

MINISTRY OF CIVIL AVIATION

**REQUIREMENT OF HUMAN CAPITAL AND PHYSICAL
INFRASTRUCTURE TO MEET THE GROWTH OF CIVIL AVIATION
SECTOR IN INDIA AND DEVELOPMENT OF AIRPORTS IN VARIOUS
PARTS OF THE COUNTRY**

**COMMITTEE ON ESTIMATES
(2022-23)**

FIFTEENTH REPORT

(SEVENTEENTH LOK SABHA)



**LOK SABHA SECRETARIAT
NEW DELHI**

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AIRPORTS IN VARIOUS PARTS OF THE COUNTRY**

(Presented to Lok Sabha on 08/08/2022)



LOK SABHA SECRETARIAT

NEW DELHI

.....August 2022/.....Shravana 1944(S)

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2019-20)

Shri Girish Bhalchandra Bapat – Chairperson

Members

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3. Shri Kalyan Banerjee
4. Shri Sudarshan Bhagat
5. Shri Pradan Baruah
6. Shri Nand Kumar Singh Chauhan
7. Shri P.P. Chaudhary
8. Shri Parvatagouda Chandanagouda Gaddigoudar
9. Shri Dilip Ghosh
10. Dr. Sanjay Jaiswal
11. Shri Dharmendra Kumar Kashyap
12. Shri Mohanbhai Kalyanji Kundariya
13. Shri Dayanidhi Maran
14. Shri K. Muraleedharan
15. Shri S.S. Palanimanickam
16. Shri Kamlesh Paswan
17. Dr. K.C. Patel
18. Col. Rajyavardhan Singh Rathore
19. Shri Vinayak Bhaurao Raut
20. Shri Ashok Kumar Rawat
21. Shri Magunta Srinivasulu Reddy
22. Shri Rajiv Pratap Rudy
23. Shri Francisco Sardinha
24. Shri Jugal Kishore Sharma
25. Shri Prathap Simha
26. Shri Dharambir Singh
27. Smt. Sangeeta Kumari Singh Deo
28. Shri Kesineni Srinivas
29. Shri Sunil Dattatray Tatkare
30. Shri Farvesh Sahib Singh Verma

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2020-2021)

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5. Shri Pradan Baruah
6. Shri Nand Kumar Singh Chauhan
7. Shri P.P. Chaudhary
8. Shri Parvatagouda Chandanagouda Gaddigoudar
9. Shri Nihal Chand Chauhan
10. Dr. Sanjay Jaiswal
11. Shri Dharmendra Kumar Kashyap
12. Shri Mohanbhai Kalyanji Kundariya
13. Shri Dayanidhi Maran
14. Shri K. Muraleedharan
15. Shri S.S. Palanimanickam
16. Shri Kamlesh Paswan
17. Dr. K.C. Patel
18. Col. Rajyavardhan Singh Rathore
19. Shri Vinayak Bhaurao Raut
20. Shri Ashok Kumar Rawat
21. Shri Magunta Srinivasulu Reddy
22. Shri Rajiv Pratap Rudy
23. Shri Francisco Cosme Sardinha
24. Shri Jugal Kishore Sharma
25. Shri Prathap Simha
26. Shri Pinaki Misra
27. Smt. Sangeeta Kumari Singh Deo
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29. Shri Ajay Bhatt
30. Shri Parvesh Sahib Singh Verma

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2021-2022)

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8. Shri Harish Dwivedi
9. Shri P. C. Gaddigoudar
10. Dr. Sanjay Jaiswal
11. Shri Dharmendra Kumar Kashyap
12. Shri Mohanbhai Kalyanji Kundariya
13. Shri Dayanidhi Maran
14. Shri Pinaki Misra
15. Shri K. Muraleedharan
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26. Shri Francisco Cosme Sardinha
27. Shri Jugal Kishore Sharma
28. Shri Prathap Simha
29. Shri Parvesh Sahib Singh Verma
30. Shri Kesineni Srinivas

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2022-2023)

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Shri Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Sudarshan Bhagat
5. Shri P.P. Chaudhary
6. Shri Nihal Chand Chauhan
7. Shri Harish Dwivedi
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24. Shri Jugal Kishore Sharma
25. Shri Prathap Simha
26. Shri Parvesh Sahib Singh
27. Smt. Sangeeta Kumari Singh Deo
28. Shri Kesineni Srinivas (Nani)
29. Shri Sunil Dattatray Tatkare
30. Shri Shyam Singh Yadav

Secretariat

1. Smt Anita B. Panda - Additional Secretary
2. Shri Muraleedharan. P - Director
3. Smt. Geeta Parmar - Additional Director
4. Shri Gagan Kumar - Committee Officer

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INTRODUCTION

I, the Chairperson of the Committee on Estimates, having been authorized by the Committee to submit the Report on their behalf, do present this 15th Report on the subject 'Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country' pertaining to the Ministry of Civil Aviation.

2. The Indian aviation sector is one of the fastest growing in the world. India's domestic traffic has more than doubled from around 61 million in FY 2013-14 to around 137 million in 2019-20, a growth of over 14% per annum. International traffic has grown from 47 million in FY 2013-14 to around 67 million in FY 2019-20. India is currently the third largest domestic aviation market and is expected to become the third largest overall (including domestic and international traffic) by the year 2024.

3. In this backdrop, with a view to examine various factors pertaining to the requirement of physical infrastructure and human capital to make the country future ready, the Committee on Estimates (2019-20) selected this subject for in-depth examination and report to the House. The Committee on Estimates (2020-21), (2021-22) reselected the subject for examination.

4. In this Report, the Committee have dealt with issues like requirement of funds, airports and manpower, timely completion of Greenfield airports, expansion of existing airports, regional connectivity scheme, pilot training, aero sports, etc. The Committee have analysed these issues in detail and made observations/recommendations in the report.

5. The Committee on Estimates took oral evidence of the representatives of Ministry of Civil Aviation on the subject on 23rd December, 2019, 19th November, 2020 and 08th December, 2020. The draft Report was considered and adopted by the Committee on Estimates (2021-22) at their sitting held on 2nd August, 2022.

6. The Committee wish to express their thanks to the representatives of the Ministry of Civil Aviation for furnishing material, written replies to list of points and tendering evidence before them.

7. For facility of reference and convenience, the observations/recommendations of the Committee have been printed in bold in Part-II of the Report.

NEW DELHI;
August, 2022
Shravana, 1944 (Saka)

GIRISH BHALCHANDRA BAPAT
CHAIRPERSON
COMMITTEE ON ESTIMATES

**REPORT
PART I
NARRATION**

INTRODUCTORY

The Indian aviation sector is one of the fastest growing in the world. India's domestic traffic has grown more than double from around 61 million in FY 2013-14 to around 137 million in 2019-20, a growth of over 14% per annum. India is currently the third largest domestic aviation market and is expected to become the third largest overall (including domestic and international traffic) by the year 2024.

1.2 The Ministry informed the Committee in July, 2022 that at present there are 136 airports – 109 operational, which includes 24 customs airports and 75 domestic airports. 27 airports, as of now, are either non-operational or under consideration. There has been a substantial increase in the number of operational airports in the last decade from 74 in 2014 to 109 in 2022. The total passenger handling capacity also nearly doubled from 219.96 million in 2014 to 407.27 million in 2022. The Capex in Civil Aviation sector rose from ₹ 1399.87 crore in 2014-15 to ₹ 5418.73 crore in 2022.23. The planned capex is ₹ 6273.73 crore for 2023-24, ₹ 6309.68 crore for 2024-25 and ₹ 6438.04 crore for 2025-26.

1.3 With regard to human capital in the Indian Civil Aviation Sector and its future requirement, the Ministry of Civil Aviation(MoCA) informed the Committee as under:

“ Conservative estimates show that the current direct employment in the aviation and aeronautical manufacturing sector is around 250,000 employees. This includes pilots, cabin crew, engineer, technicians, airport staff, ground handling, cargo, retail, security, administrative and sales staff etc. This is expected to increase to around 350,000 by 2024.

It is believed that the ratio of indirect jobs to direct jobs in aviation is around 4.8. Presuming a lower multiplier of 4.5, the total number of direct and indirect jobs created by aviation and aero manufacturing by 2024 will be around 2 million. Nearly 50 percent of the jobs created will be for blue collar worker (loader, cleaner, driver, helper etc.).

To cater to the expected traffic growth, the fleet size of Indian carrier is expected to grow substantially which would require an additional requirement of around 10,000 pilots during next 5 year. ”

1.4 As regards the physical Infrastructure to meet the growth of Indian Civil Aviation Sector and development of airports in various parts of the Country, the MoCA furnished the following information to the Committee:-

A. Existing Airports

(i) Rajiv Gandhi International (RGI) Airport, Hyderabad: A Greenfield airport has been developed in Shamshabad, near Hyderabad on Build Own Operate and Transfer (BOOT) basis with Public Private Participation (PPP) by the Government of Andhra Pradesh. The airport has been developed at an initial cost of about ₹ 2920 crore. Airport Authority of India(AAI) and Government of Andhra Pradesh together hold 26% equity. The balance 74% of equity is being held by the private shareholder. The estimated manpower employed at RGI Airport, Hyderabad is about 710 at the end of March, 2022.

RGI Airport, Hyderabad has the necessary infrastructure (including interim terminal facilities) to handle upto 22 million passenger annually. M/s Hyderabad International Airport Limited (HIAL) is undertaking expansion works to further increase the passenger and cargo handling capacity at Hyderabad Airport. The capital expenditure for expansion facility for the Financial Year ending March 22 was ₹1029 crore.

(ii) Indira Gandhi International Airport, Delhi: Operation, management and development of IGI Airport, New Delhi is being carried out by Delhi International Airport Ltd. (DIAL) under Public Private Partnership (PPP) mode. The airport was leased out to DIAL by AAI in 2006 for an initial period of 30 year which can be extended by another 30 year. The project cost for development of Phase-I of IGI Airport, New Delhi is ₹12857 Crore. Delhi airport is one of the busiest airports worldwide handling more than 70 million passenger in a year. As on date, around 5000 workmen including engineer/other categories of skilled man power have been deployed at IGI Airport, New Delhi.

Based on anticipated air traffic growth over the long term, DIAL is executing the airport expansion in phases to meet the forecast passenger and cargo traffic. Currently, Phase 3A of expansion is under implementation. Post expansion of Phase 3A, the passenger handling capacity of IGI Airport, Delhi will be approx. 100 million passengers per annum. Investment planned towards Phase 3A Expansion of IGI Airport, Delhi to meet the growth of traffic demand, from FY 2019-20 to FY 2024-25, is ₹ 10,550 crore.

The Committee had undertaken a site visit/inspection of passenger facilities at T3 of IGI Airport, New Delhi with the representatives of AAI and officials of DIAL on 26 September, 2021. The Committee had observed that many of the boarding gates at this terminal were very far from the security gates which made it difficult for the passengers especially old age, female and child passengers to reach to the boarding gates. Change of boarding gate at the last minute was also causing inconvenience to the passengers as they had to walk long distance at very short notice. Though, there is a facility of battery operated buggies at T3 of IGI Airport to reach to the boarding gates, they were very less in number to cater to the huge passenger traffic at the T3. The Committee had, during their recent discussions with AAI in Mumbai on 1st July, 2022, also expressed concern over the widespread commercial space in the Terminal Building, which has somewhat compromised the convenience of passengers.

(iii) Chhatrapati Shivaji Maharaj International Airport (CSMIA), Mumbai: Operation, management and development of CSMI Airport, Mumbai is being carried out by Mumbai International Airport (P) Ltd. (MIAL) under Public Private Partnership (PPP) mode. The airport was leased out to MIAL by AAI in 2006 for an initial period of 30 years which can be extended by another 30 years. The airport is currently handling approximately 50 million passengers in a year with manpower of 1400.

The major projects planned for CSMIA over next 3 year include Construction of Parking Stand V2 and V3, Construction of eastern taxiway (Between E5 and E7) parallel to RWY 14-32 and RET E6, Additional Check in Counter and conveyor belts at Terminal-2, Implement counter drone solution, Digiyaatra, Integrated Security Check, CT EDS Machine at T1 & T2, New Fire Station, etc.

(iv) Kempegowda International Airport (KIA), Bangalore: A Greenfield airport at Devanahalli near Bangalore has been developed on a Build Own Operate and Transfer (BOOT) basis for 30 year with Public-Private- Participation (PPP) is operated by Bangalore International Airport Limited (BIAL). The concession term has been extended recently by GoI/ GoK for another thirty year (upto 2068). The Government of Karnataka (GoK) and Airports Authority of India (AAI) together hold 26% equity and strategic joint venture partner hold the balance 74%. Bengaluru Airport has handled over 33 million passengers annually (pre-covid) and 16.28 million passengers in the year 2021-22. Some of the major Aero facilities like the New South Parallel Runway (NSPR), the East

Crossfield Taxiway (ECT), parallel taxiways, new Aircraft Rescue and Fire Fighting (ARFF) building, Airport Maintenance Building, improvements to existing Terminal-1, etc. have been completed and are now operational. A second terminal (Terminal 2 / T2) is almost complete and scheduled for commissioning by end of 2022. Similarly, expansion of main access road, elevated access road to T2, expansion of Trumpet flyover connecting NH44 to airport are to be completed this year.

Based on the passenger traffic trends noted over the last few year, Bangalore International Airport Limited (BIAL) carried out a master plan update in 2019 to cater to 92 million passengers per year (MPPA) of passenger traffic and 1.1 – 1.4 Million Metric Tonnes (MT) cargo per annum by 2033 along with the required landside, support and ancillary facilities required to meet this level of demand. This will be developed in stages / phases to support the final capacity.

Presently, 1272 employees are working at KIA. There is likely to be a substantial requirement for skilled, semi-skilled personnel to helm the growth at KIA. BIAL has also commenced the development of a Smart, Sustainable and Vibrant Airport City, phased over the next 12 years.

B. New Greenfield Airports:

1.5 The Committee have been informed that a policy on Greenfield airports is in place since 2008. The policy outlines the guidelines for setting up of Greenfield Airports across the country by Government or private entities. As per this Policy, the promoter seeking to develop an airport has to submit the proposal to the Central Government for consideration by the Steering Committee. Applications for setting up of Greenfield airport are considered by the Steering Committee/competent authority for grant of 'in principle' approval, after they have completed all necessary formalities of obtaining pre-feasibility study report, site clearance, clearances from regulatory agencies, etc.

1.6 MoCA has so far accorded 'in-principle' approval for setting up of 21 New Greenfield Airports across the country namely Mopa in Goa, Navi Mumbai, Shirdi and Sindhudurg in Maharashtra, Kalaburagi, Bijapur, Hassan and Shimoga in Karnataka, Datia (Gwalior) in Madhya Pradesh, Kushinagar and Noida (Jewar) in Uttar Pradesh, Dholera and Hirasar in Gujarat, Karaikal in Puducherry, Dagadarthi, Bhogapuram and Oravakal (Kunoor) in Andhra Pradesh, Durgapur in West Bengal, Pakyong in Sikkim, Kannur in Kerala and Hollongi (Itanagar) in Arunachal Pradesh. So far, eight Greenfield

airports namely Durgapur, Shirdi, Sindhudurg, Pakyong, Kannur, Kalaburagi, Oravakal and Kushinagar have been operationalised/ready to be operationalised.

Further, latest status of 13 Greenfield Airports yet to be operationalized where 'In- Principle' approval has been accorded by Government of India and 2 at Sindhudurg & Kushinagar, which are ready for operationalisation, are at **Annexure-I**.

1.7 The Committee, with a view to examine the requirement of human capital and physical infrastructure to make the country future ready and to meet the requirement of Indian civil aviation sector, selected this subject for in-depth examination. The Committee have dealt with various issues related to factors like timely completion of Greenfield airports, expansion of existing airports, regional connectivity scheme, training of pilots, aero sports, etc. The Committee have analysed these factors in detail and made various observations/recommendations in this report.

II. Creation of Physical Infrastructure

2.1 The Committee have been informed that Airports Authority of India (AAI) has embarked upon a CAPEX plan of more than ₹ 25,000 crore in next five years for development/ up gradation/ modernization of various airports to meet the international standards in the country and requirement of air traffic / passenger growth which includes new airports, expansions / modification of existing terminals, new terminals, expansions/strengthening of existing runways, aprons, ANS works like control tower, technical block, etc.

2.2 It has further been informed that AAI and State Governments are also planning 100 airports including 12 water aerodromes and 31 Heliports under Regional Connectivity Scheme(RCS)-Ude Desh ka Aam Nagrik(UDAN). Five water aerodromes (2 in Gujarat & 3 in A & N Islands) are being developed on fast track for operations under Non-Scheduled Operator Permit (NSOP). The first Seaplane Operations under this Scheme was inaugurated on Sabarmati Riverfront - Statue of Unity route on 31st October, 2020.

