



सत्यमेव जयते

**GOVERNMENT OF INDIA**

**PERFORMANCE BUDGET  
2000-2001**

**MINISTRY OF CIVIL AVIATION**

# CONTENTS

		Pages
Chapter I	Introduction	1
Chapter II	Overall Performance	7
Chapter III	Major Projects Costing Over Rs. 100 Crores	49
Chapter IV	Financial Requirements	52
Chapter V	Progress of Important Schemes and Projects	56

## CHAPTER - I

### I N T R O D U C T I O N

#### 1.1 MINISTRY OF CIVIL AVIATION

1.1.1 The Ministry of Civil Aviation is responsible for the formulation and implementation of national policies and programmes in the civil aviation sector. The Ministry oversees the development and regulation of civil aviation in the country including inter-alia establishment of new aerodromes, maintenance and upgradation of the existing aerodromes, regulation of carriage of traffic by air and ensuring civil aviation security. Railway Safety, including enquiries into serious railway accidents also constitutes one of the allied functions of the Ministry.

1.1.2 The civil aviation sector is monitored and regulated by two separate organisations under the Ministry of Civil Aviation i.e. Directorate General of Civil Aviation and Bureau of Civil Aviation Security. The functions pertaining to Railway Safety are entrusted to a Commission. The Ministry of Civil Aviation has the following Public Sector Undertakings/Companies/Autonomous Bodies under its administrative control:-

- (i) Air India Limited and its wholly owned subsidiaries viz. Hotel Corporation of India Limited and Air India Charters Limited.
- (ii) Indian Airlines Limited and its wholly owned subsidiary viz. Airlines Allied Services Limited.
- (iii) Airports Authority of India.
- (iv) Pawan Hans Helicopters Limited.
- (v) Indira Gandhi Rashtriya Uran Akademi.

1.1.3 The organisations and their functions are summarised in the succeeding paragraphs.

#### 1.2 DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA)

1.2.1 The Directorate General of Civil Aviation is an attached office of the Ministry of Civil Aviation. Its Headquarters is at Delhi and it is headed by a Director General. It has four regional offices at Mumbai, Calcutta, Delhi and Chennai and eleven sub-regional offices at Hyderabad, Thiruvananthapuram, Bhopal, Bangalore, Bhubaneswar, Patna, Lucknow, Guwahati, Kanpur, Patiala and Haridwar. The Directorate General of Civil Aviation has a permanent representative at the International Civil Aviation Organisation (ICAO) at Montreal, Canada.

1.2.2 Responsibilities and Functions of the Directorate General of Civil Aviation are:

- (a) The Directorate General of Civil Aviation is a statutory authority responsible for laying down, implementation and monitoring of standards regarding:
  - i) Airworthiness of Aircraft;
  - ii) Safety and Operations of Aircraft;
  - iii) Flight Crew Standards & Training;
  - iv) Air Transport Operations.
- (b) Licensing of Flight Crew, Aircraft Engineers and Civil Aerodromes.
- (c) Certification of Air Operators.
- (d) Investigation of incidents and minor accidents and implementation of safety measures.
- (e) Formulation of Aviation Legislation.
- (f) To undertake Research and Development activities in the field of Civil Aviation.

1.3 BUREAU OF CIVIL AVIATION SECURITY

1.3.1 The Bureau of Civil Aviation Security, which was initially set up in 1978 as a Directorate of DGCA, was made an independent organisation w.e.f. 1.4.1987. The Bureau looks after Civil Aviation Security and Airport Security in all aspects. The Organisation issues from time to time instructions and guidelines to State/Union Territory Police, airport authorities and air carriers, about measures to be enforced to prevent hijacking and other terrorist activities and for ensuring security at airports. It maintains close liaison with international agencies like IATA, ICPO, INTERPOL and ICAO for assessing threats from international terrorists. The Bureau is headed by a Commissioner and it has four regional offices and four Bomb Detection and Disposal Squads at Delhi, Mumbai, Calcutta and Chennai.

1.3.2. The Bureau has set up Airport Security Committees at the international and domestic airports including those under the control of Ministry of Defence. There is an Advisory Committee on Civil Aviation Security at the national level to advise on matters relating to Civil Aviation Security and to facilitate policy decisions. It consists of senior officers of the concerned Ministries/Departments/Organisations and is chaired by the Secretary, Ministry of Civil Aviation.



#### 1.4 COMMISSION OF RAILWAY SAFETY

1.4.1 The Commission of Railway Safety deals with matters pertaining to safety in rail travel and operation and performs certain statutory functions specified in the Indian Railway Act and the Rules framed thereunder. The Commission, which was earlier functioning as an Inspectorate under the control of the Railway Board, was separated from it to ensure its independence from the authority administering the Railways. The organisation came under the administrative control of Ministry of Civil Aviation in May, 1967.

1.4.2 While the Railway Board in the Ministry of Railways is the safety controlling authority, responsible for laying down and enforcing safety standards for the Indian Railways, the main task of this Commission is to direct, advise and caution the Railways executives through its regulation/inspection/audit and investigative/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.

1.4.3 The Commission is headed by a Chief Commissioner, who is also the Principal Technical Adviser to the Government of India on all matters concerning the Commission. He is assisted by a Deputy Commissioner (General) and four other Deputy Commissioners drawn from the Mechanical, Electrical, Signalling and Telecommunications, and Operating disciplines of the Railways.

1.4.4 With the headquarters located at Lucknow, the Commission of Railway Safety has 9 circle offices - two with headquarters at Mumbai, i.e. Central Circle and Western Circle, three with headquarters at Calcutta i.e. Eastern Circle, South Eastern Circle and Northeast Frontier Circle and one each with headquarters at Bangalore, New Delhi, Secunderabad and Lucknow i.e. Southern Circle, Northern Circle, South Central Circle and Northeastern Circle respectively. Each Circle Office is headed by a Commissioner of Railway Safety. Circle Offices at Mumbai and Calcutta are assisted by a Dy. Commissioner of Railway Safety (S&T).

#### 1.5. AIR INDIA LIMITED

1.5.1 The undertaking of Air India was transferred to and vested in Air India Limited and the Air Corporation's Act 1953, was repealed with effect from 1.3.1994 in pursuance of the Air Corporations (Transfer of Undertakings and Repeal) Act 1994. Air India Limited is a company incorporated under the Companies Act, 1956 and has the same functions and responsibilities as that of the erstwhile Air India i.e. providing safe, efficient, adequate, economical and properly coordinated international air transport services.

1.5.2. The Company has two wholly owned subsidiaries namely Hotel Corporation of India Limited and Air India Charters Limited. Hotel Corporation of India Limited provides in-flight catering services to the national carriers and operates a chain of hotels, essentially in the vicinity of the airports for transit passengers. Air India Charters Limited operates the charter flights of Air India Limited and also provides ground handling services to various airlines.

1.5.3 The authorised and paid up capital of the Company is Rs.500 crores and Rs.153.84 crores respectively. Its investment in Hotel Corporation of India Limited and Air India Charters Limited are Rs. 40.60 crores and Rs.5.00 lakhs respectively.

#### 1.6 INDIAN AIRLINES LIMITED

1.6.1 Indian Airlines Limited was incorporated under the Companies Act, 1956 w.e.f. 1.5.1992, with the main objective to provide safe, efficient, adequate, economical and properly coordinated air transport services. As per Air Corporations (Transfer of Undertakings and Repeal) Act, 1994, the entire undertaking of Indian Airlines was transferred to and vested in "Indian Airlines Limited", with effect from 1.3.1994.

1.6.2 The headquarters of Indian Airlines Ltd. is at New Delhi and it has four regional offices located at Delhi, Calcutta, Mumbai and Chennai.

1.6.3 The authorised and paid up capital of Indian Airlines Ltd. as on 31.3.1998 is Rs.500 crores and Rs.105.19 crores respectively.

1.6.4 Airline Allied Services Ltd., a wholly owned subsidiary of Indian Airline Limited was formed on 13.9.1983 under the Companies Act. The total investment of Indian Airlines Limited in this company stands at Rs.2.25 crores as on 31.3.1999. The company had started operations w.e.f. 15.4.1996 under the name 'Alliance Air'. During the year 1996-97, all the twelve Boeing 737 aircraft were made available to the 'Alliance Air' for its operations and continue to be with Alliance Air as on date.

#### 1.7 PAWAN HANS HELICOPTERS LIMITED (PHHL)

1.7.1 Pawan Hans Helicopters Limited was incorporated on 15th October, 1985, as a Government Company under the provisions of the Companies Act, 1956. The company was established mainly to provide helicopter support services to meet the requirements of the Petroleum sector including ONGC, operate scheduled/non-scheduled helicopter services in inaccessible areas and difficult terrains, provide inter-city transportation and operate tourist charters by helicopters.

1.7.2. The Company has paid-up capital of Rs.113.76 crores contributed by Government of India (78.5%) and ONGC (21.5%). The headquarters of Pawan Hans Helicopters Ltd. is located in New Delhi.

1.8. AIRPORTS AUTHORITY OF INDIA

1.8.1 For the better administration and cohesive management of the airports and civil enclaves and with a view to accelerate the integrated development, expansion and modernisation of the operational, terminal and cargo facilities at the airports in the country conforming to international standards, the Airports Authority of India Act has come into force with effect from 1.4.1995 and the two Airports Authorities viz. International Airports Authority of India and the National Airports Authority have been merged to form a single authority viz. Airports Authority of India.

1.8.2 The Authority aims at providing world class Airport services and facilities as are necessary for the safe and efficient operation of air transport services and to make available amenities for passengers and other users of the airports. The corporate objective of the Airports Authority of India includes :

- (i) To manage the airports, civil enclaves and the aeronautical communication stations efficiently.
- (ii) To provide air safety services and search and rescue facilities in coordination with other agencies.
- iii) To provide air traffic services, air safety services and air transport services at airports and civil enclaves.
- (iv) To plan, develop, construct and maintain runways, taxiways, aprons, terminals and ancillary buildings at the aerodromes and civil enclaves.
- (v) To plan, procure, install and maintain navigational aids, communication equipment, beacons and ground aids at the aerodromes and at such locations as may be considered necessary for the safe enroute and terminal navigation and operation of aircraft.
- (vi) To develop and provide consultancy, construction and management services and undertake operation in India and abroad in relation to airports, air navigation services, ground aids and safety services or any facilities thereat.

1.9 HOTEL CORPORATION OF INDIA

The Hotel Corporation of India Limited is a wholly owned subsidiary of Air India Limited incorporated in 1971 to provide in-flight catering services to the national carriers and for operating a chain of hotels, essentially in the vicinity of the airports for transit passengers. The company is presently operating one hotel each at Delhi, Srinagar and Rajgir and two at Mumbai. It also operates flight kitchens and provides catering services at Mumbai and Delhi airports.

1.10. INDIRA GANDHI RASHTRIYA URAN AKADEMI (I.G.R.U.A)

In order to standardise and improve the facilities for flying training in the country, the Government has set up a Central Flying School, called the Indira Gandhi Rashtriya Uran Akademi at Fursatganj in Rai Bareilly District of Uttar Pradesh. The Akademi started its training on ground subjects in June 1986 and full flying training in September, 1986. Till March, 1999, the academy has trained 315 pilots. It is a well equipped school for training for commercial pilots' license and commercial helicopter pilots' licence. It is managed by a Governing Council consisting of 11 members. The Secretary, Ministry of Civil Aviation, is the ex-officio chairman of the Council.

1.11. DOMESTIC AIR TRANSPORT INDUSTRY

1.11.1 As part of the liberalisation process set in motion under the new economic policy, private sector investment has also been permitted in the air transport services sector. The Air Corporations Act, 1953 was repealed on 1st March, 1994 ending the monopoly of Indian Airlines in the domestic air transport services. There are at present 2 private scheduled operators and 47 private non-scheduled operators. A new policy for foreign equity investment in the civil aviation sector has been announced allowing 100% NRI/OCB equity and 40% foreign equity participation in domestic airlines. However, equity participation by foreign airlines, directly or indirectly, has not been permitted. Detailed guidelines in this regard have been issued on 17th July, 1998.

1.11.2 The number of passengers carried on domestic sector increased from 118.60 lakhs in 1998 to 122.30 lakhs in 1999 thus registering a growth of 3.12%. The number of passenger carried by domestic private airlines also increased from 49.14 lakhs in 1998 to 56.92 lakhs in 1999 which constitutes 46.54% of the total passenger carried during the year 1999.

\*\*\*\*\*



CHAPTER - II

OVERALL PERFORMANCE

**2.1 DIRECTORATE GENERAL OF CIVIL AVIATION**

**2.1.1. Annual Plan 1998-99**

The approved annual plan outlay of Directorate General of Civil Aviation for 1998-99 was Rs.4.45 crores which was reduced to Rs.3.50 crores at RE stage. The scheme-wise details of the Budget Estimates, Revised Estimates and Actual Expenditure incurred by DGCA during the year are as follows :

(Rs. in Crores )

S.No.	Schemes	Budget Esti- mate	Revised Esti- mate	Actual Expen- diture
I.	Purchase of Machinery & Equipment connected with Air Safety, Research & Development, Licensing of Flight Crew & Engineers, Modernisation of office etc.	2.00	1.65	1.26
II.	Major Construction Work of Office & Residential complexes at Headquarters and Regional Offices.	1.00	1.00	0.94
III.	Revenue Expenditure on Plan Posts and specific schemes such as FANS, COSCAP, etc.	1.45	0.85	1.21
T O T A L		4.45	3.50	3.41

**2.1.2. The targets, achievements and reasons for shortfall during the year 1998-99 are as follows:**

**(a) Targets**

- i) Procurement of Universal Testing Machine for Research & Development Directorate.
- ii) Procurement of equipment relating to aircraft accident/incident investigation.
- iii) Commencement of construction of office building at Patna and residential accommodation at Mumbai.
- iv) Participation in COSCAP programme of International Civil Aviation Organisation for training of officers of DGCA.
- v) Participation in development of Future Air Navigation System (FANS).



