



Bill Summary

The Civil Aviation Authority of India Bill, 2013

- The Civil Aviation Authority of India Bill, 2013 was introduced in the Lok Sabha on August 20, 2013 by the Minister for Civil Aviation, Mr. Ajit Singh. The Bill proposes to establish Civil Aviation Authority of India (CAA), to replace the Directorate General of Civil Aviation (DGCA) as the civil aviation safety regulator, under overall oversight of the Ministry of Civil Aviation.
- According to the Statement of Objects and Reasons of the Bill, audits by the International Civil Aviation Organisation (ICAO) and the Federal Aviation Administration of the United States of America had pointed out shortcomings in the set-up and functioning of the DGCA. Some of the key issues highlighted were inadequate manpower and DGCA's lack of administrative and financial independence. Hence, the government has decided to establish the CAA as a separate statutory authority, granting it adequate administrative and financial flexibility.
- **Composition of CAA:** The CAA shall consist of a chairperson, a director-general and seven to nine other members, including at least five whole-time members. The director-general shall serve as the chief executive. The chairperson, director-general and other members shall have relevant technical or professional expertise. They will be appointed by the government for a term of five years, on the recommendations of a Selection Committee. The CAA may also create posts of officers and employees or engage external advisors, consultants or agents to discharge its functions.
- **Functions:** The CAA shall discharge all the duties currently assigned to the DGCA under the Aircraft Act, 1934. It shall be responsible for issuing licences, permits and approvals necessary for safety of airlines, airports, Air Traffic Controllers (ATCs) and other service providers. The CAA is also responsible for environmental regulation of airports, airlines and other civil aviation activities, and protection of consumer interests. In addition, it shall coordinate and regulate use of Indian airspace by civil and military traffic, encourage indigenous design and manufacture of aircrafts and their components and facilitate training of civil aviation personnel.
- **Replacement of DGCA:** From the appointed day, all assets and liabilities related to the DGCA shall stand transferred to the CAA. All employees currently holding office under the DGCA shall be treated as being on deputation with the CAA, on the same terms and conditions for not less than three years.
- **Fees and Charges:** The CAA may collect fees and charges being collected by the DGCA under the Aircraft Act, 1934. It may also levy fees/charges for safety oversight and surveillance functions, and for use of its facilities by ATCs, passengers and airlines.
- **Civil Aviation Authority Fund:** All funds received by the CAA including central government grants, and fees and charges shall be credited to the Civil Aviation Authority Fund. The Fund shall be used to pay the salaries and met other expenses of CAA. Its accounts shall be audited by the Comptroller and Auditor-General of India.
- **Powers of CAA:** The CAA shall have the power to call for information, issue directions, conduct an inquiry and seize evidence relevant to an inquiry regarding any airline, ATC or other service provider. The matters entrusted to the CAA shall be outside the jurisdiction of civil courts. An appeal against its orders/directions can only be made to the government.
- **Offences and Penalties:** Failure to comply with any order or direction under the Act or made by the CAA can attract a fine of up to Rs 1 lakh in the first instance, up to Rs 2 lakhs in the second instance and up to Rs 4,000 per day for a continuing contravention.

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