

1	2	3	4
28.	Uttar Pradesh	Agra, Allahabad, Gorakhpur, Lucknow, Varanasi	5
29.	Uttarakhand	Dehradun, Pant Nagar	2
30.	West Bengal	Bagdogra, Kolkata, Durgapur	3
Union Territories			
1.	Andaman and Nicobar Islands	Port Blair, Car Nicobar	2
2.	Lakshadweep Islands	Agatti	1
3.	Chandigarh	Chandigarh	1
4.	Dadra and Nagar Haveli	-	
5.	Daman and Diu	Diu	1
6.	Puducherry	Puducherry	1
Number of cities connected by Scheduled domestic carriers			77

**Fulfillment of mandate of civil aviation licensing  
policy by private airlines**

1688. PROF. M.V. RAJEEV GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the licensing policy for civil aviation mandates that private airlines must operate flights to uneconomical destinations as well;

(b) if so, whether private airline companies have fulfilled this mandate in practice;

(c) if not, the reasons therefor;

(d) whether losses incurred by the National carrier Air India since 2014 have been higher on uneconomical routes than lucrative sector; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) The Route Dispersal Guidelines (RDG) issued by Government specifies that all scheduled operators are required to deploy North Eastern region, Jammu and Kashmir, Andaman and Nicobar Islands, Lakshadweep, Himachal Pradesh and Uttarakhand (Category-II routes) at least 10% of their deployed capacity on trunk routes (Category-I routes). Further, at least 10% of

the capacity thus required to be deployed for connectivity exclusively within these regions. 50% of the capacity deployed on Category-I routes is to be deployed on routes other than Category-I and Category-II routes *i.e.* Category-III routes.

(b) and (c) All the scheduled domestic airlines including private airlines are in compliance with RDG.

(d) and (e) In the year 2014-15 based on the categorization of routes given by Government of India under RDG, out of these 13 domestic routes 9 belonged to Category-III and 4 belonged to Category-I routes which were not able to meet the cash cost of operations and during year 2015-16 out of these 31 domestic routes 20 belonged to Category-III, 09 belonged to Category-I and 02 belonged to Category IIA routes which were not able to meet the cash cost of operations.

**Commencement of flight services Naini-Saini  
airport in Uttarakhand**

†1689. SHRI MAHENDRA SINGH MAHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Naini-Saini air-strip built at Pithoragarh in Uttarakhand is not fit for operating air-crafts;

(b) if not, the details of the hurdles coming in the way of operationalisation of this air-strip; and

(c) if there are no hurdles the reasons for delay in operation of air-flights?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) to (c) Naini-Saini air-strip at Pithoragarh in Uttarakhand belongs to the State Government of Uttarakhand and is an uncontrolled aerodrome without any scheduled operation. As owner of the aerodrome, it is for the State Government to develop the airport infrastructure and to obtain the license from DGCA for scheduled flight operations.

**Development of airports in Chhattisgarh**

†1690. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has received any request to develop airport at Bilaspur, Jagadapur and Ambikapur in Chhattisgarh;

(b) if so, the details thereof;

(c) whether it is also a fact that air-strips are already available in all these three cities; and

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†Original notice of the question was received in Hindi.