**b) Achievements and Reasons for Shortfall.**

- i) Park Oil Burner, Winch Engine and Computers for Research & Development Directorate were purchased.
- ii) Vehicles for Headquarters and Regional offices of DGCA were purchased for their operational use.
- iii) Solid State Cockpit Voice Recorders and the Universal Testing Machine were purchased.
- iv) The work relating to Construction of Office Building at Patna and Staff quarters and boundary wall at Mumbai was being executed by CPWD.

**2.1.3 Annual Plan 1999-2000.**

The approved annual plan outlay of Directorate General of Civil Aviation for 1999-2000 was Rs.4.40 crores which was reduced to Rs.3.40 crores at RE stage. The scheme-wise details are as follows :

(Rs. in Crores )			
S.No.	Schemes	Budget Estimate	Revised Estimate
I.	Purchase of Machinery & Equipment connected with Air Safety, Research & Development, Licensing of Flight crew & Engineers, Modernisation of office etc.	1.00	0.90
II.	Major Construction Work of Offices, and Residential complexes at Headquarters and Regional Offices.	0.65	0.75
III.	Revenue Expenditure on Plan Posts and specific schemes such as COSCAP, SARAS etc.	2.75	1.75
T O T A L		4.40	3.40

**2.1.4 The targets set for the year 1999-2000 are as follows :**

**(a) Targets**

- i) Participation in SARAS Project of National Aerospace Laboratories (NAL) in developing a multi-role light transport aircraft named 'SARAS'.
- ii) Participation in European Union Project for training in air safety and allied activities.

- iii) Continued participation in COSCAP programme of International Civil Aviation Organisation for training of officers of DGCA.
- iv) Purchase of equipment for Research & Development, Airworthiness and Air Safety Directorates for accident/incident investigation and licensing of flight crew and engineers.
- v) Construction of additional accommodation at Headquarters and regional offices of DGCA.

**2.1.5 Achievements and Reasons for shortfall**

- i) Release of Rs. 1 crore as financial support to National Aerospace Laboratories (NAL) as DGCA's contribution towards their LTA 'SARAS' development project is being processed.
- ii) Due to delay in finalisation of Memorandum of Understanding with European Union, the project has been slightly delayed.
- iii) Third instalment of Rs. 26.22 lakhs is being paid towards the COSCAP-ICAO-Oversight Surveillance scheme.
- iv) Action has been initiated for procurement of Scanning Electron Microscope and equipment for accident/incident investigation and medical equipment for examination of aircrew.
- v) Work of Electrical Sub-station at DGCA (Headquarters) is completed.

**2.1.6 Annual Plan 2000-2001.**

The approved annual plan outlay of Director General Civil Aviation for 2000-2001 is Rs.5.00 crores. Scheme-wise break up is as follows :

(Rs. in Crores )

S.No.	Schemes	Budget Estimates
I.	Purchase of Machinery & Equipment connected with Air Safety, Research & Development, Licensing of Flight crew & Engineers, Modernisation of office, purchase of light aircraft, sailplanes and simulators for restructuring of flying/gliding clubs/institutions etc.	1.50
II.	Major Construction Work of offices & Residential complexes at Headquarters and Regional Offices etc.	0.50
III.	Revenue Expenditure on Plan Posts and specific schemes like COSCAP, SARAS etc.	3.00
T O T A L		5.00

**2.1.7 Targets**

- i) Participation in SARAS Project of National Aerospace Laboratories (NAL) in developing a multi-role light transport aircraft named 'SARAS'.
- ii) Participation in European Union Project for training in air safety and allied activities.
- iii) Continued participation in COSCAP programme of International Civil Aviation Organisation for training of officers of DGCA.
- iv) Purchase of light Aircraft, sailplanes and simulators for restructuring of flying/Gliding clubs and equipment for Research and Development, Airworthiness and Air Safety Directorates for accident/incident investigation and licensing of flight crew and engineers.
- v) Installation of electrical sub-station at DGCA (Headquarters) and construction of additional accommodation at Headquarters and Regional offices of DGCA.

**2.2 BUREAU OF CIVIL AVIATION SECURITY**

**2.2.1 Annual Plan 1998-99**

Against the approved Plan Outlay of Rs.3.00 crores of BCAS for the year 1998-99, the actual expenditure was to the tune of Rs.2.35 crores as given below :

(Rs. in crores)			
S.No.	Schemes	Plan Outlay	Actual Expenditure
<b>Major Works</b>			
1.	Construction of residential Quarters for BDDS at Delhi, Mumbai, Calcutta and Chennai.	0.60	0.43
2.	Construction of office building for four regional offices	0.50	-
3.	Setting up of Civil Aviation Security Academy	0.10	-
<b>Machinery &amp; Equipment</b>			
1.	New PIC system	1.00	0.95
2.	Wheel Barrow kit for BDDS	0.80	0.91
3.	Payment to ECIL for Training Centre	-	0.04
4.	Purchase of Computers	-	0.02
Total:		3.00	2.35

**2.2.2 Achievement and reasons for shortfall**

- (i) A provision of Rs.60 lakhs was made towards construction of residential quarters at 4 BDDS units. The work had been completed and the Bureau was able to spend Rs. 42.81 lakhs towards final settlement of the scheme.
- (ii) A payment of Rs.94.98 lakhs was made towards procurement of New PIC Equipment. Payment of Rs.91.29 lakhs was also made to M/s ET&T towards procurement of Wheel Barrow Kit for the BDDS Unit at the four International Airports.
- (iii) Payment of Rs. 4.47 lakh was made to ECIL Rapiscan towards procurement of equipment for the Training Centre.
- (iv) The Bureau had to purchase Computers for connecting the PIC System from Regional offices to Headquarters for effective monitoring. An expenditure of Rs.1.96 lakhs was incurred on purchase of computers for this purpose.

**2.2.3 Annual Plan 1999-2000**

Against the approved Plan Outlay of Rs.3.58 crores of BCAS for the year 1999-2000, the anticipated expenditure is to the tune of Rs.2.61 crores as given below :

(Rs. in crores)			
S.No.	Schemes	Plan Outlay	Revised Estimates
<b>Major Works</b>			
1.	Construction of office complexes at four regional offices	2.00	1.50
2.	Setting up of Civil Aviation Security Academy	0.50	-
<b>Machinery &amp; Equipment</b>			
1.	New PIC system	0.10	0.15
2.	Replacement of Machinery & Equipment of BDDS units	0.98	0.80
3.	Upgradation of Wheel Barrow Kit for BDDS	-	0.16
<b>Total :</b>		<b>3.58</b>	<b>2.61</b>

**2.2.4 Achievements and reasons for shortfall**

- (i) Scheme of construction of office complexes - Rs.40 lakhs, Rs.60 lakhs and Rs. 50 lakhs have been placed with PAO, CPWD, Chennai, Calcutta and Delhi respectively in connection with this scheme and the works are being executed by CPWD.



- (ii) **PIC System** - An amount of Rs.15 lakhs is being released as balance payment in connection with this Scheme.
- (iii) **Upgradation of Wheel Barrow Kit for BDDS** - An amount of Rs.16 lakhs is to be released as balance payment.
- (iv) The proposal for purchase of equipment for all the four BDDS units amounting to approximately Rs. 80 lakhs is being processed.

2.2.5 **Annual Plan 2000-2001**

The approved Plan Outlay of BCAS for the year 2000-2001 is Rs.5.72 crores as per details given below:

		(Rs. in crores)
S.No.	Schemes	Plan Outlay
<b>Major Works</b>		
1.	Construction of office building for the four regional offices of BCAS	3.90
2.	Setting up of Civil Aviation Security Academy	0.90
<b>Machinery &amp; Equipment</b>		
1.	Purchase of new equipment-Bomb Inhibitor	0.02
2.	Consumable for new computerised Photo Identity Cards and Manual Passes	0.80
3.	Information Technology	0.10
		<b>Total : 5.72</b>

2.2.6 **Targets**

- (i) BCAS has undertaken projects for construction of Office Building at the four Regional Offices at Delhi, Mumbai, Calcutta and Chennai. Estimates in respect of all the Regional Offices have been received. The construction work has started at Chennai and Delhi. An amount of Rs.150 lakhs has been placed with the Regional Offices of CPWD, Delhi, Calcutta & Chennai during 1999-2000 for undertaking the construction work. The requirement of funds during 2000-01 is estimated to be Rs.3.90 lakhs and has accordingly been provided for.
- (ii) BCAS contemplates setting up of Civil Aviation Akademi for imparting training to the security personnel deployed at the various airports. The project is in the formulation stage and a token provision of Rs.90 lakhs has been made during 2000-01 for this Scheme.
- (iii) It is proposed to procure one Bomb Inhibitor each for BDDS Units at Delhi, Mumbai, Calcutta and Chennai and also one for the Airport Security Unit at Srinagar for enhancing the capabilities of the BDDS Unit to tackle the Bomb threats.



(iv) Consumables are proposed to be purchased for the PIC Systems presently in use. A provision of Rs.80 lakhs has been made for this purpose.

2.3 AIR INDIA LIMITED

2.3.1 Annual Plan 1998-99

The approved Annual Plan outlay of Air India Ltd. for the year 1998-99 was Rs.602.53 crores which included token provision of Rs.5 crores as budgetary support from the Government towards additional equity induction based on the recommendations of the Disinvestment Commission. Against this outlay, the actual expenditure was Rs.550.01 crores. The scheme-wise break-up is given below :

(Rs in crores)

S.No.	Schemes	Approved Outlay	Actual Expenditure
<b>A. Aircraft Projects</b>			
<b>Loan Repayment</b>			
1.	B747-300 Combi Aircraft	98.46	101.06
2.	A-300-B4 Aircraft	18.98	20.11
3.	Six A 310-300 Aircraft	27.28	29.12
4.	Two A 310-300 Aircraft	7.36	17.87
5.	Four B 747-400 Aircraft	236.53	250.82
6.	Two B 747-400 Aircraft	58.92	61.51
<b>Total - Repayment of Aircraft Loans</b>		<b>447.53</b>	<b>480.49</b>
<b>B.</b>	<b>Non-aircraft projects-Capital Expenditure</b>	150.00	68.52
<b>C.</b>	<b>Contributions to IGRUA</b>	0.00	1.00
<b>Total</b>		<b>597.53</b>	<b>550.01</b>
<b>D.</b>	<b>Budgetary Support from Govt.</b>	5.00	0.00
<b>Total :</b>		<b>602.53</b>	<b>550.01</b>

2.3.2. The entire expenditure was incurred out of the Internal and Extra budgetary resources of the Company and no budgetary support from the Govt. was provided to Air India during 1998-99.

2.3.3 Reasons for shortfall:

(i) The reduction in actual expenditure during 1998-99 as against the approved outlay is mainly due to deferment of Capital Expenditure on non-aircraft schemes.

- (ii) The increased expenditure under Aircraft loan repayment was mainly due to weakening of Indian rupee resulting in variation in the exchange rates of US dollar and Deutsche Mark as applied at the time of actual payments.
- (iii) The budgetary support could not be released to Air India as a final view on the revival strategy for Air India based on the recommendations of the Disinvestment Commission could not be taken.

#### 2.3.4 Annual Plan 1999-2000

The approved Annual Plan outlay of Air India for the year 1999-2000 is Rs.433.46 crores including Rs.0.01 crores as token Budgetary Support from Government towards additional equity induction in accordance with recommendation of the Disinvestment Commission. The Scheme-wise details of approved Outlay and anticipated expenditure during the year 1999-2000 are given below:

(Rs in crores)			
S.No.	Schemes	Approved Outlay	Estimated Expenditure
<b>A. Aircraft Projects</b>			
Loan Repayments			
1.	Six A 310-300 Aircraft	0.23	0.23
2.	Two A 310-300 Aircraft	26.73	26.73
3.	Four B 747-400 Aircraft	188.61	188.61
4.	Two B 747-400 Aircraft	67.88	67.88
Total-Repayment of Aircraft Loans		283.45	283.45
<b>B. Non-aircraft projects-Capital Expenditure</b>			
		150.00	150.00
<b>Total</b>		<b>433.45</b>	<b>433.45</b>
Budgetary Support from Govt.		0.01	0.00
<b>Total :</b>		<b>433.46</b>	<b>433.45</b>

2.3.5 The entire expenditure will be incurred out of the Internal and Extra budgetary resources of the Company.

### 2.3.6 Annual Plan 2000-2001

The approved Annual Plan outlay of Air India Limited for the year 2000-01 is Rs.675.30 crores. The Scheme-wise details of the Approved Outlay for the year 2000-2001 are given below :

		(Rs in crores)
S.No.	Schemes	Approved Outlay
<b>A. Aircraft Projects</b>		
<b>I. Loan Repayments</b>		
1.	Six A 310-300 Aircraft	0.23
2.	Two A 310-300 Aircraft	15.25
3.	Four B 747-400 Aircraft	188.61
4.	Two B 747-400 Aircraft	72.76
<b>Total- Repayment of Aircraft Loans</b>		<b>276.85</b>
<b>II. End of Lease Term Purchase Price of one B747-300 Combi Aircraft</b>		
		<b>248.45</b>
<b>B. Non-aircraft projects- Capital Expenditure</b>		
		150.00
<b>Total :</b>		<b>675.30</b>

### 2.3.7 Targets

- (i) Air India had financed one Boeing 747-300 Combi Aircraft under the Japanese Leveraged Lease through Citi Bank. As per the purchase option clause, Air India has an option to purchase the aircraft at 45% of the original aircraft cost at the end of 12 years of lease. Accordingly, Air India proposes to exercise the purchase option and a provision of Rs.248.45 crores has been made towards term end purchase price payable to the lessor.
- (ii) A provision of Rs.150 crores has been made towards miscellaneous capital schemes of Air India, such as purchase of Ground Handling, Workshop, Computer and Office Equipments and also towards their building and other projects.

