

Sl. No.	Aerodrome Name	State/UT	Category of Airports
16.	Kishangarh Airport	Rajasthan	Domestic
17.	Kolhapur Airport	Maharashtra	Domestic
18.	Kota Airport	Rajasthan	Domestic
19.	Kullu Manali Airport	Himachal Pradesh	Domestic
20.	Lengpui Airport	Imphal	Domestic
21.	Ludhiana Airport	Punjab	Domestic
22.	Pakyong Airport	Sikkim	Domestic
23.	Pantnagar Airport	Uttarakhand	Domestic
24.	Passighat Airport	Uttarakhand	Domestic
25.	Puducherry Airport	Puducherry	Domestic
26.	Safdarjung Airport	Delhi	Domestic
27.	Salem Airport	Tamil Nadu	Domestic
28.	Shimla Airport	Himachal Pradesh	Domestic
29.	Sholapur Airport	Maharashtra	Domestic
30.	Tezu Airport	Arunachal Pradesh	Domestic
31.	Tuticorin Airport	Tamil Nadu	Domestic

#### **Impact of private airlines on national carrier**

1923. DR. ANIL AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any evaluation study have been conducted to know the impact of private airlines on national carrier during the last three years;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the measures taken by Government to improve the performance of the national carrier and make it more comprehensive and profitable *vis-a-vis* private carriers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) No such study has been carried out by the Government. However, Air India's market share has dropped 7 percentage points in 5 years—from 19.4% in 2013-14 to 12.5% in 2018-19. With a capacity growth of about 20% each year, private airlines have the flexibility of inducting huge capacity whereas Air India (AI) has not been able to keep pace with the other airlines' growth.

Further, with high growth in the domestic market, National Carrier did not witness profitability over the 3 year period.

(d) In the meeting taken by Finance Minister on 07.09.2018, operational and financial performance parameters and milestones were fixed by the Government and are regularly reviewed through review meetings held under the Chairmanship of Secretary, Ministry of Civil Aviation. The Government is committed to the disinvestment of Air India.

**Commencement of operations under UDAN scheme**

1924. SHRIMATI VIJILA SATHYANANTH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that many State Governments have demanded to commence operations from airports which does not have air connectivity as of now under the UDAN scheme;

(b) if so, the details thereof;

(c) whether it is also a fact that airports which have been included under the UDAN scheme in various phases are yet to see the flight operations; and

(d) if so, the reasons for the delay?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Regional Connectivity Scheme (RCS)-UDAN (Ude Desh ka Aam Nagrik) has been finalized after extensive consultation with all the stakeholders including State Governments. The list of unserved and underserved airports/airstrips are included in the RCS scheme document based on the inputs from the States/Union Territories.

However, RCS-UDAN is demand driven and development of regional air connectivity routes depends on the market forces wherein airlines undertake assessment of demand and supply required on a particular route and participate in the bidding held from time to time.

(c) and (d) As per the Agreement, Selected Airline Operator (SAO) is to start RCS operations within six months of signing the Agreement or within sixty days of readiness of airports, whichever is later. There is a delay in operationalizing some routes/discontinuation of the routes, for reasons which include:—

- (i) Non-readiness of civil airports/heliports, which may be related to availability of land, creating regional infrastructure, obtaining license from the Regulator etc.