

Routes transferred to private airlines

4508. DR. BHALCHANDRA MUNGEKAR: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) how many routes of the Air India and Indian Airlines were transferred to the private Airlines during the last five years i.e. since 2007-08;
- (b) the separate details of international and domestic routes; and
- (c) how far such transfer affected the earnings and profitability of the Air India and Indian Airlines?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No route of the Air India and Indian Airlines have been transferred to private airlines. Air India makes changes to its schedule of operations based on its own evaluation in line with the availability of their resources and their commercial priorities.

- (b) and (c) Do not arise in view of reply (a) above.

Bhubaneswar as international airport

4509. SHRI RABINARAYAN MOHAPATRA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) how many airports have been declared as international airport in the country, the criteria to declare as international airport; and
- (b) whether Government is considering the proposal to declare Biju Pattanaik airport, Bhubaneswar as international airport and if so, the time line by which international operations can be started from Bhubaneswar?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) So far, 17 airports have been declared as International In the country. The essential parameters to consider declaring of an airport as international *inter-alia* include international sector traffic potential, requirements of airlines, availability of international cargo complex, adequate size of terminal building, night landing facilities, navigational aids, customs, Immigration, health services and animal plant quarantine etc. and bilateral agreement with foreign countries.

- (b) Declaration of the airport as international is subject to airport modernisation underway. It includes construction of a new Terminal Building with all modern amenities including two aerobridges for handling 800 passenger at a time. After commissioning of the New Domestic Terminal Building, modification/ renovation of the existing Domestic Terminal Building will be undertaken to make it

suitable for International operations. The Indian carriers are eligible to operate the foreign destinations from any point in India as per the respective bilateral air services agreements with concerned foreign countries. However, actual operations by any airlines is always guided by its commercial judgment.

Revision of aeronautical and airport development fee

4510. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Airport Economic Authority has approved the revision of aeronautical and airport development fee of Delhi International Airport Ltd. (DIAL) with effect from May 15, 2012;

(b) if so, the reasons for revising exorbitant fees when passengers are already paying more taxes/fees etc. than the passenger fares;

(c) whether Prime Minister or cabinet have approved the proposal of increase in exorbitant fees in favour of DIAL; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Sir.

(b) to (d) Airports Economic Regulatory Authority (AERA) is the independent regulatory established under the AERA Act, 2008 to determine the aeronautical tariff at major airports. In accordance with the provisions of State Support Agreement (SSA) and Operation, Management and Development Agreement (OMDA) signed by Government of India and Airports Authority of India respectively with M/s. Delhi International Airport Pvt. Ltd. (DIAL), M/s. DIAL submitted a proposal for tariff revision to AERA. Pursuant to their submission of the proposal, AERA has determined revision in Aeronautical Charges for Indira Gandhi International Airport (IGIA), Delhi vide order No 03/2012-12 dated April 20, 2012 (issued on 24.04.2012) for first five year control period (i.e. 2009-10 to 2013-14), with effect from May 15, 2012 after following a series of discussions, meetings, presentations and consultations process including stakeholders consultations i.e. Airline Operators, Federation Indian Airlines (FIA), International Air Transport Association (IATA), Passengers Association, Confederation of Indian Industry (CII), Federation of Indian Chambers of Commerce and Industry (FICCI), etc. and arrived at revised tariff to cover the cost of investment made by the DIAL and ensure fair rate of return for the airport. The aeronautical tariff in respect of IGI Airport, New Delhi have been determined after following the due process of stakeholder consultation in accordance with the provisions of AERA Act, 2008. As per provisions of the act it is not required to be