Bulletin. The intention was that a report with analysis of the responses would be available later in the year.

### Council President Certificates

In its 206th session, the Council had agreed to establish the "Council President Certificates", which in the context of the *No Country Left Behind* (NCLB) initiative, would serve to recognize States from each region that have made significant progress in resolving their safety oversight deficiencies and improving the effective implementation (EI) of ICAO Standards and Recommended Practices (SARPs). The eligibility criteria for the certificate were based on the results of ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) activities, including audits, ICAO Coordinated Validation Missions (ICVMs), and off-site validation activities, such as achieving an overall EI of more than 60 per cent; an improvement in EI of more than 15 per cent compared to the State's previous USOAP audit; and the absence of any significant safety concern (SSC).

Based on their achievements in 2015, the President announced that the following fourteen States, with at least one from every region, would be the recipients of the inaugural Council President Certificates: Austria, Botswana, Cameroon, Ecuador, El Salvador, Israel, Italy, Lao People's Democratic Republic, Latvia, Madagascar, Mali, Niger, San Marino, United Arab Emirates.

The certificates were awarded during the 39th Session of the Assembly (27 September to 7 October 2016).



## 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*