

Government of India has granted "in-principle" approval to M/s Gwalior Agricultural Company Ltd. for setting up of a cargo airport at Dabra in Datia/Gwalior District in Madhya Pradesh in December, 2008. Necessary action for the project development including land acquisition, availability of mandatory clearances, financial closure etc. is to be taken up by M/s GACL.

(c) and (d) Details of land given by the State Government to AAI for the development of Bhopal, Indore and Khajuraho airports are as given below:

Bhopal - 387.5 acres

Indore - 137.67 acres

Khajuraho - 373.26 acres.

However, the land of 469.5 acres required for development works at Jabalpur airport, is yet to be handed over to AAI by the State Government.

Abolition of development fee

1888. SHRI AVINASH PANDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that after the Ministry's proposal to abolish Development Fee currently levied at the Delhi and Mumbai airports, the airports may still levy a User Development Fee (UDF);

(b) whether Government is aware that the latter is regarded as a revenue enhancing measure as opposed to the former which is to fund the establishment or upgradation of an airport; and

(c) the steps that Government plans to take with regard to this issue, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) There was no proposal to abolish Development Fee at the Delhi and Mumbai International airports. User Development Fee (UDF) and Development Fee (DF) are levied for different purposes. DF is levied under Section 22A of Airports Authority of India (AAI) Act, 1994. It is a pre-funding mechanism for the project, in case, an airport operator is unable to finance the project through other means *viz.* equity, debt, etc. and it is considered as a last resort to

bridge the funding gap of the airport project on the other hand, UDF is levied under Rule 89 of Aircraft Act, 1934. It is a revenue enhancing measure to ensure economic viability of airport operations so as to ensure that the airport operator gets a fair return on the Regulatory Asset Base (RAB). Hence, these fees are determined and levied separately.

(c) Airports Economic Regulatory Authority (AERA), an independent regulatory authority, while determining the Multi Year Tariff Proposal (MYTP) for the first five year control period (2009-2014), to be levied at Delhi and Mumbai airports, has determined, aeronautical tariffs including UDF. However, while determining the MYTP for these airports, AERA had reduced the amount of DF from the RAB. Airport Operator will not get any fair rate on return on those assets which have been funded through DF.

Effects of US departure from Afghanistan

1889. SHRI ANIL DESAI:

SHRI SANJAY RAUT:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether after the US departure from Afghanistan, India's interests are bound to suffer;
- (b) whether India figured in the US's post-pullout scheme of things;
- (c) if not, the reasons therefor; and
- (d) whether India would follow a foreign policy which serves its interests best and avoid biting off more than it can chew?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) The United States has said that it remains committed to maintaining an "enduring presence" in Afghanistan. The U.S. and Afghanistan are currently negotiating a Bilateral Security Agreement which will define numbers, mission mandate and other modalities for the US troops' presence in Afghanistan beyond 2014.

(b) and (c) India and the United States share a commitment to promote a stable, democratic, prosperous and independent Afghanistan. The two countries hold regular