2.3 The details with regard to the Planned Outlay(budget) to AAI during the last five years along with the sources of funding and the major works undertaken by the AAI are as under :

(₹ in crore)					
Year	2020-21	2019-20	2018-19	2017-18	2016-17
Plan outlay	4364.94	4950.00	4195.07	2517.82	1974.00

Sources of Funding :

(₹ in crore)					
Financed as under	2020-21	2019-20	2018-19	2017-18	2016-17
Internal Resources Utilised	1817.86	4230.76	3704.12	2018.44	1842.60
North Eastern Council Grant	2.07	22.636	-	20.00	35.00
RCS Grant	630.00	454.514	282.61	235.61	-
Budgetary Grant in aid	29.99	0.978	118.2	187.13	75.07
Commercial Borrowings	1828.07	-	-	-	-
Others	42.01	4.598	192.51	43.20	101.33
Total	4350.00	4713.486	4297.44	2504.38	2054.00

2.4 On being asked about the details of airports under AAI, the Ministry has informed that AAI is presently managing 136 airports. The Ministry has also furnished a list of airports and expenditure on their operation and also the revenues generated there from (**Annexure-II**). The Committee have gathered from Annexure II that most of the airports managed by the AAI are running in losses. During the year 2020-21, out of the operational airports, only 10 airports namely Port Blair, Visakhapatnam, Patna, Kandla, Porbandar, Srinagar, Pune, Juhu, Kanpur Chakeri and Bagdogra are generating some revenue and are not incurring losses.

III Greenfield Airport Policy, 2008

3.1 The Committee have been informed that till 1997, the new airports were more or less set up in the public sector through the AAI and its predecessor entities. These projects were formulated by the AAI on the basis of technical and financial viability and the proposals were considered by the Central Government for necessary administrative approvals/financial sanctions in terms of the extant guidelines as applicable to the investment proposal. However, in view of the continued growth rate of the airport sector

and importance & participation of airports in the Indian Economy, Govt. of India, using its power conferred as per Schedule VII of the Constitution, formulated a policy namely, Greenfield Airport Policy, 2008. The policy outlines the guidelines for setting up of Greenfield Airports across the country by Government or private entities.

3.2 It has further been informed that Greenfield Airport Policy prescribes for the constitution of a Steering Committee under the Chairmanship of Secretary (Civil Aviation) to coordinate and monitor various clearances required for setting up of an airport. The composition of the Committee is given as under:

- a. Secretary, Civil Aviation - Chairman
- b. Secretary, Ministry of Home Affairs, or his representative not below the rank of Additional Secretary;
- c. Secretary, Ministry of Defence, or his representative not below the rank of Additional Secretary;
- d. Secretary, Department of Economic Affairs, or his representative not below the rank of Additional Secretary;
- e. Secretary, Department of Revenue, or his representative not below the rank of Additional Secretary;
- f. Secretary, Planning Commission, or his representative not below the rank of Additional Secretary;
- g. Director General, India Meteorological Department;
- h. Chairman, Airports Authority of India;
- i. Director General of Civil Aviation; and
- j. Joint Secretary, MoCA - Convener

3.3 As regards the development and financing of Greenfield Airports, it has been stated that a Greenfield airport can be developed and operated either by AAI / State Government or by an Airport Company that has been given a license by DGCA as per its licensing conditions as given below:

a) AAI Airports:- Greenfield airports to be set up by AAI would be preferably constructed through Public Private Partnership (PPP). However, land for such airports would have to be provided by AAI. Further, financing gaps, if any, can be bridged through the Viability Gap Funding scheme, which provides for a capital grant of up to 20% of the project cost. In North Eastern areas where it may not be feasible

to follow the PPP route, AAI could setup greenfield airports by itself, as may be approved by the Government on a case-to-case basis.

b) State Govt or an entity owned by State Govt.:- In case the State Government wishes to promote the setting up of airports in the State, it could either :-

- a. Apply to DGCA for a license itself, in which event the State Government would be responsible for development and operation of the airport, or
- b. An entity of the State Government could apply for a license to DGCA, in which event such entity would be responsible for development and operation of the airport, or
- c. The State Government or its corporation may select a private entity and form a Joint Venture Company (JVC) in the private sector and in such an event, the JVC would be responsible for development and operation of the airport under a license from DGCA, or
- d. Allot land to a private Airport Company for development and operation of an airport under a license from DGCA.

In case a State Government wishes to facilitate setting up of the airport, it could provide the following incentives to an Airport Company: -

- a. Land, concessional or otherwise,
- b. Real estate development rights in and around the airports;
- c. Airport connectivity, rail, road;
- d. Fiscal incentives by way of exemptions from State taxes, and
- e. Any other assistance that the State Govt. deem fit.

Further, State Governments may evolve their respective policies for providing any or all of the aforesaid incentives to an Airport Company. If the selection of a private entity or JVC partner is to be made by the State Government or its entity, it shall be done through open competitive bidding. While granting land and other benefits, the State Government may, if it deems fit, stipulate the rights and obligations of the Airport Company as conditions of such grant.

However, the Ministry further informed certain limitations on the powers of the State Government, i.e. State Governments cannot enter into any concession agreement

with the Airport Company as they do not have the powers to grant airport concessions under the Constitution. The powers to grant a license for operating an airport, rests solely with the Central Government under the provisions of the Aircraft Act, 1934.

It has been added that State Governments can also provide land to AAI for development of Greenfield airports through concessions to be granted to private entities in accordance with the provisions of the AAI Act. States may also provide any of the above concessions to AAI for facilitating the development of airports in their respective states. All such airports would be developed as PPP projects.

c). Private Entity:- Further, an entity other than AAI/ State Government can also set up an airport. The Airport Company must function under a license from DGCA to be issued under the Aircraft Act. Such a license can be granted only to the following (Rule 79 of the Aircraft Rules):

- a. A citizen of India; or
- b. A Company or a body corporate either in the Central sector, State sector or the private sector registered under the Companies Act, 1956 subject to the following conditions:
 - i. it is registered and having its principal place of business in India; and
 - ii. it meets the equity holding criteria specified by the Central Government from time to time; or
- c. The Central Government or a State Government or any company or any corporation owned or controlled by either of the said Governments; or
- d. A Society registered under the Societies Registration Act, 1860

3.4 Replying to a query from the Committee about the procedure for approval, the Ministry informed that proposals received in prescribed performa are examined in the following two stages:

(i) **Site Clearance:** The airport promoter is required to submit the application as per the performa given in the Greenfield Airport Policy. After the receipt of the proposal, AAI/DGCA conducts a site inspection and prepares a pre-feasibility report of the airport project. On the basis of the pre-feasibility report submitted by AAI/DGCA and also after

obtaining the necessary NOC from Ministry of Defence and concerned State Government, MoCA grants the necessary 'Site Clearance' to the project.

(ii) **Grant of 'In Principle' Approval:** After obtaining the Site Clearance the applicant is required to make an application to the Steering Committee in the format prescribed in the policy seeking 'in-principle' approval. The Committee considers the proposal taking into account comments received from all the concerned authorities and makes suitable recommendations to the MoCA/GOI.

Locational Policy

3.5 The Committee have been informed that the Policy prescribes that no Greenfield airport is permitted in an aerial distance of 150 km. of an existing civilian airport. In case a Greenfield airport is proposed to be set up within 150 km of an existing civilian airport, the impact on the existing airport would be examined. Such cases would be decided by the Government on a case to case basis. Further, the details of the Locational Policy Provisions and Contractual Obligation of the GOI are given as under:

Locational Policy provisions:

(i) Clause 9.4 of Greenfield Airport Policy, 2008 contains procedure for approval of the projects which are within 150 Km of an existing civilian airport and also seeks exemption/relaxation from any extant Rules and Policies or are affecting any contractual obligations of the GOI. Clause 9.4 of the Policy is reproduced as under:

"Where an application to set up a Greenfield airport attracts paragraph 8.1(b) (within 150 kms) and also seeks exemption/relaxation from any extant Rules and Policies, the application shall be considered first by the Steering Committee. The Steering Committee shall consider all relevant facts and circumstances including contractual liabilities, if any. The Steering Committee shall also take into account whether the applicant has obtained the approvals required under the applicable laws from the authorities concerned. After considering the application, the Steering Committee shall make a suitable recommendation to the Central Government (Ministry of Civil Aviation). The MoCA shall place the matter before Union Cabinet for its consideration. DGCA would consider such proposals for grant of license only after the approval of the Central Government is conveyed"

(II) **Contractual Obligation of the GOI:** GOI has signed State Support Agreement (SSA) with Delhi International Airport Private Limited (DIAL). As per Clause 3.4.1 of the State Support Agreement (SSA), DIAL has the "Right of First Refusal (ROFR)" with

regard to a second airport within a 150 km radius of the Airport by following a competitive bidding process, in which the Joint Venture Company (JVC) can also participate if it wishes to exercise its ROFR. In the event, DIAL is not the successful bidder but its bid is within the range of 10% of the most competitive bid received, the JVC will have the ROFR by matching the first ranked bid in terms of the selection criteria for the second airport, provided the JVC has satisfactory performance without any material default under any Project Agreement at the time of exercising the ROFR.

Reserved Activities: On any Greenfield airport to be developed under Policy Guidelines, activities relating to Air Traffic Services (ATS), security, customs and immigration would be reserved for Central Government Agencies. Provision of these services would be governed by the policy to be laid down by the Central Government from time to time. These activities include Defence clearance, Air Traffic Services (ATS) Functions by AAI, Security clearances as per Guidelines for this purpose, issued by the MoCA from time to time, Customs clearance from the Department of Revenue for provision of Custom services, MHA Clearance for Immigration in case of an international airport, Bureau of Civil Aviation Security (BCAS) clearance for security and IMD clearances for Airport Meteorological Services.

FDI for Greenfield Airports: In the case of Greenfield airports, Foreign Direct Investment (FDI) is permitted upto 100% under the Automatic Approval Route as prescribed by the Reserve Bank of India (under FEMA) subject to sectoral regulations notified by the MoCA.

3.6 During evidence, the Committee desired to know whether locational policy of 150 kms. considered by the Steering Committee is followed in case of Jewar airport also and whether there would be any viability of such airports after spending huge money, the Secretary, MoCA informed as under:

“Jewar airport is an exception. It is a second airport for Delhi. Jewar and Navi Mumbai are exceptions. So, certain exceptions are given, but as a matter of policy we discourage that.”

3.7 On being asked as to whether any study has been made for setting up of Greenfield Airport in Bihar to augment the air connectivity in the State and the justification for incurring huge funds for Patna Airport and Bihta Civil Enclave

particularly when these will not be able to cater to International Flights, the Ministry in their written reply has stated as under:

"Considering the limitations of runway at Patna airport for operation of wide bodied aircraft, a Civil Enclave at Bihta has been proposed for combined use of Airports Authority of India (AAI) and Indian Air Force (IAF). The existing runway length of Bihta Airport is 8200 feet which can cater to A-320/A-321 type of aircraft without load penalty. However, there is feasibility for extension of runway at Bihta airport to 12,000 feet making it suitable for operation of wide bodied aircraft like B-777/B-787 to facilitate international operations as well as growth of cargo. The State Government has provided 108 acre of land free of cost to AAI for development of Bihta airport. However to make the proposed airport suitable for large aircrafts for international operations, MoCA has taken up the matter with the State Government of Bihar for providing 191.5 acre of land for Runway extension and approximately 08 Acre for Terminal building, which is yet to be handed over to AAI."

3.8 The Committee have, however, learnt that as per an earlier work schedule, Phase I of the Bihta airport project, to increase its annual passenger handling capacity to 2.5 million, was to begin in October 2017, and be completed in two years' time.

3.9 During evidence, the Committee suggested that AAI should acquire land for airports on the lines on which National Highway Authority of India (NHAI) has been acquiring land for their highway projects. To this, the representative of the Ministry submitted as under:

"NHAI projects are linear projects where the land requirement is less. Here, typically in any project we need huge tracts of land, hundreds of acres. In most of the airport projects, if the cost of the land is loaded on to the airport, the project itself will become unviable. So, one of the reasons why airports do well is that we get land free of cost from the State Governments."

3.10 Further, when asked about the progress in the matter with regard to cargo area expansion at the Pune Airport, which is important keeping in view of the production of COVID-19 vaccine in Pune for being transported to different part of the country and abroad, the Secretary, MoCA replied as under:

" xx xx ढाई एकड़ जमीन डिफेंसस्टेट के पास है और लोकल एयरफोर्स आथोरिटी उसे मान चुकी है।उनका बोर्ड है, जहां उसे क्लियर करवाना है।मैं स्वयं डिफेंस सैक्रेटरी के साथ बैठकर इस विषय पर फाइनल निर्णय लूंगा।"

IV. Regional Connectivity Scheme-Ude Desh Ka Aam Nagrik (RCS- UDAN)

4.1 The Ministry of Civil Aviation has envisaged a Regional Connectivity Scheme (RCS) in the National Civil Aviation Policy, 2016 released on 15th June, 2016 with the approval of the Cabinet. RCS-UDAN was launched in October, 2016 to enable air operations on unserved/underserved routes. The objective of UDAN scheme is to connect small and medium cities with big cities through air service. The Cabinet Committee on Economic Affairs has approved ₹ 4500 crore for revival/development of unserved and underserved airports.

4.2 The Committee have been informed that RCS-UDAN scheme is designed to be financially as self-sustainable as possible. Promoting affordability of regional air connectivity is envisioned under RCS by supporting airline operators in the following manner :

(1) concessions by Central Government, State Governments (reference deemed to include Union Territories as well, unless explicitly specified otherwise) and airport operators to reduce the cost of airline operations on regional routes / other support measures and

(2) financial (Viability Gap Funding or VGF) support provided to the Selected Airline Operator(SAO) for operation of RCS Flights from the Regional Connectivity Fund to meet the gap, if any, between the cost of airline operations and expected revenues on such routes

4.3 Airport Authority of India, the Implementing Agency has been meeting the fund requirement for disbursement of Viability Gap Funding (VGF) to Selected Airline Operators (SAOs) under RCS-UDAN from the funds available in Regional Air Connectivity Fund Trust (RACFT). The VGF is done for a period of three years from the date of commencement of RCS Flight operations on any RCS route under a Selected Airline Operator (SAO) Agreement. The VGF provided on RCS routes is limited to 50% of the seating capacity of the aircraft. However, the number of seats eligible for VGF shall not be less than 9 and more than 40 for any aircraft. The details of annual VGF are given as under:-

Financial Year	Amount
2017-18	42.35 crore

2018-19	138.07 crore
2019-20	681.28 crore
2020-21	296.18 crore (provisional)

4.4 The details of the year-wise VGF assistance by the State Governments since the commencement of UDAN scheme are given as under:

Year	Amount
2017-18	6.97 crore
2018-19	28.93 crore
2019-20	125.66 crore
2020-21	49.15 crore

4.5 The MoCA has informed that as per the budget announcement 2020-21, 100 airports are to be developed/revived by the year 2024 to support RCS-UDAN. The details with regard to the plan of development of 100 airports by the year 2024 are given as under :

- i. FY 2019-20: 09 airports developed.
- ii. FY 2020-21: 14 airports developed.
- iii. FY 2021-22: 32 airports to be developed.
- iv. FY 2022-23: 20 airports to be developed.
- v. FY 2023-24: 25 airports to be developed.

4.6 Further, the details of the actual expenditure on the ongoing RCS-UDAN scheme during the last 04 years (till F.Y. 2020-21) are as under:-

S. No	Year	Actual Budget Allocation as per RE (amount in crore)	Actual Expenditure (amount in crore)
1.	2017-18	200.10	200.10
2.	2018-19	316.99	316.99
3.	2019-20	420.13	420.13
4.	2020-21	630	630

4.7 On being specifically asked about the number of airports developed during 2021-22, out of 32 airports targeted for the year, it has been informed in a subsequent written reply later to the Committee that 9 airports have been developed and operationalized during 2021-22.

4.8 The Committee further desired to know about the number of routes that are proposed to be operationalized by 2024 under RCS-UDAN. In reply, it has been stated that 1000 RCS-UDAN routes are proposed to be operationalised by FY 2023-24. The details of the cumulative UDAN routes awarded/planned are

given as under:

Financial Year	UDAN routes awarded(valid)
Up to 2019-20	688
Up to 2020-21	780
Up to 2021-22	948
Up to 2022-23	954
Up to 2023-24	--

4.9 It has subsequently been informed that 954 routes have been awarded/allotted to Selected Airline Operators (SAOs) of various airlines. Out of which, 423 RCS routes connecting 67 unserved and underserved airports (including 8 heliports & 02 water aerodromes) have been operationalized so far. Presently, 270 RCS routes are in operation and some of the routes have completed their third year of tenure.

4.10 When asked about the number of commercial helipads constructed in the country under UDAN scheme, the Ministry of Civil Aviation in their reply has informed that 33 heliports have been identified under RCS-UDAN scheme, for operations of RCS flights with helicopters. The state-wise list of 33 heliports is given at **Annexure-III**. The upgradation/development work of heliports is in progress. Also, the non-scheduled helicopter operations have commenced in 2019 from five heliports, viz. New Tehri, Chinyalisaur, Sahastradhara, Gaucher & Srinagar in Uttarakhand.

4.11 The Committee desired to know the reasons for stopping of some of the flights launched under UDAN scheme. In reply, the requisite details are given as under:

(i) Airline business generally has challenging environment with low yield and high operating costs (partly due to high cost of Aviation Turbine Fuel or ATF and other services) and on completion of 3-year tenure without VGF and low Passenger Load Factor(PLF), airlines are compelled to stop the operations.

(ii) Selected Airline Operator (SAO) stopped the operations due to unavailability of maintenance support for sea planes in India. Seaplane has to go outside India for Maintenance, Repair and Overhaul (MRO) purposes and this hampered regular operations.

- (iii) Collapse of Jet Airways which affected closure of routes awarded to them.
- (iv) RCS routes commenced & stopped due to 2nd wave of Covid and other commercial reasons.
- (v) Non-availability of suitable aircraft, leasing issues, long lead time for delivery, maintenance issues of small aircraft and difficulties in procuring spares from abroad.

