

(c) There is no cutting back of Air India flights on this sector.

(d) The broad parameters adopted by Air India for determining routes include Market requirement, propensity of the route to generate feeder traffic/revenues on the other routes in the network & to support the airline's alliance plans, Estimated passenger carriage/revenue based on market dynamics, estimated profitability from the identified route in terms of suitable aircraft, crew and Engineering support.

(e) No, Sir.

(f) Does not arise.

Production of aviation related equipments

126. DR. JANARDHAN WAGHMARE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether India is self-reliant in aviation-related equipment productions;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(a) No, Sir.

(b) Does not arise.

(c) Though there are many organizations in the country involved in manufacturing of aviation related equipment, these activities are at such a small scale that India cannot be considered to be still self reliant. Absence of bulk demand from industry and lack of development in metallurgical sector are major factors for slow growth in this field.

Compensation to families of Mangalore air crash victims

127. SHRIMATI T. RATNA BAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India gives interim compensation to families of six air crash victims of recent Mangalore incident;

(b) if so, the details thereof;

(c) the parameters adopted therefor; and

(d) the guidelines existing in this regard?