

1	2	3	4	5
33.	Indira Gandhi Rashtriya Udan Akademi Fursatganj, UP	59	66	75
34.	Ambitions Flying Club Pvt. Ltd., Aligarh	3	7	8
35.	Garg Aviation Ltd., Kanpur	2	0	2
36.	Pioneer Flying Club Pvt. Ltd., Aligarh	1	0	0
37.	Saraswati Aviation Academy, Sultanpur	1	5	4
38.	M/s Amber Aviation Pvt. Ltd., Uttarakhand	17	12	9

Privatization of Kolkata and Chennai airports

791. SHRI DEVENDER GOUD T.: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Inter-Ministerial Group has taken a decision to privatize Kolkata and Chennai airports;

(b) the reasons for taking a decision to privatize both the above airports in the light of bad experience in the case of Hyderabad and Delhi airports;

(c) whether it is a fact that the Airports Authority of India (AAI) has upgraded both Kolkata and Chennai airports with huge investments;

(d) if so, the details thereof; and

(e) the reasons behind privatizing after such huge investment?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Pursuant to the recommendations of the Task Force on Financing Plan for airports for Twelfth Five Year Plan and based on the discussions of the Inter Ministerial Group (IMG), constituted for implementation of recommendations of Task Force on Financing Plan, Government of India has decided to give away Operation, Management and Development of select airports, including Kolkata and Chennai airports, under Public Private Partnership Model.

(c) and (d) Yes, Sir. Airports Authority of India has undertaken redevelopment

and expansion of metro airports at Kolkata and Chennai at a cost of Rs. 2,325 crore and Rs. 2,015 crore respectively.

(e) Task Force on Financing Plan for airports recommended that the Operation and Maintenance of Chennai and Kolkata Airports might be awarded to the private sector through a PPP Concession to (i) ensure that their management and upkeep is at a level that is commensurate with the high quality of these terminals (ii) fully harness the potential for revenue especially non-aeronautical revenues to check the passenger and aeronautical charges and (iii) generate significant revenues for AAI from these metro airports in order to invest in development of new airports. Accordingly, Government of India has decided to bring these airports in PPP mode.

Change in Standard Operating Procedure system at airports

792. SHRI HUSAIN DALWAI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government proposes to change the Standard Operating Procedure (SOP) at all the airports in the country;
- (b) if so, the details thereof;
- (c) whether doing away with Cabin Baggage tags is also one of such changes; and
- (d) if so, the need for such a procedural change?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No final decision has yet been taken to change the Standard Operating Procedure governing utilization of Passenger Service Fee (Security Component) for providing security at the airports.

- (b) Does not arise.
- (c) No, Sir. Doing away with Cabin Baggage Tag shall not be a part of change in SOP.
- (d) Does not arise.

Functioning of private aviation institution in the country

793. SHRI AMBETH RAJAN: Will the Minister of CIVIL AVIATION be pleased to state: