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ICAO Audit Findings: Bureaucracy Lets India's Civil Aviation Down

ICAO Audit Findings: India presents a poor report card.

ICAO Audit : Indonesia has performed better than India on all the eight parameters while Malaysia is better than India in five parameters.

Overview.

The International Civil Aviation Organisation (ICAO) routinely conducts audits to oversee member states' safety capabilities and the status of states' implementation of all safety-relevant ICAO standards and recommended practices, associated procedures, guidance material, and best safety practices. As a part of its global Universal Safety Audit Program, 2017, it has been found that India's report card has been very poor.

The ICAO audit has disclosed that:

- India has failed to meet global average in five out of eight categories.
- In all the eight parameters, India lags behind Indonesia and Bangladesh
- Singapore stood at 100 per cent in three out of eight parameters and above 95 percent in all the categories.

India is better in global average only in two categories: Operation and Airworthiness.

The Scenario.



*There are 1000s
of air
travelers in
India*

Read : Jet Airways Incident

ICAO has stated the obvious. Today, ICAO has only given its stamp of approval. The aviation business in India has grown immensely, 100s of planes have been bought, a number of planes have been ordered, (See Spicejet) and 1000s of tons of carbon have been injected into the environment by them. This bears a testimony. It could have grown more, had the Bureaucratic Institutions kept pace with the trajectory.

Institutions under the Ministry of Civil Aviation like the Director General of Civil Aviation (DGCA) stand fully exposed now. As per ICAO, India's dismal performance is due to the government's neglect of aviation regulator, DGCA.

The DGCA like bodies and their officers can no longer claim any credit in the growth of India's civil aviation. This is increasingly becoming evident as they generally have to face embarrassment in their social and professional circles.

In addition to the number of several pending court cases against the DGCA, this ICAO audit has given them a brutally frank thumbs-down!



*Millions of air travelers
in India*

The Chief Issue.

It is the functioning of Indian bureaucracy – the DGCA like bodies are grossly under-staffed. Instead of having a 110% manpower strength, they have been enduring with 70% or less. Despite heavy workloads, its offices do not observe 24/7/365 discipline. Its officers get time bound promotions with unfailing regularity. The end result of all this is there for everyone to see. ICAO, the world's supreme aviation body, has said in no uncertain terms, "The DGCA is incompetent."

The Centre must realise that the DGCA does not deal with thin air, it is the country's official, legitimate and legal regulator of all machines which fly in the air, and as such, its highly technical nature of job must be given its due appreciation. While the number of airplanes continued to increase, the manpower at DGCA like bodies didn't. As a result, today one officer carries more than one postings and as such he doesn't do justice to any. Vacancies remain vacant and aspiring applicants stay lined up for several years. This picture does not need an ICAO audit. It is obvious and well known. The ICAO will be tearing its hairs when it sees the recruitment processes in an Indian Government department post-Lalu era of social justice.

Possible Consequences.

This ICAO audit development does not come as a welcome news for a number of such officers. With a huge loss in

credibility, hereinafter, they will be confronted with various uncomfortable questions and remarks in their social and professional circles. The ICAO audit report may even be cited as a reference in the number of court cases too, wherein they will have to do lots of explaining. The court might view the respondent, the DGCA, as one having 'dubious' credentials.

Moreover, the DGCA will not command the same respect amongst the operators and its various other examinees.

Despite this shortcoming, a minor hiccup by India's standards, India continues to rule the world of aviation. Please note that number of Indian fliers is 123 million which is under 5% of its population!



No country, no airline, no plane maker and no oil company can dream of not doing business with India. The Boeings, the Airbuses will collapse overnight if India is not in their loop. The world has found this out to be true in every segment of the economy. The comparison with India's South Asian neighbors ends here. This is precisely what the power of might is all about.

The case of downgrade does not apply to India. Who can downgrade whom, time has already told. The US and its allies have already got a taste of this medicine. It tried to downgrade India once – in 2014 but removed the downgrade within a year.

ICAO may have its own sets of safety aviation parameters and so has India. ICAO is free to conduct any number of audits and

can award any score to anybody. India's aviation is unstoppable. India may not be able to even meet the global average score of effective implementation in ICAO's eight parameters, but this doesn't make any difference. Despite such poor ICAO scores, Air India did manage to unearth a few 'hero' pilots who could fly a B777 without ILS!

The truth remains that India continues to do aviation business worth trillions of \$\$\$ and burns ATF worth billions of \$\$ every year. The figures keep on increasing even as you read this. India is such a super power!!

Where To Travel In October / November?



Best Places To Visit In November In India

November is the penultimate month of the year in the Gregorian Calendar and also the beginnings of proper winter in most of India. This is also the month of many festivals in the country, with Diwali falling in the beginning of November sometimes (depending on the Hindu calendar). Travel wise, the weather and celebrations around the country make November ideal, especially in places that host special festivals.



ALAPPUZHA (ALLEPPEY)

Things To Do In Alappuzha (Alleppey)



NEIL ISLAND

Neil Island Tourism And Travel Guide



PATTAYA

Tourist Places To Visit In Pattaya



CAIRNS

Tourist Places To Visit In Cairns



DUBAI

Dubai Tourism And Travel Guide



UDAIPUR

6 Top Tourist Places To Visit In Udaipur



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Things To Do In Bhutan

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Indira Gandhi International Airport (IGIA) Becomes World's 16th Busiest



The Airports Council International (ACI), the trade association of the world's airports, currently serving 641 members operating 1,953 airports across 176 countries has recently come up with a list

which includes New Delhi's Indira Gandhi International Airport (IGIA) as the 16th busiest airport in the world.

Region-wise break-up.



