

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1970
(To be answered on the 5th May 2016)**

OPERATION OF PRIVATE AIRLINES ON LUCRATIVE ROUTES

1970. **SHRI ANANDRAO ADSUL
SHRI RAHUL SHEWALE
SHRI SHRIRANG APPA BARNE
DR. SHRIKANT EKNATH SHINDE
SHRI ADHALRAO PATIL SHIVAJIRAO
SHRI B. SRIRAMULU**

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Supreme Court slammed the Union Government policy allowing private airlines to fly to lucrative destinations without putting them under the obligation of catering to less economical routes, if so, the details thereof;
- (b) whether the Union Government is aware that lucrative air routes are being given to the private airlines whereas the national carriers are operating in uneconomic and far-flung regions, if so, the details thereof;
- (c) whether the Government is not fulfilling its promise to rework the 22 years old route dispersal guidelines to force private airlines to provide link to smaller cities, if so, the details thereof and the reasons therefor;
- (d) whether there is an urgent need for honest scrutiny and revision of the allocation of air routes to public and private airlines; and
- (e) if so, the steps taken by the Government in this regard?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

(a) to (e): Hon'ble Supreme Court while hearing a Special Leave Petition (C) on the issue relating to connectivity/starting of flying operation between Delhi and Shimla, was of the opinion that there is a need to have a fresh look on the Route Dispersal Guidelines (RDGs). Accordingly, the Ministry has revised the RDGs by including Uttarakhand and Himachal Pradesh in Category - II Routes. RDG laid down by Government specifies that all scheduled operators,

including private airlines, are required to deploy in the Category-II routes (North Eastern region, Jammu & Kashmir, Andaman & Nicobar Islands Lakshadweep, Himachal Pradesh & Uttarakhand) at least 10% of the deployed capacity on trunk routes (Category-I routes). Further, at least 10% of the capacity thus required to be deployed on Category-II routes, is required to be deployed for connectivity exclusively within these regions. 50% of the capacity deployed on Category-II routes i.e. Category-III routes.

Scheduled domestic airlines are free to deploy their services on any domestic sector/route subject to the compliance of RDG issued by Government. DGCA is monitoring compliance of RDG on monthly basis and no case of deviation of the RDG by any domestic airlines have been observed as per the monthly traffic data analysis.
