

renovating its offices in various buildings in Delhi during the year 1987 and so far in 1988;

(b) the amount of money spent during the years 1985 and 1986 for the same purpose in Delhi; and

(c) the steps taken to cut the expenses?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA): (a) and (b) During the calendar years 1985,, 1986 1987 and 1988 so far the following amounts have been spent on renovation/decoration of buildings by Air India in Delhi; (Rupees in lakhs)

| Year | Airport | City | Total |
|-------|---------|---------|-------|
| 1985. | 0 50 | 136 | 2 16 |
| 1986. | *25-63 | 0.91 | 26.54 |
| 1987. | 3-19 | **54 95 | 5814 |
| 1988. | | | |

Shifting to the new office at International Terminal-H
**Shifting to the new office at Jeevan Bharati building.

(c) As an international airline competing with foreign carriers, it is necessary for Air India to maintain a certain image. However, every effort is being made to economise expenditure not only on renovation/decoration but also in other areas.

Net earning from London-Nwe York flight by Air India

235. SHRI RAJNI RANJAN SAHU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the net yield for the year 1987-88 for sector London-Delhi-London, London-Bombay-London, London-New York-London;

(b) whether it is a fact that Air India freight on the above sector is presently the lowest;

(c) if so, the reasons therefor; and

(d) what has been the net yield for the previous three years?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA): (a) The average net yield in respect of Cargo for the year 1987-88 (April to December) for sectors London-Delhi-London, London-Bombay-London and London-New York-London is as below:

| | (Rs./Kg.) |
|------------------------|-----------|
| London-Delhi-London | 28-60 |
| London-Bombay-London | 34.60 |
| London-New York-London | 9.20 |

(b) No, Sir. Air India applies IATA rates which are the same for all carriers.

(c) Does not arise.

(d) Net yield in respect of cargo traffic on the above sectors for the last three years has been as under:

| Sector | 1985-86 | (1986-87 (April/ December) | 1987-88 |
|------------------------|---------|-------------------------------|---------|
| London-Delhi-London | 30.40 | 37-85 | 28 60 |
| London-Bombay-London | 33 20 | 34.60 | 34-60 |
| London-New York-London | 12 .60 | 11 20 | 9 20 |