

Airports Authority of India, PSUs and Civil Enclaves at an estimated cost of ₹ 4500 crore. However, the revival of these unserved/underserved airports is a 'demand driven' process depending upon firm commitment from airline operators as well as from the State Government for providing various concessions.

(d) The following airports from Jharkhand and Gujarat, other than the airports already awarded under various rounds of biddings, have been included in the tentative list of under-served airports under RCS:

Jharkhand-Chaibasa, Chakulia, Dalbhumgarh, Daltonganj, Deoghar, Dhanbad, Giridih, Sindri.

Gujarat-Amreli (Amroli), Chela, Chhand Bet, Deesa (Palanpur), Mandvi, Mehsana, Mithapur, Naliya.

**Airport expansion work held up due to environment clearances**

3511. SHRI K.R. ARJUNAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a Fact that many airport expansion work has been held up for want of environmental clearances;

(b) if so, the details thereof;

(c) the steps taken by Government to comply with the environmental norms;

(d) whether it is also a fact, that Government is even considering to drop some of the expansion programme of airports due to environmental hurdles; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI) : (a) and (b) No, Sir, No Airports Authority of India's airport expansion work except development of New Civil Enclave at Agra has been held up for want of environmental clearance. Since the matter is sub-judice in Supreme Court of India, the decision regarding environment clearance for New Civil Enclave at Agra has not been taken so far. Further, validity of the environment clearance to Mopa Greenfield Airport, which is being developed by Government of Goa has been challenged by an NGO and the work has been stopped due to stay on the project by the Supreme Court of India.

(c) Airports Authority of India (AAI) abides by the terms and conditions stipulated by Ministry of Environment, Forest and Climate Change.

(d) No, Sir. AAI is not considering to drop any of the airport expansion programme due to environmental hurdles.

(e) Does not arise.

#### **Status of Air India's profits**

3512. SHRI SANJAY SINGH : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Air India is expected to make profits this year;
- (b) if so, what measures have been implemented to achieve this; and
- (c) the results of these measures?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI) : (a) Air India Limited is not expected to make net profit in this year.

(b) and (c) In order to effectively prepare Air India for disinvestment, the Government prepared a revival plan to bring operational and financial efficiency in Air India. The Revival Plan of Air India focuses on the financial and operational efficiencies so that substantial increase in revenue or cost saving can be achieved. Also, as decided 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 via review meetings held under the Chairmanship of Secretary, Ministry of Civil Aviation. The Government, however, remains committed to the disinvestment of Air India.

#### **Impact of bilateral agreements between Qatar and UAE on Indian Airlines**

3513. SHRI JOSE K. MANI : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in hindsight of the revelations of the Indian investigating agency, bilateral agreements struck with Qatar and UAE on seat entitlements and ports-of-call (airports) for operations of overseas carriers, resulted in huge losses to Indian national carriers;