

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA**

**UNSTARRED QUESTION NO. : 4512
(To be answered on the 22nd March 2018)**

Improvement in Air Connectivity

**4512. SHRI BHARTRUHARI MAHTAB
SHRI RAHUL SHEWALE
SHRI SANJAY DHOTRE**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government has conducted any study to identify un-served and under served areas of the country for improvement of air connectivity during the last three years and the current year;
- (b) if so, the details and outcome thereof, State/UT-wise and if not, the reasons therefor;
- (c) whether the cases of deviation of Route Dispersal Guidelines by various Airlines have come to the notice of the Government during the said period;
- (d) if so, the details thereof along with the action taken/being taken thereon, Airline-wise;
- (e) the present status of the development of Greenfield Airports that have been granted approval during the said period; and
- (f) the other steps taken/being taken by the Government to improve air connectivity in un-served and under served areas of the country?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

- (a) & (b): No such study has been carried out by this Ministry. However, Ministry of Civil Aviation has launched Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) on 21st October, 2016. The Scheme also mentions tentative list of underserved and unserved airports/airstrips. The primary objective of RCS is to facilitate/stimulate regional air connectivity by making it affordable supporting airline operators through:
- (i) Concessions by Central Government, State Governments and airport operators to reduce the cost of airline operations on regional routes / other support measures and
 - (ii) 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.

(c) & (d): Two cases of deviation in respect of Route Dispersal Guidelines (RDG) by Go Air and Vistara airlines came to the notice of Directorate General of Civil Aviation (DGCA) while analyzing the month wise compliance of RDG. Details of the deviations and the actions taken by the DGCA are as follows:

i) During the month of October 2016, it was observed that Go Air defaulted in complying the minimum requirements in CAT IIA category. The actual Available Seat per Kilometer (ASKM) deployment (%) in CAT IIA routes for Go Air was observed as 0.63% against minimum capability requirement of 1% in accordance with RDG issued by the Government.

ii) During the month of November 2017, it was observed that Vistara defaulted in complying the minimum requirements in CAT IIA category. The actual ASKM deployment (%) in CAT IIA routes for Vistara was observed as 0.40% against minimum capability requirement of 1% in accordance with RDG issued by the Government.

DGCA issued Show Cause Notice to both the airlines. The defaulted airlines completed their ASKM deployment in CAT IIA routes from next subsequent month onwards. Both the airlines are now compliant to the RDG requirements issued by the Government.

(e): This Ministry has granted in-principle approval for setting up of Greenfield airport at Dholera and Hirasar (Rajkot) in Gujarat, Dagadarthi (Nellore), Bhogapuram (Vizianagaram) and Oravakallu (Kurnool) in Andhra Pradesh and 'site clearance' approval for setting up of Greenfield Airport at Bhiwadi (district Alwar) in Rajasthan, Kothagudem (Khammam) in Telangana, Noida International Airport near Jewar in Uttar Pradesh and Singrauli in Madhya Pradesh during the last three years and the current year.

(f): RCS-UDAN is market driven mechanism. Development of regional air connectivity routes is left to market forces such that airlines undertake assessment of demand and nature of supply required on particular routes and lead the process under RCS.
