

Singrauli in Madhya Pradesh and Purandar in Pune. Construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure etc. by the individual developer which involve a lengthy and time consuming process. Upgradation of old/existing airports is a continuous process, which is undertaken by Airports Authority of India (AAI) from time to time depending upon various factors such as land availability, traffic demand, operational requirements, demand from airlines, etc. AAI has embarked upon a Capital Expenditure (CAPEX) plan of ₹ 25,000 crores in next 4-5 years for development/upgradation of AAI airports in the country including Calicut in Kerala, Port Blair in Andaman and Nicobar Islands, Agartala in Tripura, Guwahati in Assam, Trichy and Chennai in Tamil Nadu, Prayagraj and Lucknow in Uttar Pradesh, Dehradun in Uttarakhand, Leh in Jammu and Kashmir, Kolhapur and Pune in Maharashtra, Patna in Bihar, Jabalpur in Madhya Pradesh and Vijayawada in Andhra Pradesh. In addition to above, under RCS-UDAN around 100 airports will be operationalized subject to demand by the airlines.

(c) After completion of the construction of new airports/upgradation of old airports, the traffic handling capacity of the airports is likely to be increased by around 100 million passengers.

Success rate under UDAN scheme

1277. SHRI T. RATHINAVEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the success rate under UDAN scheme is apparently less than 20 per cent;

(b) whether it is also a fact that of the 400 odd air routes allotted to 14 major and fledgling airlines under the two phases of UDAN, not more than 40 to 60 routes are operating regularly;

(c) whether it is also a fact that one of the reasons for the failure of UDAN scheme is the lack of infrastructure at the airports; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Till date, 39 airports have been connected under Regional Connectivity Scheme (RCS) –UDAN (Ude Desh ka Aam Nagrik) involving 174 routes.

(c) and (d) Due to following factors, there is delay in operationalizing the routes or discontinuing of the routes:—

- (i) Non-readiness of civil airports/heliports, which may be related to availability of land, creating regional infrastructure, obtaining license from the Regulator etc.
- (ii) Delay in obtaining Scheduled Commuter Operators Permit by new entrant Airlines.
- (iii) Unsustainability of the operation on the awarded routes.

Vacation of flats by staffers of Air India

1278. SHRI T. RATHINAVEL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Air India has asked almost 700 of its staffers to vacate its flats in the country due to mounting losses;
- (b) if so, the details thereof;
- (c) whether it is also a fact that Air India Housing Colony has 810 flats out of which 676 are presently occupied; and
- (d) whether it is also a fact that Air India is considering to enter into a lease agreement with the landlord of the employees?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) No, Sir.

- (b) Does not arise in view of (a) above.
- (c) Air India Housing Colony at Vasant Vihar has 810 flats out of which 652 flats are presently occupied as on date by its staff.
- (d) No, Sir.

Constraints affecting India's aviation market

1279. SHRI PARIMAL NATHWANI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) what are the constraints envisaged for India to become the third largest aviation market in the world; and