

(c) whether it is a fact that AI will loose its monopoly over bilateral or international flying rights with Government's decision; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) No, Sir. Air India's requests continues to be duly considered first before allocation of the traffic rights to other eligible applicants.

(c) and (d) Do not arise.

#### **Cooch Behar Airport**

3737. SHRI TARINI KANTA ROY: Will the Minister of CIVIL AVIATION be pleased to refer to reply to Unstarred Question 1982 given in the Rajya Sabha on 16 March, 2010 and state:

(a) whether it is a fact that trial flights were undertaken from Cooch Behar airport; and

(b) the steps that have so far been taken by Government to make the Cooch Behar airport fully operational?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Trial flight was undertaken by M/s. Air Deccan at Cooch Behar Aerodrome on 27.10.2007. Non scheduled Passenger flight operations by M/s. North East Shuttles commenced to/ from Cooch Behar airport w.e.f. 05.09.2011 and continued upto 03.10.2011.

(b) Airports Authority of India (AAI) has taken following steps to make Cooch Behar airport fully operational however actual flight operation are subject to commercial judgement of the airlines:

- (i) Obtained Aerodrome License from DGCA for Cooch Behar Aerodrome for Public Use.
- (ii) Carrying out all mandatory requirements of DGCA to maintain the Aerodrome License issued by DGCA.
- (iii) Upgradation of Aerodrome Reference Code from 2B to 2C to accommodate ATR Aircrafts with load penalty if operator is willing to operate, for which station has already forwarded the request to AAI Headquarters for approval of DGCA.
- (iv) Constantly maintaining Air traffic Services watch hours (with all required navigational facilities) every day to accommodate any non-scheduled aircrafts.

- (v) Keeping in readiness with all passenger amenities.
- (vi) Coordinating with various airliners and trying to convince them to operate with aircrafts permissible as per existing facilities.

#### **Monitoring of Airfares by Special Cell of DGCA**

†3738. SHRI PRABHAT JHA: Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether it is a fact that a special cell of the Directorate General of Civil Aviation monitors air fares regularly;
- (b) if so, the details thereof;
- (c) whether it is also a fact that all the civil aviation companies have hiked their airfares by 10-25 per cent on the busiest routes in the last few days;
- (d) if so, the reasons therefor;
- (e) whether the special cell of the Directorate has justified the airfare hike; and
- (f) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes sir. A Tariff Analysis Unit has been set up in Directorate General of Civil Aviation (DGCA) effective December 2009 to monitor tariff on regular basis.

(c) to (f) Airfares are not fixed by the Government as they are determined by market forces. The Tariff Analysis Unit in DGCA monitors the airfares *vis-a-vis* airfares uploaded by scheduled airlines on their respective websites. The analysis of such monitoring has indicated that airfares are remaining within the fare band made available by the scheduled airlines on their respective websites.

#### **Sale of Stake to other Airlines**

3739. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that after selling Deccan Airlines to Kingfisher, the promoter of Deccan Airlines has applied again for scheduled carrier to commence commercial airlines;
- (b) if so, complete details and reasons for accepting such applications;

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†Original notice of the question was received in Hindi.