

grid Reinforced Retaining Wall, Drainage System including Box Culvert, Aerodrome Pavements, etc. The scope also includes the following :

- (i) A new Terminal Building to handle 50 departing and 50 arriving passengers with Car Park for 50 cars;
- (ii) Runway of dimensions 1700 M x 30 M suitable for operation of ATR 72-500 class of aircraft in fair weather conditions;
- (iii) Apron of dimensions 106 M x 76 M to accommodate two ATR 72-500 class of aircraft; and
- (iv) Navigation and Landing aids such as Very High Frequency Omni Range, Non-Directional Beacons, Doppler Very High Frequency Omni Range, Precision Approach Path Indicator and runway edge lights.

The cost of the project is Rs. 310 crores (fixed cost basis) and the expected date of completion is July, 2013.

Rules for competitive atmosphere

†1125. SHRI JAI PRAKASH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether in view of the losses incurred by Kingfisher Airlines, Government proposes to bring the rules and regulations relating to the aviation sector in conformity with times to create a healthy and competitive atmosphere in this sector;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI) : (a) to (c) The Government has constantly been responding to changing scenario and formulating sector specific policies to facilitate and enable growth of the sector and to meet global standard and competition. Some of the steps undertaken by Government are as under :

(i) Easier FDI Policy for airports has been put in place vide which 100% FDI, through automatic route, has been permitted in Greenfield airport (ii) FDI requirements for air transport side of civil aviation have been revised and separate limits have been prescribed in respect of different sectors such as schedule cargo airlines, non-scheduled operators, MRO etc. (iii) Relaxed

†Original notice of the question was received in Hindi.

procedure for establishment of private airports for private use has been announced, (iv) Private domestic airlines have been permitted to fly on overseas routes subject to specified guidelines. Further, bilateral arrangements with other countries have been gradually liberalized to enable better international connectivity. (v) A new Flying Training Institute has been established at Gondia, Maharashtra. Further, Indira Gandhi Rashtriya Udan Akademi has been restructured. These measures would help in putting in place better training infrastructure for skilled manpower in the aviation sector, (vi) The infrastructure at the airports, Air Traffic Control and Navigation is being constantly upgraded to meet the future demand of the airlines. (vii) to create a world class airport infrastructure upgradation/modernization of a number of metro and non-metro airports have been undertaken by Airports Authority of India (AAI) as well as through Joint Venture Companies, (viii) AAI has undertaken upgradation & modernization of 35 non-metro airports in the country in a time bound manner. In addition, 13 more airports have also been taken up for upgradation. (ix) AAI has also undertaken the modernization and expansion of the international airports at Chennai and Kolkata. (x) DGCA from time to time reviews and amends its regulations as per international standards and aviation requirements of the country, (xi) DGCA itself has been strengthened to meet international safety obligations. (xii) City side development of specific airports has been undertaken under Public Private Participation model. (xiii) A new policy for green field airports. (xiv) An Independent Regulatory Authority, namely, AERA has been established 12.5.2009 with the prime objective to create a level playing field and healthy competition amongst all major airports (Government-owned, PPP-based, private), regulation of tariffs of aeronautical services, protection of reasonable interest of users.

European union emission trading scheme

1126. SHRI GOVINDRAO ADIK :

SHRI SANJAY RAUT :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that under the European Union-Emission Trading Scheme airlines using EU airspace will have to pay a fee for carbon emissions that exceed a set cap;

(b) whether it is a fact that EU-ETS measures violated the Chicago Convention governing international aviation as also provisions of the WTO; and