

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 339
(TO BE ANSWERED ON THE 6th February 2023)

MODERNISATION OF VARIOUS AIRPORTS IN TAMIL NADU

339. SHRI P. WILSON

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether Ministry has taken active steps to establish a second airport in Chennai, to make Madurai Airport an international airport, establishment of Hosur airport, extension of Trichy and Coimbatore airports and looked into the functioning of airports in Salem, Neyveli, Vellore, Ramnad, and Tanjore as envisaged under the UDAN Scheme;
- (b) the steps Ministry has taken to ensure safety of aircrafts and whether the tariff authorities have taken steps to control the prices for travelling by airplanes; and
- (c) if so, the details thereof, if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(GEN. (DR) V. K. SINGH (RETD))

(a): As per Greenfield Airports Policy, 2008, Tamil Nadu Industrial Development Corporation Limited (TIDCO), a Government of Tamil Nadu Enterprise has submitted an application in August, 2022 to Ministry of Civil Aviation (MoCA) for grant of 'Site-Clearance' for development of Greenfield airport at Parandur, Kancheepuram District, Tamil Nadu. The same has been circulated for stakeholders' consultation.

Declaration of an airport as International Airport depends upon traffic potential and demand from airlines for operation of international flights, besides various other infrastructural requirements. Madurai airport is a Customs airport and all the designated Indian carriers are free to mount operations from Madurai to foreign destinations under the ambit of bilateral Air Service Agreements (ASA) concluded by India with foreign countries. With respect to foreign airlines, operations are governed by bilateral ASAs between India and the country of the foreign airline concerned. Any foreign airline can operate from a point in India if it is designated as a point of call in the ASA.

Hosur Airport is owned by Taneja Aerospace and Aviation Limited (TAAL). In the 1st round of bidding under Regional Connectivity Scheme (RCS) - Ude Desh ka Aam Nagrik (UDAN), a bid was received for the routes 'Chennai- Hosur-Chennai' under UDAN. Hosur airport falls within 150 Kms of Kempegowda International Airport (KIA), Bengaluru for which a Concession Agreement (CA) has been signed between

Government of India and Bangalore International Airport Limited (BIAL). The CA does not permit for development/improvement/upgradation of a new or existing airport (except for Mysore and Hassan airports) within an aerial distance of 150 kilometers of KIA before 2033. Therefore, this route from Hosur was not awarded and Hosur airport was deleted from UDAN document for future rounds of bidding.

For Trichy Airport, Airports Authority of India (AAI) has requested State Government of Tamil Nadu (GoTN) for providing 512.52 acres of land for extension of Runway along with approach light system for the operation of Code-E type of aircraft, Runway Strip, Apron, Terminal Building, Cargo Complex, DVOR and other city side ancillary buildings. Out of the total land requested, only 40.93 acres of land has been handed over to AAI by GoTN. AAI is undertaking the construction of New Integrated Terminal Building at Trichy airport.

For Coimbatore Airport: AAI has requested State Government of Tamil Nadu (GoTN) for providing 627.89 acres of land for extension of runway for the operation of Code-E type of airport, new terminal building, apron and associated infrastructure on the other side of the Runway. The land is yet to be handed over by GoTN.

In the state of Tamil Nadu, 5 (five) airports namely Salem, Neyveli, Tanjore, Vellore and Ramnad have been awarded for up-gradation for the operation of RCS flights under UDAN. Licensing of Neyveli and Vellore is in progress. RCS flights from Salem have commenced. For Tanjore, land is yet to be handed over by IAF and at Ramnad, land is yet to be handed over by GoTN.

(b) & (c): Directorate General of Civil Aviation (DGCA) is responsible for regulating the safety of aircraft in the country. DGCA has a laid down mechanism of conducting surveillance, spot checks, night surveillance etc. of the airlines to ensure safety of aircraft.

Airfares are dynamic in nature and are determined by Airlines under the provision of Sub Rule (1) of Rule 135 of Aircraft Rules 1937, considering all relevant factors, including the cost of operation, characteristics of service, reasonable profit and the generally prevailing tariff like Landing charges, Parking charges, User Development Fee (UDF) etc. Government of India has established Airports Economic Regulatory Authority (AERA) to determine the tariffs in respect of aeronautical services provided at major airports in the country. AERA determines aeronautical tariff including UDF based on traffic projection made by an airport operator for a given control period of five years, fair rate of return on investment and provisions to meet operation and maintenance cost. Similarly, Ministry of Civil Aviation determines aeronautical charges in respect of non-major airports of AAI.
