

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
STARRED QUESTION NO. : 151  
(To be answered on the 28<sup>th</sup> December 2017)**

**Route Dispersal Guidelines**

**\*151. DR. RATNA DE (NAG)  
SHRI HARI OM PANDAY**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- (a) whether the Government has proposed any amendments in "Route Dispersal Guidelines" for improved air traffic management;**
- (b) if so, the details thereof;**
- (c) if not, the reasons therefor; and**
- (d) the details of the proposed amendments including the key features and the plan outlay for the purpose?**

**ANSWER**

**Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**(Shri Ashok Gajapathi Raju Pusapati)**

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**(a) to (d): A Statement is laid on the table of the House**

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**STATEMENT IN RESPECT OF LOK SABHA STARRED QUESTION NO. 151, REGARDING "ROUTE DISPERSAL GUIDELINES" TO BE ANSWERED ON 28.12.2017**

(a) to (d): In compliance of the National Civil Aviation Policy (NCAP)-2016 to rationalise the Route Dispersal Guidelines(RDGs), the Ministry of Civil Aviation vide order dated 08.08.2016 had revised the RDGs along with the subsequent amendment vide order dated 25.07.2017. The details are as below:

**I. Category I routes have been rationalised based on transparent criteria. Accordingly ten new routes viz. Bangalore - Pune, Ahmedabad - Delhi, Delhi-Patna, Mumbai - Jaipur, Mumbai - Cochin, Delhi - Pune, Mumbai - Chandigarh, Delhi - Goa, Mumbai - Lucknow, Chennai - Pune have been added to Category I routes and two existing routes viz. Mumbai-Hyderabad, Mumbai-Trivandrum have been removed from Category I routes.**

**II. The traffic to be deployed on Cat II and IIA routes expressed in terms of a percentage of CAT I traffic remain the same. However, routes to Uttarakhand and Himachal Pradesh are included in Category II. For CAT III routes, the percentage is 35% of CAT I traffic.**

**III. For the purpose of meeting the RDG requirements, the Scheduled airlines (both Air Transport Operator and Commuter Operator) are permitted to trade Available Seat kilometres (ASKM) of helicopters and other small aircraft (maximum AUW not exceeding 40 tons) operating under Regional Connectivity Scheme to extend the last mile connectivity seamlessly to under-served or un-served areas.**

**IV. Revised categorization of routes under RDG is effective from the winter schedule of 2017 in order to allow sufficient time to airlines to plan their operations. The review of routes under different categories will be done by MoCA once every 5 years after its first revision in 2016 (effective from the winter schedule of 2017) or as and when required on need basis.**

**V. Withdrawal or revision of domestic operations to and within North East Region, Island territories and Ladakh, subject to full compliance of RDG, can be done under prior intimation to MoCA and DGCA at least three months before the withdrawal or revision of the service.**

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