

(d) and (e) Yes, Sir. Air India has sought time from its creditors for payment of outstanding dues till easing of cash flow situation.

Violation by Foreign airlines

1872. SHRI SABIR ALI:

SHRI MOHAMMED ADEEB:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that some foreign airlines indulge in violations of various types;
- (b) if so, the details in this regard; and
- (c) the mechanisms that have been put in place to check such violations?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) No violation by any foreign airline has come to the notice of the Government.

(c) The Aircraft Act 1934, Aircrafts Rules 1937 and the Air Services Agreement provide the legal framework for prevention of dealing with violation.

Closed and defunct airports

1873. SHRI BHARATSINH PRABHATSINH PARMAR:

SHRI NATUJI HALAJI THAKOR:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the Ministry has recently announced that some 35 closed and defunct airports of the country will come under re-operational category for domestic flights from the said airports to meet new prospects of Indian aviation sector;
- (b) if so, the broad details of the proposal frame-out by the Ministry;
- (c) the present status of ground facilities available for technical operation; and
- (d) if so, by when same would become operational?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) Feasibility study of 33 non operational/defunct airports of Airports Authority of India (AAI) for development/operationalisation was conducted. 13 of these small airports of AAI were recommended for development/operationalisation. The names of the airports are Akola, Sholapur

†Original notice of the question was received in Hindi.

(Maharashtra), Vellore (Tamil Nadu), Mysore (Karnataka), Warangal, Cuddapah (Andhra Pradesh), Chakulia (Jharkhand), Malda (West Bengal), Jharsuguda (Orissa), Tezu, Passighat (Arunachal Pradesh), Rupsi (Assam) and Kamalpur (Tripura).

(c) and (d) Mysore airport has already been made operational in May, 2010 and is fit for ATR-72 type of aircraft operations. The status of remaining airport of remaining airport is given in Statement.

1. Cuddapah:

Work to operationalise Cuddapah airport for ATR-72 aircraft operations is in progress. Pavement works i.e. runway, taxiway, apron, etc. have been completed at a cost of Rs.21 crores. Work on the construction of the new Terminal Building is in progress and expected to be completed by March, 2013.

2. Tezu:

Airport handed over by State Government to AAI for development to handle ATR-72 type of aircraft with financial grant of Rs.79 crores to be provided by NEC/Govt. of India. Works likely to be completed by June, 2013.

3. Passighat:

As per PMO directive, Passighat Aerodrome belonging to AAI has been transferred to IAF (MOD) for development of the Civil Enclave for AIR type of aircraft operations. AAI has projected a requirement of land measuring 12,7 acres to the Defence Authorities for development of a Civil Enclave.

4. Ziro:

To be development by IAF for ATR-42 type of aircraft. AAI has projected land requirement of 7.7 acres from State Government and 4 acres from IAF for development of Civil Enclave.

5. Along:

To be development by IAF for ATR-42 type of aircraft. AAI has projected land requirement of 5.5 acres from State Government for development of Civil Enclave.

6. Daparizo:

Airport belonging to State Government and is to be developed by AAI for ATR-42 type of aircraft operations. AAI has projected land requirement of 25.7 acres for Phase-I development

for 20-seater aircraft operations and additional 8.6 acres (Total 34.3 acres) for ATR-42 type of aircraft operations.

7. **Sholapur:**

The existing airport cannot be upgraded in view of around urbanization. State Government has plans to construct and develop an alternative new Greenfield airport at Boramani in the vicinity. Also the ownership issue of Sholapur airport is yet to be decided.

8. **Other Small Airports:**

AAI has already projected additional land request, as per Master Plan, to State Govts. in respect of Warangal, Malda, Jharsuguda, Kamalpur & Vellore airports for developing these airports in phases, Concurrence of the State Government is awaited.

Baljek Airport

1874. SHRI THOMAS SANGMA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is aware of the fact that the Baljek airport project of the AAI has been completed but has not become functional;
- (b) if so, the reasons therefor; and
- (c) by when it will become functional?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAM): (a) to (c) Airports Authority of India (AAI) has constructed a small airport at Tura in Meghalaya. The airport has been constructed by AAI as a deposit work for the State Government and the airport is fit for DO-228 type of aircraft operations.

Regarding operation of flights, Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is however, up to the airlines to provide air services to specific places including airport at Tura depending upon the traffic demand and commercial viability. As such, airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.