**2.3.8 Internal Resources:**

The Internal Resources position of Air India Limited from 1998-99 onward is given below :

	(Rs. in Crores)		
	1998-99 Actual	1999-2000 Estimates	2000-2001 Projected
1. Net Profit/Loss	(174.48)	(146.18)	(92.13)
2. Dividend paid	-	-	-
3. Retained Profit/ (loss)	(174.48)	(146.18)	(92.13)
4. Provision for depreciation/ obsolescence	390.80	394.57	425.56
5. Internal Resources	216.32	248.39	333.43
6. Plan Expenditure	550.01	433.45	675.30
7. Budgetary Support	0.00	0.01	0.00

**2.3.9. Position of Aircraft Fleet/Induction**

The company's fleet position from 1995-96 onwards is as under:

Year	B747-200	A300-B4	A310-300	B747-300	B747-400	Total
1995-96	9	3	8	2	4	26
1996-97	9	3	8	2	6	28
1997-98	7*	3	8	2	6	26
1998-99	7	3	8	2	6	26
1999-2000 (Revised)	7	3	8	2	6	26

\* Out of Nine B-747-200 Aircraft, two were sold in February, 1998.

**2.3.10 Revenue Hours per aircraft per annum (Utilisation)**

Year	B747-200	A300-B4	A310-300	B747-300	B747-400
1995-96	2009	2536	3074	3276	4041
1996-97	2022	2398	3039	2683	3639
1997-98	1559	2552	3325	2331	3770
1998-99	1785	2891	3530	2632	4216
1999-2000 (Revised Budget)	1191	2722	3401	3295	4076
2000-2001 (Budget)	1269	2767	3392	3695	4074

**2.3.11 Revenue hours per aircraft per day (Utilisation)**

Year	B747-200	A-300-B4	A310-300	B747-300	B747-400
1995-96	5.49	6.93	8.40	8.95	11.04
1996-97	5.54	6.57	8.32	7.35	9.97
1997-98	4.27	6.99	9.11	6.39	10.33
1998-99	4.89	7.92	9.67	7.21	11.55
1999-2000 (Revised (Budget)	3.25	7.44	9.29	9.00	11.14
2000-2001 (Budget)	3.48	7.58	9.29	10.12	11.16

**2.4.12 Operational Performance**

Operational performance of the Company for the year 1998-99 onwards is as under:

Particulars	1998-99 Actual	1999-2000 (RE)	2000-2001 (BE)
Available Tonne Kilo meters (Million)	2394.3	2233.3	2202.2
Revenue Tonne Kilometers (Million)	1473.6	1411.3	1427.2
Overall Load Factor (%)	61.5	63.2	64.8
Available Seat Kilometers (Million)	17496.6	16374.1	16034.7
Revenue Passengers Kilometers (Million)	11709.0	11159.2	11376.7
Passenger Load Factor (%)	66.9	68.2	71.0
Aircraft Utilisation (Hours per day)	8.47	7.71	8.62
Aircraft Utilisation/ per annum(hours/per annum)	3092.0	2964.0	3146.0

**2.4 INDIAN AIRLINES LIMITED**

**2.4.1. ANNUAL PLAN 1998-99**

An Outlay of Rs.630.00 crores had been approved for Annual Plan 1998-99 of Indian Airlines which included a provision of Rs.125 crores towards payment of budgetary support for revival of the company based on the recommendations of the Kelkar Committee. Against the above outlay, the actual expenditure was Rs.522.03 crores. Project-wise details of the approved outlay and actual expenditure are on the next page:



( Rs. in crores)		
Particulars	Plan Outlay	Actual Expenditure
<b>I. Aircraft Project</b>		
i) Airbus A-320 Project	429.70	487.37
ii) 50 seater Aircraft.	35.00	-
<b>Total</b>	<b>464.70</b>	<b>487.37</b>
<b>II. Other Supporting Facilities</b>		
i) Workshop/Engineering Facilities	5.62	5.21
ii) Other operational Building including Booking Offices	6.05	1.41
iii) Real Time Computer System & Allied equipment & communication system	9.00	10.35
iv) Ground Support Facilities (including vehicles)	8.50	8.28
v) Administrative Office, furniture/Fixtures, Office equipment & renovation of Booking Offices	7.50	5.65
vi) Welfare Amenities	3.63	2.76
<b>Total</b>	<b>40.30</b>	<b>33.66</b>
<b>III. Grants-in-aid to IGRUA</b>	-	1.00
<b>IV. Budgetary Support</b>	125.00	0.00
<b>Total (I+II+III+IV)</b>	<b>630.00</b>	<b>522.03</b>

2.4.2 The entire expenditure was incurred out of Internal and Extra Budgetary Resources of the Company and no budgetary support was provided by the Government during the year.

2.4.3 Reasons for variations:

- (i) There was an excess expenditure of Rs.57.67 crores towards repayment of Air Bus A-320 loans due to adverse exchange rate fluctuation.

- (ii) The provision earmarked for payment of margin money in respect of 50 Seater aircraft could not be utilised during the year as approval of competent authority for the same could not be obtained.
- (iii) There was marginal increase in the expenditure towards Real Time Computer System and allied equipment and communication system due to adverse exchange rates fluctuations.
- (iv) In other items, there was reduction in expenditure to the extent of Rs.7.99 crores mainly on account of deferment of some of the capital schemes in building projects and renovation of booking offices etc. in view of the liquidity crunch being faced by the company.

**2.4.4 ANNUAL PLAN 1999-2000**

The Annual Plan Outlay of Indian Airlines for the year 1999-2000 was approved as Rs.540.01 crores including Budgetary Support Rs.0.01 crores. Against this, the expenditure for the year 1999-2000 is likely to be Rs. 539.80 crores to be met entirely from the Internal and Extra Budgetary Resources of the Company. The following table summarises the Plan Outlays vis-a-vis anticipated expenditure for the year 1999-2000 :

(Rs. in crores)		
Schemes	Approved Outlay	Anticipated Expenditure
<b>I. Aircraft Projects</b>		
i) Airbus A-320 Project	446.90	451.80
ii) 50 seater Aircraft/Any other type of new aircraft.	45.00	45.00
iii) Budgetary support	0.01	0.00
<b>Total I</b>	<b>491.91</b>	<b>496.80</b>
<b>II. Other Supporting Facilities</b>		
i) Workshop/Engineering Facilities	6.00	4.45
ii) Other operational buildings including Booking Offices	5.75	2.46
iii) Real time Computer System & Allied Equipment & Communication System.	19.00	18.88
iv) Ground Support Facilities (including vehicles)	8.60	10.73
v) Administrative office, Furniture, Fixtures, Office Equipment & renovation of Booking Offices.	7.25	5.03
vi) Welfare Amenities	1.50	1.45
<b>Total II</b>	<b>48.10</b>	<b>43.00</b>
<b>Total (I + II)</b>	<b>540.01</b>	<b>539.80</b>

The Company is expected to broadly achieve the targets set for the Annual Plan 1999-2000 as explained above.

**2.4.5 Annual Plan 2000-2001**

The approved Plan Outlay for the year 2000-2001 is Rs.550.00 crores consisting of Rs.496.48 crores under aircraft projects and Rs.53.52 crores under other supporting facilities. The break-up is as under :

		(Rs. in crores)
-----		
Schemes		Approved Outlay
-----		
<b>I.</b>	<b>Aircraft Projects</b>	
i)	Airbus A-320 Project	361.48
ii)	50 seater Aircraft/Any other type of new aircraft.	135.00
	Total I	----- 496.48 -----
<b>II.</b>	<b>Other Supporting Facilities</b>	
i)	Workshop/Engineering Facilities	4.41
ii)	Other operational buildings including Booking Offices	2.47
iii)	Real time Computer System & Allied Equipment & Communication System.	19.07
iv)	Corporate Computerisation	13.00
iv)	Ground Support Facilities (including vehicles)	6.62
v)	Administrative office Furniture, Fixtures, Office Equipment & renovation of Booking Offices.	6.82
vi)	Welfare Amenities	1.13
	Total II	----- 53.52 -----
-----		
<b>Total (I + II)</b>		<b>550.00</b>
-----		

**2.4.6 Targets**

**(i) Aircraft Projects**

The outgo of Rs.361.48 crores is towards the repayment of loans towards Airbus A-320 aircraft project. A provision of Rs.20.00 crores has been towards 50 seater aircraft project and Rs.115.00 crores has been provided towards payment of margin money for induction of new aircraft.

(ii) Other Projects

The provisions towards other supporting facilities amounting to Rs.53.52 crores represent expenditure towards building projects such as Workshop/Engineering facilities, other operational buildings including booking offices etc. Provisions have also been made for purchase of essential equipments for providing Ground Support Facilities, Office Furniture, Fixtures etc. This amount also includes Rs.16.62 crores towards repayment of loan against acquisition of Real Time Computer and Rs.13 crores towards corporate computerisation.

2.4.7 Internal Resources :

The internal resources position of Indian Airlines from 1998-99 onwards is as under.

Particulars	(Rs. in crores)		
	1998-99	1999-2000 (R.E.)	2000-01 (Budget)
1. Profit/Loss	13.12	35.25	25.85
2. Dividend paid	-	-	-
3. Retained Profit	13.12	35.25	25.85
4. Provision for Depreciation/Obsolescence	360.28	365.00	359.00
5. Total Internal Resources	373.40	400.25	384.85
6. Budgetary Support	-	-	-
7. Plan Expenditure	522.03	539.80	550.00

2.4.8 POSITION OF AIRCRAFT FLEET

Company's fleet position from 1995-96 to 2000-01 is as under:

YEAR	A-300	A-320	B-737	F-27	Total
1995-96	10	30	15+2*	2#	59
1996-97	10	30	-\$	2#	42
1997-98	10	30	-	2#	42
1998-99	11@	30	-\$	2#	43
1999-2000 (RE)	11@	30	-\$	-	41
2000-01	10@	30	-\$	-	40

\* Two aircraft grounded.

# Both are grounded

\$ Entire fleet of 12 B737 made available to M/s Airlines Allied Services Ltd.

@ Includes 2 aircraft A300 taken on lease.

**2.4.9 Revenue Hours per aircraft per annum (Utilisation)**

Year	A300	A320	B737
1995-96	2177	2142	1617
1996-97	2356	2581	2166***
1997-98	2727	2770	****
1998-99	2528	2834	****
1999-2000 (RE)	2282	2992	****
2000-01 (BE)	2478	2984	****

\*\*\* All B737 aircraft have been transferred to M/s Airlines Allied Services Ltd.

**2.4.10 Revenue Hours per aircraft per day (Utilisation)**

Year	A300	A320	B737
1995-96	6.0	5.9	4.4
1996-97	6.5	7.1	5.9
1997-98	7.5	7.6	****
1998-99	6.9	7.8	****
1999-2000 (RE)	6.2	8.2	****
2000-2001 (BE)	6.8	8.2	****

\*\*\* All B 737 aircraft have been transferred to M/s Airlines Allied Services Ltd.

**2.4.11 Capacity offered/utilised in Million**

Year	ATKms	RTKms.
1995-96	1045.813	722.686
1996-97	1075.238	698.116
1997-98	1094.132	700.896
1998-99	1122.922	709.079
1999-2000 (RE)	1121.278	717.808
2000-2001 (BE)	1137.505	732.205



**2.4.12 Operational performance of the Company for the year 1995-96 onwards is as under:**

Particulars	1995-96	1996-97	1997-98	1998-99	1999-2000 (RE)	2000-01 (BE)
Available Tonne Kilo meters (Million)	1046	1075	1094	1123	1121	1138
Revenue Tonne Kilometers (Million)	723	698	701	709	718	732
Overall Load Factor (%)	69.1	64.9	64.1	63.1	64.0	64.4
Available Seat Kilometers (Million)	9973	10143	10408	10804	10958	11235
Revenue Passenger Kilometers (Million)	7324	7053	7015	6847	6908	7163
Passenger Load Factor (%)	73.4	69.5	67.4	63.4	63.0	63.8

**2.5 PAWAN HANS HELICOPTERS LIMITED**

**2.5.1 Annual Plan 1998-99**

The approved plan outlay of PPHL for the financial year 1998-99 was Rs. 90.00 crore against which the actual expenditure was Rs. 5.55 crores as per details given below :

(Rs.in crores)			
S.No.	Schemes	Plan Outlay	Actual Expenditure
<b>1.</b>	<b>Acquisition of new fleet</b>		
a)	Light helicopter (3)	36.30	-
b)	Medium helicopter (1)	-	1.85 (Balance Payment)
b)	Heavy helicopter (2) (including inventory)	38.35	-
		74.65	1.85

**2. Import of equipment**

a) Workshop/ground support Equipment	0.85	0.07
b) FLIR Camera for Bell 206 L4	1.30	-
c) EFG for Bell 407	-	1.00
d) Spare Aeroengine for R-44 Helicopter	0.20	0.20
	-----	-----
	2.35	1.27
	-----	-----

**3. Building Project**

a) Road & Bridge, Mumbai	1.00	-
b) Acquisition of Staff quarters	2.00	1.80
c) Juhu residential complex, Mumbai	6.00	0.12
d) Noida project, Delhi	1.50	0.01
e) Acquisition of Guest House, Delhi	2.00	-
f) Other civil/Elect. works, Office equip., Vehicles & furniture	0.50	0.50
	-----	-----
	13.00	2.43
	-----	-----
<b>Total (1+2+3)</b>	<b>90.00</b>	<b>5.55</b>
	-----	-----

**2.5.2** The entire expenditure was met out of Internal resources of the Company.

**2.5.3** Reasons for Shortfalls

**(i) Acquisition of New Fleet**

Based on preliminary indications of ONGC, the acquisition of 3 Nos. Light helicopters was projected. As the demand did not materialise, proposal was deferred to 1999-2000. The acquisition of 2 Nos. heavy duty helicopters was proposed to meet the likely future requirements in the North-Eastern sector. In absence of firm demand, the proposal for acquisition of 2 Nos. heavy duty helicopters was deferred. The balance payment of Rs. 1.85 crores released during 1998-1999 related to the acquisition of one pre-owned Dauphin helicopter from Government of Madhya Pradesh.

**(ii) Import of Equipments:**

FLIR camera for Bell 206 L4 was envisaged to meet the requirement of Customs Department. Due to de-hiring of one of the two helicopters, the requirement of additional camera was dropped. Instead, Emergency Flotation Gear (EFG) for Bell 407 helicopter was procured to meet the specific requirements of Antarctica expedition of the Deptt. of Ocean Development at a lower cost.

