

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.

- (ii) Delay in obtaining Scheduled Commuter Operators Permit by new entrant Airlines.
- (iii) Unsustainability of the operation on the awarded routes.

Review for improvement at airports

1925. SHRI D. KUPENDRA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the air traffic, slot distribution and infrastructure at major airports including Bengaluru airport in the country are being reviewed;
- (b) if so, the details thereof; and
- (c) by when the review will be done and the execution of such improvement will be completed at these major airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) Slot allocation is done twice a year in coordination with all airlines and this is based on a set timetable applicable to all airlines and airports in India. Air traffic at various airports and infrastructure at major airports are reviewed regularly and development works are planned and executed accordingly.

Improving air connectivity and infrastructure in Karnataka

1926. SHRI G. C. CHANDRASHEKHAR: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether there are several non-operational airports of Airports Authority of India (AAI) in various parts of the country;
- (b) if so, the State-wise details thereof;
- (c) whether Government has any proposal to operationalise such defunct airports in Karnataka;
- (d) if so, the details thereof; and
- (e) the steps taken by Government to improve air connectivity and infrastructure in Karnataka?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Yes, Sir. Several airports of Airports Authority of India (AAI) are non-operational at present. The State-wise details are given in the Statement (*See* below).