

Category-II

Routes connecting Stations in North-Eastern Region, Jammu & Kashmir, Andaman and Nicobar and Lakshadweep.

Category-III

Routes other than those in Category-I and Category-II.

Anyone who operates scheduled air transport service and one or more of the routes under Category-I, shall be required to provide such service in categories-II and III as indicated below:

The operator will deploy on routes in category-II at least 10% of the capacity he deploys on routes in category-I and of the capacity thus required to be deployed on Category-II routes, at least 10% would be deployed on services or segments thereof operated exclusively within the North-Eastern region, Jammu & Kashmir, Andaman & Nicobar and Lakshadweep.

The operator will deploy on routes in Category-III at least 50% of the capacity he deploys on routes in Category-I.

Note 1: A service operated on a Category-I route as a part of the international air service will not be reckoned for the above purpose.

Note 2: Capacity deployed will be reckoned in Available Seat Kilometers (ASKM).

Note 3: On multiple sector routes like Delhi-Calcutta-Guwahati-Imphal, the capacity provided on Delhi-Calcutta sector will count towards Category-I that provided on Calcutta-Guwahati sector will count towards Category-II and the capacity on Guwahati- Imphal sector will count towards service exclusively within Category-II.

Low cost airports in smaller towns

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

(a) whether Government proposes to develop low cost airports to promote air connectivity to smaller towns;

(b) if so, the names of small towns identified for this purpose;

(c) whether any time bound programme has been prepared in this regard; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. Government of India (GoI) has so far identified 50 locations to promote regional air connectivity in the Tier-II and Tier-III cities across the country namely, Kadapa, Tirupati, Vijayawada, Warangal in Andhra Pradesh, Along, Daparizo, Pasighat, Tezu in Arunachal Pradesh, Jorhat, Rupsi, Silchar in Assam, Gaya, Raxaul in Bihar, Bilaspur, Raigarh in Chattisgarh, Daman, Diu in Daman and Diu, Bhawanagar, Jamnagar, Kandla, Keshod in Gujarat, Hisar, Karnal in Haryana, Kishtwar in J & K, Deoghar, Jamshedpur in Jharkhand, Belgaum, Hubli in Karnataka, Gwalior, Jabalpur, Rewa in Madhya Pradesh, Akola, Amravati, Jalgaon, Kolhapur, Solapur in Maharashtra, Jharsuguda in Odisha, Ludhiana in Punjab, Bikaner, Kishanganj, Kota in Rajasthan, Thanjavore in Tamil Nadu and Agra, Allahabad, Bareilly, Faizabad, Kanpur, Meerut, Moradabad and Saharanpur in Uttar Pradesh.

(c) and (d) No, Sir. Development of individual airport will depend upon availability of land by the concerned State Government and assessment of traffic requirement.

In-operative airports in the country

144. DR. R. LAKSHMANAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether a number of airports in the country are lying in-operative;
- (b) if so, the names of airports which have no scheduled operations;
- (c) the amount of money being spent for maintenance of these airports; and
- (d) the steps taken by Government to windup these Airports ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (c) Yes, Sir. Details of operational airports managed by Airports Authority of India (AAI) which currently do not have any scheduled operations and expense incurred on the maintenance of the same are given in Statement (See below)

(d) The Government does not propose to wind up these airports considering the overall growth and futuristic requirement of civil aviation in India

Statement

List of operational airports managed by AAI with no scheduled operations

(Year 2012-2013)		
Sl.No.	Name of the Airport	Expenditure (in crore)
1.	Akola	2.80
2.	Bangalore (HAL)	45.37