4.12 The Committee wanted to know about the steps being taken by the Ministry to avoid stopping of flight operation on awarded routes under RCS-UDAN. In reply, it has been informed that UDAN routes which could not start within given time or stopped, are cancelled and offered in next round of bidding for bids and award as per the provision of scheme document. Also, extension of concessions has been provided to SAOs for the period of lockdown/suspension of Scheduled Domestic Operations, due to COVID - 19 pandemic. Besides, SAOs were also given choice to avail extension of the initial 3 year tenure of RCS - UDAN routes or networks by additional one year for all the routes completing their tenure on or before 31st December, 2021, subject to certain conditions.

V. Building Human Capital

5.1 As regards the steps taken by the Government to meet the requirement of human capital in civil aviation sector, the MoCA has informed that there are currently 35 Flying Training Organisations (FTOs) in the country approved by DGCA. Indira Gandhi Rashtriya Uran Academy (IGRUA) at Amethi (UP) is under the administrative control of the Central Government. Eight FTOs are under State Governments and 26 are owned by the private sector. Indian FTOs had 229 aircrafts for flying training as on 30 November, 2021.

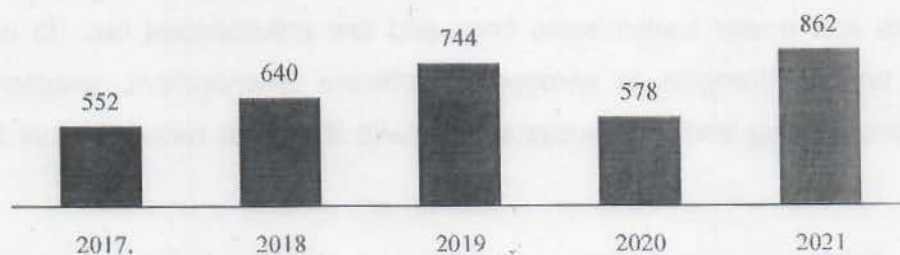
5.2 The Committee have been informed that DGCA follows a five-phase certification process for setting up of a FTO to check all the laid down rules and regulations. The Directorate of Flying Training (DFT) at DGCA conducts scheduled annual inspections and unscheduled spot checks at FTOs. Under the old policy, around 13% royalty was charged on FTO revenue and land rentals were linked to local land rates, which contributed to the financial distress, closure of training operations and long-drawn legal disputes between the FTOs and AAI. On 25 September, 2020, AAI approved a liberalised FTO policy, wherein the concept of airport royalty (revenue

share payment by FTOs to AAI) was abolished and land rental charges were significantly rationalised. Due to the investor-friendly liberalised FTO policy, AAI received bids for all nine FTO slots in March, 2021 despite the airline sector going through a serious financial crisis due to Covid.

5.3 Subsequently, AAI issued award letters on 31 May, 2021 and 29 October, 2021 for 9 FTOs to be established at five airports at Belagavi (Karnataka), Jalgaon (Maharashtra), Kalaburagi (Karnataka), Khajuraho (Madhya Pradesh) and Lilabari (Assam). Soft launch of two FTOs at Kalaburagi was done on 15 August, 2021 and Lilabari became operational on 12th April, 2022. In the second round of FTO creation, tender process is in progress for establishing 15 FTOs at 10 Airports viz Cooch Behar, Tezu, Jharsuguda, Deoghar, Meerut, Kishangarh, Hubli, Kadapa, Bhavnagar and Salem Airports. Bids have been opened and are at the stage of financial concurrence for award of work for eight FTOs at seven Airports.

5.4 It has further been informed that DGCA has introduced new Online On Demand Examination (OLODE) for the Aircraft Maintenance Engineering (AME) and flight crew (FC) candidates with effect from November, 2021. These license examinations provide an opportunity to the candidates to choose date and time to appear in the examination as per his/her choice on the available slots of the examinations.

5.5 The Ministry has further informed that currently there is a shortage of commanders on certain types of aircraft and the same is being managed by utilizing foreign pilots by issuing Foreign Aircrew Temporary Authorization (FATA). There are 87 FATA holders in India till May, 2022. During 2019, 2020 and 2021, about 2,368, 400 and 296 pilots, respectively were recruited. Also, the total number of flying hours at Indian FTOs increased from 1.20 lakh hours in the pre-Covid period (2019) to 1.62 lakh hours in 2021. DGCA has issued 862 Commercial Pilot Licenses (CPL) in 2021, which is an all-time high. The number of licenses issued in India over the last five year is given as follows:



5.6 Also, the number of CPLs issued in India to cadets from Indian and foreign FTOs is as follows:

Year	CPL issued to cadets from Indian FTOs	CPL issued to cadets from foreign FTOs	Total	Share of cadets from foreign FTOs
2017	358	194	552	35%
2018	415	225	640	35%
2019	430	314	744	42%
2020	335	243	578	42%
2021	504	358	862	41%

5.7 It has been added that the number of CPL holders produced by Indian FTOs in 2021 is 504, an all-time high. The good performance by Indian FTOs in 2021 is despite severe disruptions due to the Covid second wave, Cyclone Yaas, Cyclone Tauktae, early onset of monsoons and a rising cost of imported aviation fuel. Typically, around 40% of Indian CPL holders do their flying training at a foreign FTO. Based on stakeholder feedback, the cost of doing flying training abroad is around ₹ 1.2 crore per cadet. This works out to a direct loss of foreign exchange to the tune of ₹ 500 crore annually. The multiplier effect in terms of loss of revenue and jobs on account of this exodus is far higher and needs to be reversed, under the Atmanirbhar Bharat Abhiyan.

5.8 The Committee have, also been informed that there is a proposal to hand over the management and operations of Indira Gandhi Rashtriya Uran Academy (IGRUA), India's largest flying school, to a reputed private player on PPP model.

5.9 As regards promotion of drones, it has been informed that Remotely Piloted Aircraft Systems (RPAS) or drones will be ubiquitous by 2024. They are providing excellent service in mass benefit areas like SVAMITVA Scheme, agriculture, locust control, mining, urban local bodies, healthcare, disaster relief, surveying of oil pipelines and power transmission lines and law enforcement etc., to name a few. India's unique strengths in aerospace, software development, telecommunication, frugal engineering and entrepreneurship make it a front runner in this fast-growing sector.

5.10 Further, to meet the growing demand of drone trainers and operators, the Liberalized Drone Rules 2021 were notified on 25th August, 2021. The said rules were

amended further to abolish the requirement of Drone Pilot License. The approval for establishing a Remote Pilot Training Organization (RPTO), generally referred to as a 'drone school', is granted as per Rule 39 of The Drone Rules, 2021. Any person who intends to obtain the authorization to establish a RPTO shall submit an application to the Director General of DGCA on the online DigitalSky Platform. The Director General may, within sixty days of the date of receipt of application issue the authorization to establish a RPTO, if the applicant meets the specified requirements. DGCA has specified a five-day course for grant of Remote Pilot Certificate by a DGCA-authorized RPTO. The course comprises ground classes and practical training. As on 20th May, 2022, there are 23 RPTOs authorized by DGCA.

5.11 It has been added that Sixteen(16) FTOs have also been permitted to start drone training. First batch of IGRUA's Drone Training School has started at Gurugram on 11th February, 2021. IGRUA's ground classes for pilot licenses are likely to start at Indian Aviation Academy (IAA), New Delhi (in addition to Amethi) by April, 2021.

5.12 On being asked about the status of AME schools in the country, it has been informed that at present, there are 49 DGCA approved AME schools. With a view to meet the increasing demand of aircraft maintenance personnel, the AME schools are being strengthened. Several initiatives, which include the modifications in the examination pattern, standardization of syllabus, initiation of graduation programme for aircraft maintenance personnel, revising of granting of licenses are being taken. Further, upgradation of AME schools will also be undertaken inter-alia by affiliating them with Rajiv Gandhi National Aviation University (RGNAU), India's only Aviation University. An AME school is expected to commence at IGRUA by 31 January, 2023.

5.13 The Committee desired to know about the steps taken by the Ministry to support aero sports across the country. In reply, it has been informed as under:

"Government has so far been regulating the aero sports sector by formulating regulations as per the Aircraft Rules and International Civil Aviation Organisation(ICAO) Standard and Recommended Practices (SARPs). Development of infrastructure has been undertaken by the private players and State Governments,

The MoCA in the past has provided project specific grants in aid to the Aero Club of India upto 2014-15 under planned scheme for development of aero sports.

In addition the Ministry of Tourism has issued Guidelines for the Approval of Adventure Tour Operators, which is a voluntary scheme, open to all bona-fide Adventure Tour Operators and has also formulated a set of guidelines on "Safety and Quality Norms on Adventure Tourism" as "Basic Minimum Standards for Adventure Tourism Activities" which include air based adventure tourism activities such as hot air ballooning, paragliding/ hang gliding, para-motoring, parasailing, skydiving and air safari. It also extends Central Financial Assistance to various State Governments / Union Territory Administrations for development of Tourism Infrastructure in destinations including Adventure Tourism destinations."

5.14 To a specific query with regard to the Fali Major Homi Committee formed to examine the aspect of promoting FTOs in India, the Ministry in its reply has informed as under:

"A Committee was constituted under the Chairmanship of Air Chief Marshal (Retired) Fali H. Major (Independent Board Member of AAI) to examine the aspect of promoting FTOs in India keeping in view the future requirement of Aviation growth and specifically the requirement of trained aircraft pilots. The other members of the committee were Shri Vineet Gulati, Member (ANS) and Shri Anil Gill, Dy. Director (Flying Training), DGCA.

The said committee submitted its report in Feb, 2020. Further, based on the committee's recommendations / suggestions, this Ministry has finalised guidelines which provides for a maximum of two Flying Training Organization (FTO) at each identified airport (total six airports in first phase). Maximum ground area to be allocated to FTOs shall be 5000 sqm per FTO which shall be leased for a period of 25 year on the basis of bidding system in a phased manner. The contours of the policy are as under:

- i. after the period of lease agreement, the infrastructure built at the airport shall be returned/transferred to AAI.*
- ii. A maximum of two FTOs can be established at an airport.*
- iii. The issues regarding fee payable by the FTOs to AAI, Concession fee rate, Lease fee have been included in the policy. No additional charges shall be levied by AAI over and above the Lease Fee or Concession Fee, whichever is higher.*
- iv. The minimum flying hours in a year shall be 3,000 hours, which will be based on the duly verified ATC Log/Trainee Log.*
- v. The FTO have to commence flying operations within 12 months of the date of signing of the Lease Agreement and no Lease Fee shall be charged till the date of commencement of flying operations."*

VI. Aero Club of India(ACI)/Aero Sports

6.1 When asked about the request, if any, made by the Aero Club of India(ACI) to the MoCA for budgetary support to ACI , the Ministry has replied as under:-

"The Aero Club of India was originally incorporated as 'Aero Club of India and Burma Ltd.' under Act VII of 1913 (The Indian Companies Act 1913). In 1947, the name was changed to 'Aero Club of India Limited'. Subsequently, fresh certificate of incorporation was issued in 1963 under Companies Act, 1956 consequent to change of name to 'Aero Club of India'. The company is governed by the provisions contained in their Memorandum of Association and Article of Association.

The Aero Club of India is not enlisted as an organization under the MoCA as per the Government of India (Allocation of Business) Rules, 1961. Moreover, ACI is a company with no Government shareholding.

ACI, in the past, was given project specific grants-in-aid by the MoCA for procurement of trainer aircraft and other aero sports equipment etc.

An amount of ₹ 10 lakhs was last released as grants-in-aid for I.T. equipments to ACI during financial year 2014-15. The proposal of ACI for funds in BE 2015-16 was considered in the Ministry. In response to the Budget Circular 2015-16, Finance Division of the Ministry with the approval of Secretary (CA) forwarded the Statement of Budget Estimates (SBE) 2015-16 of MoCA for pre-budget meeting with Secretary (Expenditure) wherein based on the request received from ACI a provision of ₹26.00 crore at BE stage for FY 2015-16 was requested.

In this connection it may be relevant to mention that, the MoCA requested for a total budgetary allocation amounting to ₹4480.09 crore at BE stage for FY 2015-16 including the request of ACI. However the M/o Finance did not agree to the requirement projected by MoCA and finally allocated ₹3341.50 crore at BE for 2015-16 {reduced by ₹1138.59 crore(4480.09-3341.50)}.

Accordingly within the limited Budgetary allocations for 2015-16 a sum of ₹ "NIL" was allotted to ACI during the FY 2015-16.

Further, based on the request received from ACI, in response to budget Circular 2016-17, the Finance Division of the Ministry with the approval of Secretary (CA) forwarded the Statement of Budget Estimates (SBE) 2016-17 of MoCA for pre-budget meeting with Secretary (Expenditure) wherein based on the request received from ACI a provision of ₹18.00crore at RE stage for FY 2015-16 and ₹24.00 crore at BE for 2016-17 were duly incorporated.

It may be relevant to mention that, the MoCA requested for a total budgetary allocation amounting to ₹5020.88 crore at RE stage for FY 2015-16 and ₹4418.25 crore for BE 2016-17 including the request of ACI. However the M/o Finance did not agree to the requirement projected by MoCA and finally allocated to ₹4198.25 crore at RE for 2015-16 {reduced by ₹822.63 crore(5020.88-4198.25)} and ₹2590.72 crore For BE 2016-17{reduced by ₹1827.53 crore(4418.25-2590.72)}.

Accordingly within the limited Budgetary allocations for 2015-16 a sum of ₹ "NIL" allotted to ACI during the FY 2015-16 and a sum of ₹10.00 lakhs were kept in BE 2016-17 for ACI.

No grants in aid were provided to ACI since 2015-16."

6.2 With regard to proposals for development of new infrastructure related to aero sports activities in the country, the MoCA has informed as under:

" Proposals have been received from ACI in the recent past for grants in 2020-21 and 2021-22 for promotion of aero sports and flying training activities. Brief details are as follows:

FY 2020-21:

A proposal from ACI was received on 23.12.2020 for the year 2020-21, for allocation of funds of ₹498 crore to Aero Club of India during FY 2020-21 for the following activities:

- i. setting up of a flying training organisation by ACI
- ii. support for procurement of flying training equipment
- iii. support for the development of aerospots.

FY 2021-22:

A proposal in the form of Output-Outcome Framework was received on 25.11.2020 in respect of Aero Club of India for the FY 2021-22 seeking a total budgetary support of ₹ 198 crore for the following activities:

- i. procurement of aircraft (for skydiving) and gliders & winches for aerospots.
- ii. establishment of additional Flying Training Organisations and infrastructure.
- iii. establishment of national aviation museum.
- iv. procurement of trainer aircraft for flying training & simulators."

6.3 A representative of the MoCA during the course of oral evidence commented on the Aero Club of India and FTOs as under:

"..... about the Aero Club of India, we have tried to reply to the questions raised by hon. Members. Aero Club of India is a company registered under the Companies Act and Aeroclub of India used to get grants from the Government of India. Now, these grants were project specific grants and meant for purposes of acquisition of aircraft or aero-sports equipment and all those things. Sir, we should split the Aeroclub activities into two parts. First is the pilot training thing and second is the aero sports. Today, if we look at the scenario in India about pilot training, our situation is very inadequate. आज की तारीख में हम को हर साल 700 से 800 पायलट्स चाहिए होते हैं। हमारे देश में हम लोग 300 से 350 पायलट्स ही बना पाते हैं। यह गैप होता है। बाकी पायलट्स

कहां से आ रहे हैं। वे बाहर के देशों से ट्रेनिंग करके हमारे यहां पर आ रहे हैं। हमारी प्रायरीटी यह होनी चाहिए कि हम ऐसी व्यवस्था बनाएं कि सभी पायलट्स , जो हमें यूज करने हैं, हमारे देश में ट्रेनिंग लें। हमारे यहां क्या कमी है? हमारे यहां पर कम से कम 200 एयरस्ट्रिप्स पूरे राष्ट्र में अनयूटलाइज्ड पडी हैं। हम उनको यूज क्यों नहीं कर पा रहे हैं। इसके माध्यम से यह उद्देश्य है कि पायलट्स कैसे बनाए जाएं? इतना ही नहीं, हम पायलट्स इतने बनाएं कि आस पास के देशों के लोग भी हमारे पास आए।

सर, इसके लिए हमारे तीन मॉडल हैं। एक मॉडल द एयरो क्लब ऑफ इंडिया है। एयरो क्लब ऑफ इंडिया ग्रंट्स लेकर फ्लाइंग क्लब्स को पैसे दते हैं और उनके लिए हवाई जहाज लेकर चलाते हैं। ये फ्लाइंग क्लब्स छोटे होते हैं, जहां दो, तीन या चार हवाई जहाज उड़ते हैं। दूसरा मॉडल इगुआ है। भारत सरकार ने एक बड़ी सांस्था बना दी है। अमेठी में एक फ्लाइंग स्कूल चलता है। वह अच्छा कॉलेज है। यह मॉडल नंबर दो है।