(iii) **Building Projects:**

**a) Juhu Residential Complex:**

Land filling activities were completed. The building contract was under finalisation. The delay in construction has been due to the fact that Mumbai Planning Department has shown the entire Juhu Airport as 'Park' and the same was in the process of rectification. Airports Authority of India, who are the owner of land and co-partners in this joint development project, were also requested to expedite necessary clearance.

**b) NOIDA Project:**

As the earlier appointed architect had shown inability to continue the work, a new architect was appointed. Building plan was submitted to NOIDA Authority for their approval. Accordingly, the project was deferred to 1999-2000.

**2.5.4 Annual Plan 1999-2000**

The approved plan outlay for the financial year 1999-2000 is Rs. 101.55 crores against which the anticipated expenditure is Rs. 58.10 crores as per the following details:

(Rs. in crores)			
Sl. No.	Schemes	Plan Outlay	Anticipated Expenditure
<b>1.</b>	<b>Acquisition of New fleet</b>		
a)	Light Helicopters (3)	36.30	-
b)	Medium Helicopters (2)	-	50.00
c)	Heavy Duty Helicopters (2) (incl. inventory)	38.35	-
		74.65	50.00
<b>2.</b>	<b>Import of equipment</b>		
a)	Workshop/ground support Equipment	0.50	1.00
b)	Spare Aeroengine for R-44/Mi-172 Helicopters	4.75	2.25
		5.25	3.25

(Rs. in crores)

Sl. No.	Schemes	Plan Outlay	Anticipated Expenditure
3.	Subsidiary Company	5.00	-
4.	Building Project		
a)	Road & Bridge, Mumbai	-	0.35
b)	Juhu Residential Complex, Mumbai	12.50	2.00
b)	Noida project, Delhi	1.50	-
c)	Acquisition of Guest House, Delhi	2.00	-
d)	Other civil/Elect.works, furnitures, Office equip. & vehicles.	0.65	2.50
		-----	-----
		16.65	4.85
		-----	-----
	<b>Total (1+2+3+4)</b>	<b>101.55</b>	<b>58.10</b>
		-----	-----

#### 2.5.5 Reasons for Shortfalls

##### 1. Acquisition of New Fleet

The projected acquisition of three light helicopters was on the basis of ONGC's likely requirement which has not materialized. Further, those helicopters are neither suitable nor presently in demand by any other potential customer. Hence it has been decided to purchase two medium class helicopters keeping in view the likely future requirements as well as aging of existing medium class fleet. Proposed acquisition of two heavy duty helicopters is now deferred to 2000-2001 pending receipt of firm requirement from Govt. of Arunachal Pradesh.

##### 2. Import of Equipment

Acquisition of one out of two spare aero engines for Mi-172 helicopter is now deferred to 2000-2001.

##### 3. Building Projects:

i) **Juhu Residential Complex:** After having obtained various approvals for the project, the proposal for appointing main construction agency could not be finalised due to delay in final clearance from Airports Authority of India. Efforts are being made to get requisite clearance from AAI expedited.

ii) **Noida Projects:** Building plans have been submitted to Noida Authority for their approval and the same is being followed up. Tendering process for appointment of a building contractor will commence shortly.

iii) Proposal for acquisition of Guest house in Delhi has been dropped.



**2.5.6 Annual Plan 2000-2001**

The approved plan outlay for the financial year 2000-2001 is Rs. 126.45 crores as per the following details:

(Rs. in crores)

S. No.	Schemes	Plan Outlay
1.	<b>Acquisition of New fleet</b>	
a)	Light Helicopters (2)	14.00
b)	Medium Helicopters (2)	50.00
c)	Heavy Duty Helicopters (2) (incl. inventory)	38.35
		-----
		102.35
		-----
2.	<b>Import of equipment</b>	
a)	Workshop/ground support Equipment	0.60
b)	Spare Aeroengine for Mi-172	2.25
		-----
		2.85
		-----
3.	<b>Subsidiary Company</b>	5.00
4.	<b>Building Project</b>	
a)	Juhu Residential Complex, Mumbai	12.50
b)	Noida project, Delhi	1.50
c)	Other civil/Elect.works, Furnitures, Office equip. & Vehicles	2.25
		-----
		16.25
		-----
	<b>Total (1+2+3+4)</b>	<b>126.45</b>
		-----

**2.5.7 Targets**

- (i) Provision has been made for purchase of 2 light helicopters - one helicopter is proposed to be deployed for Mata Vaishno Devi operation and second one is to be retained for adhoc charters/maintenance reserve.
- (ii) Provision has also been made for procurement of 2 medium helicopters for Offshore operations as phased replacement of the Dauphin fleet. The replaced helicopters would be used for requirements of the North Eastern States such as Mijoram, Nagaland, Assam etc.

- (iii) 2 Heavy helicopters proposed to be purchased during 2000-01 are earmarked for requirements of Government of Arunachal Pradesh for their air maintenance task.
- (iv) A provision of Rs.12.50 crores has been made for Juhu Residential Complex. Appointment of main construction agency could not be finalised due to delay in final concurrence/clearance from Airports Authority of India. Efforts are being made to get the requisite clearance expedited from AAI.
- (v) Building plans in respect of Noida project have been submitted for approval of the competent authority and the matter is being followed up. On receipt of requisite approval, tendering process for appointment of a building contractor will be initiated. A provision of Rs.1.50 crores has been made for this scheme during 2000-01.

2.5.8 A comparative position of the physical/financial targets and achievement during 1998-99 and projections for 1999-2000 and 2000-2001 is given below :

(a) Physical Performance

Particulars	1998-99		1999-2000		2000-2001
	BE	Actual	BE	RE	BE
a) Average number of helicopter deployed	23	18	20	21	24
b) Helicopter months deployed	259	213	242	252	289
c) Revenue flying hours	19900	18563	18345	18179	20160

(b) Financial Performance

(Rs. in crores)

Particulars	1998-99		1999-2000		2000-2001
	BE	Prov.- Actual	BE	RE	BE
i) Revenue	176.25	182.33	168.89	175.31	189.14
ii) Expenditure	127.24	113.98	117.41	110.54	127.60
iii) Profit before Extra-ord. Adj. (i)-(ii)	49.01	68.35	51.48	64.77	61.54
iv) Extra-ordinary Adjustment	10.00	18.59	20.00	20.00	35.00
v) Profit before Tax (iii)+(iv)	59.01	86.94	71.48	84.77	96.54
vi) Provision for Tax	14.50	17.00	20.00	28.00	24.00
vii) Net Profit after Tax(v)-(vi)	44.51	69.94	51.48	56.77	72.54

2.5.9 The actual internal resources of Pawan Hans Helicopters Ltd. during 1998-99 and projections for 1999-2000 and 2000-2001 are given below :-

Particulars	(Rs. in crores)				
	1998-99		1999-2000		2000-2001
	BE	Actual	BE	RE	BE
Retained Profit	34.71	54.55	40.15	44.28	56.58
Add. Depreciation & Obsolescence Reserve	10.76	7.78	8.42	9.66	13.67
Less: change in working capital	17.47	(18.22)	12.02	15.84	34.80
Net Internal Resources	28.00	80.55	36.55	38.10	35.45
Extra Ordinary Income					
Tax Liability	120.00	-	100.00	-	150.00
Plan outlay/Expd.	90.00	5.55	101.55	58.10	126.45

## 2.6 AIRPORTS AUTHORITY OF INDIA

### 2.6.1 ANNUAL PLAN 1998-99

The approved Annual Plan Outlay of Airports Authority of India for the year 1998-99 was Rs.800.43 crores. An amount of Rs.68.17 crores was to be provided by the Government as budgetary support and the remaining provision was to be met out of internal and extra budgetary resources of the Authority. The provisions earmarked for International Airports Division and National Airports Division of Airports Authority of India were as given below:

	(Rs. in Crores)		
	IEBR	Budget- ary Support	Total Outlay
(i) International Airports Div.	257.58	-	257.58
(ii) National Airports Division	474.68	68.17	542.85
<b>Total</b>	<b>732.26</b>	<b>68.17</b>	<b>800.43</b>

The scheme-wise/discipline-wise details of the Outlay and actual expenditure incurred thereagainst are as under :

### 2.6.2 International Airports Division

The approved Outlay of International Airports Division for the year 1998-99 was Rs.257.58 crores which was modified to Rs.182.22 crores at the RE stage. The actual expenditure incurred by International Airports Division during the year was Rs.109.50 crores as per details given on the next page :

		(Rs. in crores)	
Particulars	Approved Outlay	Actual Expenditure	
<b>I. Continuing Scheme</b>			
a) New International Terminal Complex (Ph-III), Mumbai	27.00	19.37	
b) New Domestic Terminal Complex (Phase-II), Mumbai	5.00	0.11	
c) New International Terminal Complex (Phase-II), Chennai.	1.00	0.05	
<b>II. Acquisition and Development of Land</b>	1.05	2.00	
<b>III. Improvement and upgradation of Runways, Taxiways, Apron and Roads, and services, fencing etc.</b>	54.32	27.62	
<b>IV. Improvement and upgradation of Buildings and other Operational work, cargo, cargo complex etc.</b>	139.93	52.65	
<b>V. Facilitation and operational equipment including furniture and office equipment.</b>	29.28	7.70	
<b>Total</b>	<b>257.58</b>	<b>109.50</b>	

**2.6.3 Reasons for shortfall:**

- I. Rescheduling in the work at New International Terminal Complex, Phase-III, Mumbai, due to modification of architectural drawings and requirement for approval from Mumbai Fire Brigade before commencement of the fire related works.
- II. The feasibility report in respect of projects for construction of New Domestic Terminal Complex, Phase-III at Mumbai and New International Passenger Terminal Complex (Phase-II) at IGI Airport, New Delhi were under consideration and approval of the competent authority to these projects could not be obtained during the year.
- III. Non-availability of land for improvement and upgradation of runways, taxiways, aprons, roads etc. due to encroachment.



- IV. Deferment of schemes due to encroachments and for want of no objection certificates from local authorities and re-invitation of tenders due to high quoted rates.
- V. Certain works were awarded at lower rates and execution of certain works was delayed due to slow progress by contractor.
- VI. The expenditure on facilitation and operational equipment was lesser as compared to the budget provision because certain components schemes could not be executed as originally envisaged due to certain unavoidable circumstances as detailed below:
- i) **Flight Information Display System at Mumbai and Chennai** - The scheme could not be executed due to re-tendering as specifications were changed from colour monitors to plasma monitors.
  - ii) **PA Systems at Mumbai, IGI & Calcutta** - At Calcutta, the project got delayed and the work was not tendered as scheduled. At other airports, the tendering process took considerable time for which, the scheme could not be finalised.
  - iii) **X-ray Machines at all Airports** - The work was re-tendered due to change of specifications by BCAS.
  - iv) **Computerisation** - The award of work to CMC as scheduled for the Cargo ICMS Project which got delayed due to non-finalisation of the scheme. The Scheme has subsequently been completed in 1999-2000.
  - v) **Runway Marking Machine** - Only one tender was received and, therefore, re-tendered.
  - vi) **Apron Sweeping Machine** - Though tenders were received in January, 1999 the work could not be awarded due to certain flaws in the quotations of the firms. The tenders were therefore cancelled.
  - vii) **Water Tenders** - The order could be placed only in the month of February. The delivery time quoted and approved was 9 months and hence, the project was carried over to the next financial year.
  - viii) **Forklifts** - The purchases were made approximately 20% below the estimated prices resulting in savings.

**2.6.5 National Airports Division**

The approved Outlay of National Airports Division for the year 1998-99 was Rs.542.85 crores (Budgetary Support: Rs.68.17 crores). The actual expenditure incurred by National Airports Division during the year was Rs.210.37 crores as per details given below :

(Rs. in crores)			
Sl.No.	Name of Discipline	Approved Plan Outlay	Actual Expd..
1.	Aerodrome works	334.44	167.75
2.	Aeronautical Communication Services	104.86	15.32
3.	Ground and Safety Services	98.05	9.07
4.	Modernisation of ATS at Mumbai and Delhi airports	-	16.29
5.	Modernisation of Civil Aviation Training College, Allahabad.	5.50	1.94
<b>Total</b>		<b>542.85</b> <b>(68.17)</b>	<b>210.37</b> <b>(25.00)</b>

**Note :** Figures in brackets indicate the Budgetary Support from the Government.

2.6.5 Targets set for various important schemes and achievements thereagainst during the year 1998-99 were as under:

**2.6.6 AERODROME & AIR ROUTES**

(Rs. in Crores)			
S.No.	Scheme/Airport	Approved outlay	Actual achievement.
<b>A Construction, expansion/modification of Terminal Buildings and related work.</b>			
1.	Agra	6.74	3.60
2.	Agartala	5.45	3.53
3.	Bagdogra	3.00	3.00
4.	Bangalore	7.50	7.29
5.	Bhubaneshwar	4.06	0.80
6.	Guwahati	5.00	1.73
7.	Hyderabad	15.00	3.15
8.	Imphal	5.00	9.64
9.	Lilabari	4.50	4.50
10.	Portblair	5.00	5.06
11.	Tezpur	4.50	4.50

S.No.	Scheme/Airport	Approved outlay	Actual achievement.
<b>B. Extension, strengthening/resurfacing of taxiways/aprons and related works.</b>			
1.	Agartala	4.40	1.80
2.	Ahmedabad	20.00	5.10
3.	Bhubaneswar	5.00	3.17
4.	Calicut	25.00	27.55
5.	Jabalpur	4.50	5.81
6.	Lilabari	7.00	3.72
7.	Vijayawada	5.00	6.50
<b>C. Construction of Technical block and Control Tower</b>			
	Chennai	10.00	1.90

**(b) Achievements and reasons for shortfall :**

The work was completed at Bhubaneswar (Terminal Building) and Agartala (Runway). The progress of works at Imphal, Lilabari, Agartala (Terminal Buildings) and Tezpur was slow due to initial slow mobilisation at Imphal and due to heavy rain and non-availability of stone aggregates because of ban imposed by State Government. Tender has been cancelled for Agartala project and fresh tender has been called by RITES. For Bagdogra airport, site has been handed over by IAF in January, 1998. The work is in progress at other airports.

**2.6.7 Aeronautical Communication Services**

(a) The approved outlay and actual expenditure of various Schemes during 1998-99 are given below.

