

**BUDGETARY SUPPORT FOR EXPENDITURE IN OTHER CRUCIAL AREAS
(Rs. in crores)**

S.No.	Name of Airport	BE 2005-06	RE 2005-06	Annual Plan 2006-07
1	Jammu	0.12	0.32	1.06
2	Leh	1.21	0.26	1.03
3	Srinagar	9.00	17.00	25.00
4	Amritsar	11.59	19.50	0.00
5	Aurangabad (Assistance from JBIC, Japan)	1.00	0.25	1.00
	Total	22.92	37.33	28.09
	Budgetary Support (100% of Expenditure in Other Crucial Areas)	22.92	37.33	28.09
	Total: Budgetary Support	30.00	45.25	42.91
	NEC Grant	10.62	11.88	22.24

BUDGETARY SUPPORT AND NEC GRANT FOR EXPENDITURE IN NER

S.No	Name of Airport	BE 2005-06	RE 2005-06	Annual Plan 2006-07
1	Agartala	0.10	0.05	0.50
2	Barapani	0.00	0.10	0.10
3	Dibrugarh	6.25	7.00	21.11
4	Dimapur	1.59	0.32	0.51
5	Guwahati	5.55	4.66	8.42
6	Lilabari	0.41	0.41	0.75
7	Silchar	2.05	6.00	4.60
8	Imphal	1.75	1.25	1.00
9	Jorhat	0.00	0.00	0.06
10	Rupsi	0.00	0.00	0.01
	Total	17.70	19.80	37.06
	Budgetary Support (40% of expenditure)	7.08	7.92	14.82
	NEC Grant (60% of expenditure)	10.62	11.88	22.24

STATUS OF AIRPORTS IN ARUNACHAL PRADESH

i) Itanagar

There is no airport in the capital city of Itanagar. State Govt has suggested two sites in the past and both the sites were inspected by AAI and were considered not suitable for development of an airport for B-737 type of aircraft as demanded by State Govt. However, State Govt was suggested to identify another suitable site for 50-seater type of aircraft. The response is awaited from State Govt. It is also mentioned that nearest airport to Itanagar is Lilabari in Assam which is about 65 Km by road.

ii) Passighat

The airport at Passighat belongs to AAI and was suitable for D-228 (20 seater type of aircraft.) The runway was made from PSP sheets which have been removed by State Govt for constructing a cement concrete runway and estimates prepared by State PWD has been sent to NEC for getting administrative approval & expenditure sanction. The approval is awaited. Presently, airport is not fit for aircraft operations.

iii) Tezu

The airport at Tezu belongs to state govt and air traffic services are provided by IAF. The airport is suitable for 50 seater type of aircraft operations in fair weather conditions. The terminal facilities available are just adequate for 50 seater operations and need some modification. There is no commitment from scheduled airline to operate through this airport.

iv) Zero

The airport at Zero belongs to state govt and air traffic services are provided by IAF. The airport is suitable for 20-seater type of aircraft operations in fair weather conditions. The terminal facilities available are just adequate for 20 seater operations and need some modification. There is no commitment from scheduled airline to operate through this airport.

v) Along

The airport at Along belongs to state govt and air traffic services are provided by IAF. The airport is suitable for 20 seater type of aircraft operations in fair weather conditions. The terminal facilities available are just adequate for 20 seater operations and need some modification. There is no commitment from scheduled airline to operate through this airport.

vi) Daparizo

The airport at Daparizo belongs to state govt and air traffic services are provided by IAF. The airport is suitable for 20 seater type of aircraft operations in fair weather conditions. The terminal facilities available are just adequate for 20 seater operations and need some modification. There is no commitment from scheduled airline to operate through this airport.

Presently, Pawan Hans Ltd. is operating helicopter services through above mentioned airports and helipad at Itanagar.

CAPITAL INVESTMENT IN THE NORTH EAST REGION ON THE DEVELOPMENT OF AIRPORTS.

Rs in Crores

PLAN PERIOD	INVESTMENT	NEC GRANT (60%)	MCA BUDGETARY SUPPORT (40%)
IXth Plan 1997-2002	133.00	72.00	61.00
Xth Plan 2002-2007	95.35 Upto 2005-06.	48.00	47.35
2006-2007 (Proposed)	62.24	40.00 against Silchar & Dibrugarh Airport.	22.24

Note : Rs 40.00 Crores is also expected from NEC against balance dues

xplan - Rs 157.59 Crores
 1x plan - Rs 133.00 crores.