In 2017, passenger traffic in :

Developed countries – rose 5.2 per cent

Developing countries – rose 10.3 per cent

The Indira Gandhi International Airport (IGIA)

IGIA is in the national capital Delhi. It has been ranked as the 16th busiest airport in the world in terms of passengers handled on an annual basis jumping 6 places from 22nd position in 2016. It handled more than 6,340 million passengers in 2017 – 14 per cent more passengers than in 2016. IGIA is the seventh busiest airports in Asia.

Thus, it emphasizes that India is indeed one of the fastest growing domestic aviation markets in the world. It also indicates that aviation is becoming very popular everyday in India amongst its masses.

The country's growing influence in aviation world is now evident, and it is regarded as very big achievement for India.

“It is expected that rising incomes in emerging markets will help propel global traffic to new heights in the coming decades as new aviation hubs begin to overtake the more mature markets of Western Europe and North America,” ACI said in a release.

Airports and Airlines.

While Indira Gandhi International Airport (IGIA) handles more than 900 domestic and international flights on its three runways, IGIA's security and check-in facilities are regarded as world-class. However, its real value is gauged by its huge

potential of generating non-aeronautical revenue, some of which are:

- IGIA's sprawling shopping areas,
- Ad spaces at arrival and departure lounges,
- Vehicle parkings

While running an airline may not generate as much profits (See Jet Airways), IGIA's earnings have a different story to tell. Unlike airlines, it does not face any competition. Rather, it



enjoys monopoly. IGIA is very well connected to the city by roads and metro rail. While the number of customers for an airline will always be limited by its seat capacity, airports like IGIA see 10 times more foot

falls since every airline passenger is accompanied by at least 2 attendants for pick-up or drop. Besides, there are numerous other people like drivers, travel agents, tour operators, IGIA staff, airlines' staff, government staff, job seekers, workers, vendors, their suppliers and their visiting guests which together swell the foot fall at IGIA. Each such person makes use of IGIA facilities and knowingly or unknowingly adds revenue to its basket. The show goes on unabated – 24 hrs a day, 365 days a year!

IGIA's car parking facilities are awesome a study of which alone can give an idea of the investment that has been put into IGIA as well as the nature of business being carried out at IGIA.

IGIA car Parking Facilities:

- Multi Level Car Parking (MLCP) – A six storied multi level car parking facility available across Terminal 3 which can accommodate upto 4300 cars at any given point welcomes the visitor at IGIA.

- Two ramps for entry and two ramps for exit on each level for easy access to vacant parking slots
- Well lit parking area, with a 24 hr CCTV surveillance,
- Each car manually screened by CISF guards and private security marshals.
- Valet Parking priced at Rs. 350/- for 2 hours.
- Four-wheel Car Parking priced at Rs. 100/- for upto 30 Mins
- Besides, there are exclusive Services for Park N Fly / Long Stay Parking Customers at IGIA's T3 Terminal like pollution check, car breakdown service, air pressure checks, and nitrogen fillings.

The scrupulous observer will see that each such service is a source of non-aeronautical revenue. And this should be correlated with the 6,340 million passengers a year who come to IGIA! *Why should not an airline like Jet Airways claim a share in revenue earned through car-parking or nitrogen fillings?*

There is also a Remote Bus Parking facility located on the approach road to T3. This facility caters to long distance, inter state coaches coming to receive and drop off passengers.

The ACI tried to analyse the causes of IGIA scaling up the rankings. It concluded that size-able population bases and rapid increase in incomes in emerging markets are the main economic engines driving air transportation demand.

Jet Airways Introduces New Rs

1,889 Domestic Flights

Jet Airways has introduced new domestic flights at a starting all-inclusive price of Rs. 1,889.

Conditions:



- Applicable on one way journey in economy class on select flights only.
- Validity – 12 months from the date of commencement of the journey
- Booking must be done till October 15, 2018 in order to get flight tickets at discounted rates between Jaipur and Vadodra and between Chandigarh and Lucknow

*Price details of Jet Airways' offer on new domestic flights:

Sector **All inclusive one way fare** **in Economy**

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Jaipur – Vadodara	Rs. 1,889
Vadodara – Indore	Rs. 1,999
Indore – Vadodara	Rs. 1,999
Chandigarh – Lucknow	Rs. 1,999
Lucknow – Chandigarh	Rs. 1,999
Indore – Jodhpur	Rs. 2,598

Jodhpur – Indore Rs. 2,598
Bengaluru – Lucknow Rs. 2,874
Lucknow – Bengaluru Rs. 3,199
Ahmedabad – Jodhpur Rs. 2,879
Jodhpur – Ahmedabad Rs. 2,999



Coimbatore – Hyderabad Rs. 2,899
Hyderabad – Coimbatore Rs. 3,099
Delhi – Visakhapatnam Rs. 3,395
Visakhapatnam – Delhi Rs. 3,651
Delhi – Guwahati Rs. 3,431
Guwahati – Delhi Rs. 3,884
Kolkata – Chandigarh Rs. 3,600
Chandigarh – Kolkata Rs. 3,730
Kolkata – Indore Rs. 3,899
Indore – Kolkata Rs. 3,353
Visakhapatnam – Mumbai Rs. 4,365
Mumbai – Visakhapatnam Rs. 4,785
Bagdogra – Mumbai Rs. 5,120
Mumbai – Bagdogra Rs. 5,171
Mumbai – Guwahati Rs. 5,171
Guwahati – Mumbai Rs. 5,494

**As mentioned on Jet Airways' website*

Restrictions:

Child and infant discount, date change, flight change, refund charges, weekend surcharge, black out period, travel validity, advance purchase restriction, travel restriction and/or flight restriction are applicable as mentioned in the fare rule.

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