(Rs.in Crores)

S.No.	Schemes	Approved Outlay	Actual Expenditure
1.	TRANSFER OF TECHNOLOGY	3.00	0.44
2.	SATCOM NETWORKING	10.00	0.00
3.	AREA AUGMENTATION SYSTEM	5.00	0.00
4.	MISC.OFFICE EQUIPMENT	5.00	1.05
5.	CRITICAL NAVIGATIONAL AIDS	7.00	3.77
6.	HIGH ALTITUDE CALIBRATION	5.00	0.00
7.	MSSR/RADAR NET WORKING	40.00	0.01
8.	TEST EQUIPMENT	6.00	0.30

**(b) Achievements and reasons for shortfall**

The ASR/MSSR installation at Calcutta and Chennai has been completed. Approval for procurement and installation of MSSR at four airports has been obtained. Frequency clearance from WPC for UHF LINK has been obtained. Tendering for Test Equipment is in progress. Qualitative requirements for procurement of DSCN NETWORK (SATCOM) has been prepared. Order for procurement of MSSR at 4 locations was delayed due to delay in approval of the proposal. SATCOM project has been delayed due to non allotment of frequency band.

**2.6.8 Ground and Safety Services**

(a) Approved Outlay and actual expenditure of some major schemes during 1998-99 are given below :

(Rs. in crores)

S.No.	Schemes	Approved Outlay	Actual Expenditure
1.	X-ray baggage inspection system- 39 Nos.	3.00	0.53
2.	Vehicles - Replacement and additional	1.50	1.40
3.	Major & Minor CFTs	39.00	-
4.	Ambulances	0.80	0.57
5.	Aerodrome Eqpt. i.e. binoculars etc.	0.10	0.17

**(b) Achievements and Reasons for Shortfall**

For X-ray Baggage system, Global tenders invited by IAD for both Divisions during September, 1998 and Finalisation of purchase delayed. Scope of work for major & minor CFTs was not finalised.

**2.6.9 Modernisation of ATS facilities at Delhi & Mumbai Airports**

Delhi System was taken over in March, 1998 and commissioned on 1st January, 1999 after utilising the System for refresher training of Air Traffic Controllers and Maintenance Engineers as well as completion of transition plan activities. At Mumbai, shake down of the System was conducted and repeated for ascertaining its stability before the System could be taken over.



**2.6.10 Annual Plan 1999-2000**

The approved Annual Plan Outlay of Airports Authority of India for the year 1999-2000 was Rs.697.93 crores which included budgetary support of Rs.41.00 crores from the Government. Against this, the anticipated expenditure during the year is likely to be Rs.551.03 crores. The Scheme-wise details of the approved Outlay and anticipated expenditure, both in respect of International Airports Division and National Airports Divisions are as under :

**2.6.11 International Airports Division**

The approved Plan Outlay in respect of International Airports Division for 1999-2000 was Rs.300.32 crores which was revised to Rs.228.04 crores at the RE stage. The anticipated expenditure during the year is estimated to be of the order of Rs.161.28 crores as per details given below:

(Rs. in crores)			
S.N.	Scheme	Approved Outlay	Anticipated Expenditure
<b>I. Continuing Scheme</b>			
	a) New International Terminal Complex (Ph-III), Mumbai	30.71	17.32
	b) New Domestic Terminal Complex (Phase-II), Mumbai	2.00	0.05
	c) New International Terminal Complex (Phase-II), Chennai.	10.00	1.00
	d) New International Terminal Complex (Phase-II), Delhi	2.00	0.00
<b>II.</b>	<b>Acquisition and Development of Land</b>	<b>3.31</b>	<b>0.08</b>
<b>III.</b>	<b>Improvement and upgradation of Runways, Taxiways, Apron and Roads, and services, fencing etc.</b>	<b>53.38</b>	<b>27.94</b>
<b>IV.</b>	<b>Improvement and upgradation of Buildings and other Operational work, cargo, cargo complex etc.</b>	<b>169.80</b>	<b>85.89</b>
<b>V.</b>	<b>Facilitation and operational equipment including furniture and office equipment.</b>	<b>29.12</b>	<b>29.00</b>
	<b>Total</b>	<b>300.32</b>	<b>161.28</b>

**2.6.12 Reasons for Shortfall :**

**I. New Domestic Terminal Complex (Phase-II), Mumbai**

The cost estimates in respect of the project have been updated by AAI and the project has also been got appraised by an independent appraisal agency. The revised proposal is being processed for approval of the competent authority.

**II. New International Terminal Complex (Phase-II), Delhi**

The cost estimates in respect of the project have been updated by AAI to the present level and necessary action for getting the same appraised by an independent appraisal agency is being taken. Thereafter, AAI would be submitting the project to the Government for obtaining approval of the competent authority.

**III. Upgradation of Runway 10/28 & Installation of Cat.III ILS**

Delay in award of work is due to delayed receipt of permission from Supreme Court for installation of Hot Mix Plant. Work could not be commenced due to non-availability of NOTAM due to bad weather/poor visibility, after award of work.

**IV. Providing Aerobridges for Bay No.17, 18 & 19 at Mumbai Airport.**

Work awarded during rainy period. Foundation had to be re-designed due to poor strata. Procurement of aerobridges delayed due to dispute of Patent Rights.

**V. Construction of Integrated Cargo Complex (MOD-I) at Chennai.**

Slow progress of work is due to non-availability of full site due to operational reasons.

**VI. Design & Construction of Admn. Office at Chennai.**

Delay due to change in layout/requirements of partition work and furniture.

**VII. Construction of Airside Corridor for Bay No.29 & 32 at Chennai.**

Delay due to slow progress of work, non procurement of aerobridges and non handing over of full site due to operational reasons.

**VIII. Construction of RCC Canopy at AIT Chennai Airport.**

Delay due to taking up the work in phases on account of operational reasons/site constraints.

**IX. SITC of Aerobridges at Mumbai, Calcutta and Chennai.**

Delay in award of works due to complications arising out of patent rights of the lowest party.

**2.6.13 National Airports Division**

The approved Annual Plan Outlay of National Airports Division for the year 1999-2000 is Rs.397.61 crores against which anticipated expenditure is Rs.389.75 crores. The discipline-wise details are given below :

(Rs. in crores)			
Sl.No.	Name of Discipline	Approved Outlay	Anticipated Expenditure
1.	Aerodrome works	211.90	190.26
2.	Aeronautical Communication Services	133.88	111.87
3.	Ground and Safety Services	48.83	25.01
4.	Modernisation of ATS at Mumbai and Delhi airports	-	59.91
5.	Modernisation of Civil Aviation Training College Allahabad.	3.00	2.70
<b>Total</b>		<b>397.61</b> <b>(41.00)</b>	<b>389.75</b> <b>(25.00)</b>

**Note:** Figures in brackets indicate the budgetary support from the Government.

**2.6.14** Targets set for various important schemes and achievements of some of the major schemes during the year 1999-2000 were as under:

**2.6.15 AERODROME & AIR ROUTES**

(Rs. in crores)			
S.No.	Scheme/Airport	Approved outlay	Anticipated Expenditure
<b>A Construction, expansion/modification of Terminal Buildings and related work.</b>			
1.	Agra	1.32	0.90
2.	Agartala	1.00	4.00
3.	Bangalore	5.56	9.00
4.	Bagdogra	3.00	5.50
5.	Guwahati	4.00	5.00
6.	Hyderabad	1.62	2.50
7.	Imphal	5.00	4.00
8.	Lilabari	5.27	5.00
9.	Portblair	4.00	6.00
10.	Tezpur	3.50	3.50

(Rs. in crores)			
S.No.	Scheme/Airport	Approved outlay	Anticipated Expenditure
<b>B. Extension, strengthening/resurfacing of runways/ taxiways/aprons and related works.</b>			
1.	Ahmedabad	10.00	14.00
2.	Bhubaneswar	3.92	2.00
3.	Calicut	15.00	15.00
4.	Lucknow	3.00	3.00
5.	Lilabari	2.10	3.00
6.	Rajkot	4.00	3.10
7.	Vijayawada	3.25	1.50
8.	Jammu	1.75	1.00
<b>C. Construction of Technical block and Control Tower</b>			
	Chennai	2.00	2.00

**(b) Achievements and reasons for shortfall :**

The work was completed/will be completed at Agra, Bangalore, Rajkot and Vijaywada during the year 1999-2000. Runway extension projects at Agartala, Dibrugarh, Jammu and Lucknow suffered due to delay in acquisition of land. The progress of works at other airports is satisfactory.

**2.6.16 Aeronautical Communication Services**

(a) The approved outlay and anticipated achievements of various schemes during 1999-2000 are given below.

(Rs. in Crores)			
S.No.	Scheme	Approved Outlay	Anticipated Expenditure
1.	SATCOM NETWORKING	48.00	2.00
2.	HF TX/RX	0.50	3.00
3.	UHF LINK	0.50	2.60
4.	CRITICAL NAVGATIONAL AIDS	5.67	8.00
5.	MSSR/RADAR NETWORKING	30.00	38.00
6.	TEST EQUIPMENT	6.00	7.00
7.	TAPE RECORDERS	1.50	6.00
8.	COMPUTERS	2.00	2.00
9.	ATC AUTOMATION	2.00	6.00
10.	UPS	2.00	2.00

**(b) Achievements and reasons for shortfall**

Orders for procurement of MSSR equipment have already been placed. Tendering process for SATCOM Network and ATC automation project is in progress. Procurement of 4 ILS Systems has been completed. Tendering for procurement of additional ILS Systems is in progress. Orders for procurement of majority of Test Equipment have already been



placed. Orders for UPS System have also been placed. Procurement of 1 Set of Tape Recorders has been completed and order for second set has been placed. Installation of MSSR Equipment at Nagpur is in final stages.

Order for DVOR and DME could not be placed due to decision taken by the Airports Authority of India for procurement of equipment on open tender basis. It resulted in shortfall in expenditure of the order of Rs.8 crores on critical navigational aids.

Due to delay in allotment of frequency band by DOT, the tendering of SATCOM and subsequent ordering of equipment could not be done resulting in shortfall to the extent of Rs.18 crores. Orders for Flight Data Processing System (ATC Automation Project) could not be placed due to decision taken by AAI for procurement of the equipment through open tender basis.

### 2.6.17 Ground and Safety Services

(a). Approved Outlay and anticipated achievements of some major schemes during 1999-2000 are as under :

(Rs. in crores)			
S.No.	Schemes	Approved Outlay	Anticipated Expenditure
1.	X-ray baggage inspection system-	5.00	3.00
2.	Vehicles - replacement and additional	1.10	0.75
3.	Major & Minor CFTs	20.00	0.02
4.	Rescue tools, hydraulic cutters etc.	1.00	0.01
5.	Expansion of E&M Workshop	0.50	0.01
6.	Ambulance	0.50	0.20
7.	Workshop tools and garage eqpt.	0.50	0.20
8.	Ambulift	0.70	0.40
9.	Proximity suits	0.50	0.45

### (b) Achievements and Reasons for Shortfall :

Scope of work for major and minor CFTs has been finalised and the proposal has been submitted for approval of the competent authority. Scope of the work for rescue tools and hydraulic cutters has not yet been finalised. Tender action for expansion of E&M Workshop is yet to be initiated.

**2.6.18 Modernisation of ATS facilities at Delhi and Mumbai Airports.**

The Mumbai System was taken over in July, 1999 and commissioned in October/November, 1999 after utilising the same for refresher training of Air Traffic Controllers and Maintenance Engineers as well as completion of transition plan activities.

**2.6.19 Annual Plan 2000-01**

The approved Annual Plan Outlay for 2000-01 of Airports Authority of India is Rs.835.53 crores. which includes a provision of Rs.37.53 crores towards payment of budgetary support by the Government. The provision earmarked for International Airports Division is Rs.329.81 crores and that for National Airports Division is Rs.505.72 crores. Scheme-wise details of the approved outlay are as under :

**2.6.20 International Airports Division :**

(Rs. in crores)	
----- Scheme -----	Approved Outlay -----
<b>I. Continuing Scheme</b>	
a) New International Terminal Complex (Ph-III) (Extn.& Modification of AIT at Chennai Airport)	15.50
c) New International Terminal Complex (Phase-I) Trivandrum	0.10
<b>II. New Projects</b>	
a) New Domestic Terminal Complex (Phase-II), Mumbai	20.00
b) Const.of Integrated Cargo Complex, Calcutta	15.00
c) New International Terminal Complex(Ph-II) Delhi	30.00
<b>III. Acquisition and Development of Land</b>	4.48
<b>IV. Improvement and upgradation of Runways, Taxiways, Apron and Roads, and bridges culverts etc.</b>	64.30
<b>V. Improvement and upgradation of Terminal Buildings and other Operational work, cargo, cargo complex etc.</b>	151.15

(Rs. in crores)

Scheme	Approved Outlay
VI. Facilitation and operational equipment including furniture and office equipment.	29.28
<b>Total</b>	<b>329.81</b>

### 2.6.21 National Airports Division

The Annual Plan Outlay for 2000-01 of National Airports Division is Rs.505.72 crores. The provision for budgetary support during the year is Rs.37.53 crores, which includes Rs.4.71 crores earmarked for reimbursement of AAI in connection with externally aided project pertaining to development of Aurangabad Airport. The discipline-wise break-up is as under :

(Rs. in crores)

S.No.	Name of Discipline	Plan Outlay 2000-01
1.	Aerodrome works	270.33
2.	Aeronautical Communication Services	186.67
3.	Ground Safety Services	48.72
	<b>Total :</b>	<b>505.72</b> <b>(37.53)</b>

Note : Figure in bracket indicate Budgetary support from Govt. of India

2.6.22 Targets set for various important schemes in 2000-01 are indicated below :

### 2.6.23 AERODROME & AIR ROUTES

(Rs. in crores)

S.N.	Scheme/Airport	Approved Outlay
<b>A.</b>	<b>Construction, expansion/modification of Terminal Buildings and related work.</b>	
1.	Agartala	4.00
2.	Amritsar	5.00
3.	Bagdogra	0.80
4.	Bhuj	3.00
5.	Hyderabad	0.70
6.	Imphal	1.00
7.	Guwahati	3.50
8.	Jammu	2.00