सर, तीसरा मॉडल है सरकार पैसा न लगाए, प्राइवेट सेक्टर पर छोड़ दे because this is a revenue generating activity और प्राइवेट सेक्टर्स इसमें खुद अपना काम करें। इसमें अगर हम देखें तो जो सबसे अच्छा काम हो रहा है और होने की उम्मीद है, वह प्राइवेट सेक्टर में हो रहा है। आज क्या होता है कि जो छोटे छोटे क्लब तीन चार हवाई जहाज वाले होते हैं, वे राज्य सरकार के तहत काम करते हैं। उनके रूल्स एंड रेग्युलेशन होते हैं। उनकी एफीशिएंसी बहुत कम होती है और खर्च बहुत ज्यादा होते हैं। हमें यह बताते हुए बुरा लगता है कि जितनी भी हमारी बड़ी एयरलाइंस हैं, वे अपने पायलट्स को हमारे देश में नहीं कर रही हैं। वे साउथ अफ्रीका, यूएस में जाकर कॉन्ट्राक्ट्स कर रही हैं। हम उनको यह बोल रहे हैं कि आप हमारे यहां आइए, हमारे यहां ट्रेनिंग लीजिए। सर, सबसे बड़ी बात होती है कि अगर फ्लाइंग ट्रेनिंग स्कूल को सक्सेसफुल होना है तो उसका एक मिनिमम साइज होना चाहिए। अगर फ्लाइंग ट्रेनिंग स्कूल में दो-तीन हवाई जहाज हूवे तो वह चल नहीं पाएगा यह एक क्रिटिकल मास है। बाहर के देशों में बोलते हैं कि फ्लाइंग ट्रेनिंग स्कूल में कम से कम 50 से 60 हवाईजहाज होने चाहिए। अगर छोटी सांस्था होगी, जिसमें दो-तीन हवाई जहाज और ओवरहेड्स ज्यादा होते हैं , लेकिन मैनपावर पूरी चाहिए। वहां चीफ फ्लाइंग इन्स्ट्रक्टर चाहिए, इंजिनयर चाहिए, सभी कर्मचारी चाहिए । उसकी कॉस्ट ऑफ ऑपरेशन इतनी बढ़ जाती है कि वह वायबल एक्टिविटी नहीं कर पाता है। इसके बाद में एयरपोर्ट फाली मेजर कमिटी भी बनाई थी। हमने उनसे भी रेकोमेंडेशन ली है। कुल निष्कर्ष यह निकला है कि यह एक्टिविटी फाइनांशियली वायबल एक्टिविटी है। हमने खुद प्राइवेट सेक्टर में जाकर देखा है। वह बहुत अच्छा प्राइवेट सेक्टर चलाते हैं। वे उसको चलाते ही नहीं हैं, उसमें लाभ भी कमा रहे हैं। वे बोलते हैं कि हमें सरकार से मदद नहीं चाहिए। हमें आप ऐसा वातावरण बना दीजिए, ताकि हम लोग काम कर पाए। उसके लिए हमने अभी एक नई पॉलिसी अनाउंस की है कि जो हमारे एयरपोर्ट्स खाली पडे हैं, उनमें से हमने कुछ आईडेंटिफाई

किए हैं, वहां उनको बोला गया है कि हर एयरपोर्ट पर आप दो-दो फ्लाईंग ट्रेनिंग स्कूल प्रारम्भ कीजिए। प्राइवेट सैक्टर वाले अपना पैसा लगाएंगे। हमारा रनवे होगा, हमारा कंट्रोल टावर होगा, लेकिन पूरा काम वे करेंगे। हमें उम्मीद है कि अब कुछ बड़े फ्लाईंग स्कूल्स हमारे यहां आएंगे, क्योंकि हमारे यहां डिमांड बहुत ज्यादा है। सर, आज की तारीख में हमारे पास करीब 8 से 9 हजार पायलट्स होंगे। अगले पांच सालों में हमें 10 हजार पायलट्स और चाहिए होंगे। हमको यह एक बड़ी संख्या में चाहिए होंगे और हमें पॉलिसी चेंज करनी पड़ेगी। उस पॉलिसी चेंज के लिए जो राइट अप्रोच है, वह यह है कि इगुआ को भी हमने पैसा देना बंद कर दिया। छोटे-छोटे क्लब्स को पैसे देने से हमारा बड़ा टार्गेट अचीव नहीं होगा। यही बेहतर होगा कि हम ऐसे वातावरण का निर्माण करें कि प्राइवेट सेक्टर आकर और इगुआ की भी बात चल रही है तथा प्रपोजल है कि इसे भी प्राइवेट किये जाए। इसलिए पिछले पांच साल से इगुआ को भी हमने हवाई जहाज खरीदने के लिए कोई पैसा नहीं दिया है। हम जब भी फ़ाइनेंस मिनिस्ट्री जाते हैं कि पैसा दिया जाए तो वे बोलते हैं any activity which can be done in private sector, we should just facilitate that. यह उस हिसाब से है।

दूसरा एयरो स्पोर्ट्स है। एयरो स्पोर्ट्स में एयरो क्लब का बहुत ही अहम रोल हो सकता है और उन्होंने काम भी किया है। मेरे कहने का मतलब यह है कि जो एयरो क्लब ऑफ इंडिया है, इसको प्रोजेक्ट स्पेसिफिक ग्रांट्स दी गई थीं। उन्होंने अपना काम किया, फ्लाईंग ट्रेनिंग स्कूल्स को हवाई जहाज दिए, वह अपना काम कर रहे हैं, लेकिन यह इतना एफ़िशिएंट सिस्टम नहीं है। अगर एयरो क्लब को भारत सरकार सपोर्ट करेगी तो एयरो स्पोर्ट्स इस टाइम पर बहुत डिस्ट्रीबूटेड एक्टिविटी है। यह पूरे देश में फैला हुआ है। इसको मिनिस्ट्री ऑफ टूरिज्म भी देखती है, कभी-कभी इसको मिनिस्ट्री ऑफ स्पोर्ट्स भी देखती है। हमारा केवल रेग्युलेशन के तहत डीजीसीए इनके लिए कुछ रेग्युलेशन बना देती है। स्टेट गवर्नमेंट्स में भी कई ऑर्गनाइज़ेशंस हैं, जो एडवेंचर स्पोर्ट्स प्रमोट कर रहे हैं। सर, एयरो स्पोर्ट्स एक्टिविटीज में हम अच्छा काम कर सकते हैं। मेरा आपसे इतना ही निवेदन है।”

6.4 On being enquired about the globally recognized aero sports for which guidelines have been framed by DGCA and the reasons for not framing the guidelines for the remaining aero sports, the Ministry has replied as such:

“DGCA has framed regulations for Gliders, Balloons, Microlights, Light Sport Aircraft and Remotely Piloted Aircraft (RPA). The other aerosports are not covered under the ICAO guidelines”.

6.5 On being asked about the sites across the country where aero sports activities currently take place and a detailed factsheet on their annual footfall, revenue, manpower, budget etc. the Ministry in reply has stated as under:

"The information on aerosports activities at various sites in the country is not readily available with MoCA. However, as per information collected from the Ministry of Tourism and DGCA, the sites for aerosports are available at Annexure –IV.

Further, the revenue, manpower, budget of private or State owned organizations are not required to be maintained by DGCA under any regulation except Gliding Center, Pune as it is part of DGCA. Presently Gliding Centre, Pune is operating L-23 Super Blanik basic training Gliders which were imported from Czech Republic in the year 1994. Area of Activity of Gliding Center Pune:

- i. Conducting Basic training for Students Pilot License*
- ii. Conducting Ground classes and practical flying training for issue of PL(G)*
- iii. Conducting examinations for PI(G)*
- iv. Providing flying training program for NCC cadets*
- v. Conducting Refresher courses for Pilots*
- vi. Conducting Skill Test for Pilots*
- vii. Conducting Currency Check for Pilots*
- viii. Conducting Glider Instructor and Examiner authorization courses*
- ix. Conducting glider conversion skill test for pilots*
- x. Conducting approved Glider launching winch operation courses*
- xi. Providing educational and aviation awareness interactive program among the school and college students*
- xii. Conducting Summer Camps for knowledge sharing and carrier guidance in Aviation Industry*
- xiii. Providing Joy Rides/ evaluation flights to assess induction in Flying training*
- xiv. Providing third party engineering maintenance and Continuous Airworthiness Management for private glide $\text{\text{₹}}$ operating from Gliding Centre, Pune*

For the above-mentioned activities, there are on an average 5000 to 6000 footfalls every year.

With all its activities Gliding Centre, Pune is generating revenue approximately $\text{\text{₹}}$ 10 to $\text{\text{₹}}$ 12 lakhs per year.

Gliding Centre, Pune is having total sanctioned manpower of 33 (Thirty-three) out of which 25 posts are technical and 08 Posts are non-technical.

The annual budgetary outlay for maintenance of the establishment and flying operation of Gliding Center, Pune is approximately $\text{\text{₹}}$ 3 crore."

6.6 On being asked about the existing coordination mechanism, if any, between the MoCA and Ministries of Youth Affairs & Sports and Tourism for promotion, monitoring and regulations of Aero sports, the Ministry has replied as under:

"Presently, there is no formal coordination mechanism between the MoCA, Ministry of Youth Affairs & Sports and Ministry of Tourism for promotion,

monitoring and regulations of Aerosports. However, inter-ministerial consultation is done as and when required while framing policy or schemes by the Ministries/ Departments”.

6.7 On being specifically asked about the targets set by the MoCA for the promotion of aero sports in next 5-10 year, it has been stated that so far, no target for aero sports have been set by the MoCA.

OBSERVATIONS /RECOMMENDATIONS

1. The Indian Aviation industry is one of the fastest growing industries in the world. Indian Aviation Sector can contribute immensely to country's economy as it is inter-linked with other sectors in the economy and generates income and employment through global tourism and trade. Accordingly, a well-managed civil aviation infrastructure and efficiently-run, competitive airlines is the need of the day. It is, however, disquieting to note that airports in the country are facing serious capacity constraints and this is because of the fast pace of growth in the aviation sector resulting in traffic congestion. In so far as financial performance is concerned, out of 109 operational airports, only 10 are not running into losses. The aviation sector is growing fast and will continue to grow for quite sometime which needs a vision for the future human capital and infrastructure requirements for the upcoming airports. The Regional Connectivity Scheme – UDAN has been formulated under this vision, however setting up of an airport can be a huge challenge due to land acquisition issues, litigation issues, delay in clearances, etc. The Committee trust that the Ministry of Civil Aviation would initiate all necessary steps to address the capacity constraints in the existing airports and ensure that available infrastructure supports the expected growth of passenger as well as cargo traffic.

2. The Committee are well aware of the fact that the COVID-19 pandemic has had a massive impact on the Indian aviation sector in 2020 and major airlines faced huge losses. During such unprecedented and challenging times, employees in the Civil Aviation Sector were laid off, sent them on leave without pay, or their salaries/allowances were cut which in turn, must have impacted the purchase, repair and maintenance of aircraft, upkeep of airports, etc. adversely too. The Committee hope that now the Ministry is proceeding towards the path of taking effective measures to recover from the adverse impact of Covid-19 pandemic effectively and expeditiously.

3. The Committee note with satisfaction that India's domestic air traffic has more than doubled from around 61 million passengers in the year 2013-14 to around 137 million in 2019-20, thereby registering a growth of over 14% per annum. International traffic too has shown an upward trend and grown from 47 million in FY 2013-14 to around 67 million in FY 2019-20. Appreciating the fact

that India is currently the third largest domestic aviation market and is expected to become the third largest overall market (including domestic and international traffic) by the year 2024, the Committee appreciate that the Government has taken various initiatives to match the requirement of human capital and physical infrastructure, which will be commented upon in the succeeding paragraphs.

The Committee observe that the Airports Authority of India (AAI) has embarked upon a CAPEX plan of more than ₹ 25,000 crore for a five year period upto 2025 for development/upgradation/modernization of various airports with the objective to meet the international aviation standards as well as requirement of air traffic/passenger growth in the Country which includes new Greenfield airports, expansions/modification of existing terminals, new terminals, expansions/strengthening of existing runways, aprons, Air Navigation Services(ANS) works like control tower, technical blocks, etc. Out of 'in-principle' approval accorded for setting up of 21 Greenfield Airports across the country, 8 have since been operationalised and 13 Greenfield Airports are yet to be operationalized. The Committee, in this connection, urge that concerted and well-coordinated efforts by the Government as well as the airport developers including the State Governments are warranted for completion of all the undergoing projects to avoid any cost and time overrun. As land is to be provided free of cost by the State Governments, their role is of prime importance. This responsibility needs to be shouldered by the State Governments in right earnest. Nonetheless all the stakeholders should act in proper coordination and with unity of purpose to fulfill the bigger objective. As some of the airports are to be operationalised this year, the Committee desire to know the status of Mopa and Shimoga Airports (date of completion – August, 2022) and Hollongi Airport (date of completion – November, 2022) at the action taken stage, apart from status of Bareilly, Hindon, Thanjavur and Darbhanga Airports, which were statedly under consideration.

4. The Committee are concerned to note that out of 136 airports managed by Airport Authority of India(AAI), only 109 are operational. Further, it is worrisome that out of 109 airports, only 10 airports viz. Port Blair, Visakhapatnam, Patna, Kandla, Porbandar, Srinagar, Pune, Juhu, Kanpur Chakeri and Bagdogra had generated revenue during the year 2020-21 and all the other airports were running in losses. While desiring to know the reasons for this sorry state of affairs of AAI

airports, apart from COVID Pandemic, especially when the country is witnessing continuous spurt in air passenger traffic, the Committee would advise the Ministry to closely monitor the revenue receipts of all their airports running in losses, on monthly basis to find out the possible reasons besides COVID Pandemic. They recommend for immediate remedial measures to be taken urgently to reassess costs and make use of technological solutions to bring efficiency at reduced costs in a time bound manner.

5. The Committee undertook an On-the-spot study visit to Terminal 3 (T3) of Indira Gandhi International (IGI) Airport, New Delhi on 26 September, 2021 to oversee the provisions of passenger facilities there. Later, they reviewed the functioning of various airports, particularly Delhi and Mumbai, again on 1st July, 2022 during their next Study Visit. On both occasions, the Committee observe that T 3 at Delhi is a very big Terminal and owing to large scale commercial space there, many of the boarding gates at this terminal are several kilometers away from the security gates which makes it very difficult for the passengers especially first-time travellers, senior citizens, pregnant woman, passengers with small children and physically challenged or ailing persons to reach boarding gates. The inconvenience faced by the passengers is worse in case they need to change the boarding gates at the last minute. Hence the Committee expressed reservations on the large scale commercialization on both sides of passenger route from security point to boarding gate, irrespective of the fact that whether the passenger likes to shop or not and felt that the same should be reviewed.

6. Secondly, the Committee observe that though, a facility of battery operated buggies is provided at T 3 of IGI Airport, their number is very less at present and needs augmentation to at least double the number. The Committee, therefore, recommend that sufficient number of battery operated buggies should be made available by the operators at T3 of IGI Airport, Delhi to fulfill the need of passengers, particularly to senior citizens, pregnant woman, passengers with children and physically challenged/ailing persons to reach the boarding gates conveniently. The Committee also feel that the possibility of providing alternate short route to boarding gates, without having shops on

sides, should be explored in all airports including Delhi and Mumbai where a very long distance from security point to boarding gates exist.

7. The Committee have been apprised that considering the limitations of runway at Patna airport for operation of wide bodied aircraft, a Civil Enclave at Bihta was proposed for combined use of Airports Authority of India (AAI) and Indian Air Force (IAF). The existing runway length of Bihta Airport is 8200 feet which can cater to A-320/A-321 type of aircraft without load penalty. However, there is feasibility for extension of runway at Bihta airport to 12,000 feet making it suitable for operation of wide bodied aircraft like B-777/B-787 to facilitate international operations as well as growth of cargo. In this context, the Committee learn that the State Government of Bihar has already provided 108 acre of land to AAI as initially requested, for development of Bihta airport. Thereafter, to make the proposed airport suitable for large aircrafts for international operations, AAI has requested for 191.5 acre of land for Runway extension and approximately 08 Acre for Terminal building, from the State Government, which has so far not been handed over to AAI. The Committee strongly recommend that AAI should have a relook at the said proposal and also at the actual availability of desired land in the area and thereafter the State Government of Bihar and AAI should meet at higher levels to materialise the acquisition of requisite land so that the work can be completed in a time bound manner.

The Committee take serious note of the fact that Phase-I of the Bihta airport project, which was targeted to increase its annual passenger capacity to 2.5 million, was to begin in October, 2017 and scheduled to be completed in two years. The project, however, is yet to take off despite passing of nearly 5 years. The Committee strongly disapprove such a long delay in commencement of development work on the pretext of non-availability of land. In their view, it is sheer negation of planning process if Bihar Government was first requested for 108 acre of land for the project and then 191.5 acre for runway extension and approximately 08 acre for terminal building. While expressing dissatisfaction over the considerable delays in commencement of Bihta airport project, the Committee feel that the MoCA/AAI needs to ensure a realistic assessment of requirement of land to make the whole exercise more meaningful and accurate. They further

desire that there should be a closer and more intense and frequent interaction between the MoCA and State Government of Bihar at appropriate levels to resolve the constraint of availability of required land and find an amicable solution so as to bring the matter to its logical end.

8. The Committee are convinced that non-availability of the required land is one of the major constraints being faced by the AAI in construction, expansion or modernization of both Brownfield and Greenfield airports. When compared with the National Highway projects, where issue of land requirement is not a major constraint, the MoCA have taken a stand during evidence that NHAI projects are linear projects and require less land, while for airport projects, huge mass of land in the range of hundreds of acres are required. And, if the cost of the land is loaded on to the airport project, the project itself will become unviable. The Committee note the view of the Ministry in this regard. However, the Committee would desire the Government to explore the possibilities of acquiring land on the lines of NHAI, wherever feasible, after consultations with the experts and other stakeholders to remove the anomalies with regard to availability of land for construction of airports so that this impediment in the growth of the aviation sector is removed or at least minimised. The Committee also urge upon the Government to have a future vision based on the ever growing air passenger traffic and its requirements and recommend that a separate set of rules/policy may be framed for acquisition and compensation of land required for airport projects to meet the ever increasing requirement of land in the wake of rapid growth of Indian aviation sector.

9. The Committee note that in the wake of COVID Pandemic, Pune emerged as a major centre of COVID-19 vaccine production in the country. Vaccines are continuously being supplied from Pune to the different parts of the country and beyond. In such a scenario, it is a matter of concern that the issue with regard to transfer of defence land, which would be used for cargo area and expansion of facilities at the Pune Airport, hasn't been resolved as yet. The Committee trust that as assured by the Secretary, MoCA during evidence, the matter has since been taken up with the Secretary, Ministry of Defence, for ensuring hassle-free

supply of COVID-19 vaccine from Pune to different parts of the country and abroad. The Committee would like to be apprised of the progress in the matter.

10. The Committee note that upcoming airports viz. Noida International Greenfield Airport at Jewar, Uttar Pradesh and Navi Mumbai International Airport at Navi Mumbai, Maharashtra are being constructed within a distance of 150 kms from Indira Gandhi International (IGI) Airport, Delhi and Chhatrapati Shivaji Maharaj International (CSMI) Airport, Maharashtra, respectively. However, the guidelines for setting up of Greenfield Airports says that a greenfield airport proposed to be set up by AAI or an Airport Company should be beyond 150 km of an existing civilian airport, else it would require the approval of the Government. The Secretary, Civil Aviation during evidence clarified to the Committee that these two cases are some of the exceptions, though, as a matter of policy, it is discouraged. The Committee have been told that these airports would ease the heavy passenger volume as well as air and ground traffic at the IGI and CSMI Airports, respectively. The Committee urge that the MoCA, after due assessments, should consider taking up some more greenfield airport projects on the lines of Jewar and Navi Mumbai International Airport after relaxation of the norms with regard to setting up of new greenfield airports in the country to ease heavy passenger volume in many airports facing congestion due to continuous growth of air passenger traffic in the country.

11. The Committee learn that an ambitious scheme, viz. Regional Connectivity Scheme - Ude Desh ka Aam Nagarik (RCS-UDAN) was launched in October, 2016 to enable air operations on unserved/underserved routes connecting different regions, promote balanced regional growth and make flying affordable for masses. The Cabinet Committee on Economic Affairs has approved ₹ 4500 crore for the scheme. As per the budget announcement 2020-21, 100 airports including 12 Water Aerodromes and 31 Heliports are proposed to be developed/revived by the year 2024 to support RCS-UDAN. Out of the same, 9 and 14 airports had been developed during 2019-20 and 2020-21, respectively. The Committee are, however, concerned to note that during 2021-22, out of 32 airports proposed to be developed under UDAN scheme, only 9 airports have been developed. Further, there is a proposal to develop 20 and 25 airports, respectively during 2022-23 and 2023-24. The Committee urge upon the Ministry to closely and meticulously

monitor the implementation of the projects under RCS-UDAN Scheme to ensure timely completion of the targeted airports so that the benefits of the Scheme reach the passengers within the prescribed timelines.

12. The Committee note that out of 1000 RCS-UDAN routes proposed to be operationalised by FY 2023-24, 954 routes have already been awarded/allotted to Selected Airline Operators (SAOs). Further, 423 RCS routes connecting 67 unserved and underserved airports (including 8 heliports & 02 water aerodromes) have been operationalized so far and presently, 270 RCS routes are in operation and some of the routes have completed their 3 year of tenure. The Committee trust that the Government would maintain the sanctity of the Plan by taking all required measures for operationalization of all the proposed 1000 RCS-UDAN routes by 2023-24. The Committee also note that the reasons for stopping of UDAN flights, that is, low yield and high operating costs, unavailability of maintenance support for sea planes in India, collapse of Jet Airways which affected closure of routes awarded to them, routes commenced, but stopped due to 2nd wave of Covid and other commercial reasons such as non-availability of suitable aircraft, leasing issues and maintenance issues of small aircraft etc. The Committee, however, are appreciative of the various steps taken by the Ministry to avoid stoppage of UDAN flights, viz. UDAN routes which could not start within given time are offered in next round of bidding process, extension of concessions has been provided to SAOs for suspension of Scheduled Domestic Operations, SAOs are given choice to avail extension of the initial 3 year tenure of RCS-UDAN routes by additional one year for all the routes completing their tenure on or before 31st December, 2021 due to COVID-19 pandemic, etc. The Committee find these steps in the right direction and urge that these should be continued in future also along with other innovative measures to address the concerns of the SAOs, not only to avoid stopping of RCS flights but to achieve the earmarked targets as well. The Committee, having noted the importance of air connectivity to remote areas of the country, recommend that Government should take effective steps to address the problems in RCS-UDAN Scheme to keep it operational to the optimum extent possible.

13. The Committee have been told that RCS-UDAN scheme is designed to be financially as self-sustainable as possible. Promoting affordability of regional air connectivity is envisioned under RCS by supporting airline operators through concessions by Central Government, State Governments and airport operators to reduce the cost of airline operations on regional routes and financial (Viability Gap Funding or VGF) support to meet the gap, if any, between the cost of airline operations and expected revenues on such routes. The Committee are of the firm opinion that a proper passenger survey of the RCS-UDAN Scheme should be conducted to gauge the passenger satisfaction and viability and to find out as to how far the Scheme has been able to achieve the intended objective to bring air connectivity to the unserved/underserved routes. If required, corrective measures may be taken, accordingly. The Committee may be apprised of the action plan in this regard.

14. The Committee are aware that still there are many non-operational airstrips/airports owned by AAI and many State Governments. They recommend that such unused/non-operational airstrips and dormant airports should be utilized for promoting regional/remote area air connectivity under RCS. Utilising such unused/non-operational airstrips under AAI and State Government would surely ease out the pressure currently prevailing on the airport infrastructure in the country.

15. As regards aero-sports, the Committee find that not much headway has been made in this area in spite of the tremendous potential in the country for such sports in view of its demographic dividend. Needless to say, aerospports has the potential of creating significant opportunities for growth of tourism, employment generation and interest in aviation activities. As per the submission of the Ministry, no target was set for aero sports. Now on 7 June, 2022, the Government has announced much awaited 'National Air Sports Policy' (NASP). The Committee are hopeful that a growth-oriented NASP would surely help attract investments in latest aero-sports technology, infrastructure and best practices. Besides, the revenue from air sports activities, multiplier benefits in terms of growth in travel, tourism, infrastructure and local employment, especially in hilly areas of the country, would be much higher. Also, creating air

sports hubs across the country will bring in air sports professionals and tourists from across the world. The Committee would like to be apprised of the objectives enshrined in the Policy, its salient features and also action plan/targets set for aero sports in the coming years.

16. The Committee find that Aero Club of India (ACI) has been facing resource crunch for long. It has not received any budget grants since 2015-16. During 2020-21, ACI requested for funds of ₹498 crore for activities, viz. setting up of a flying training organisation by ACI, support for procurement of flying training equipment and support for the development of aerospports. Again, in FY 2021-22, ACI requested for funds of ₹ 198 crore for activities, viz. procurement of aircraft (for skydiving) and gliders & winches for aerospports, establishment of additional Flying Training Organisations and infrastructure, establishment of national aviation museum and procurement of trainer aircraft for flying training & simulators.

In the context of the revival of ACI, a representative of the Ministry admitted before the Committee that ACI can play a very important role in Aero sports. Aero sports in the present time is a very distributed activity among Ministries. Presently, it is looked after by Ministry of Tourism, Ministry of Youth Affairs and Sports and the DGCA, Ministry of Civil Aviation only frames regulations for the Aero sports. Also, in State Governments, many organisations are promoting adventure sports. Therefore, in the area of aero sports seem to have very good potential, once suitable infrastructure and safety parameters are in place. The Committee strongly recommend to the Government to effectively utilize the services of ACI for promotion of aero sports in the Country since now a National Air Sports Policy has been formulated. The ACI should be allocated funds of the required level for the same.

17. In the field of Aerospports, the Committee are rather surprised to learn that there does not exist a formal coordination mechanism between the MoCA, Ministry of Youth Affairs & Sports and Ministry of Tourism for promotion, monitoring and regulations of Aerospports in the country. The inter-ministerial consultation is statedly done, as and when required, while framing policy or schemes by the Ministries/ Departments. While taking note of the sincere efforts

of the Government in formulating a National Air Sports Policy, the Committee are of the considered opinion that the impact and efficacy of the efforts being made in implementation of the said policy would be much productive, if coordination and organized monitoring with the active involvement of Ministry of Youth Affairs & Sports and Ministry of Tourism is established. The Committee, therefore, recommend to the Ministry to take appropriate steps accordingly, on an urgent basis.

18. As regards manpower position in civil aviation in the Country, the Committee note that at present, the direct employment in the aviation and aeronautical manufacturing sector is about 250,000 employees which includes pilots, cabin crew, engineers, technicians, airport staff, ground handling, cargo, retail, security, administrative and sales staff etc. According to the Ministry, this figure is expected to increase to around 350,000 by 2024. In this context, the Committee have been informed that there are currently 35 Directorate General of Civil Aviation (DGCA) approved Flying Training Organisations (FTOs) in the Country. Out of these, Indira Gandhi Rashtriya Uran Academy (IGRUA) at Amethi (UP) is under the administrative control of the Central Government. Eight FTOs are under State Governments and 26 are owned by the private sector. Indian FTOs had 229 aircrafts for flying training as on 30 November, 2021.

The Committee have been told that unlike old FTO policy, where around 13% airport royalty (revenue share payment by FTOs to AAI) was charged on FTO revenue and land rentals were linked to local land rates, which contributed to the financial distress, closure of training operations and long-drawn legal disputes between the FTOs and AAI, the liberalised FTO policy, which has been approved by AAI on 25 September, 2020, has removed the concept of airport royalty and land rental charges are also significantly rationalised. The Committee are hopeful that new FTO Policy would help achieve the larger target of increasing the number of candidates taking pilot training in India itself since the pilot training abroad is quite expensive for India aspirants. The Committee further note that in pursuance of the Liberalised FTO Policy, AAI has received bids for all nine FTO slots in March, 2021 despite the airline sector going through a serious financial crisis due to Covid. They find it appreciable that AAI

has issued award letters for 9 FTOs to be established at 5 airports. Soft launch of two FTOs was done on 15 August, 2021 and one FTO became operational on 12th April, 2022. Also, in the second round of FTO creation, tender process is in progress for establishing 15 FTOs at 10 Airports and bids have been opened and are at the stage of financial concurrence for award of work for 8 FTOs at 7 Airports. The Committee desire to be apprised of the overall status at the action taken stage. In view of the foregoing, the Committee are hopeful that the Liberalised FTO Policy will make setting up of FTOs in the country, more attractive and would go a long way in fulfilling the requirements of human capital for the Sector. They further hope that MoCA will intensify their efforts to strengthen all the existing 35 FTOs to enhance their flight training capacity and contribute in making the Country a global training hub.

19. The Committee are also of the view that there should be stringent regulatory mechanism to ensure that the pilots trained in domestic FTOs are fully capable to fly any aircraft being used in commercial flights at present, without any requirement of undergoing further training on payment basis from the airlines as a pre-condition for employment. The Committee desire that any such instances, if found to be prevalent, need to be curbed immediately, in the interest of domestically trained pilots.

20. The Committee find to their dismay that at present, the shortage of commanders on certain types of aircraft is managed by issuing Foreign Aircrew Temporary Authorization (FATA) to foreign pilots. There are 87 FATA holders in India till May, 2022 and during 2019, 2020 and 2021, about 2,368, 400 and 296 foreign pilots, respectively were recruited. Further, up to May, 2022, there are 87 FATA holders in India. Although DGCA has issued 862 Commercial Pilot Licenses (CPLs) in 2021, which is an all-time high, however, the Committee note with concern that in spite of 35 FTOs in the country, around 40 percent of the CPLs are still being issued from foreign FTOs. During 2019, out of a total of 744 CPLs issued, 314(42%) were issued from foreign FTOs. During 2020, out of the total of 578 CPLs issued, 243(42%) were issued from foreign FTOs and during 2021, out of the total of 862 CPLs issued, 358(41%) were issued from foreign FTOs. According to the Ministry, cost of doing flying training abroad is around ₹ 1.2 crore per cadet, which is a direct loss of foreign exchange to the tune of

₹ 500 crore annually. The Committee are of the firm view that without addressing the basic constraints faced by the Indian aviation sector like of inadequate infrastructure, FTOs, AME schools, policy support to the stakeholders, the MoCA cannot hope to fulfill an additional requirement of around 10,000 pilots during next 5 years with the expected air traffic growth and resultantly substantial growth of the fleet size of Indian carrier. Quite obviously the bottlenecks have to be dealt with the sense of urgency and priority. The annual loss of foreign exchange to foreign FTOs needs, to be gradually reversed under the 'Atmanirbhar Bharat' movement, as also submitted by the Ministry.

21. The Committee are happy to note that the Government has been taking various measures to meet substantial requirement of human capital in the coming years. Some among them are viz. the total number of flying hours at Indian FTOs has been increased from 1.20 lakh hours in the pre-Covid period (2019) to 1.62 lakh hours in 2021, upgradation of AME schools has been proposed inter-alia by affiliating them with Rajiv Gandhi National Aviation University (RGNAU), India's only Aviation University, an AME school is expected to commence at IGRUA by 31 Jan, 2023, DGCA has introduced new Online On Demand Examination (OLODE) for the AME and flight crew (FC) candidates from November, 2021 thereby extending an opportunity to the candidates to choose date and time to appear in the examination as per his/her choice on the available slots of the examinations, 49 DGCA approved AME schools are being strengthened by taking initiatives, viz. modifications in the examination pattern, standardization of syllabus, initiation of graduation programme for aircraft maintenance personnel, revising of granting of licenses, etc. The Committee would further desire that possibilities of utilizing about 200 unutilised airstrips, as admitted by a representative of the Ministry during evidence, should be looked into actively now. Efforts should be made to set up flying clubs in all the States for the purpose. The Committee do share the views of the representative of the Ministry that priority should be to make an arrangement that all the pilots recruited in India gets training in the country. Even students from abroad should come and take pilot training in India. The Committee trust that with combined efforts of the Ministry, State Governments, Industry and Institutes to achieve their common goals, the country would be able to overcome the constraints

with regard to the present as well future requirements of the Human Capital in the civil aviation sector.

22. The Committee agree to the submission of the Ministry that Remotely Piloted Aircraft Systems (RPAS) or drones will be ubiquitous by 2024 as drones provide excellent service in mass benefit areas like SVAMITVA Scheme, agriculture, locust control, mining, urban local bodies, healthcare, disaster relief, surveying of oil pipelines and power transmission lines and law enforcement etc. The Committee trust that India's unique strengths in aerospace, software development, telecommunication, frugal engineering and entrepreneurship would make it a front runner in this fast-growing sector. In view of the foregoing, the Committee are of the strong opinion that under the drone policy, the drone industry need to be given a boost as it has the potential to open employment opportunities and can contribute to economic growth of the country.

23. The Committee are appreciative of the various steps taken by the Government to promote drone industry like notifying Liberalized Drone Rules, 2021 on 25th August, 2021 and the same having further amended to abolish the requirement of Drone Pilot License, approval is granted for establishing a Remote Pilot Training Organization (RPTO)/drone school as per Rule 39 of The Drone Rules, 2021, opening of a single window DigitaSky for applicants who intends to obtain the authorization to establish a RPTO/drone school, etc. Further, currently there are 23 RPTOs authorized by DGCA and 16 FTOs have been permitted to start drone training. The First batch of IGRUA's Drone Training School has started at Gurugram on 11th February, 2021. Besides, due to ease of use and versatility of drones, it can be used in remote and inaccessible areas of the country. The Committee are also of the opinion that since our country is primarily an agricultural country, use of drones in agriculture can help increase the agricultural productivity. The Committee trust that much more initiative will be devised in consultation with the experts in the field for its cutting-edge applications so as to facilitate increased social acceptance of drone usage. The challenges in this direction should be dealt with by taking

corrective measures, wherever warranted, without compromising the national security and privacy of people.

24. The Committee have been informed that there is a proposal to hand over IGRUA, which is India's largest flying school to a private player under PPP model and no funds had been provided to it to buy new aeroplane in the last 5 years. According to the Ministry, the private sector model is giving maximum productivity. The Committee desire the Ministry to reconsider the same. The Committee do agree that imparting training to pilots is a revenue generating activity and private players are doing good work and can do a better job in this area. However, the Committee feel that it cannot be a blanket approach to go for private player model alone. The Committee underscore the importance of these old flying schools which have been imparting training to our pilots much before the private players came into picture. The Government must intervene to protect these schools which are suffering from serious constraints and need attention of the Government for their revival and make it perform to the level of private players. There is a need to have both private players as well as government controlled bodies so that there could be proper check and balance and a situation of monopoly of private players in the market of training of pilots can be avoided.

NEW DELHI;
August, 2022
Shravana, 1944 (Saka)

GIRISH BHALCHANDRA BAPAT
CHAIRPERSON
COMMITTEE ON ESTIMATES

ANNEXURE-I

Status of 13 Greenfield Airports yet to be operationalized where 'In-Principle' approval has been accorded by Government of India is as follows:-.

