

(vi) Turbo Megha Airways Private Limited.

(b) Out of the companies mentioned in reply to Para (a) above, M/s. Air Asia (India) Pvt. Ltd. has been granted initial NOC to start Domestic Scheduled Air Transport (Passenger) Services.

Non-functional airports in Bihar

†470. DR. ANIL KUMAR SAHANI : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Central Government has any plan to operationalize the non-functional airports in Bihar; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL) : (a) Yes, Sir. Airports Authority of India (AAI) has proposal to operationalize Raxaul Airport in Bihar.

(b) Raxaul Airport in Bihar belongs to AAI, and is presently, non-operational. Considering the proximity of Raxaul Airport to Nepal and the Policy Initiative of Government of India to improve the Regional and Remote Area Air connectivity, AAI had undertaken a pre-feasibility study at Raxaul Airport and a master plan for operationalization of ATR-72-500 type of aircrafts has been prepared for development of the airport. A draft Master Plan indicating the land requirements (121 acres) and the developmental activities, such as re-aligning of highway along the railway track, enabling services like power, water supply and construction of four-lane road to provide connectivity to the airport has already been taken up with the State Government for needful action.

Diversion of profitable routes of AI

471. SHRIMATI GUNDU SUDHARANI :

SHRI A.A. JINNAH :

SHRI JAI PRAKASH NARAYAN SINGH :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government knowingly diverted all profitable Gulf routes of Air India to Jet Airways in the past, resulting in huge losses to Air India;

†Original notice of the question was received in Hindi.

(b) if so, the details thereof including the routes which have been withdrawn from Air India and given to Jet Airways during the past five years;

(c) whether any inquiry has been conducted by Government against officials responsible for bringing Air India to such a State wherein Government has been forced to pump in thousands of crores to keep it afloat; and

(d) if not, the reasons for not taking any action against the officials for making thousands of crores loss to exchequer?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION
(SHRI K.C. VENUGOPAL) : (a) No Sir.

(b) to (d) Does not arise.

Loss making airports in the country

472. SHRI RAJIV PRATAP RUDY : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details on the profits and losses of public and private airline operators in India over the last four years, year-wise;

(b) whether it is a fact that only a few airports are making profits and many of the airports in the country are running in loss;

(c) if so, the details thereof and the reasons therefor; and

(d) the remedial measures taken by Government to increase the traffic growth and also explore non-aeronautical income opportunity?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION
(SHRI K.C. VENUGOPAL) : (a) Profits and losses of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 is given in the Statement (*See* below).

(b) and (c) Yes Sir, 11 Airports are making profit and 110 Airports making losses. The main reason for these airports incurring losses is low traffic volumes operated by these airports, non revision of tariff and excess expenditure of security:

(i) In addition, Indira Gandhi International Airport, Delhi had carried forward accumulative losses. The reason for losses has been assigned to the restricted land usage and higher depreciation charges due to huge capital investment, heavy interest/finance cost of loan/borrowings, lower Cargo traffic and non-receipt of dues from Air India.