

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:1882

ANSWERED ON:05.08.2010

AIRPORTS WITHOUT LICENSE

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Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether over forty airports are running in the country without a safety license;
- (b) if so, the details thereof;
- (c) the action taken against the authorities responsible for operating airports without obtaining license; and
- (d) the steps taken to ensure safety of lives and property of passengers?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION(SHRI PRAFUL PATEL)

(a) & (b) There are about 53 operational airports of Airports Authority of India (AAI) out of which 47 airports are used for scheduled/regular flight operations. There are 5 airports of AAI which have obtained license from DGCA.

There are 9 licensed airports belonging to Joint Venture Companies (JVCs), State Government and others, out of which 6 are being used for scheduled flight operations. In addition to this, there are 22 Defence airfields where Civil Enclaves are there to handle civil flight operations, out of which 20 are being used for scheduled flight operations. One airport is under Ministry of Defence managed by Hindustan Aeronautical Limited (HAL) at Nasik. These Defence airports are not licensed.

(c) & (d) Does not arise. Provision for licencing of aerodromes existed in Aircraft Rules prior to 2004, however, aerodromes belonging to AAI/Government were exempted from licencing requirement as these were in operation as per ICAO regulations and guidelines. Amendment in 2004, made licencing mandatory for all the airports, including AAI/ Government, however, these are allowed to operate until they obtain licences. The provision is amended Aircraft Rules had the requirement of obtaining the license for existing operational aerodromes by the date notified in this regard.

The said date had been extended from time to time as the licensing procedure is lengthy and took time. Therefore, as on date the aerodrome which had not been licensed can continue to operate legally and safely until they obtaining the license. Moreover, Surveillance of aerodromes has been carried out regularly as per the annual surveillance programme. In addition to this, inspection of the aerodrome is also carried out as and when some deficiency comes to the notice. Furthermore, the following steps have been initiated to enhance the safety at the aerodromes with the aerodrome operators:

(i) Provision of Runway End Safety Area (RESA), (ii) Ensure proper marking on runway, (iii) Proper maintenance of basic strip and ensuring Frangibility criteria, (iv) Periodic calibration of Nav. aids, (v) Maintenance of runway surface within appropriate friction level, (vi) Removal of obstructions and proper marking and lighting of permissible obstacles and (vii) Safety risk assessment in respect of non-compliances