S. No	Name of the Project/ Date of Receipt of proposal	Name of the Promoters	Cost of Project	Current Status
1.	Mopa Airport, Goa	State Government of Goa	3,000 Cr	<p>Government of India (GoI) granted "in-principle" approval to Government of Goa for setting up of Greenfield airport at Mopa in Goa in March, 2000. State Government is implementing the project through Public Private Partnership (PPP) and has concessioned out the project to GMR Group. GMR has formed a Special Purpose Vehicle (SPV) namely, GMR Goa International Airport Limited (GGIAL) for undertaking the project. Construction work at the project faced several hurdles including protest from the local and stay order by the Judiciary. The construction work at the site was stopped due to 'status quo' order of Hon'ble Supreme Court dated 18.01.2019. Thereafter, the COVID-19 outbreak in March 2020 and then 2nd wave has impacted the project.</p> <p>An overall physical progress of 77.79% in project has been achieved so far. Construction & Development works are in progress (Airside, landside passenger terminal building). City side development actions are being initiated. Cost overrun has been approved by lenders. Debt disbursement is in process. Developer has accelerated the construction works so as to complete the project by August 2022.</p>
2.	Navi Mumbai International airport, Maharashtra	City & Industries Development	16,250cr	<p>GoI granted "in-principle" approval to Government of Maharashtra (GoM) for setting up of Greenfield airport at Navi Mumbai airport on 6th July, 2007. The airport has been awarded by the State Government to M/s. Navi Mumbai</p>

		Corporation of Maharashtra Limited (CIDCO) (State Govt. of Maharashtra)		<p>International Airport Private Limited (NMIAL) for development and operation under Public Private Partnership (PPP) basis. Letter of Award was issued in October, 2017 and Concession Agreement was signed in January, 2018.</p> <p>CIDCO has undertaken Pre-development works including Excess rock cutting & its disposal outside NMIA boundary and completed by 31st May'22.</p> <p>Physical progress of 23.19% has been achieved so far in the project with probable date of completion is in December, 2024.</p>
3.	Bijapur Airport, Karnataka	State Government of Karnataka	150 cr	<p>Gol granted 'in-principle' approval to Government of Karnataka (GoK) for setting up of domestic Greenfield airport at Bijapur on 25th June, 2008. GoK is developing the airport through its own resources. State Government and AAI are finalizing an umbrella Joint Venture Agreement (JVA) for the development of various airports/Water aerodromes in Karnataka through a Special Purpose Vehicle. Bijapur airport is part of the proposed JVA. Physical progress of 55% has been achieved so far in the project with probable date of completion is in December, 2022.</p>
4.	Hassan Airport, Karnataka	State Government of Karnataka	592.07 cr	<p>Gol granted 'in-principle' approval to Govt. of Karnataka for establishment of a Greenfield domestic airport at Hassan on 25th June, 2008. State Government has identified total 761 acres of land for A-320 flight operations. Out of total land requirement, 536 acres of land required for ATR-72 type of aircraft operations has been acquired. There is a plan to develop Hassan as No-Frill airport under the JVA between AAI and State Govt. State Govt has appointed M/s. RITES as consultant who are in the process of preparing DPR. Physical progress of 9% has been achieved so far in the project with probable date of completion is in August, 2023.</p>

5.	Shimoga Airport, Karnataka	State Government of Karnataka	220 cr	Govt. of India granted 'in-principle' approval to GoK on 25 th June, 2008. The airport was earlier, proposed to be built under PPP. However, due to delays in project execution, State Government terminated the Agreement with the Private Partner and has taken up the project through its own resources. On 15 th June, 2020, the Chief Minister of Karnataka laid the foundation to start the construction of Shimoga airport suitable for the operation of ATR-72 type of Aircraft at the cost of Rs. 220 Crore. Shimoga airport is part of the proposed JVA between the State Government and AAI. Physical progress of 65% has been achieved so far in the project with probable date of completion is in August, 2022.
6.	Datia Airport, Gwalior, Madhya Pradesh	M/s Gwalior Agriculture Company Limited	200 cr	After grant of 'in-principle' approval in 2008, there were litigation issues involved regarding land acquisition for the project. As informed by Govt. of Madhya Pradesh (GoMP) in July, 2021, land identified for airport has been taken by GoMP under Agriculture Land Ceiling Act, which is under litigation in Court.
7.	Karaikal in Puducherry	Karaikal Airport Private Limited.	50 Cr.	Gol granted 'in principle' approval to M/s Karaikal Airport Pvt. Ltd. for setting up of Greenfield International airport at Karaikal region in Puducherry on 24 th February 2011. There are legal issues involved regarding land and the matter is sub-judice.
8.	Dholera Ahmedabad, Gujarat, Gujarat Infrastructure Development Board	Dholera International Airport Company Ltd. (DIACL)	1305 Cr.	Gol granted 'in principle' approval to Dholera International Airport Company Ltd. (DIACL), a Govt. of Gujarat entity on 27.01.2016. Memorandum of Understanding (MoU) has been signed between AAI and Govt. of Gujarat on 19.01.2019 for development of Dholera Airport. PIB accorded approval vide OM dated 13.12.2021 and recommended the development of Greenfield airport at Dholera, Gujarat Phase 1 at an estimated cost of Rs 1305 crore to be completed within 48 months. Subsequently, the Draft CCEA Note in this regard was circulated to concerned Ministries/Departments on 16.12.2021 for Inter-Ministerial Consultation. The comments/observations from all the concerned Ministries/Departments have been received and advance copies of CCEA note has been sent to Civil Secretariat.

9.	Dagadarthi Mendal, Nellore Dist., Andhra Pradesh	Andhra Pradesh Airports Development Corporation Limited	293.11 Cr	<p>Gol granted 'in principle' approval to Bhogapuram International Airport Corporation Limited (BIACL) for setting up of Domestic Greenfield Airport on 07.10.2016.</p> <p>The project was awarded to M/s SCL Turbo Consortium Ltd. on 22.09.2017. However, the State Government has cancelled the bid awarded to the selected bidder.</p> <p>90% of land under advance possession. Environment Clearance granted on 07.06.2017.</p>
10.	Bhogapuram in Vizianagaram District near Visakhapatnam, Andhra Pradesh	Andhra Pradesh Airports Development Corporation Limited	2500 Cr	<p>Gol granted 'in principle' approval to the State Government of Andhra Pradesh for setting up of Bhogapuram International Greenfield Airport in Vizianagaram District, near Visakhapatnam on 07.10.2016.</p> <p>The State Government has awarded the project to GMR in Feb 2019. Letter of Award (LOA) issued on 14th April 2020 and Concession Agreement signed on 12th June 2020. Environment Clearance issued on 14.08.2017. Physical construction is yet to commence.</p>
11.	Hirasar, District Rajkot, Gujarat	Government of Gujarat	1405 Cr.	<p>Gol granted 'in principle' approval to Government of Gujarat for setting up of a Greenfield Airport at Hirasar, District Rajkot, Gujarat on 09.10.2017. The State Government has collaborated with AAI for development of the airport. AAI has undertaken construction works viz. Terminal, Runway, Taxiway, Apron, Earthwork etc.</p> <p>State Govt. of Gujarat has been asked to resolve the land related issues like relocation of villages, wind mills, diversion of village roads and removal of other obstacles etc.</p> <p>Physical progress of 43% has been achieved so far in the project. The probable completion date of project is in March, 2023.</p>
12.	Noida International Airport, Jewar, Uttar Pradesh	Government of Uttar Pradesh	8,914 Cr	<p>Gol granted 'in principle' approval to Government of Uttar Pradesh for setting up of a Noida International Greenfield Airport at vide certificate dated 09.05.2018. GoUP appointed Yamuna Expressway Industrial Development Authority (YEIDA) as the implementing agency for the project under PPP mode. YEIDA has completed the bidding process wherein M/s</p>

				<p>Zurich Airport International AG has emerged as the successful bidder. State Government has awarded the project to M/s Zurich Airports International for development of the airport under PPP and the Concession Agreement has been signed for this on 7th October, 2020.</p> <p>M/s. Zurich Airport International AG has formed an SPV-Yamuna International Airport Private Limited (YIAPL). YIAPL is now the concessionaire of the project. Required Land of 1334 Hect. for Phase 1 project has been acquired.</p> <p>Master Plan Approved by NIAL/Authority on 17.08.2021. Foundation Stone of Airport laid on 25th November 2021 by Hon'ble PM. CNS-ATM Agreement between AAI and YIAPL has been signed on 28.02.2022. Development plan has been approved by NIAL on 18.04.2022.</p> <p>The probable competition date of project is in September, 2024.</p>
13.	Hollongi, Itanagar, Arunachal Pradesh	Airports Authority of India	646 cr	<p>Gol granted 'site clearance' and 'in principle' approval for setting up Domestic Greenfield Airport at Hollongi, Itanagar, Arunachal Pradesh on 18.01.2019.</p> <p>Project is divided in three packages viz., Package-I relating to Runway and Airside works, Package-II relating to Interim Terminal Building and Package-III relating to construction of complete City Side and balance Air Side Infrastructure (Permanent Terminal Building).</p> <p>Physical progress of 72% has been achieved so far in the project. The probable competition date of project is in November, 2022.</p>

AIRPORTS AUTHORITY OF INDIA
STATEMENT SHOWING AIRPORT WISE PROFITABILITY FOR LAST 3 YEARS (FY 2018-19 TO FY 2020-21)

(Rs. In Crores)													
SR NO	STATE	NAME OF AIRPORT	TYPES OF AIRPORTS	OPERATIONAL STATUS	2018-19			2019-20			2020-21 (Without apportionment)		
					REVENUE	EXPENDITURE	PROFIT(+)/LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+)/LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+)/LOSS(-)
1	A&N Island	PORT BLAIR(C.E.)	INTERNATIONAL AIRPORTS(CIVIL ENCLAVES)	Operational	36.49	44.71	-8.22	25.27	38.61	-13.44	27.09	26.00	1.09
2	Andhra Pradesh	TIRUPATI	INTERNATIONAL AIRPORT	Operational	21.72	64.42	-42.70	18.84	53.97	-35.13	8.62	46.54	-37.92
3	Andhra Pradesh	VIJAYAWADA	INTERNATIONAL AIRPORT	Operational	31.54	73.24	-41.70	26.97	87.19	-60.22	15.44	79.39	-63.95
4	Andhra Pradesh	VISAKHAPATNAM(C.E.)	CUSTOM AIRPORTS (CIVIL ENCLAVES)	Operational	86.48	89.49	-3.01	79.26	76.97	2.29	32.43	53.73	21.30
5	Andhra Pradesh	CUDDAPAH	DOMESTIC AIRPORTS	Operational	0.57	10.38	-9.81	0.71	11.22	-10.51	0.58	9.51	-8.93
6	Andhra Pradesh	RAJAHMUNDY	DOMESTIC AIRPORTS	Operational	8.61	41.45	-32.84	5.89	51.15	-45.27	3.81	48.00	-44.19
7	Andhra Pradesh	DONAKONDA	DOMESTIC AIRPORTS	Non Operational	0.00	0.18	-0.18	0.00	0.19	-0.19	0.00	0.16	-0.16
8	Arunachal Pradesh	TEZU	DOMESTIC AIRPORTS	Operational	0.57	6.29	-5.72	0.02	6.19	-6.17	0.03	6.02	-5.99
9	Arunachal Pradesh	DAPARIZO	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.03	-0.03	0.00	0.00	0.00
10	Arunachal Pradesh	ZERO	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	Manipur	IMPHAL	INTERNATIONAL AIRPORT	Operational	29.22	87.84	-58.63	21.16	77.17	-56.01	11.91	49.37	-37.46
12	Assam	APD - GUWAHATI	INTERNATIONAL AIRPORT	Operational	254.28	223.70	30.59	242.24	209.05	33.19	112.04	131.45	-19.41
13	Assam	DIBRUGARH	DOMESTIC AIRPORTS	Operational	11.25	40.75	-29.51	12.40	35.96	-23.56	10.27	28.58	-18.31
14	Assam	LILABARI	DOMESTIC AIRPORTS	Operational	0.43	16.85	-16.41	0.74	15.28	-14.53	0.56	11.97	-11.41
15	Assam	JORHAT	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	2.11	12.72	-10.61	1.51	3.78	-2.27	1.19	6.83	-5.64
16	Assam	SILCHAR	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	6.59	24.85	-18.26	4.88	17.65	-12.77	3.81	11.31	-7.50
17	Assam	TEZPUR	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	0.24	8.14	-7.90	0.26	2.08	-1.82	0.22	5.57	-5.35
18	Assam	RUPSI	DOMESTIC AIRPORTS	Non Operational	0.01	0.90	-0.89	0.04	5.35	-5.31	0.01	2.05	-2.04
19	Assam	SHELLA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Bihar	GAYA	CUSTOM AIRPORTS	Operational	12.48	43.10	-30.61	9.70	34.38	-24.68	3.96	28.52	-24.56
21	Bihar	PATNA	CUSTOM AIRPORTS	Operational	100.52	112.72	-12.19	97.03	95.84	1.19	74.37	67.93	6.44
22	Bihar	JOGBANI	DOMESTIC AIRPORTS	Non Operational	0.00	0.28	-0.28	0.00	0.28	-0.28	0.00	0.28	-0.28
23	Bihar	MUZAFFARPUR	DOMESTIC AIRPORTS	Non Operational	0.00	0.18	-0.18	0.00	0.18	-0.18	0.00	0.18	-0.18
24	Bihar	RAXAUL	DOMESTIC AIRPORTS	Non Operational	0.00	0.26	-0.26	0.00	0.27	-0.27	0.00	0.25	-0.25
25	Bihar	Darbhanga	CIVIL ENCLAVE BEING DEVELOPED BY AAI	Under Consid.	0.02	0.01	0.01	0.00	0.17	-0.17	0.19	1.85	-1.66
26	Chandigarh	CHANDIGARH(C.E.)	CUSTOM AIRPORTS (CIVIL ENCLAVES)	Operational	12.25	27.69	-15.44	13.73	26.11	-12.37	9.15	14.84	-5.69
27	Chhatisgragh	BILASPUR	DOMESTIC AIRPORTS	Operational	0.00	1.33	-1.33	0.00	1.95	-1.95	0.49	1.86	-1.37
28	Chhatisgragh	RAIPUR	DOMESTIC AIRPORTS	Operational	65.04	95.52	-30.48	59.67	86.32	-26.65	27.11	67.61	-40.50
29	Daman & Diu	DIU	DOMESTIC AIRPORTS	Operational	0.65	4.44	-3.79	0.55	5.88	-5.33	0.59	5.10	-4.51
30	Delhi	SAFDARJUNG	DOMESTIC AIRPORTS	Operational	44.91	96.43	-51.52	5.33	70.25	-64.92	5.04	74.78	-69.74
31	Goa	GOA(C.E.)	INTERNATIONAL AIRPORTS(CIVIL ENCLAVES)	Operational	346.08	208.60	137.48	331.18	184.31	146.87	81.06	146.81	-65.75
32	Gujrat	DEESA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	Gujrat	AHMEDABAD	INTERNATIONAL AIRPORT	Operational	405.78	353.31	52.46	348.14	302.44	45.71	97.45	191.55	-94.10
34	Gujrat	SURAT	CUSTOM AIRPORTS	Operational	32.26	55.11	-22.84	29.41	56.89	-27.48	15.87	46.30	-30.43

AIRPORTS AUTHORITY OF INDIA
STATEMENT SHOWING AIRPORT WISE PROFITABILITY FOR LAST 3 YEARS (FY 2018-19 TO FY 2020-21)

