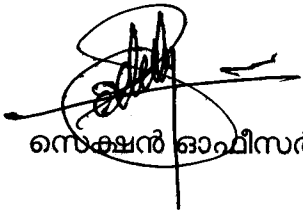


എയർ കേരള പദ്ധതി

ചോദ്യം		ഉത്തരം	
<p>ശ്രീ. അബ്ദുൽ ഹമീദ് പി. ,, വി. കെ. ഇബ്രാഹിം കുഞ്ഞ് ,, എൻ. ഷംസുദ്ദീൻ ,, കെ. എം. ഷാജി</p>		<p>ശ്രീ. പിണറായി വിജയൻ (മുഖ്യമന്ത്രി)</p>	
(എ)	<p>കേന്ദ്ര സർക്കാർ പുതിയ വ്യോമയാന നയത്തിന് രൂപം നൽകാൻ പോകുന്നതായ റിപ്പോർട്ടുകൾ ശ്രദ്ധയിൽ വന്നിട്ടുണ്ടോ; എങ്കിൽ വിശദവിവരം ലഭ്യമാക്കാമോ;</p>	(എ)	<p>കേന്ദ്ര സർക്കാരിന്റെ പുതിയ വ്യോമയാന നയം 15.06.2016 ൽ നിലവിൽ വന്നു. പ്രസക്തഭാഗങ്ങൾ അനുബന്ധമായി ചേർത്തിരിക്കുന്നു.</p>
(ബി)	<p>അന്താരാഷ്ട്ര സർവ്വീസുകളുടെ കാര്യത്തിൽ നിലവിലെ നിബന്ധനകളിൽ കാര്യമായ ഇളവുകൾ ഉണ്ടാകാമെന്ന സൂചനകളുടെ പശ്ചാത്തലത്തിൽ നിർദ്ദിഷ്ട എയർ കേരള പദ്ധതിയുടെ കാര്യത്തിൽ എന്തു നയമാണ് സ്വീകരിക്കുകയെന്ന് വ്യക്തമാക്കുമോ?</p>	(ബി)	<p>കേന്ദ്ര സർക്കാരിന്റെ പഴയ വ്യോമയാന നയ പ്രകാരം അന്താരാഷ്ട്ര വിമാന സർവ്വീസുകൾ നടത്തുന്നതിന് കുറഞ്ഞത് 5 കൊല്ലത്തെ ആഭ്യന്തര വിമാന ഗതാഗത പരിചയവും 20 വിമാനങ്ങളും കമ്പനിക്കാവശ്യമായിരുന്നു. എന്നാൽ പുതിയ വ്യോമയാന നയപ്രകാരം രാജ്യാന്തര സർവ്വീസുകൾ ആരംഭിക്കുന്നതിന് 20 വിമാനങ്ങളോ, അല്ലെങ്കിൽ മൊത്തം സീറ്റുകളുടെ 20 ശതമാനമോ ആഭ്യന്തര സർവ്വീസുകൾക്കായി മാറ്റിവെക്കേണ്ടതായിട്ടുണ്ട്. ആഭ്യന്തര മേഖലയിലുള്ള അഞ്ച് വർഷത്തെ വിമാന ഗതാഗത പരിചയം എന്ന നിബന്ധന എടുത്തുകളഞ്ഞെങ്കിലും 20 വിമാനങ്ങൾ വേണമെന്ന നിബന്ധന നിലനിൽക്കുന്നത് എയർ കേരള പദ്ധതി യാഥാർത്ഥ്യമാക്കുന്നതിന് തടസ്സമാകുമെന്ന് വിലയിരുത്തുന്നു.</p>


 സെക്ഷൻ ഓഫീസർ

Press Release

The Minister of Civil Aviation Shri P. Ashok Gajapathi Raju on 15th June released the **National Civil Aviation Policy 2016**. This is the first time since independence that an integrated Civil Aviation Policy has been brought out by the Ministry. Speaking on the occasion Minister said that the centre-piece of the policy is to make regional air connectivity a reality. He said that the policy aims to take flying to the masses by making it affordable and convenient, establish an integrated eco-system which will lead to significant growth of the civil aviation sector to promote tourism, employment and balanced regional growth, enhance regional connectivity through fiscal support and infrastructure development and enhance ease of doing business through deregulation, simplified procedures and e-governance.

The policy is very comprehensive, covering 22 areas of the Civil Aviation sector.

Highlights of National Civil Aviation Policy 2016 The Policy aims at:

- India to become 3rd largest civil aviation market by 2022 from 9th
- Domestic ticketing to grow from 8 crore in 2015 to 30 crore by 2022
- Airports having scheduled commercial flights to increase from 77 in 2016 to 127 by 2019
- Cargo volumes to increase by 4 times to 10 million tonnes by 2027
- Taking flying to masses - Enabling Indians to fly at Rs. 2,500 per hour under Regional Connectivity Scheme at unserved airports
- Requirement of 5 years of domestic flying for starting international operations removed
- Flexible and liberalized open skies' and code share' agreements
- Incentives to MRO sector to develop as hub for South Asia
- Ensuring availability of quality certified 3.3 lakh skilled personnel by 2025
- Development of green-field airports and heliports
- Enhancing ease of doing business through deregulation, simplified procedures and e-governance
- Promoting 'Make In India' in Civil Aviation Sector

Areas covered in the Policy:

- i. Regional connectivity
- ii. Safety
- iii. Air Transport Operations
- iv. Route Dispersal Guidelines
- v. 5/20 Requirement for International Operations
- vi. Bilateral traffic rights
- vii. Code-share agreements
- viii. Fiscal Support
- ix. Airports developed by State Govt, Private sector or in PPP mode
- x. Airports Authority of India
- xi. Air Navigation Services

- xii. Aviation security, Immigration and Customs
- xiii. Helicopters
- xiv. Charters
- xv. Maintenance, Repair and Overhaul
- xvi. Ground handling
- xvii. Air-cargo
- xviii. Aeronautical 'Make in India'
- xix. Aviation education and skill development
- xx. Sustainable aviation
- xxi. Miscellaneous
- xxii. Essential Services Maintenance Act, 1968

Salient features of the Policy:

Regional Connectivity Scheme (RCS)

- This scheme will come into effect in the second quarter of 2016-17
- Airfare of about Rs 2500 per passenger for a one-hour flight
- This will be implemented by way of:
 - ⇨ Revival of airstrips/airports as No-Frills Airports at an indicative cost of Rs.50 crore to Rs 100 crore
 - ⇨ Demand driven selection of Airports/airstrips for revival in consultation with State Govts and airlines
 - ⇨ Viability Gap Funding (VGF) to airline operators
 - ⇨ RCS only in those states which reduce VAT on ATF to 1% or less, provide other support services and 20% of VGF
 - ⇨ Concessions by Stakeholders
 - ⇨ There will be no airport charges
 - ⇨ Reduced Service tax on tickets (on 10% of the taxable value) for 1 year initially
 - ⇨ Reduced Excise duty at 2% on ATF picked at RCS airports
 - ⇨ State government will provide police and fire services free of cost. Power, water and other utilities at concessional rates
- Creation of Regional Connectivity fund for VGF through a small levy per departure on all domestic flights other than Cat II/ Cat IIA routes, RCS routes and small aircraft below 80 seats at a rate as decided by the Ministry from time to time
- VGF to be shared between MoCA and State Governments in the ratio of 80:20. For the North Eastern States, the ratio is 90:10

Route Dispersal Guidelines (RDG)

- Category I to be rationalized based on a transparent criteria, i.e., flying distance of more than 700km, average seat factor of 70% and above and annual traffic of 5 lakh passengers

- The percentage of Cat.I traffic to be deployed on Cat.II, and IIA will remain the same while for CATIII it will be 35%. Routes to Uttarakhand and Himachal Pradesh included in Category II
- Revised categorization to apply from winter schedule of 2017
- There view of routes will be done by MoCA once every 5 years
- Withdrawal or revision of domestic operations to and within North East Region etc, subject to full compliance of RDG, can be done under prior intimation to MoCA at least three months before withdrawal or revision of the service

5/20 Requirement 5/20 Requirement

- Replaced with a scheme which provides a level playing field
- All airlines can now commence international operations provided that they deploy 20 aircraft or 20% of total capacity (in term of average number of seats on all departures put together), whichever is higher for domestic operations

Bilateral Traffic Rights

- GoI will enter into 'Open Sky' ASA on a reciprocal basis with SAARC countries and countries located beyond 5000 km from Delhi
- For countries within 5000 km radius, where the Indian carriers have not utilised 80% of their capacity entitlements but foreign carriers /countries have utilised their bilateral rights, a method will be recommended by a Committee headed by Cabinet Secretary for the allotment of additional capacity entitlements
- Whenever designated carriers of India have utilised 80% their capacity entitlements, the same will be renegotiated in the usual manner.

Ground Handling Policy

- The Ground Handling Policy/ Instructions/Regulations will be replaced by a new framework:
- The airport operator will ensure that there will be three Ground Handling Agencies (GHA) including Air India's subsidiary/JV at all major airports as defined in AERA Act
- At non-major airports, the airport operator to decide on the number of ground handling agencies, based on the traffic output, airside and terminal building capacity
- All domestic scheduled airline operators including helicopter operators will be free to carry out self-handling at all airports through their regular employees
- Hiring of employees through manpower supplier or contract workers will not be permitted for security reasons

Airport PPP/AAI

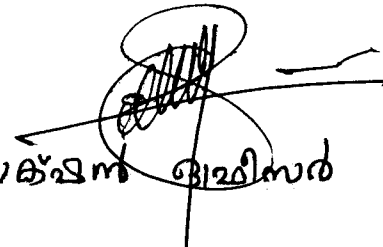
- Encourage development of airports by AAI, State Governments, the private sector or in PPP mode and endeavour to provide regulatory certainty. Future greenfield and brownfield airports will have cost efficient functionality with no compromise on safety and security.
- Future tariffs at all airports will be calculated on a 'hybrid till' basis, unless specified otherwise in concession agreements. 30% of non-aeronautical revenue will be used to cross- subsidise aeronautical charges
- Increase non-aeronautical revenue by better utilisation of commercial opportunities of city side land
- AAI to be compensated in case a new greenfield airport is approved in future within a 150 km radius of an existing unsaturated operational AAI airport (not applicable to civil enclaves)

Aviation Security, Immigration and customs

- MoCA will develop 'service delivery modules' for aviation security, Immigration, Customs, quarantine officers etc in consultations with respective Ministries/Departments
- Allow Indian carriers to provide security services to other domestic airlines subject to approval of BCAS
- Encourage use of private security agencies at airports for non- core security functions to be decided in consultation with MHA
- Such agencies should be registered under the Private Security Agencies (Regulation) Act, 2005 and will also be separately accredited by BCAS
- Subject to minimum benchmarks being met, security architecture at the different airports will be proportionate to the threat classification and traffic volume.

Helicopters and Charters

- Separate regulations for helicopters will be notified by DGCA after due stakeholder consultation
- MoCA to coordinate with Govt agencies and other helicopter operators to facilitate Helicopter Emergency Medical Services
- Helicopters will be free to fly from point to point without prior ATC clearance in airspace below 5000 feet and areas other than controlled or prohibited or restricted airspace
- Airport charges for helicopter operations will be suitably rationalized
- The existing policy of allowing Inclusive tour package charters will be further reviewed to include more categories of passenger charter flights recognized globally.


 സി.എ.എ.സി.