

the duration of rest period and number of landings etc. for all types of operations. All operators are required to follow these guidelines.

Improvement of Delhi and Mumbai airports

2575. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have warned private sector managements of strict action if they do not adhere to their promises of improving Mumbai and Delhi airports;

(b) what was the context in which this warning was made;

(c) whether Government are unhappy with the lack of progress; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Operation of flights from Delhi airport

2576. SHRI K.P.K. KUMARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many flights are circling for 15 minutes or more, before landing at Delhi airport;

(b) whether any study has been made of how much fuel is lost because of this;

(c) whether this situation has come about because license has been given to too many flights to operate from Delhi airport when compared to the infrastructure available; and

(d) what are the steps taken to remedy this situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. At times during peak hours some flights are required to hold in the air before landing at Delhi airport.

(b) Data for additional fuel spent due to delay of flights are maintained by various airlines in different manners. Hence, loss in terms of fuel cannot be given.

[22 August, 2006]

RAJYA SABHA

(c) Mismatch of infrastructure is one of the reason. However, bunching of flights during peak hours is the main reason for such situation.

(d) Steps taken to reduce congestion at Delhi airport *inter-alia* include construction of new high speed exit taxi-ways, a parallel taxi-track & additional parking stands; implementation of procedures for simultaneous use of both runways, ATC procedures and Dedicated Clearance Delivery Position; imposition of ban on general aviation aircraft during peak period; upgradation of ATC automation system and installation of Advanced Surface Movement Guidance & Control System.

Policy on pricing of tickets

2577. SHRI EKANATH K. THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government plan to give domestic carriers a free hand in pricing tickets;

(b) whether it is also a fact that this is a departure from the present norms whereby now the airlines have to get prior permission of the Directorate General of Civil Aviation (DGCA) before announcing new fares and schedules; and

(c) if so, the important details of the new policy?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Both domestic and international carriers are already given free hand in pricing the tickets. After repeal of Air Corporation Act 1953 in 1994, the tariff in respect of airlines is not regulated by Government and it is upto the airlines to fix the tariff and related concessions as per their economic viability and market conditions. In so far as airlines schedule is concerned prior approval of Director General of Civil Aviation (DGCA) is still required before implementing the new schedule.

Development of Khajuraho airport

†2578. MISS ANUSUIYA UIKEY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the land acquired so far for the development of Khajuraho airport;

(b) the latest position of development works on acquired land; and

(c) by when the development work would be completed?

†Original notice of the question was received in Hindi.