(Rs. In Crores)													
SR NO	STATE	NAME OF AIRPORT	TYPES OF AIRPORTS	OPERATIONAL STATUS	2018-19			2019-20			2020-21 (Without apportionment)		
					REVENUE	EXPENDITURE	PROFIT(+)/ LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+)/ LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+)/ LOSS(-)
35	Gujrat	BHAVNAGAR	DOMESTIC AIRPORTS	Operational	1.54	18.35	-16.81	5.57	16.29	-10.72	10.99	18.09	-7.10
36	Gujrat	KANDLA	DOMESTIC AIRPORTS	Operational	0.35	7.97	-7.62	4.72	9.83	-5.11	8.64	8.53	0.11
37	Gujrat	KESHOD	DOMESTIC AIRPORTS	Operational	0.10	3.72	-3.62	0.07	4.12	-4.06	0.05	5.28	-5.23
38	Gujrat	PORBANDAR	DOMESTIC AIRPORTS	Operational	4.42	19.70	-15.28	14.13	16.05	-1.92	16.69	15.14	1.55
39	Gujrat	RAJKOT	DOMESTIC AIRPORTS	Operational	11.11	41.59	-30.48	13.50	38.13	-24.63	4.33	27.82	-23.49
40	Gujrat	VADDARA	DOMESTIC AIRPORTS	Operational	37.34	91.56	-54.22	31.01	73.68	-42.66	11.70	55.48	-43.78
41	Gujrat	BHUJ	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	4.06	12.30	-8.24	0.89	7.78	-6.89	0.57	6.08	-5.51
42	Gujrat	JAMNAGAR	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	2.33	4.56	-2.23	2.52	6.05	-3.53	1.91	5.06	-3.15
43	Himachal Pradesh	KANGRA(GAGGAL)	DOMESTIC AIRPORTS	Operational	2.56	14.15	-11.58	2.53	12.25	-9.72	1.64	10.27	-8.63
44	Himachal Pradesh	KULLU (BHUNTAR)	DOMESTIC AIRPORTS	Operational	0.86	17.14	-16.27	0.64	13.94	-13.29	0.46	9.85	-9.39
45	Himachal Pradesh	SHIMLA	DOMESTIC AIRPORTS	Operational	0.25	14.90	-14.66	12.58	9.10	3.48	4.73	6.86	-2.13
46	Jammu & Kashmir	SRINAGAR(C.E.)	INTERNATIONAL AIRPORTS(CIVIL ENCLAVES)	Operational	95.11	96.62	-1.51	103.54	87.47	16.08	54.38	43.91	10.47
47	Jammu & Kashmir	JAMMU	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	30.41	54.05	-23.64	24.70	42.64	-17.94	13.11	28.37	-15.26
48	Jammu & Kashmir	LEH	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	14.99	25.08	-10.08	10.40	25.25	-14.85	5.10	9.21	-4.11
49	Jharkhand	CHAKULIA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Jharkhand	DEOGARH	DOMESTIC AIRPORTS	Non Operational	0.01	0.42	-0.41	0.00	8.01	-8.01	0.00	16.42	-16.42
51	Jharkhand	DHALBHUMGARH	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	Jharkhand	RANCHI	DOMESTIC AIRPORTS	Operational	60.25	99.49	-39.25	51.97	82.18	-30.22	25.82	79.21	-53.39
53	Karnataka	MANGALORE	INTERNATIONAL AIRPORT	Operational	111.43	69.95	41.48	82.33	127.96	-45.63	17.70	75.55	-57.85
54	Karnataka	Belgaum	DOMESTIC AIRPORTS	Operational	2.17	27.52	-25.35	3.11	30.70	-27.59	8.83	29.95	-21.12
55	Karnataka	HUBLI	DOMESTIC AIRPORTS	Operational	6.46	29.75	-23.29	8.32	33.44	-25.12	7.52	33.89	-26.37
56	Karnataka	MYSORE	DOMESTIC AIRPORTS	Operational	3.15	9.69	-6.54	4.58	11.17	-6.59	6.61	10.91	-4.30
57	Karnataka	BANGALORE	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Non Operational	4.97	42.59	-37.62	2.53	42.29	-39.76	4.43	43.63	-39.20
58	Karnataka	KALABURGI	Domestic	Operational	0.00	0.00	0.00	0.00	0.00	0.00	1.53	5.76	-4.23
59	Kerala	CALCUT	INTERNATIONAL AIRPORT	Operational	242.79	169.68	73.11	227.80	158.66	69.14	67.33	109.96	-42.63
60	Kerala	TRIVANDRUM	INTERNATIONAL AIRPORT	Operational	440.56	359.41	81.15	372.28	307.87	64.41	102.39	202.70	-100.31
61	Lakshweep Island	AGATTI	DOMESTIC AIRPORTS	Operational	0.97	8.52	-7.56	0.60	9.66	-9.06	0.49	10.33	-9.84
62	Madhya Pradesh	INDORE	CUSTOM AIRPORTS	Operational	87.55	112.58	-25.02	110.24	105.78	4.47	44.08	67.94	-23.86
63	Madhya Pradesh	BHOPAL	DOMESTIC AIRPORTS	Operational	29.40	94.86	-65.46	34.05	76.76	-42.71	17.69	63.63	-45.94
64	Madhya Pradesh	JABALPUR	DOMESTIC AIRPORTS	Operational	5.86	24.94	-19.08	6.46	25.70	-19.24	3.12	26.22	-23.10
65	Madhya Pradesh	KHAJURAHO	DOMESTIC AIRPORTS	Operational	3.92	41.36	-37.44	1.53	34.90	-33.38	0.85	42.90	-42.05
66	Madhya Pradesh	GWALIOR	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	0.30	9.75	-9.44	1.06	6.81	-5.74	0.65	5.22	-4.57
67	Madhya Pradesh	KHANDWA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68	Madhya Pradesh	PANNA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69	Madhya Pradesh	SATNA	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70	Maharashtra	AURANGABAD	CUSTOM AIRPORTS	Operational	15.70	74.41	-58.71	11.25	69.32	-58.08	5.74	46.29	-40.55
71	Maharashtra	PUNE(C.E.)	CUSTOM AIRPORTS (CIVIL ENCLAVES)	Operational	367.29	193.24	174.05	291.58	168.46	123.13	89.49	73.40	16.09
72	Maharashtra	AKOLA	DOMESTIC AIRPORTS	Operational	0.03	2.66	-2.63	0.04	2.69	-2.65	0.00	1.90	-1.90
73	Maharashtra	Gondia Airport	DOMESTIC AIRPORTS	Operational	6.07	32.49	-26.42	3.38	27.48	-24.10	1.85	16.92	-15.07

AIRPORTS AUTHORITY OF INDIA
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(Rs. In Crores)

SR NO	STATE	NAME OF AIRPORT	TYPES OF AIRPORTS	OPERATIONAL STATUS	2018-19			2019-20			2020-21 (Without apportionment)		
					REVENUE	EXPENDITURE	PROFIT(+) / LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+) / LOSS(-)	REVENUE	EXPENDITURE	PROFIT(+) / LOSS(-)
112	Uttar Pradesh	LUCKNOW	INTERNATIONAL AIRPORT	Operational	259.88	289.65	-29.77	235.90	215.05	20.85	77.40	100.44	-23.04
113	Uttar Pradesh	VARANASI	INTERNATIONAL AIRPORT	Operational	115.52	176.66	-61.14	110.23	111.83	-1.60	50.23	101.86	-51.63
114	Uttar Pradesh	FAIZBAD(AAI)	DOMESTIC AIRPORTS	Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
115	Uttar Pradesh	KANPUR	DOMESTIC AIRPORTS	Operational	1.85	14.38	-12.53	0.62	25.18	-24.56	0.12	13.40	-13.28
116	Uttar Pradesh	MEERUT(AAI)	DOMESTIC AIRPORTS	Operational	0.00	0.00	0.00	0.00	0.10	-0.10	0.00	0.13	-0.13
117	Uttar Pradesh	MORADABAD	DOMESTIC AIRPORTS	Operational	0.00	0.01	-0.01	0.00	0.05	-0.05	0.01	0.21	-0.20
118	Uttar Pradesh	AGRA	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	1.29	13.25	-11.96	8.37	13.45	-5.08	6.16	8.65	-2.49
119	Uttar Pradesh	Prayag raj (C.E)	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	2.67	6.20	-3.53	4.49	11.40	-6.91	4.52	11.17	-6.65
120	Uttar Pradesh	GORAKHPUR	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	4.25	8.48	-4.24	7.41	8.63	-1.21	5.95	7.03	-1.08
121	Uttar Pradesh	Kanpur Chakeri	DOMESTIC AIRPORTS (CIVIL ENCLAVE)	Operational	0.00	0.00	0.00	6.62	6.62	0.00	7.63	1.56	6.07
122	Uttar Pradesh	LALITPUR	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
123	Uttar Pradesh	KASIA (KHUSHINAGAR)	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
124	Uttar Pradesh	BAREILLY	CIVIL ENCLAVE BEING DEVELOPED BY AAI	Under Consid.	0.03	0.12	-0.09	0.06	-0.70	0.76	0.08	-0.60	0.68
125	Uttar Pradesh	HINDON AIRPORT	CIVIL ENCLAVE BEING DEVELOPED BY AAI	Under Consid.	0.00	0.01	-0.01	0.21	1.01	-0.81	0.16	3.50	-3.34
126	Uttaranchal	DEHRADUN	DOMESTIC AIRPORTS	Operational	31.86	69.53	-37.66	28.48	71.41	-42.93	15.08	53.82	-38.74
127	Uttaranchal	PANT NAGAR	DOMESTIC AIRPORTS	Operational	1.06	11.39	-10.33	1.12	10.88	-9.77	1.35	9.74	-8.39
128	West Bengal	NSCBI AIRPT KOLKATTA	INTERNATIONAL AIRPORT	Operational	1669.76	1208.56	461.19	1551.17	1006.10	545.07	643.37	674.41	-31.04
129	West Bengal	BAGDOGRA(C.E.)	CUSTOM AIRPORTS (CIVIL ENCLAVES)	Operational	60.04	57.49	2.55	50.56	36.32	14.25	21.85	19.60	2.25
130	West Bengal	BEHALA	DOMESTIC AIRPORTS	Operational	1.00	0.51	0.49	0.29	0.53	-0.24	0.12	0.63	-0.51
131	West Bengal	COOCH BEHAR	DOMESTIC AIRPORTS	Operational	0.04	5.02	-4.98	0.03	4.81	-4.78	0.04	4.44	-4.40
132	West Bengal	ASANSOL	DOMESTIC AIRPORTS	Non Operational	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
133	West Bengal	BALURGHAT	DOMESTIC AIRPORTS	Non Operational	0.00	0.32	-0.32	0.00	0.22	-0.22	0.00	0.07	-0.07
134	West Bengal	MALDA	DOMESTIC AIRPORTS	Non Operational	0.02	0.16	-0.14	0.00	0.08	-0.08	0.00	0.01	-0.01
135	DELHI (UT)	INDIRA GANDHI INTERNATIONAL	International	Operational	JVC AIRPORT			JVC AIRPORT			JVC AIRPORT		
136	MAHARASHTRA	CSI AIRPORT, MUMBAI (JVA)	International	Operational	JVC AIRPORT			JVC AIRPORT			JVC AIRPORT		
137	MAHARASHTRA	NAGPUR (JVA)	International	Operational	JVC AIRPORT			JVC AIRPORT			JVC AIRPORT		

ANNEXURE- III

**Expenditure of RCS Airports / Water Aerodromes and Heliports as on
31.07.2021**

S.N O	State	Owner	Airport / Heliports / Water Aerodromes	Unserved / Underserved	Rs in Cr.	
					Estimated Cost as per VIIth PEC.	Expenditur e upto 31- 07-2021
1	Andaman & Nicobar	INS	Campbell Bay (3)	Unserved	8.00	0.000
2		IAF	Car Nicobar (3)	Unserved	1.00	0.000
3		INS	Shibpur (3)	Unserved	1.06	0.000
4		State Govt.	Havelock (W-3)	Unserved	20.00	0.140
5		State Govt.	Long Island (W-3)	Unserved	20.00	0.091
6		State Govt.	Neil Port (W-3)	Unserved	37.00	0.140
7		State Govt.	Port Blair (W A)	Unserved	20.00	0.00
8	Andhra Pradesh	AAI	Kadapa	Underserved	91.31	86.036
9		AP Airports Dev. Corp. Ltd	Kurnool (3)	Unserved	0.00	0.000
10		State Govt.	Parkasam Barrage (W-3)	Unserved	20.00	0.000
11	Arunachal Pradesh	IAF	Passighat (2)	Unserved	5.00	0.000
12		AAI	Tezu (2)	Unserved	67.00	0.000
13		ARMY	DAPARIZO	Unserved	8.50	0.521
14		State Govt.	Itanagar(H)	Unserved	3.50	0.521
15		IAF	TUTING	Unserved	8.10	0.521
16		IAF	WALONG	Unserved	8.00	0.521
17		ARMY	YINGHIONG	Unserved	10.49	0.521
18		IAF	ZIRO	Unserved	7.50	0.521
19	Assam	AAI	Rupsi (2)	Unserved	88.00	83.459
20		IAF (CE - AAD)	Jorhat (2)	Underserved	0.00	0.000
21		AAI	Lilabari (2)	Underserved	0.00	0.000
22		IAF (CE - AAI)	Tezpur (2)	Underserved	0.00	0.000
23		State Govt.	Guwahati River Front(W-3)	Unserved	20.00	2.982
24		State Govt.	Umrangso Reservoir (W-3)	Unserved	20.00	3.813
25		State Govt.	Nagaon(H)	Unserved	10.49	0.531
26		State Govt.	Geleki (H)	Unserved	8.00	0.000
27		State Govt.	Misa (H)	Unserved	0.00	0.000
28	Bihar	IAF	Darbhunga (2)	Unserved	120.00	81.414
29	Chattisgarh	AAI	Bilaspur	Unserved	55.00	31.169
30		Private JSPL	Raigarh (Jindal)	Unserved	4.03	6.826

S.N O	State	Owner	Airport / Heliports / Water Aerodromes	Unserved / Underserved	Estimated Cost as per VIIth PEC.	Expenditur e upto 31- 07-2021
31		State Govt.	Ambikapur	Unserved	90.00	38.004
32		State Govt.	Jagdapur	Unserved	70.00	55.713
33	Daman & Diu	AAI	Diu	Underserved	30.00	10.592
34		Indian coast guard.	Daman (3)	Unserved	58.00	0.000
35	Gujarat	AAI	Bhavnagar	Underserved	28.00	18.503
36		IAF (CE - AAI)	Jamnagar	Underserved	13.00	12.139
37		AAI	Kandla	Un served	11.00	11.024
38		AAI	Porbandar	Underserved	35.00	29.35
39		TATA Chemicals	Mithapur (Dwarka)	Unserved	14.00	15.975
40		Mundra & SEZ	Mundra	Unserved	5.00	5.678
41		AAI	Keshod(2)	Unserved	25.00	20.990
42		State Govt.	Sabarmati River Front(W-3)	Unserved	20.00	0.511
43		State Govt.	Shatrunjay Dam (W- 3)	Unserved	20.00	3.927
44		State Govt.	Statue of Unity (W- 3)	Unserved	20.00	1.061
45	Haryana	State Govt.	Hissar (2)	Unserved	33.00	35.423
46		IAF	Ambala (3)	Unserved	40.00	0.001
47	Himachal Pradesh	AAI	Shimla	Unserved	101.75	79.463
48		AAI	Kullu	Underserved	6.50	13.200
49		ARMY	Kasauli(H) / Baddi	Unserved	8.00	0.765
50		DRDO	Manali(H)	Unserved	8.00	0.765
51		State Govt.	Mandi(H) / Kangnidhar	Unserved	8.00	0.765
52		State Govt.	NathpaJhakri(H)	Unserved	8.00	0.765
53		State Govt.	Rampur(H)	Unserved	8.00	0.765
54		State Governme nt	Shimla(H) / Annadale	Unserved	8.00	0.765
55	Jammu and Kashmir	IAF	Kargil (2)	Unserved	10.00	0.234
56		IAF	Thoise (3)	Underserved	20.00	0.002
57	Jharkhand	TATA Steel Ltd.	Jamshedpur	Unserved	4.02	6.035
58		SAIL	Bokaro (2)	Unserved	73.33	58.617
59		State Govt.	Dumka (2)	Unserved	24.72	28.119
60		State Govt.	Hazaribagh (3)	Unserved	0.00	0.000
61	Karnataka	IAF (CE - State Govt.)	Bidar	Unserved	22.00	17.865
62		AAI	Mysore	Unserved	21.62	17.264

S.N O	State	Owner	Airport / Heliports / Water Aerodromes	Unserved / Underserved	Estimated Cost as per VIIIth PEC.	Expenditure upto 31- 07-2021
63		Private JSPL	Vidyanagar	Unserved	6.00	5.937
64		ASPL Ltd.	Baldota/Koppal (2)	Unserved	6.00	5.661
65		AAI	Hubli (2)	Underserved	13.63	11.539
66		State Govt.	Kalaburgi (3)	Unserved	9.70	6.215
67		AAI	Belgaum (3)	Underserved	0.00	0.000
68	Kerala	KIAL	Kannur (2)	Unserved	0.00	0.000
69	Lakshadweep Island	AAI	Agatti (W-4)	Underserved	20.00	0.000
70		State Govt.	Minicoy (W-4)	Unserved	20.00	0.000
71			Kavaratti (W-4)	Unserved	20.00	0.000
72	Madhya Pradesh	IAF	Gwalior	Underserved	3.56	3.702
73	Maharashtra	AAI	Jalgaon	Unserved	20.00	16.970
74		AAI	Kolhapur	Unserved	270.00	188.893
75		AAI	Sholapur	Unserved	15.00	15.075
76		HAL	Ozar (Nasik)	Unserved	18.00	0.755
77		MIDC	Nanded	Unserved	2.00	0.017
78		MADC	Amravati (3)	Unserved	75.00	0.000
79		State Govt.	Sindhudurg (3)	Unserved	0.00	0.000
80		Coast Guard	Ratnagiri (3)	Unserved	20.00	0.000
81		AAI	Gondia (4)	Unserved	15.00	0.000
82	Meghalaya	AAI	Shillong (Barapani)	Underserved	45.00	37.416
83	Manipur	State Govt.	Jiribam(H)	Unserved	15.00	0.530
84		Assam Rifles	Moreh(H)	Unserved	8.00	0.530
85		Assam Rifles	Parbung(H)	Unserved	8.50	0.530
86		Assam Rifles	Tamenglong(H)	Unserved	8.00	0.530
87		Assam Rifles	Thanlon(H)	Unserved	13.50	0.530
88	Nagaland	AAI	Dimapur (3)	Underserved	0.00	0.000
89	Odisha	AAI	Jharsuguda	Unserved	202.74	180.920
90		PSU - SAIL	Rourkela	Unserved	50.00	25.995
91		State Govt.	Utkela	Unserved	56.00	19.084
92		State Govt. / Air Odisha	Jeypore	Unserved	71.95	27.436
93	Pondicherry (U.T.)	AAI	Pondicherry	Underserved	24.36	20.846
94	Punjab	AAI	Ludhiana	Unserved	6.10	10.010
95		Civil Enclave- AAI	Adampur	Unserved	125.00	60.048
96		Civil Enclave-	Bhatinda	Unserved	2.0	1.407

