

(d) whether lack of air connectivity in Bihar hampers the tourism development in the State; and

(e) if so, the steps being taken by Government to improve air connectivity and infrastructure in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (c) Yes, Sir. Raxaul and Gaya in Bihar have been identified for setting up no frills airports. Out of this, Gaya is an Operational Custom airport and Raxaul is a Non- operational airport. The development of an individual airport depends upon many factors such as availability of land, availability of mandatory clearances, environmental clearances, traffic projections, and provision of support services by the State Government such as access road to the airport, water supply, power supply, services of State Police and State Fire Staff for Security and Safety needs of the airport, etc.

(d) and (e) The development of airport is a continuous process and depends upon traffic demand, commercial viability, socio-economic considerations, availability of land, etc. Air connectivity to the tourist places generally facilitates movement of tourists. However, air connectivity to an airport depends upon many factors such as traffic demand, commercial viability, etc.

#### **AAI equity in Delhi and Mumbai airports**

1373. SHRI D. RAJA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has any equity in Delhi and Mumbai airports;

(b) if so, the details thereof;

(c) the reasons for not mentioning the name AAI in these airports; and

(d) the details of the terms and conditions signed for development of these two airports?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir Airports Authority of India (AAI) holds 26% equity in both M/s Delhi International Airport Pvt. Ltd. (DIAL) and M/s Mumbai International Airport Pvt. Ltd. (MIAL).

(c) The Operation, Management and Development Agreement (OMDA) entered into by AAI with DIAL and MIAL separately, provides for the "Name" of the airport. As per clause 20.3.16 of OMDA, DIAL and MIAL have to retain the name of Delhi

airport as Indira Gandhi International Airport and Chhatrapati Shivaji International Airport for Mumbai airport. The names of the airports can only be modified /changed as per the instructions of AAI. Further, as per OMDA, DIAL and MIAL may display their name and sign at an appropriate place at the respective airports with the consent of the AAI.

(d) Delhi and Mumbai airports have been leased out to M/s DIAL and M/s MIAL respectively for a period of 30 years with an option of extension for further period of 30 years for operation, maintenance, development, design, construction, upgradation, modernization, finance and management of these airports as per the terms contains the Project Agreements entered into for the purpose.

#### **Development of non-metro airports**

1374. SHRI AJAY SANCHETI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has undertaken to develop 35 non-metro airports in the country;
- (b) if so, the details thereof, State-wise;
- (c) the criteria adopted to select for these airports; and
- (d) how many such airports have become operational so far?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. State-wise details of 35 non-metro airports are given in the Statement (*See* below).

(c) The development of 35 non-metro airports were taken up based on the recommendations of the Task Force and keeping in view the potential for traffic, tourism, business etc.

- (d) All the 35 non-metro airports are operational.

#### ***Statement***

##### *State-wise details of non-metro Airports*

State	Airports
Andaman and Nicobar (UT)	Port Blair
Assam	Guwahati