

| 1            | 2 | 3          | 4 |
|--------------|---|------------|---|
| Trivandrum   | 1 | Trivandrum | 7 |
| Jaipur       |   | Pune       |   |
| Dubai        | 4 | Dubai      | 3 |
|              |   | Mumbai     | 3 |
| Kozhikode    |   |            |   |
| Abu Dhabi    | 7 | Trichy     |   |
| AI Ain       | 1 | Chennai    | 7 |
| Doha/Bahrain | 7 | Dubai      | 7 |
| Dubai        | 7 | Singapore  | 7 |
| Kochi        | 7 |            |   |
| Kuwait       | 3 | Trivandrum |   |
| Mumbai       | 3 | Abu Dhabi  | 7 |
| Muscat       | 7 | Chennai    | 1 |
| Salalah      | 2 | Dubai      | 7 |
| Sharjah      | 7 | Kochi      | 1 |
| Dammam       | 7 | Kozhikode  | 1 |

#### **Air worthiness of Naini-Saini airport, Pithoragarh**

†1099. SHRI MAHENDRA SINGH MAHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Naini-Saini airport situated in Pithoragarh district of Uttarakhand is not air worthy;

(b) if so, the reasons for the delay by the Ministry in removing the problems being faced in flight operation from this airport;

(c) if it is air worthy, the reasons for not operating flights from this airport;

†Original notice of the question was received in Hindi.

(d) if there is less passenger density the reason for not permitting a weekly flight from this airport; and

(e) whether the reason for not giving permission for operating flight services is because of Chinese objection?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) The requirement of air worthiness is applicable to aircraft and not to the airstrips/airports. However civil airports have to conform to certain conditions so that they can be licensed by DGCA. Naini-Saini Airstrip is owned and operated by the State Government for their and Defence Aircrafts use.

(b) to (e) Flight operations in domestic sector have been deregulated and flights are being operated by airlines concerned on the basis of commercial viability subject to adherence of Route Dispersal Guidelines. 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 service of different regions of the country. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability while complying with Route Dispersal Guidelines.

#### **Upgradation of airports in Uttar Pradesh**

1100. SHRI MOHAMMED ADEEB: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Central Government has demanded more land from the Uttar Pradesh Government for upgrading some airports in that State;

(b) if so, the details thereof; and

(c) the time by when those airports are likely to be upgraded?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) to (c) Yes, Sir. Details of land requirement for upgradation of airports in Uttar Pradesh sent to the Government of Uttar Pradesh is given below:—

Agra-55.29 acres, Meerut-427 acres, Kanpur-50 acres, Jhansi-60 acres, Bareilly-25 acres, Lucknow-174 acres, Varanasi-174.5 acres, Fursatganj-371 acres, Allahabad-50 acres, Moradabad-340 acres.