S.N O	State	Owner	Airport / Heliports / Water Aerodromes	Unserved / Underserved	Estimated Cost as per VIIth PEC.	Expenditur e upto 31- 07-2021
		AAI				
97		Civil Enclave- AAI	Pathankot	Unserved	1.50	0.792
98	Rajasthan	Civil Enclave- AAI	Bikaner (Nal)	Unserved	6.89	3.401
99		Civil Enclave- AAI	Jaisalmer	Unserved	6.00	1.174
100		AAI	Kishangarh (2)	Unserved	12.57	7.787
101		IAF	Uterlai (2)	Unserved	0.00	0.006
102		AAI	Kota (3)	Unserved	1.00	0.145
103	Sikkim	AAI	Pakyong (2)	Unserved	260.00	144.290
104	Tamil Nadu	AAI	Salem	Unserved	27.00	19.710
105		Neyveli Lignite Corporation	Neyveli	Unserved	16.81	14.224
106		IAF	Tanjore (2)	Unserved	0.00	0.000
107		AAI	Vellore (2)	Unserved	61.53	59.967
108		Naval Air Station	Ramnad (3)	Unserved	0.00	0.000
109			Hosur	Unserved	6.15	5.937
110	Telangana	State Govt.	NagarjunaSagar (W- 3)	Unserved	20.00	0.000
111	Uttar Pradesh	Civil Enclave- AAI	Agra	Underserved	4.00	2.414
112		Civil Enclave- AAI	Kanpur (chakeri)	Unserved	141	39.534
113		State Govt.	Aligarh (2)	Unserved	30.60	20.117
114		State Govt.	Azamgarh (2)	Unserved	32.60	25.285
115		IAF	Bareilly (2)	Unserved	81.00	70.697
116		State Govt.	Chitrakoot (2)	Unserved	27.82	22.415
117		AAI	Jhansi (2)	Unserved	10.00	0.957
118		State Govt.	Moradabad (2)	Unserved	30.00	22.826
119		State Govt.	Muirpur(Korba) (2)	Unserved	45.44	15.456
120		State Govt.	Shravasti (2)	Unserved	33.10	21.794
121		IAF (CE - AAI)	Prayagraj / Allahabad (2)	Unserved	174.00	166.307
122		State Govt.	Ayodhya / Faizabad (3)	Unserved	236.00	0.009
123		State Govt.	Ghazipur (3)	Unserved	0.00	0.000
124		AAI	Kushinagar/ Kasia (3)	Unserved	55.00	28.097
125		IAF	Saharanpur(Sarsawa) (3)	Unserved	40.00	0.916

S.N O	State	Owner	Airport / Heliports / Water Aerodromes	Unserved / Underserved	Estimated Cost as per VIIIth PEC.	Expenditure upto 31- 07-2021
126		State Govt.	Meerut (3)	Unserved	0.00	0.002
127		State Govt.	Hindon (2)	Underserved	46.00	41.496
128	Uttarakhand	AAI	Pantnagar	Underserved	16.26	17.455
129		State Govt.	Pithoragarh (2)	Unserved	12.60	6.124
130		ARMY	Almora(H)	Unserved	8.00	0.272
131		State Govt.	CHINYALI SAUR	Unserved	8.00	0.272
132		ARMY	Dharchula(H)	Unserved	8.00	0.272
133		State Govt.	GAUCHER	Unserved	8.00	0.272
134		State Govt.	Haldwani(H)	Unserved	8.00	0.272
135		State Govt.	Haridwar(H)	Unserved	8.00	0.272
136		ARMY	Joshimath(H)	Unserved	8.00	0.272
137		State Govt.	Mussoorie(H)	Unserved	8.00	0.272
138		ARMY	Nainital(H)	Unserved	8.00	0.272
139		State Govt.	New Tehri(H)	Unserved	8.00	0.272
140		State Govt.	Ramnagar(H)	Unserved	8.00	0.272
141		State Govt.	Sahastradhara(H)	Unserved	8.00	0.272
142		State Govt.	Srinagar(H)	Unserved	8.00	0.272
143	West Bengal	AAI	Cooch behar	Un served	8.08	9.058
144		ISSCO	Burnpur	Un served	18.60	18.563
145		Private	Durgapur(Andal)	Underserved	0.03	0.032
146		IAF	Hashimara (3)	Unserved	0.00	0.000
147		IAF	Kalaikunda (3)	Unserved	0.00	0.000
			Total			2215.12

Sites for aerosports

Microlight flying:

1. Mysore,
2. Phagwada (Punjab),
3. Shahpura (Jaipur),
4. Secundrabad (Hyderabad) and
5. Jakkur (Bangalore).

Gliding activities in India

1. Gliding Centre Pune, Hadapsar, Pune.
2. Jharkhand Flying Institute at Ranchi, Deoghar, Dhanbad and Dumka.

Paragliding Sites in India

1. Bir Billing, Himachal Pradesh
2. Kamshet, Maharashtra
3. Panchgani, Maharashtra
4. Goa
5. Gangtok, Sikkim
6. Vagamon, Kerala
7. Nandi Hills, Bangalore
8. Manali, Himachal Pradesh
9. Mussoorie, Uttarakhand
10. Yelagiri, Tamil nadu
11. Panchgani, Madhya Pradesh
12. Nainital, Uttarakhand
13. Ranikhet, Uttarakhand
14. Shillong, Meghalaya
15. Bedni Bugyal, Uttarakhand
16. Sanasar, J&K
17. Lahaul and Spiti, Himachal Pradesh
18. Arambol, Goa
19. Jaipur, Rajasthan.

Parasailing Sites In India

1. Himachal Pradesh

2. Uttarakhand
3. Rajasthan
4. Maharashtra
5. Kerala
6. Goa
7. Karnataka

Hot Air Ballooning

1. Lonavala, Maharashtra
2. Goa
3. Hampi, Karnataka
4. Purshkar and Jaipur, Rajasthan
5. Damdama Lake, Sohna, Neemrana, Delhi
6. Manali, Himachal Pradesh
7. Agra, Uttara Pradesh
8. Darjeeling

Skydiving Sites in India

1. Aamby Valley, Maharashtra
2. Deesa, Gujarat
3. Dhana, Madhya Pradesh
4. Narnaul, Haryana
5. Bir Billing, Himachal Pradesh
6. Mysore, Karnataka
7. Aligarh, Uttar Pradesh
8. Pondicherry, Tamil Nadu

MINUTES OF SEVENTH SITTING OF THE COMMITTEE ON ESTIMATES (2019-20)

The Committee held its Seventh Sitting on Monday, the 23rd December, 2019 from 1130 hrs. to 1350 hrs. in Committee Room No '2', Block 'A', Parliament House Annexe Extension Building, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat - Chairperson

MEMBERS

- 2 Shri Kunwar Danish Ali
- 3 Shri Pradan Baruah
- 4 Shri P.P. Chaudhary
- 5 Shri Nand Kumar Singh Chauhan
- 6 Shri P.C. Gaddigoudar
- 7 Dr. Sanjay Jaiswal
- 8 Shri Dharmendra Kumar Kashyap
- 9 Shri Mohanbhai Kalyanjibhai Kundariya
- 10 Shri Nani Kesineni
- 11 Shri Vinayak Bhaurao Raut
- 12 Shri Ashok Kumar Rawat
- 13 Shri Magunta Srinivasulu Reddy
- 14 Shri Rajiv Pratap Rudy
- 15 Shri Francisco Cosme Sardinha
- 16 Shri Jugal Kishore Sharma
- 17 Shri Dharambir Singh
- 18 Shri Parvesh Sahib Singh

SECRETARIAT

1. Dr. Preeti Srivastava – Joint Secretary
2. Shri Vipin Kumar – Director
3. Shri Sujay Kumar – Deputy Secretary

WITNESSES

REPRESENTATIVES OF THE MINISTRY OF CIVIL AVIATION

- | | | | |
|---|----------------------------|---|-----------------|
| 1 | Shri Pradeep Singh Kharola | - | Secretary |
| 2 | Shri Praveen Garg | - | AS & FA |
| 3 | Smt. Rubina Ali | - | Joint Secretary |

REPRESENTATIVES OF AAI

- | | | | |
|---|--------------------|---|-------------------|
| 4 | Shri A.K. Pathak | - | Member (Planning) |
| 5 | Shri Vineet Gulati | - | Member (ANS) |

2. At the outset, the Hon'ble Chairman briefed the Members about the subject to be discussed with the representatives of Ministry of Civil Aviation and Airports Authority of India (AAI). After a brief discussion, the representatives of Ministry of Civil Aviation and AAI were called in to depose before the Committee.

3. Before starting the proceedings, Members pointed out that the Chairman of AAI was absent from the Sitting without taking leave of absence from the Chairperson. The Secretary, Ministry of Civil Aviation informed that he was on leave and assured that in future it would not recur and due process would be followed.

4. Thereafter, the Hon'ble Chairman welcomed the witnesses and requested that a brief overview on the status of development works being carried out in airports in various parts of the Country may be given. He also drew the attention of the witnesses to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about the confidentiality of the proceedings of the Committee and requested to introduce themselves to the Committee before deposition.

5. The representative of the Ministry of Civil Aviation made a power point presentation to the Committee, entailing details of work relating to various airports of the Country including development of Greenfield airports and the Regional Connectivity Scheme UDAN, etc.

6. During the course of discussion, Members raised several queries regarding the status of development work in the airports in various parts of the Country, procedure for giving in-principle approval for Greenfield projects, the time taken between 'in-principle approval' till operationalisation of the airports. The Members desired to know the details of

airport projects which are under litigation and the progress of airports in different parts of the Country including Goa, Navi Mumbai, Pune, Jewar, Sindhu Durg, Rajkot, Vishakhapatnam, Alwar, Vijaywada, Kushingar, Hisar, Jammu, Kanpur, Patna and others. Members sought clarifications on issues relating to land acquisition and environmental clearances, auditing of the UDAN scheme and its VGF component. Among others, the Members inquired on the lack of air connectivity in different parts of the Country including North Bihar especially Raxaul.

7. Members also drew attention to the issue of inadequacy of pilots/flying clubs/pilot training schools in India and also to lack of coordination among defence and civilian authorities in operation of civilian commercial aircraft in airports under armed forces. To some of the queries of the Members, the witnesses duly responded. The Chairperson then asked the witnesses to furnish detailed written replies on points to which they could not readily respond within a fortnight.

8. The verbatim proceedings were kept on record.

The Committee then adjourned.

MINUTES OF EIGHTH SITTING OF THE COMMITTEE ON ESTIMATES (2020-21)

The Committee sat on Thursday, the 19th November, 2020 from 1300 hrs. to 1415 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat – **Chairperson**

MEMBERS

- 2 Shri Kunwar Danish Ali
- 3 Shri Sudharshan Bhagat
- 4 Shri Ajay Bhatt
- 5 Shri P.P. Chaudhary
- 6 Shri Nand Kumar Singh Chauhan
- 7 Shri Thiru Dayanidhi Maran
- 8 Shri Pinaki Misra
- 9 Shri K. Muraleedharan
- 10 Col. Rajyavardhan Singh Rathore
- 11 Shri Vinayak Bhaurao Raut
- 12 Shri Magunta Srinivasulu Reddy
- 13 Shri Rajiv Pratap Rudy
- 14 Shri Francisco Sardinha
- 15 Shri Kesineni Srinivas
- 16 Shri Parvesh Sahib Singh Verma

SECRETARIAT

1. Smt. B. Visala - Director
2. Shri R.S. Negi - Deputy Secretary

WITNESSES

- | Sl No. | Name | Designation |
|--------|----------------------------|--|
| 1. | Shri Pradeep Singh Kharola | - Secretary, MOCA (Ministry of Civil Aviation) |
| 2. | Shri Arvind Singh | - Chairman, AAI (Airports Authority of India) |
| 3. | Shri Arun Kumar | - DG, DGCA (Directorate General of Civil Aviation) |

4. Shri M.A. Ganapathy - DG, BCAS (Bureau of Civil Aviation Security)
5. Shri Shailesh Kumar Pathak - CCRS (Chief Commissioner of Railway Safety)
6. Ms. Rubina Ali - Joint Secretary, MOCA
7. Shri Amber Dubey - Joint Secretary, MOCA
8. Shri Rajiv Bansal - CMD, AI (Air India)

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee and briefed them of the agenda of the sitting viz. further evidence of the representatives of the Ministry of Civil Aviation (MOCA) on the subject "Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country". He then directed that the representatives of the Ministry of Civil Aviation (MOCA) be called in.

3. The Chairperson welcomed the representatives of MOCA and drew their attention to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' regarding the confidentiality of the proceedings of the Committee and asked Secretary, MOCA to introduce themselves.

4. Thereafter, Secretary, MOCA made a brief power-point presentation covering various aspects of the subject which interalia included key challenges faced by civil aviation sector as a result of covid-19 pandemic, Vande Bharat Mission, overview of Human Resources in the civil aviation sector, estimates and projection of requirement of human capital and job opportunities in various capacities in the aviation sector, position of Flying Training Organisations in the country, status of development of existing airports by AAI, development/expansion of existing PPP airports and development of Greenfield airports in the country.

5. Thereafter, the Members raised various queries on the issues such as reason for undue delay in completion and inauguration of various new airports in various parts of the country, information on the number of aircrafts operating and no. of scheduled flights prior to lockdown and after unlock, grim prospect of private airlines, airlines going bankrupt, privatization of airports in the country, privatization of Air India, policy paralysis, etc.

6. The representatives of the Ministry responded to the queries raised by the Members. The Chairperson asked the representatives of the Ministry to furnish written replies to the points for which information was not readily available within two weeks.
7. The verbatim proceedings of the sitting has been kept on record.

The Committee then adjourned.

MINUTES OF NINTH SITTING OF THE COMMITTEE ON ESTIMATES (2020-21)

The Committee sat on Tuesday, the 8th December, 2020 from 1130 hrs. to 1325 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat – **Chairperson**

MEMBERS

- 2 Shri Kunwar Danish Ali
- 3 Shri Sudharshan Bhagat
- 4 Shri Ajay Bhatt
- 5 Shri P.P. Chaudhary
- 6 Shri Nand Kumar Singh Chauhan
- 7 Shri Dharmendra Kumar Kashyap
- 8 Shri Pinaki Misra
- 9 Shri Kamlesh Paswan
- 10 Col. Rajyavardhan Singh Rathore
- 11 Shri Vinayak Bhaurao Raut
- 12 Shri Rajiv Pratap Rudy
- 13 Shri Francisco Cosme Sardinha
- 14 Shri Kesineni Srinivas

SECRETARIAT

1. Smt. B. Visala - Director
2. Smt. A. Jyothirmayi - Additional Director
3. Shri R.S. Negi - Deputy Secretary

WITNESSES

Sl No.	Name	Designation
1.	Shri Pradeep Singh Kharola	- Secretary, MoCA (Ministry of Civil Aviation)
2.	Shri Arvind Singh	- Chairman, AAI (Airports Authority of India)
3.	Shri Arun Kumar	- DG, DGCA (Directorate General of Civil Aviation)

- | | | | |
|----|-----------------------------|---|--|
| 4. | Shri M.A. Ganapathy | - | DG, BCAS (Bureau of Civil Aviation Security) |
| 5. | Shri Aurobindo Handa | - | DG, AAIB (Aircraft Accident Investigation Bureau) |
| 6. | Shri Satyendra Kumar Mishra | - | Joint Secretary, MoCA |
| 7. | Ms. Rubina Ali | - | Joint Secretary, MoCA |
| 8. | Shri Amber Dubey | - | Joint Secretary, MoCA |
| 9. | Shri Rajiv Bansal | - | CMD, AI (Air India) |

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee and briefed them on the agenda of the Sitting viz further evidence of the representatives of the Ministry of Civil Aviation (MoCA) on the subject "Requirement of Human Capital & Physical Infrastructure to meet the growth of Civil Aviation Sector in India and Development of Airports in various parts of the Country". He then directed that the representatives of the Ministry of Civil Aviation be ushered in.

3. The Hon'ble Chairperson welcomed the representatives of MoCA and drew their attention to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about the confidentiality of the proceedings of the Committee and asked Secretary, MoCA to introduce themselves.

4. The Secretary, MoCA made a brief power point presentation to the Committee entailing a brief overview of the Sector, updates on physical infrastructure to meet the growth of civil aviation sector pertaining to Pune, Sindhudurg, Calicut, Jewar, Patna, Bihta, Chennai, Madurai, Coimbatore, Vijayawada, Trichy, Tuticorin, Vellore, Thanjavur, Pithoragarh, Gauchar and Chinyalisaur airports and finally on the challenges faced by the airport sector.

5. Thereafter, one Member of the Committee made a brief power point presentation on the Aero Club of India (ACI) regarding its origin, purpose, contribution of ACI in Indian Aviation sector and Govt. assistance to ACI etc. Members raised several queries on issues relating to flying training schools, Policy for training school, low connectivity, runway expansion, Terminal building at various airports and timeline for completion, need for coordination with state Governments on land acquisition for construction of airports and

problem of funding, issue regarding cargo, training programme and recruitment of pilots, quality of materials used in construction of airports and various other related matters.

6. The representatives of the Ministry responded to the queries raised by the Members. The Chairperson asked the representatives of the Ministry to furnish written replies to the points for which information was not readily available.

7. The verbatim proceedings of the Sitting has been kept on record.

The Committee then adjourned.