(b)   KIAB is the 3rd biggest and the fastest growing airport in India. Bangalore International Airport Limited (BIAL) is currently embarking on ₹ 13000/- crores expansion project including building of 2nd Runway, 2nd Terminal and related road infrastructure.

Development of non-operational air-strips and airports in the country

303.   SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   whether many air-strips and airports in the country are lying unused due to non-availability of required infrastructure including servicing and maintenance of air crafts;

(b)   if so, the details of the air-strips and airports lying unused which have the potential for upgradation for commercial use, State-wise;

(c)   the reasons for not initiating action to upgrade them by roping in small and medium private entrepreneurs other than the giants which takes care of major airports in the country; and

(d)   whether Government has initiated action to involve small and medium private entrepreneurs in servicing and maintenance of aircrafts and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) and (b) Many airstrips/ airports in the country are lying unserved/ unuse d primarily due to lack of adequate land for their infrastructure development and upgradation and lack of interest shown by airline operators in operating flights at these airports as these are not found to be commercially viable. The State/ UT-wise list of unserved/unused airports of Airports Authority of India (AAI) is given in the Statement (*See* below).

(c)   Government of India, Ministry of Civil Aviation has launched Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Naagrik) in October, 2016 with the objective to facilitate / stimulate regional air connectivity to currently underserved and unserved airports. In order to implement the scheme, cabinet Committee on Economic Affairs has approved a budgetary provision of ₹ 4500 crores for revival of un-served/ underserved airports/airstrips in the country. The revival of airstrips/airports is "demand driven", depending upon firm commitment from airline operators as well as from the State Government for providing various concessions. Airports Authority of India (AAI) is the implementing agency of RCS-UDAN.

(d) Servicing and maintenance of aircraft comes under the purview of respective airline operators. However, Given our technology and skill base, the Government is developing India as an Maintenance, Repair and Overhaul (MRO) hub in Asia, attracting business from foreign airlines. Accordingly, the following provisions were made in the Budget announcements for 2016-17:

(i) The tools and tool-kits used by the MRO have been exempted from Customs duty. The exemption shall be given on the basis of list the tools and tool kits certified by the Directorate General of Civil Aviation (DGCA) approved Quality Managers of aircraft maintenance organisations.

(ii) MROs were required to provide proof of their requirements of parts,or orders from their client airlines. The process for the clearance of the parts has been brought in line with that of the tool kits for a one time certification by DGCA approved Quality Managers in MROs.

(iii) To enable economies of scale, the restriction of one year for utilization of duty free parts has been extended to three years.

(iv) To allow import of unserviceable parts including aircraft components like engines and landing gears by MROs for providing exchange/ advance exchange, the concerned notification has been revised to enable advance export of serviceable parts.

(v) Foreign aircraft brought to India for MRO work will be allowed to stay for the entire period of maintenance or up to 6 months, whichever is lesser, provided it undertakes no commercial flights during the stay period. The aircraft may, however, carry passengers in the flights at the beginning and end of the stay period in India. For stay beyond 6 months, DGCA's permission will be required.

Statement

List of Non-Operational Airports

Sl. No.	State	Name of Airport
1.	Andhra Pradesh	Donakonda
2.	Arunachal Pradesh	Daparizo
3.	Assam	Rupsi
		Shella

Sl. No.	State	Name of Airport
4.	Bihar	Jogbani
		Muzaffarpur
		Raxaul
5.	Gujarat	Deesa (Palanpur)
6.	Jharkhand	Chakulia
		Deogarh
7.	Madhya Pradesh	Khandwa
		Panna
		Satna
8.	Mizoram	Atzawal (Turial)
9.	Telangana	Nadirgul
		Warangal
10.	Tamil Nadu	Vellore
		Thanjavur (CE)
11.	Tripura	Kailashahar
		Kamalpur
		Khowai
12.	Uttar Pradesh	Bareilly (CE)
		Lalitpur
		Asansol
13.	West Bengal	Balurghat
		Malda

Legend

CE - Civil Enclave

Maintenance and operation of private airports

304. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   whether some of the international and domestic airports in the country are being maintained and operated by private players;