

International Airport Limited recently gained the distinction of being the first solar powered airport in the world;

(b) whether Government considered rolling out similar projects in other airports around the country; and

(c) if so, details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR MAHESH SHARMA): (a) Yes, Sir. Cochin International Airport Limited has installed solar plant with an aggregate capacity of 13.1 Megawatt.

(b) and (c) Yes, Sir. Airports Authority of India (AAI) has installed roof top solar power plants with a total capacity of 1800 KWp at its headquarter *i.e.* Rajiv Gandhi Bhawan, New Delhi and at various airports/units namely, Raipur, Bhopal, Indore, Guwahati, Jaisalmer, Bhubaneswar, Amritsar, Lucknow and Jaipur. AAI has further initiated solar power plants, both roof top & ground based, with a total capacity of 27400 KWp, at its airports at Jodhpur, Patna, Ranchi, Calicut, Kolkata, Allahabad, Guwahati, Ahmedabad, Chandigarh and Jaipur. AAI also has a plan to provide solar power plants at Bhubaneswar, Varanasi, Madurai and Gaya airports to make these airports energy neutral, subject to availability of "Net Metering" facility for ground mounted solar photo voltaic power plants and approval from respective Distribution Company/State Electricity Regulatory Commission.

Participation of NSOP holders at charter operations

2582. DR. PRABHAKAR KORE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government is planning to allow Non-Schedule Operator Permit (NSOP) holders or charter operators to have a timetable like scheduled airlines and fly from metros to non-metros and within small towns; and

(b) if so, how many non-schedule operator permit holders are there in the country, and the number of routes identified for participation of non-schedule operator permit holders, and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) As on date, the total number of Non Scheduled Operator Permit (NSOP) holders in the country are 129. These NSOP holders can operate freely anywhere in the country. The operator is also free to operate a series of flights on

any Sector within India by selling individual seats but will not be permitted to publish time table for such flights.

International flights operation from M.P.

†2583. SHRI DIGVIJAYA SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the number of airports under Airports Authority of India in Madhya Pradesh;
- (b) the number of airports out of them proposed to be granted international status and action taken in this regard;
- (c) the airports which have been upgraded to international standard; and
- (d) the time by which international flights would be started from the State after upgradation of airports?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR MAHESH SHARMA): (a) Airports Authority of India (AAI) owns and maintains eight airports in Madhya Pradesh including Civil Enclave (CE) at Gwalior. Out of them, five airports at Bhopal, Indore, Jabalpur, Khajuraho and Gwalior (CE) are operational airports and Panna, Satna and Khandwa are non-operational airports.

(b) and (c) Grant of international status to an airport depends upon the traffic potential and the demand from airlines for operation of international flights as well as the availability of the facilities like adequate runway length to cater to medium capacity long-range aircraft or equivalent type of aircraft, scope for extending the runway length further as per future requirements like for Airbus A330, availability of Ground Lighting Facilities and Instrument Landing System for operation of aircraft at night and availability of Customs, Immigration, Health and Animal & Plant Quarantine services. Bhopal, Indore and Khajuraho airports in Madhya Pradesh have already been upgraded to international standards. Further, development and upgradation of airports is a continuous process which is undertaken by AAI from time to time depending upon land availability, traffic demand, commercial viability, technical feasibility, etc.

(d) Indian carriers are free to mount services from any point in India to foreign destinations as per the respective bilateral air service agreements. However, actual operations are always guided by its commercial judgement.

†Original notice of the question was received in Hindi.