(Rs. in crores)

S.N.	Scheme/Airport	Approved Outlay
9.	Porbandar	4.00
10.	Portblair	5.00
11.	Varanasi	1.00
<b>B.</b>	<b>Extension, strenghtening/resurfacing of runways/taxiways/aprons and related work.</b>	
1.	Ahmedabad	14.50
2.	Bhubaneswar	2.50
3.	Calicut	4.00
4.	Guwahati	8.00
5.	Lucknow	7.23
6.	Lilabari	1.00
7.	Nagpur	0.47
8.	Pantnagar	0.73
9.	Leh	2.00
<b>C.</b>	<b>Construction of Technical Block and Control Tower</b>	
	Chennai.	7.59

**2.6.24 Aeronautical Communication Services**

Approved outlay for providing various facilities during 2000-01 are indicated below :

(Rs. in crores)

S.No.	Scheme/Airport	Approved Outlay
1.	HIGH FREQUENCY TRANSMITTER/RECEIVER	5.00
2.	ATC ANCILLARIES	3.00
3.	MSSR RADAR NETWORKING	50.00
4.	TEST EQUIPMENT	3.00
5.	AREA AUGMENTATION SYSTEM	10.00
6.	AUTOMATIC MESSAGE SWITCHING SYSTEM	4.00
7.	SATCOM NETWORK	40.00
8.	CRITICAL NAVIGATIONAL AIDS	55.00
9.	ATC AUTOMATION	4.00



### 2.6.25 Ground and Safety Services

Approved outlay for various facilities during 2000-01 are indicated below :

(Rs. in crores)

S.NO.	Scheme/Airport	Approved Outlay
1.	X-ray baggage insp. system	7.00
2.	Replacement of old vehicles	0.80
3.	Major & Minor CFTs	20.00
4.	Rescue Tools	1.50
5.	Ambu Lift	0.41
6.	Ambulances	0.50
7.	BA Sets	0.50

### 2.6.26 Internal Resources

The internal resources position of the Airports Authority of India during 1998-99 and projection for 1999-2000 and 2000-01 are as under :

(Rs. in crores )

Particulars	1998-99	1999-2000	2000-01
	Actual	Estimated	Projected
1. Net Profit after tax	208.42	208.40	213.97
2. Dividend	41.68	41.68	42.79
3. Tax on dividend	4.17	4.58	4.71
4. Retained Profit	162.57	162.14	166.47
5. Depreciation	212.90	257.34	271.56
6. Repayment of Loan	36.26	38.76	40.56
7. Total Internal Resources	339.21	380.72	397.47

## 2.7 HOTEL CORPORATION OF INDIA

### 2.7.1 ANNUAL PLAN 1998-99

An Outlay of Rs.42.40 crores had been approved for the Annual Plan 1998-99 of Hotel Corporation of India. The actual expenditure incurred by the company during the year was Rs.10.19 crores, as per details given below :

(Rs. in crores)

S.N.	Scheme	Approved Outlay	Actual Expenditure
1.	Repayment of Term Loan	8.20	8.19
2.	Renovation/Upgradation of Hotel Rooms and Normal Departmental Capital Expenditure.	34.20	2.00
Total:		42.40	10.19

## 2.7.2 Achievements and Reasons for Shortfall

### I. Repayment of Term Loans

HCI had negotiated with banks/financial institutions for re-structuring of various loans and were successful in reaching an agreement under which the entire penal interest/liquidated damages were waived and schedule for repayment of the overdue loans and outstanding interest was drawn up. Loan Repayments were as per agreed schedule.

### II. Renovation/Upgradation of Properties

All HCI properties being more than 10 to 15 years old require major renovations/upgradation/modernisation. During the year 1998-99 it was proposed to renovate/upgrade 120 rooms at Centaur, Mumbai Airport, 84 rooms at Centaur at Juhu Beach, and 208 rooms at Centaur, Delhi Airport. In addition, upgradation/renovation of various public areas/restaurants was also planned. These Schemes could not be taken up as originally envisaged for the following reasons :

- i) Non-availability of funds due to reduced occupancy resulting in low profits.
- ii) Increased expenditure due to fresh wage agreements.
- iii) Non clearance of dues by major debtors resulting in liquidity problems.

## 2.7.3 ANNUAL PLAN 1999-2000

For the year 1999-2000, the approved Annual Plan Outlay of Hotel Corporation of India is Rs.20.00 crores against which the anticipated expenditure is likely to be of the order of Rs.11.77 crores as per details given below :

(Rs. in crores)			
S.N.	Scheme	Approved Outlay	Anticipated Expenditure
1.	Repayment of Term Loan	-	1.77
2.	Renovation/Upgradation of Hotel Rooms and Normal Departmental Capital Expenditure.	20.00	10.00
	Total :	----- 20.00 -----	----- 11.77 -----

#### 2.7.4 Achievements and Reasons for Shortfall

##### I. Repayment of Term Loan

During the year the company had negotiated with State Bank of India for one time settlement of the loans in respect of Centaur Lakeview Hotel, Srinagar. As per agreement reached, the State Bank of India agreed to waive the entire interest on the said loan effective 1st April, 1990 on the condition that the loan will be repaid in instalments, first instalment of Rs.1.77 crores being paid by 31st December, 1999 which has accordingly been repaid by the company.

##### II. Renovation/Upgradation of Hotel Rooms etc.

Though the company had drawn up plans for renovation of Guest Rooms, Public Areas and procurement of essential operational equipments, the actual expenditure on these schemes is likely to be considerably less as compared to the budget due to non availability of adequate funds as a result of reduced occupancy resulting in low profits.

#### 2.7.5 ANNUAL PLAN 2000-01

An Outlay of Rs.24.77 crores has been approved for the Annual Plan 2000-01 of Hotel Corporation of India as per details given below :

(Rs. in crores)		
S.N.	Scheme	Approved Outlay
1.	Repayment of Term Loan	4.77
2.	Renovation/Upgradation of Hotel Rooms and Normal Departmental Capital Expenditure.	20.00
	Total :	----- 24.77 -----

#### 2.7.6 Targets

I. The provisions made towards loan repayment represents instalment of Rs.1.77 crores payable to the State Bank of India in respect of Centaur Lakeview Hotel, Srinagar loan. An instalment of Rs.3.00 crores is due to the United Bank of India against a loan of Rs.15 crores obtained by the company during 1999-2000 for purchase of capital items, which has accordingly been provided for.

II. HCI properties being old need urgent renovation as no major renovations has been carried out for the last several years. A provision of Rs.20 crores has accordingly been made for renovation of the properties as well as purchase of certain essential equipment as per details given below.

(Rs. in crores)		
S.N.	Scheme	Approved Outlay
1.	Renovation/Upgradation of the rooms at Centaur Mumbai Airport, Juhu Beach and Delhi Airport.	6.50
2.	Renovation of Public Areas	2.00
3.	Cold Storage & Deep Freezers	1.50
4.	Fire Alarm System	0.80
5.	Affluent Treatment Plant	0.60
6.	Dish Washing machines	0.80
7.	Computerisation of Centaur Hotels- Mumbai Airport, Juhu Beach and Delhi Airport.	1.00
8.	Other operationally essential items	6.80
Total :		20.00

## 2.8 INDIRA GANDHI RASHTRIYA URAN AKADEMI

### 2.8.1. ANNUAL PLAN 1998-99

The approved Plan Outlay of the Akademi for 1998-99 was Rs.12.94 crores as per details given below :

(Rs. in crores)		
S.N.	Scheme	Approved Outlay
1.	TB-20 Aircraft - 4 Nos.	9.50
2.	200 KVA Gen.Set, AC Plant, Civil Const. etc. for Simulator Upgradation	0.75
3.	Mid-course upgradation of TB-20/ King Air Aircraft	1.00
4.	Vehicles/furnitures/office eqpt. etc.	0.20
5.	Payment of AAI (IAD) dues	1.35
6.	EPABX Telephone Exchange	0.14
Total :		12.94

2.8.2 The entire outlay was to be funded by the Government as budgetary support to the Akademi. However, the plan outlay was reduced to Rs.11 crores at RE stage. The amount of Rs.11 crores has been utilised for purchase of 6 Nos. TB-20 Aircraft, Upgradation of King Air/TB-20 Aircraft and part expenditure on King Air C-90A simulator and related Civil Construction etc. for simulator upgradation.



**2.8.3 TARGETS AND ACHIEVEMENTS**

- I. The delivery of 6 Nos. TB-20 Aircraft was received during the year as planned.
- II. The mid course upgradation of King Air C-90A and TB-20 Aircraft completed during the year as per schedule.
- III. The upgradation project of King Air C-90A Simulator and other related Civil Constructions, installation of Gen Sets etc. continued as per plan and will be completed during 1999-2000..

**2.8.4 ANNUAL PLAN 1999-2000**

The approved outlay for 1999-2000 is Rs.6.00 crores as per details given below :

(Rs. in crores)

S.N.	Scheme	Approved Outlay
1.	Upgradation of King Air Simulator	1.95
2.	Overhaul of 2 TB-20 CPTs	1.50
3.	Overhaul of HPT	0.25
4.	EPABX Telephone Exchange	0.15
5.	Computers & Software for IT System	0.15
6.	Workshop equipment for Radio/ Instrument Shop	0.35
7.	Replacement of old furniture and Mess & Hostel equipment etc.	0.15
8.	Overhaul of 2 King Air Engines & Propellers	1.50
Total :		6.00

**2.8.5 ANTICIPATED ACHIEVEMENTS**

The upgradation project of King Air C-90A Simulator is on the verge of completion. Other projects are being processed for approval of competent authority. The entire Outlay is to be met by the Government as budgetary support.

**2.8.6 Annual Plan 2000-01**

The approved Outlay for 2000-01 is Rs.6.75 Crores as per details given on the next page:

(Rs. in crores)

S.N.	Scheme	Approved Outlay
a)	Airfield Navigation & Landing Eqpts.	4.00
b)	Payment to AAI for construction of IGRUA	1.50
c)	Computers & Software for IT System/Replacement of old furniture, vehicles & office equpts. etc.	0.25
d)	Workshop Equipments for Avionics & Instrument Shops.	1.00
Total :		6.75

2.8.7 During the year 2000-01, IGRUA proposes to procure certain essential navigational aids so as to improve the quality of flying training and certain workshop equipments for avionics and instruments shops.

\*\*\*\*\*

CHAPTER-III

**MAJOR PROJECTS COSTING OVER RS.100 CRORES**

3.1 Ministry of Civil Aviation has seven projects which cost more than Rs. 100 crores. They are:-

- (i) Acquisition of one B 747-300 Combi Aircraft by Air India Limited.
- (ii) Acquisition of 50 - seater aircraft by Indian Airlines Limited.
- (iii) Acquisition of new aircraft by Indian Airlines in replacement of Boeing 737 and Airbus A300.
- (iv) Modernisation of air traffic control facilities at Delhi & Mumbai airports by Airports Authority of India.
- (v) New International Passenger Terminal Complex (Phase-III), Mumbai by Airports Authority of India.
- (vi) New Domestic Terminal Complex (Phase-II), Mumbai by Airports Authority of India.
- (vii) New International Terminal complex (Phase II), Delhi by Airports Authority of India.

**3.1.1 ACQUISITION OF ONE B 747-300 COMBI AIRCRAFT BY AIR INDIA LIMITED**

Air India had financed one Boeing 747-300 Combi aircraft under the Japanese Leveraged Loan. As per the Lease agreement, Air India had an option to purchase the aircraft at the end of 12 years of Lease at 45% of the original cost, which works to Rs.248.45 crores. If the purchase option is not exercised, Air India is obliged to indemnify the lessor for any short fall between the net sales proceeds received by them and the end of term lease purchase price of Rs.248.45 crores. In order to meet this obligation, Air India Limited was required to make certain deposits, the maturity value of these deposits as on 22nd November, 2000 is Rs.142.30 crores. Air India Limited is now proposing to exercise the option and purchase the aircraft during 2000-2001. Apart from the deposits of Rs.142.30 crores available for the purpose, Air India would be required to make further payment of Rs.106.15 crores approximately out of internal resources of the company towards the cost of the aircraft. Accordingly, a provision of Rs.248.45 crores has been made for this scheme during 2000-01.

**3.1.2. ACQUISITION OF 50 - SEATER AIRCRAFT BY INDIAN AIRLINES LIMITED.**

Indian Airlines is considering induction of 50 seater aircraft or any other type of new aircraft for operation on short haul routes. The project is expected to cost Rs.440 crores. The financial viability of the project is being reworked by Indian Airlines. A provision of Rs.20.00 crores has been made by Indian Airlines during 2000-2001 for this project.

**3.1.3. ACQUISITION OF NEW AIRCRAFT BY INDIAN AIRLINES IN REPLACEMENT OF BOEING 737 AND AIRBUS A300.**

Indian Airlines is proposing to replace its ageing fleet of B737 and A-300 aircraft. Techno-economic evaluation for acquisition of new aircraft is currently underway in Indian Airlines. A total of 39 aircraft are proposed to be acquired till March, 2005 for replacement of the entire fleet of B-737 and A-300 aircraft and also to cater to growth in traffic.

On completion of the techno-economic evaluation, a proposal would be submitted to the Government after the same is approved by the Board of Indian Airlines.

An amount of Rs.115 crores has been provided for payment as margin money towards purchase of new aircraft to be paid to the manufacturer during the year 2000-01.

**3.1.4. MODERNISATION OF AIR TRAFFIC CONTROL FACILITIES AT DELHI & MUMBAI AIRPORTS BY AIRPORTS AUTHORITY OF INDIA.**

The project for Modernisation of Air Traffic Control facilities at Delhi & Mumbai Airports is being undertaken by Airports Authority of India for improving the level of safety of aircraft operations and increasing the handling capacity of the airports. The project cost of Rs.209.76 crores with a foreign exchange component of Rs. 162.78 crores was approved by the Government on 28th June, 1990. The cost estimates were revised subsequently to Rs.351.87 crores (including foreign exchange component of Rs. 237.25 crores) with the approval of the Government in March, 1993.

