

upgraded. The other flying clubs in the country are also supported by way of distribution of trainer aircraft through the Aero Club of India and the Directorate General of Civil Aviation. However, recruitment of pilots is the prerogative of the individual airlines.

#### **Allotment of space at Mumbai airport**

1989. SHRI BHARATKUMAR RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that a prime spot at Chhatrapati Shivaji Airport, Mumbai has been allotted to 'Cafeccino' along with a kitchen site;
- (b) the method adopted for the allocation of the said site;
- (c) whether open tenders were issued to this effect;
- (d) the details of the owner of Cafeccino;
- (e) whether the provision for waiting passengers was changed and reduced; and
- (f) whether it has created a security hazard as the new sitting site is adjacent to the main entry/exit door?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):  
(a) and (b) One of the spots identified for Food & Beverages has been given for an outlet named Cafeccino. No separate kitchen for this particular outlet has been given. The site was decided based on plan layout of the terminals.

(c) The contract was finalised by Mumbai International Airport Private Limited in accordance with their internal procedures.

(d) The outlet belongs to M/s Travel Food Services Private Limited.

(e) and (f) No, Madam.

#### **Single engine helicopter**

†1990. SHRI BRIJLAL KHABRI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that VIPs travel in single engine helicopter is prohibited;
- (b) if so, the details thereof;
- (c) whether Government has received complaints of its violation; and
- (d) if so, the action taken by the Directorate General of Civil Aviation (DGCA) against the erring persons in this regard?

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† Original notice of the question was received in Hindi.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):

(a) No, Sir. There is no prohibition on use of single engine turbine helicopters for travel of VIPs.

(b) to (d) Do not arise.

**Agreement between Air India and private airlines**

1991. SHRI P.R. RAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines had signed an agreement with Airbus, a private aircraft manufacturer, worth Rs.788 crore for creating training and repair facilities in India;

(b) if so, whether the agreement is being fulfilled by the private company, and the details of training and repairing facility obtained thereunder; and

(c) whether the agreement was part of any other business deals Indian Airlines entered into with the private manufacturer as part of buying aircrafts from the said company?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):

(a) and (b) The erstwhile Indian Airlines Limited had placed a purchase order with M/s. Airbus Industrie of France for procurement of 43 Airbus family aircraft in February, 2006. Supplementing the purchase agreement, an agreement for cooperation projects for pilot training Centre, a dedicated spare Centre and MRO facilities for A320 family aircraft was also signed. M/s. Airbus Industrie in association with M/s. CAE has established facilities in Bangalore for pilot training, maintenance training and design. It has also signed an agreement with National Aviation Company of India Limited for establishment of a Maintenance, Repair and Overhaul (MRO) Joint Venture.

(c) No, Sir.

**Fresh guidelines for development of airports in the country**

1992. SHRIMATI JAYANTHI NATARAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has issued fresh guidelines for the development of the airport infrastructure in the country under Airport Infrastructure Policy, 1997;

(b) if so, the details thereof;

(c) whether the Airports Authority of India (AAI) have selected big cities in Tamil Nadu to build more than one airport under these guidelines; and

(d) if so, the details thereof?