

(c) the present financial status of Air India and by when Air India will start earning profits?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) No, Sir.

(b) The news item is not based on facts in the matter.

(c) In view of the losses suffered by Air India upto 2010-11 and its mounting debt burden, the Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.04.2012, approved a Turnaround Plan (TAP)/Financial Restructuring Plan (FRP) for operational and financial turnaround of Air India. The TAP/FRP provides for equity infusion of ₹ 30231 crores upto 2021 subject to achievement of certain milestones as laid down in the TAP/FRP.

The operating losses of Air India have consistently reduced and in 2014-15, the same stand at ₹ 2636.19 crores as compared to ₹ 5138.69 crores in 2011-12. The company has turned EBIDTA. positive by ₹ 337.77 crores in 2014-15 in comparison to negative EBIDTA of ₹ 2236.95 crores in 2011-12. As against, the operating loss of ₹ 2636.19 crores in 2014-15, for the first time since merger of Air India and Indian. Airlines *i.e.* in 2007-08, Air India is expected to earn a modest operating profit during 2015-16.

Development of city-side infrastructure at regional airports

168. SHRIMATI RENUKA CHOWDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) plans to develop city-side infrastructure at certain regional airports;

(b) if so, the details thereof along with the regional airports identified for the purpose; and

(c) the time by when the work on this plan is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Airports Authority of India (AAI) has taken up the city side development works at existing airports in order to enhance the passenger facilitation and services.

(b) AAI has planned to take up city side development initially at 8 Airports (Lucknow, Raipur, Tirupati, Kolkata, Varanasi, Jaipur, Bhubaneswar and Amritsar) in Phase-I. In Phase-II 11 Airports (Gaya, Vizag, Chandigarh (Old), Bangalore (Old),

Indore, Coimbatore, Trivandrum, Chennai, Hyderabad (Begumpet), Guwahati and Ahmedabad) shall be taken up for city side development.

(c) The city side development works of Airports in Phase-I is likely to be taken up in next one year. The Phase-II is likely to be taken up in 2018.

New greenfield airports in the country

169. SHRI D. KUPENDRA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry has recently given clearance for new greenfield airports in the country, if so, the details thereof;

(b) whether these newly sanctioned greenfield airports would de-congest the major airports nearby to them;

(c) if so, the details thereof and the funds allocated for establishing the new airports;

(d) whether there is any proposal for giving clearance/setting up of new such greenfield airports in other States as well; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Yes Sir. Recently in 2016, Government of India (GoI) has granted 'in-principle' approval for setting up of a Greenfield airport at Dholera in Gujarat for public use. Besides, GOI has also granted 'site clearance' in January 2016 for setting up of Greenfield Airports at three locations in Andhra Pradesh namely, Dagadarthi Mendal in Nellore, Bhogapuram in Vizianagaram and Oravakallu in Kumool and one location in Rajasthan namely Bhiwadi in Alwar.

(b) Out of the above five airports, Dholera and Bhogapuram airports are located in vicinity of the existing major airports at Ahmedabad and Vishakhapatnam airports respectively. Construction of Dholera airport is directed towards complementing the existing airport at Ahmedabad once it reaches the saturation point. Further, a decision has been taken to close the existing Vishakhapatnam airport for civilian operations once the new airport at Bhogapuram becomes operational.

(c) As per the Greenfield Airport Policy, 2008, funding of the airport projects is the responsibility of individual airport developers.

(d) and (e) Yes, Sir. Government of India has received proposals for setting up of Greenfield airports at various locations across the country, namely, Sholapur and