The turnkey contract for supply, testing, installation and commissioning of the equipment has been awarded to M/s. Raytheon of USA on 19th March, 1993. After the award of contract, there has been some changes in the equipment configuration and as a consequence thereof the requirements of space for the installation of equipments and design of buildings for housing the radars and navigational



aids were finalised. There has also been certain new requirements of ICAO, implementation of CNS/ATM under Future Air Navigation System (FANS) and general price increase in the construction activity. These have necessitated upward revision of the estimated cost of the project from Rs.351.87 crores to Rs.423.89 crores (including Rs.31.70 crores for Parallel Taxi Track and other allied works) with Foreign Exchange content of Rs.266.48 crores. Approval of the CCEA to the Revised Cost of the Project has since been obtained.

Delhi system was taken over from M/s Raytheon by AAI on 26th March, 1998 and put to use on 1st January, 1999. Mumbai system was taken over in June, 1999 and commissioned in October/November, 1999.

**3.1.5. NEW INTERNATIONAL PASSENGER TERMINAL COMPLEX (PHASE-III), MUMBAI BY AIRPORT AUTHORITY OF INDIA**

The project was initially approved at an estimated cost of Rs. 84.12 Crores. Subsequently the scope was increased and the revised cost is Rs.142.32 crores. Expenditure upto 31.3.99 amounts to Rs. 115.38 crores and provision in RE 1999-2000 is Rs. 18.94 Crores. The work has since been completed and terminal building commissioned in September 1999.

**3.1.6. NEW DOMESTIC TERMINAL COMPLEX (PHASE-II), MUMBAI BY AIRPORTS AUTHORITY OF INDIA**

Airports Authority of India proposes to construct New Domestic Terminal Complex (Phase-II) at Mumbai to meet increasing passenger traffic and also to remove operational limitation being experienced by Indian Airlines and Air taxi operators. The estimated cost of the project is Rs. 203.22 crores, provisions of Rs.2.00 crores and Rs.20.00 crores in 1999-2000 (RE) and 2000-01 respectively have been made for the project. The project has also been appraised by an independent appraisal agency. The feasibility report in respect of the project is under consideration of the Government.

**3.1.7. NEW INTERNATIONAL TERMINAL COMPLEX (PH-II), DELHI BY AIRPORTS AUTHORITY OF INDIA**

The updated cost of the project now estimated by Airports Authority of India is Rs.874.43 crores. Airports Authority of India is in the process of getting the project appraised by an independent appraisal agency. On receipt of the Appraisal Report, the project would be submitted for approval of the Government. Provisions of Rs. 2.00 Crores and Rs. 30.00 Crores in 1999-2000 (RE) and 2000-2001 respectively have been made for this project.

\*\*\*\*\*

CHAPTER IV

FINANCIAL REQUIREMENTS

4.1 The provisions made under Budget Estimates 1999-2000, Revised Estimates 1999-2000 and Budget Estimates 2000-2001 for the Ministry of Civil Aviation both under Plan and Non-Plan are as follows :-

(Rs. in Lakhs)

Actual 1998-99			Budget Estimates 1999-2000			Revised Estimates 1999-2000			Budget Estimates 2000-2001		
Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total
4173.46	15821.88	19995.34	5500.00	16381.00	21881.00	3740.00	16174.00	19914.00	5500.00	16704.00	22204.00

4.2 The break-up of the above provisions, organisation-wise is as under :

Programme/Sub-Programme	Actuals 1998-99			Budget Estimates 1999-2000			Revised Estimates 1999-2000			Budget Estimates 2000-2001		
	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total
	1	2	3	4	5	6	7	8	9	10	11	12.
1. Ministry of Civil Aviation (Secretariat)	-	441.26	441.26	-	468.00	468.00	-	479.00	479.00	-	530.00	530.00
2. Commission of Railway Safety	-	201.29	201.29	-	213.00	213.00	-	213.00	213.00	-	235.00	235.00
3. Directorate General of Civil Aviation (including provisions operated by the Ministry)	3937.95	14814.12	18752.07	5142.00	15283.00	20425.00	3440.00	15067.00	18507.00	4928.00	15496.00	20424.00
4. Bureau of Civil Aviation Security	235.51	365.21	600.72	358.00	417.00	775.00	300.00	415.00	715.00	572.00	443.00	1015.00
<b>Total :</b>	<b>4173.46</b>	<b>15821.88</b>	<b>19995.34</b>	<b>5500.00</b>	<b>16381.00</b>	<b>21881.00</b>	<b>3740.00</b>	<b>16174.00</b>	<b>19914.00</b>	<b>5500.00</b>	<b>16704.00</b>	<b>22204.00</b>

4.2(1) Financial Requirements - Directorate General of Civil Aviation (Operated by the Ministry)

(Rs. in Lakhs)

Programme/Sub-Programme	Actuals 1998-99			Budget Estimates 1999-2000			Revised Estimates 1999-2000			Budget Estimates 2000-2001		
	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total
	1	2	3	4	5	6	7	8	9	10	11	12.
1. Aerodrome and Air Route Services												
(i) Investments in												
(a) Airports Authority of India	1250.00	-	1250.00	2050.00	-	2050.00	1250.00	-	1250.00	1562.00	-	1562.00
(b) Indian Airlines Ltd.	-	-	-	1.00	-	1.00	-	-	-	-	-	-
(c) Air India Ltd.	-	-	-	1.00	-	1.00	-	-	-	-	-	-
(ii) Loans to AAI	1250.00	-	1250.00	2050.00	-	2050.00	1250.00	-	1250.00	1641.00	-	1641.00
2. Provision for Project/Scheme for the benefit of the North Eastern Region and Sikkim	-	-	-	-	-	-	-	-	-	550.00	-	550.00
3. International Cooperation	47.76	71.03	118.79	40.00	91.00	131.00	40.00	91.00	131.00	20.00	91.00	111.00
4. Payment to AAI (share of FTT)	-	2000.00	2000.00	-	2200.00	2200.00	-	2027.00	2027.00	-	2230.00	2230.00
5. Payments to :												
(i) State Governments	-	-	-	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00
(ii) IGRUA	1100.00	323.00	1423.00	600.00	300.00	900.00	600.00	270.00	870.00	675.00	350.00	1025.00
6. Payment to Air India Ltd. for operation of Haj Charters	-	11150.00	11150.00	-	11200.00	11200.00	-	11200.00	11200.00	-	11200.00	11200.00
<b>Total :</b>	<b>3647.76</b>	<b>13544.03</b>	<b>17191.79</b>	<b>4742.00</b>	<b>13792.00</b>	<b>18534.00</b>	<b>3140.00</b>	<b>13589.00</b>	<b>16729.00</b>	<b>4448.00</b>	<b>13872.00</b>	<b>18320.00</b>

Financial Requirements - Directorate General of Civil Aviation

4.2(2) Revenue

(Rs. in lakhs)

Programme/Sub-Programme	Actuals 1998-99			Budget Estimates 1999-2000			Revised Estimates 1999-2000			Budget Estimates 2000-2001		
	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total
	1	2	3	4	5	6	7	8	9	10	11	12.
1. Direction & Administration	65.38	580.47	645.85	25.00	669.24	694.24	25.00	690.94	715.94	38.00	734.85	772.85
2. Aeronautical Inspection (including Air Safety)	1.88	402.80	404.68	105.00	481.68	586.68	5.00	504.23	509.23	37.00	530.20	567.20
3. Training & Education	-	118.13	118.13	-	145.63	145.63	-	105.88	105.88	-	141.75	141.75
4. Research & Development	6.87	137.96	144.83	105.00	160.45	265.45	105.00	148.95	253.95	205.00	185.20	390.20
5. Grants-in-aid to State Governments	-	16.14	16.14	-	17.00	17.00	-	12.00	12.00	-	15.00	15.00
6. Departmental Canteen	-	14.59	14.59	-	17.00	17.00	-	16.00	16.00	-	17.00	17.00
<b>Total :</b>	<b>74.13</b>	<b>1270.09</b>	<b>1344.22</b>	<b>235.00</b>	<b>1491.00</b>	<b>1726.00</b>	<b>135.00</b>	<b>1478.00</b>	<b>1613.00</b>	<b>280.00</b>	<b>1624.00</b>	<b>1904.00</b>

4.2(2) Capital

(Rs. in Lakhs)

Programme/Sub-Programme	Actual Expenditure	Budget Estimates	Revised Estimates	Budget Estimates
	1998-99	1999-2000	1999-2000	2000-2001
	1	2	3.	4
1. Training & Education	138.15	85.00	75.00	105.00
2. Research & Development	77.91	80.00	90.00	95.00
<b>Total :</b>	<b>216.06</b>	<b>165.00</b>	<b>165.00</b>	<b>200.00</b>



4.2(3) Financial Requirements - Bureau of Civil Aviation Security

Programme/Sub-Programme	Actuals 1998-99			Budget Estimates 1999-2000			Revised Estimates 1999-2000			Budget Estimates 2000-2001		
	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total	Plan	Non-Plan	Total
	1	2	3	4	5	6	7	8	9	10	11	12.
<b>Civil Aviation Security</b>												
Revenue	-	365.21	365.21	-	417.00	417.00	-	415.00	415.00	-	443.00	443.00
Capital	235.51	-	235.51	358.00	-	358.00	300.00	-	300.00	572.00	-	572.00
<b>Total :</b>	<b>235.51</b>	<b>365.21</b>	<b>600.72</b>	<b>358.00</b>	<b>417.00</b>	<b>775.00</b>	<b>300.00</b>	<b>415.00</b>	<b>715.00</b>	<b>572.00</b>	<b>443.00</b>	<b>1015.00</b>

CHAPTER - V

IMPORTANT SCHEMES & PROJECTS

5.1 Some of the important schemes and projects being undertaken by the various organisations under the Ministry of Civil Aviation during 2000-2001 are indicated below organisation-wise :

5.2. DIRECTORATE GENERAL OF CIVIL AVIATION

(1) EQUIPMENT FOR ANALYSIS, TESTING AND RESEARCH & DEVELOPMENT ACTIVITIES

This is a continuing scheme. The R&D Directorate of D.G.C.A. has been undertaking integration of fuels, design of trainer aircraft and gliders, indigenisation of equipment etc. The equipment used by the Directorate are mostly imported and are of advanced category. Under this scheme machinery & equipment are provided to R&D Laboratories and workshops to carry out their investigation and research & development activities.

(2) PURCHASE OF AIRCRAFT INVESTIGATION EQUIPMENTS

Air Safety Directorate of D.G.C.A is responsible for investigation of all notifiable accidents involving Indian registered aircraft and foreign registered aircraft in India. In order to update the facilities available for investigation of air accidents, latest and advanced machinery and equipment are provided under this scheme. During the year 2000-2001 an amount of Rs.10.00 lakhs has been provided for the scheme.

(3) EQUIPMENT FOR CIVIL MEDICAL ESTABLISHMENT UNDER FLIGHT INSPECTION DIRECTORATE.

The scheme aims at providing equipment and consumable items to Air Force Civil Medical Establishment for medical examination of civil pilots. A provision of Rs. 10.00 lakhs has been made for this scheme during 2000-2001.

(4) PURCHASE OF LIGHT AIRCRAFT/SIMULATORS

The proposal is to purchase and to allot light aircraft/simulator to various flying clubs for imparting flying training to trainees. A provision of Rs. 50 lakhs has been made for this scheme during 2000-2001.

(5) CONSTRUCTION OF ADDITIONAL ACCOMMODATION & INSTALLATION OF ELECTRICAL SUB-STATION

The scheme aims at providing additional office accommodation and electric sub-station at Headquarter of DGCA. A provision of Rs.20.00 lakhs has been made for this purpose during the year 2000-2001.

**(6) TRAINING OF OFFICERS ON MODERN AIRCRAFT AND NEW TECHNIQUES.**

There has been tremendous advancement in aviation technologies in the recent years. More modern aircraft which incorporate fly-by-wire techniques, new composite materials and computerised system have been introduced. For discharging the duties effectively, it is inevitable that officers are exposed to new technologies and exhaustive training is imparted to them. A provision of Rs. 15 lakhs has been made for deputing officers of DGCA for attending advanced training programmes on modern aircraft during the year 2000-2001.

**(7) COSCAP-ICAO-OVERSIGHT SURVEILLANCE SCHEME.**

ICAO programme on Cooperative Development of Operational Safety and Continued Airworthiness Programme in Asia includes countries like Maldives, Nepal, Bhutan and Sri Lanka. ICAO provides technical assistance by deputing experts for training of officers of participating countries on operational safety and continued airworthiness. DGCA has made substantial progress in the Oversight Safety Programme to improve our regulations, competence and systems to ensure safety of increasing aviation activities in the country. It is necessary that we meet international standards similar to FAA of USA and JAA of Europe in framing rules and regulations on personal licensing, oversight of operators maintenance activities which has direct bearing on Airworthiness Standards, training of Flight Inspectors in discharging their statutory responsibilities and ensure highest standard of operational safety.

To achieve the above objectives, it is necessary that experts of international repute recruited by ICAO, train officers of Operation and Airworthiness Directorate of DGCA. Contribution to be borne by India on the project is Rs.1.50 crore. First instalment of Rs. 30 lakhs has already been transferred to the ICAO, which has already started functioning and has carried out theoretical and practical workshops in India. The second instalment of Rs. 50 lakhs has also been paid during the year 1998-99. Third instalment amounting Rs. 26.22 lakhs is being paid during the year 1999-2000. A provision of Rs. 20 lakhs has been made in the budget for the year 2000-2001 for this project.

**(8) EUROPEAN UNION (EU) PROJECT:**

India is the most important country in terms of air traffic in the region. The Indian Regulatory framework is outdated and needs to be totally redesigned. European assistance will provide a great opportunity to develop relationships and create goodwill in the aviation sector.

**The main objectives of the project are :-**

- i) To increase Indian awareness of the European industry practices including airworthiness and safety regulations and standards.
- ii) To assist in the development of Indian air transport system.
- iii) To assist in the development of the future Indian Air Traffic Management environment.
- iv) To assist in the development of airports infrastructure and commercial pilot training.
- v) To stimulate collaboration between Indian and European manufacturers in the aerospace business.

