

interference through regulations, practices and procedures which take into account the safety, regularity and efficiency of flights. Necessary steps are taken to accord highest priority to aviation security (AVSEC) in the country. Bureau of Civil Aviation Security (BCAS) has been established and is in existence since 1987. The Aircraft Security Rules, 2011 provide legal structure and clearly define responsibilities and methods of implementation. Commissioner of Security (Civil Aviation) has been designated as appropriate authority to be responsible for the development, implementation and maintenance of a comprehensive policy on aviation security as per NCASP.

(c) Yes, Sir.

(d) States/UT Governments are responsible for implementation of measures laid down in NCASP in the airports in their respective jurisdiction. However, the CISF has been inducted at 59 airports. Other airports are covered by State/UT Police.

(e) Yes, Sir.

(f) The details of the Comprehensive Security Review cannot be given as the matter is of secret in nature.

#### **Delay in greenfield airports projects**

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

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

(b) the details of funds released for the same during the last three years;

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

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) During last three years, Government of India has so far granted 'in-principle' approval for setting up of Greenfield airports at Shirdi in Maharashtra; Aranmula in Kerala; Kushinagar in Uttar Pradesh; and Karaikal in Puducherry.

(b) Funding for the Greenfield airports is arranged by the respective promoters. Government of India does not allocate any fund for this. However, Airports Authority of India is setting up a Greenfield Airport at Peking in Sikkim at an estimated project cost of Rs. 309.46 crore out of which Rs. 278.51 crore have been allocated as budgetary support from Central Government.

(c) and (d) As per the policy for Greenfield airports, necessary action for project development, including acquisition of land, etc. is taken up by the respective airport promoters. Further, the timeline for construction of airport projects depends upon various factors such as land acquisition, availability of mandatory clearances, financial closure, etc. by the individual operators.

#### **Upgradation of Dabolim airport in Goa**

477. SHRI SHANTARAM NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the construction work of upgradation/renovation of Dabolim airport in Goa has been completed;

(b) if not, the present status of the construction work;

(c) the details of the facilities proposed to be provided when the project is fully completed;

(d) the total cost of the project;

(e) how much land Indian Navy has made available to the Airport Authority for the purpose; and

(f) by when the project is proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No, Sir.

(b) 82 per cent of work on the construction of New Integrated Terminal Building, Multi-level car park, corridors connecting the aerobridges etc. has been completed.

(c) When the project is fully completed, it will have all modern facilities for passenger handling like more aerobridges, corridors connecting the aerobridges, Multi-level car park etc. The new Terminal Building will also have the upgraded aircraft handling facilities like a parallel taxi track etc.