

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1185
(To be answered on the 27th July 2023)**

NON-OPERATIONAL AIRPORTS

**1185. SHRI HEMANT TUKARAM GODSE
SHRI GAJANAN KIRTIKAR**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether several airports developed with huge investment have not become fully operational in various parts of the country as on date;
- (b) if so, the details thereof, State-wise;
- (c) whether there are a large number of airports in various districts of the country including Maharashtra from where no flight takes off;
- (d) if so, the details thereof, State-wise and the reasons therefor; and
- (e) whether even UDAN Scheme could not prove useful in operationalising such airports and if so, the reasons therefor?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

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

(a) to (e): The Ministry of Civil Aviation has launched the Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Nagrik) on 21-10-2016 to stimulate regional air connectivity and making air travel affordable for the common man. The scheme operates through transparent bidding rounds and airports needing upgradation are developed under the "Revival of unserved and underserved airports" scheme. UDAN promotes affordability by providing concessions to airlines and financial support (Viability Gap Funding) for regional routes. Under Regional Connectivity Scheme (RCS) - Ude Desh ka Aam Nagrik (UDAN), 479 routes connecting 74 airports (including nine heliports and two water aerodromes) have been operationalised including flight operations from six (6) Airports in the State of Maharashtra namely Jalgaon, Kolhapur, Ozar (Nasik), Nanded, Gondia & Sindhudurg. Despite its success, certain airports may face operational challenges due to infrastructure limitations, demand-supply imbalances or geographical constraints etc.

Moreover, with the repeal of Air Corporation Act in March 1994, the Indian

domestic aviation was deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service and operate with the compliance of Route Dispersal Guidelines (RDGs) issued by Government. Hence, it is up to the airline operator for introduction of air services to / from any airport in country depending on their operational & commercial viability.