**(9). SARAS (LIGHT TRANSPORT AIRCRAFT)**

National Aerospace Laboratories (NAL), a premier Laboratory under CSIR, has taken up design and development of a 14 seater Light Transport Aircraft (LTA) named SARAS. The SARAS is a twin turbo-prop multi role light transport aircraft-powered by Pratt and Whitney Canada Pt.. 6A-66 Engines, having flat rated 850 SHP.

DGCA is associated with the SARAS project for the Type Certification of the aircraft. The main financial support to the project is being provided by the CSIR, TDB, HAL etc. In order to promote the indigenous development of light transport aircraft, DGCA plans to provide a total financial support to this project to a tune of Rs.5 crores. Rs.One crore is being released to NAL during 1999-2000 and a provision of Rs.2.00 crores has been made during the year 2000-2001 for this purpose.

**5.3. BUREAU OF CIVIL AVIATION SECURITY**

**1. CONSTRUCTION OF OFFICE BUILDING FOR 4 REGIONAL OFFICES.**

BCAS has four regional offices, one each at Delhi, Mumbai, Calcutta and Chennai. Presently, these regional offices do not have their own office accommodation. It is accordingly proposed to construct office accommodation at the four airports. The preliminary drawings and estimates of all regional offices have already been approved. The construction work has started at Chennai & Delhi. The estimated expenditure on construction of office building for four regional offices is Rs.5.40 crores. An amount of Rs.1.50 crore has been placed with regional offices of CPWD, Delhi, Calcutta and Chennai during 1999-2000. The requirement of the funds during 2000-2001 will be Rs.3.90 crores.



**2. SETTING UP OF CIVIL AVIATION ACADEMY.**

Presently, the training imparted by this Bureau is on a small scale. Staff sanctioned for training is very meagre. There are no hostel facilities for the trainees who come from out stations. It is proposed to set up a Civil Aviation Academy to impart training to all the security personnel to provide residential accommodation for the staff and hostel for the trainees. Total estimated expenditure is Rs.16.87 crores. The scheme is under formulation and a token provision of Rs.0.90 crores has been made in Annual Plan 2000-01 for this scheme.

**3. PURCHASE OF NEW EQUIPMENT- BOMB INHIBITOR**

Bomb inhibitor is a device which can be placed over a baggage suspected to be a bomb. In the event of an explosion the inhibitor stops the sharpnels from shooting all over and also suppresses the fire generated from the blast. It is proposed to procure one Inhibitor each for BDDS units at Delhi, Mumbai, Calcutta and Chennai and also one for Airport Security Unit at Srinagar. Requirement of funds for this purpose would be about Rs. 2.30 lakh approximately.

**4. CONSUMABLES FOR COMPUTERISED PHOTO IDENTITY CARDS AND MANUAL PASSES.**

The Bureau issues computerised PICs to all the agencies working at all the airports in the country. At present, temporary passes are being issued only in the manual system. During the year BCAS has to replace approximately 1 lakh PICs. In view of this, a provision of Rs.80.00 lakhs has been made towards cost of PIC consumables.

**5.4. AIR INDIA LIMITED**

**(I) AIRCRAFT PROJECTS:**

**(i) LOAN REPAYMENTS :**

A provision of Rs.276.85 crores has been made by Air India during 2000-01 towards loan repayments due in respect of various loans taken by the Company. Air India also envisages to exercise option available to it for purchase of Boeing 747-300 Combi Aircraft presently on lease with it. In accordance with the option, Air India can purchase the aircraft at the end of the 12 years of the lease at 45% of the original aircraft cost, which works out to Rs.248.45 crores. Accordingly, this amount has been provided for in the Annual Plan 2000-01 for purchase of the aircraft.

**(ii) NON-AIRCRAFT PROJECTS :**

A provision of Rs.150 crores has been made by Air India towards Non-Aircraft Projects such as purchase of Ground Handling, Workshop, Computer, Office Equipment etc. and also their Building Projects. Salient features in respect of major projects in this category are given on the next page :

- (1) CONSTRUCTION OF HANGAR NO.4 - EASTERN AND SOUTHERN ANNEXE SANTA CRUZ - ESTIMATED PROJECT COST RS.72.54 CRORES.

Due to induction of B 747-400 aircraft in 1993-94, major maintenance facilities for an aircraft hanger with all modern facilities was planned in 1992. Additional infrastructure and maintenance facilities were also recommended for Airbus A300 aircraft. A double bay hangar i.e. Bay 'A' for the B747-400 aircraft and Bay 'B' for Airbus A300 aircraft has been constructed. Total expenditure upto 31-12-1999 is estimated at Rs.59.31 crores. The work on the project has since been completed.

- (2) CONSTRUCTION OF STAFF HOUSING QUARTERS AT NERUL, NAVI MUMBAI - ESTIMATED PROJECT COST : RS.49.00 CRORES.

The project involves construction of staff housing quarters alongwith ancillary common facilities like shopping complex, schools, community centre for staff of the company. The project is splitted in two phases. Phase I of the project envisages construction of 508 flats. Buildings have been constructed on lease hold land obtained from CIDCO, a body of the Government of Maharashtra. Phase I is virtually completed and occupation certificate received as on 31.12.99. Total expenditure incurred upto 31st December, 1999 is Rs.47.00 crores. Due to financial constraints, work on Phase II has been deferred.

- (3). COCHIN INTERNATIONAL AIRPORT LTD. (CIAL) PROJECT COST FOR INFRASTRUCTURE FACILITY Rs.21.40 CRORES.

Air India is the exclusive handling Agent for CIAL and has paid Rs.5.00 crores as Equity contribution to CIAL. CIAL activities are operational with effect from April 1999 and the Project Cost for acquisition of ramp equipment, workshop equipment, vehicles and other allied equipment is estimated at Rs.21.40 crores. Total expenditure incurred upto 31st December, 1999 is Rs. 18.00 crores.

## 5.5. INDIAN AIRLINES LIMITED

### (1) AIRCRAFT PROJECTS

A provision of Rs.361.48 crores has been made towards loan repayments due in respect of Airbus A-320 project. Apart from this, Indian Airlines is planning to induct six 50 seater aircraft for deployment on the shorthaul routes. The financial viability of the project is being re-worked by Indian Airlines. A provision of Rs.20.00 crores has been made for this project in the Annual Plan 2000-01 of Indian Airlines. The Company is also contemplating replacement of Boeing 737 and Airbus A-300 aircraft by a new aircraft. Various alternative aircraft available in the market are being evaluated. A provision of Rs.115 crores has been made for payment of margin money in connection with purchase of these aircrafts.

**(2) NON-AIRCRAFT PROJECTS**

A provision of Rs.53.52 crores has been made towards Non-Aircraft Projects such Workshop/Engineering facilities, Real Time Computer Systems, Ground Support Facilities, Furniture, Fixtures, Office Equipment etc.

**5.6 PAWAN HANS HELICOPTERS LTD.**

The important schemes proposed to be taken up by Pawan Hans Helicopters Ltd., during 2000-01 are as under :

- (i) Two light helicopters at an estimated cost of Rs.14 crores are proposed to be purchased - one to be deployed for Mata Vaishno Devi operation and other is to be retained for adhoc charters/maintenance reserve.
- (ii) Two medium helicopters are proposed to be purchased for Offshore operations in place of Dauphin helicopters, which have been subjected to a large number of landings and stress in the offshore role and need to be replaced with new helicopters. The estimated cost of these helicopters is Rs.50 crores.
- (iii) Two heavy duty helicopters are proposed to be purchased for deployment with Government of Arunachal Pradesh for their air maintenance task.
- (iv) A provision of Rs.12.50 crores has been made towards Juhu Residential Complex at Mumbai which is being undertaken by PHHL jointly with Airports Authority of India. The project could not be taken up earlier due to non availability of concurrence from AAI and efforts are being made to get the same expedited.
- (v) Building plans in respect of Noida project have been submitted for approval of the competent authority and the matter is being followed up. On receipt of requisite approval, tendering process for appointment of a building contractor will be initiated. A provision of Rs.1.50 crores has been made for this scheme during 2000-01.

**5.7 AIRPORTS AUTHORITY OF INDIA**

The major projects being undertaken by Airports Authority of India for which provisions have been made during 2000-01 are as under :

**5.7.1 INTERNATIONAL AIRPORTS DIVISION**

**1. NEW INTERNATIONAL TERMINAL COMPLEX (PHASE-II), CHENNAI.**

The estimated cost of the work is Rs. 79.66 crores and the work has since been awarded. The expenditure incurred upto March' 99 amounts to Rs. 5.45 Lakhs and the provision in 1999-2000 (RE) and 2000-2001 amount to Rs. 1.00 crore and Rs. 15.50 Crores respectively.

**2. INTEGRATED CARGO COMPLEX, NSCBI AIRPORT, CALCUTTA.**

The proposal has been formulated with an estimated cost of Rs. 49.66 Crores. Independent appraisal of the project is being carried out by M/s SBI Capital Markets. A provision of Rs. 5.00 Lakhs and Rs. 15 Crores is made in 1999-2000 (RE) and 2000-2001 respectively. After the appraisal, the proposal would be submitted to AAI Board for approval.

**3. OTHER WORKS CONSTITUTE THE FOLLOWING:**

(a) Improvement and upgradation of runways, taxiways, apron and roads, bridges & culverts in operational areas mainly comprising of special repairs, strengthening and upgradation of pavements, i.e. runways, taxiways, aprons and upgradation of lighting systems. In addition to this it also involves widening of service roads in operational area, roads on city side and perimeter roads of airports.

(b) Improvements, augmentation and modification of terminal and other buildings and associated electrical works.

(c) Procurement of plant and machinery for augmentation of essential power supplies, upgradation of electrical equipments.

(d) Provision of CCTV systems, Surveillance TV, fire detection and prevention systems, security alarm, RT Sets, X-Ray baggage machines, passenger trolleys, chairs for passenger facilitation, equipment for fire fighting.

(e) Procurement of equipment necessary for disaster management like rapid intervention vehicle, rescue vehicles, ambulances, ambu lifts and other equipment and vehicles required for operational purposes.

(f) Procurement of equipment for smooth and efficient cargo operations including ETV's forklifts, dollies, lazy bed rollers etc.

**5.7.2 NATIONAL AIRPORTS DIVISION**

**(1) EXTENSION OF RUNWAY AT CALICUT AIRPORT**

Airports Authority of India has undertaken the project for strengthening of the runway at Calicut airport from present 6000 feet to 9377 feet at an estimated cost of Rs. 99.63 crores to facilitate operation of international flights with Airbus A310 and Airbus A300 aircraft without any load penalty to destinations in the Gulf where a large number of Keralities are working. Malabar International Airport Development Society (MIADS) would be providing funds to the extent of Rs.60.00 crores to the National Airports Division as an interest free loan for financing the project. Out of this Rs. 57.07 crores has been received by AAI upto 31-12-99. Expenditure on the above project till 31-12-99 is about Rs. 87.31 crores. Phase I of the Project i.e. extension of runway from 6000 ft. to 7625 ft. has been completed and put to use from 1.1.99. Phase II of the project is scheduled to be completed by 31.3.2000.



**(2) MSSR AND RADAR NETWORKING :**

An order was placed in May, 1999 on M/s BEL for procurement and installation of MSSR at Nagpur, Varanasi, Mangalore and Berhampur at a total cost of Rs.55.54 crores. The total project cost, including C&E works, is Rs.81.83 crores. The installation at Nagpur is scheduled to be completed by March, 2000 and the installation at other locations is to be completed by March, 2001. Once the Radars are installed at these locations, all the major air-routes over Indian landmass will be covered by Radar Surveillance.

**(3) ESTABLISHMENT OF DEDICATED SATELLITE COMMUNICATION NETWORK (V-SAT) NETWORK AT 80 LOCATIONS**

The proposal involves provision of V-SAT Terminal at 80 locations at a total cost of Rs.57.93 crores for establishment of Dedicated Satellite Communication Network (DSCN). The project is expected to be completed by March, 2001.

**(4) PROVISION OF CRITICAL NAV-AIDS AT VARIOUS AIRPORTS**

A proposal for procurement of 13 nos. of ILS, 18 nos. of DVOR, 8 nos. of HP DME and 6 nos. of LP DME at a total cost of Rs.50.98 crores for installation at various airports is being undertaken during the year 2000-01. The proposed procurement includes replacement as well as new facilities at various airports. The project is likely to be completed by March, 2001.

**(5) PROCUREMENT AND INSTALLATION OF FLIGHT DATA PROCESSING SYSTEM (FDPS) AT VARIOUS AIRPORTS.**

A proposal for procurement and installation of FDPS, as part of ATC Automation, at Trivandrum, Ahmedabad, Varanasi and Nagpur airports at a total cost of Rs.10 crores has been undertaken. The procurement is likely to be completed by March, 2001.

**5.8 HOTEL CORPORATION OF INDIA**

**1. REPAYMENT OF TERM LOAN**

The provision represents instalments of loan due to M/s State Bank of India in respect of Centaur Lakeview Hotel, Srinagar loan (Rs.1.77 crores); and United Bank of India (Rs.3.00 crores) in respect of loan obtained during 1999-2000 for purchase of capital items.

**2. RENOVATION/UPGRADATION OF HOTEL ROOMS AND NORMAL DEPARTMENTAL CAPITAL EXPENDITURE.**

Hotel Corporation of India proposes to undertake renovation of Hotel Rooms and Restaurants at Centaur, Mumbai Airport, Centaur Juhu and Centaur, Delhi Airport as the properties are very old and need urgent renovation/upgradation. Accordingly, a provision of Rs.6.50 crores has been made for this purpose. In addition, provisions have also been made for renovation of public areas and procurement of essential equipment including computerisation.

**5.9       INDIRA GANDHI RASHTRIYA URAN AKADEMI**

Provisions have been made by Indira Gandhi Rashtriya Uran Akademi for procurement of airfield navigation and landing equipment (Rs.4 crores) for improving the quality of flying training and also for purchase of instruments for avionic and instrument shops, Workshop Equipments, Computers and Software. A provision of Rs.1.50 crores has also been made for payment of dues of AAI towards certain civil works undertaken by the Authority at Fursatganj.

\*\*\*\*\*