

with airlines, Airports Authority of India and DIAL. DIAL will organise conference on daily basis wherein fog forecast for the day and next day will be provided by IMD.

- (c) Does not arise in view of (a) and (b) above.

**Modernisation of major airports under PPP model**

1735. SHRI AVINASH RAI KHANNA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has recently decided to modernise some of the major airports in the country under the public-private partnership (PPP) model;
- (b) if so, the details thereof;
- (c) the total investment to be made on the modernisation of major airports in the country; and
- (d) the time by which modernisation of airports is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (d) Government of India intends to take up the development and modernization of Ahmedabad and Jaipur airports under Public Private Partnership mode. It is also planned to take up Chennai and Kolkata Airports under Management and Operation contract. Investment and timeline of the project depends upon various factors including Cabinet approval, issue of Request for Qualification, Request for Proposal, selection of successful bidders and finalization of Concession Agreement etc.

**Construction cost of Rajiv Gandhi Bhawan**

1736. SHRI TARUN VIJAY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the estimated cost, award value, administrative approval and expenditure sanction (AA&ES) amount and completion cost of Rajiv Gandhi Bhawan;
- (b) whether approval of revised AA&ES was obtained from Airports Authority of India (AAI) Board, if not, the reasons for the same;
- (c) the period of delay in completion of work and what was the penalty as per contract agreement and actual penalty imposed on the agency for delay; and
- (d) the loss to AAI due to reduction in penalty?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) The estimated cost, award value, administrative approval and expenditure sanction (AA&ES) amount, and completion cost of Rajiv Gandhi Bhawan are as under:

Estimated cost	₹30.00 crore
Award value	₹33.26 crore
AA&ES amount	₹30.00 crore
Completion cost	₹33.47 crore.

(b) Approval of AAI Board for revised AA&ES amount of the project was not taken. Additional amount of ₹47 lakhs was apportioned from the savings in the AA&ES amount of sub-section work which was contingent to the project for extension of Rajiv Gandhi Bhawan.

(c) There was a delay of 890 days in completion of work. There was no penalty clause in the contract agreement. However, there were provisions for levying compensation for delay with ceiling of maximum compensation that can be levied at 10% of the contract value. As per the provision of the Technical Instruction in vogue, the compensation for delay amounting to ₹4,58,000/- for the unjustified delay period of 76 days attributable to the contract agency was levied on the agency towards the direct loss of Airports Authority of India (AAI).

(d) There was no reduction in the compensation for delay worked out as per (c) above, hence no loss to AAI.

#### **Insurance of AI Boeing 737-200FS**

1737. SHRI ANIL DESAI:

SHRI PALVAI GOVARDHAN REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Air India (AI) Management has paid ₹ 36 crore annually on insurance of six Boeing 737-200FS which have been out of service for more than three years;

(b) if so, what is the reason for insurance of such outdated planes; and