

of Greenfield airports at Kotkasim (Alwar) in Rajasthan, Karwar in Karnataka, Annakkara (Idduki) and Aranmula in Kerala, Androth (Karavati dist.) in Union Territory of Lakshadweep, Kawmzawl (Near Lunglei) in Mizoram, Taj International Airport, Hirangaon in Uttar Pradesh, etc.

(c) Government of India has granted "In principle" approval for the setting up of the following Greenfield airports across the country: Mopa in Goa, Navi Mumbai, Shirdi and Sindhudurg in Maharashtra, Bijapur, Gulbarga, Hasan and Shimoga in Karnataka, Kannur and Aranmula in Kerala, Durgapur in West Bengal, Dabra in Madhya Pradesh, Pakyong in Sikkim, Karaikal in Pudducherry and Kushinagar in Uttar Pradesh.

Air connectivity in the country

2023. SHRI N.K. SINGH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government has chalked out any long term plan to connect small towns, remote and interior areas of the country with air services;

(b) if so, the details thereof; .

(c) whether Government has initiated any process to identify such small towns, remote and interior areas in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL) : (a) and (b) With a view to achieve better regulation of air transport services taking into account the need of air transport services of different regions of the country including North-East (NE) region, Jammu and Kashmir, Andaman and Nicobar Island and Lakshadweep, the Government has laid down Route Dispersal Guidelines (RDG). In addition, to promote air connectivity within a region, expand air travel services for Tier II and Tier III (small cities) cities and between specific regions, Government has introduced a separate category of Scheduled Air Transport (Regional) Services in 2007. Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements for Scheduled regional air transport service.

(c) and (d) In accordance with the Route Dispersal Guidelines, all Scheduled Airlines who operate on Category-I (Metro) routes are required to deploy 10% of the capacity deployed on Category-I routes, on Category-II routes. Category-II routes are those connecting stations in North-East (NE) region, Jammu and Kashmir, Andaman and Nicobar Island and Lakshdweep. The operators are also required to deploy at least 50% in Category III (small cities) of the capacity they deploy in Category I route.

Air safety norms

2024. SHRI S. THANGAVELU :

SHRI RAJEEV CHANDRASEKHAR :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Government has sought six more months to comply with air safety norms and other corrective measures issued by the Federal Aviation Administration (FAA);

(b) if so, the details thereof;

(c) whether it is also a fact that the FAA has threatened to downgrade India's air safety ranking after it conducted an audit of Directorate General of Civil Aviation (DGCA) in December 2013; and

(d) if so, the details thereof?

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

(b) does not arise in view of the (a) above.

(c) and (d) FAA has assigned Category 2 rating to India based on the IASA audit carried out by FAA in September 2013 and review conducted in December 2013 on the actions taken by India to address the findings.

The Category 2 has been assigned primarily due to the finding related to lack of sufficient number of regular FOIs in DGCA resulting in DGCA's inability to have effective safety oversight of its operators. Under Category 2, US will not permit any