

involving parallel operations (ii) Rationalization of certain loss making routes (iii) Induction of brand new aircraft on several domestic and international routes to increase passengers appeal (iv) Phasing out of old fleet and consequential reduction of maintenance and engineering costs (v) Return of leased aircraft at the end of their tenure or prematurely (vi) Freezing of employment in non-operational areas (vii) Redeployment of staff to cut in-fructuous expenditure (viii) Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights.

Greenfield airport projects in Andhra Pradesh

2488. SHRI Y. S. CHOWDARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of Greenfield airport projects sanctioned during the last three years in the country and their present status;

(b) whether Government has sanctioned any Greenfield airport project in Andhra Pradesh;

(c) if so, the details thereof and if not, the reasons therefor;

(d) the quantum of funds released for the same during the last three years;

(e) whether there has been an inordinate delay in implementation of these projects; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) In the last three years, Government of India (GoI) has granted 'in principle' approval to three Greenfield airport projects namely, Karaikal in Pudducherry (2011), Shirdi in Ahmednagar District, Maharashtra (2011) and Aranmula in Kerala (2012).

(b) and (c) A Greenfield airport namely, Rajiv Gandhi International Airport, Hyderabad has already been made functional. In addition, GoI has granted 'site clearance' to M/s Prakasham Airport Pvt. Ltd. for setting up of a Greenfield airport at Ongole, Prakasham District in Andhra Pradesh.

(d) to (f) Necessary action for project development, including acquisition of land, financing of the airport project, etc. is taken by the respective airport promoter.

The timeline for construction of airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc. by the individual operator.

Sale of Boeing 777 Aircrafts by AI

2489. SHRI S. THANGAVELU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has approved the proposal of Air India (AI) to go ahead with the sale of its five long haul Boeing 777 aircrafts;

(b) if so, the details thereof;

(c) whether it is also a fact that the sale proceeds would be utilized by Air India to partly meet its huge debt and liabilities of over Rs. 20,000 crore; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) Yes, Sir. Government has approved the proposal to sell 5 B777-200LR aircraft of Air India to Etihad Airways for an amount of USD 336.5 million (Rs. 2019 crores).

(c) and (d) Yes, Sir. A large part of the sale proceeds of these aircraft will go towards repayment of aircraft loans and the balance surplus generated will be utilised by Air India for its working capital requirements.

Vacant posts in PSUs and DGCA

2490. SHRI SALIM ANSARI:

SHRI JAI PRAKASH NARAYAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that top posts of Public Sector Undertakings (PSUs) and Directorate General of Civil Aviation (DGCA) under the Ministry are lying vacant for quite some time;

(b) if so, the names of such PSUs and reasons for not filling these posts with regular incumbents; and

(c) the details of efforts being made to fulfil the vacant posts of top executives in various PSUs and DGCA?