

Corporate Status to International Airports

*45. SHRI SUNIL KHAN :
SHRI JAGDAMBI PRASAD YADAV :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any plan for giving corporate status to some of the international airports of the country;

(b) if so, the details thereof alongwith the criteria adopted for the selection of these airports for this purpose;

(c) the likely impact of such a decision on the employees of the Airports Authority of India;

(d) whether Hyderabad airport is also being considered for corporate status; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF TOURISM (SHRI ANANTH KUMAR) : (a) and (b) Yes, Sir. It has been decided to corporatise existing airports at Mumbai, Delhi, Chennai and Calcutta and the proposed new airport at Bangalore. These airports have been selected, in view of the fact that these airports handle a major chunk of the traffic to/from India and massive investments are required to restructure the airports to make them world class. This corporatisation will bring about effective changes in the management and contribute to the overall increase in the productivity and will be able to attract investments to improve the standards of service/facilities.

(c) The AAI is in the process of appointing Financial and Legal Consultants who will advise on the various aspects of corporatisation, including human resource aspect.

(d) and (e) Since the Government of Andhra Pradesh has plans to develop a new international airport near Hyderabad which would be a corporate entity, corporatisation of the existing airport at Hyderabad is not being considered.

[English]

Installation of Instrument Landing System

*46. SHRI MUFTI MOHAMMED SAYEED :
SHRI RAJENDRA AGNIHOTRI :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the airports on which category I, II and III Instrument Landing System has been installed;

(b) the advantages that have so far been derived from the installation of these sophisticated category II Instrument Landing System;

(c) whether the Government have assessed the financial loss suffered by the Air India, Indian Airlines and foreign airlines due to cancellation and postponement of their domestic as well as international flights due to 'heavy fog' in Delhi and Srinagar during December, 1998 and January, 1999;

(d) if so, the details thereof; and

(e) the steps proposed to be taken to facilitate the landing of aircraft even in the heavy fog by imparting training to its pilots?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF TOURISM (SHRI ANANTH KUMAR) : (a) Category I Instrument Landing System (ILS) has been provided at Agra, Amritsar, Ahmedabad, Aurangabad, Bhubaneswar, Bangalore, Bhopal, Khajuraho, Calcutta, Chennai, Coimbatore, Calicut, Dibrugarh, Delhi (Runway 28 and 10), Guwahati, Hyderabad, Imphal, Indore, Jaipur, Jammu, Lucknow, Mangalore, Mumbai, Nagpur, Patna, Ranchi, Rajkot, Trichy, Trivandrum, Varanasi and Vadodara airports.

Category II System has been provided at Delhi airport (Runway 28 end). No airport has Category III ILS at present.

(b) Diversions of aircraft when Runway Visual Range (RVR) is less than 600 mts. and more than 350 mts. are avoided with the installation of Category II ILS System.

(c) and (d) The Financial loss on account of disruption of flights because of fog is being ascertained.

(e) Detailed guidelines have been circulated by the DGCA to all the concerned airlines prescribing the requirements for granting authorisation to pilots for conducting Category II and Category III A operations.

Pak attempt to capture Indian Post in Slachin

*47. SHRI AJAY KUMAR S. SARNAIK :
SHRI PRITHVI RAJ D. CHAVAN :

Will the Minister of DEFENCE be pleased to state: