

Mumbai with single runway operations is 30 movements per hour and that with cross runway is 32 movements per hour. However, MIAL has commissioned a study to frame an institutional mechanism to enhance the air traffic handling capacity at the airport.

**Air fare for evacuation from Egypt**

333. SHRI BALWINDER SINGH BHUNDER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Indian nationals who had to be evacuated from Egypt recently due to civil turmoil in that country by Indian Airlines;

(b) the air fare charges by Indian Airlines per passenger as against the normal air fare from that country to the destination in India; and

(c) whether it is a fact that no concession in airfares was given to the Indian citizens who had to be evacuated in emergent situation, if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Air India evacuated 749 passengers (including 2 infants) by operating three flights.

(b) and (c) The fare charged was only to cover the direct cost (and not the total cost) of operating the flight on a “no profit” basis.

**Change of brand name by Air India Express**

334. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India is planning to re-brand its low-cost subsidiary Air India Express and shift its base to Kerala;

(b) if so, the details thereof;

(c) whether it is also a fact that earlier also the name of “Indian Airlines” was changed to “Indian” resulting into lot of criticism;

(d) if so, whether Government would take experts views from aviation experts on change of brand-name; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Air India has no plans to re-brand Air India Express. However, the airline has taken a decision to shift its headquarters to Kochi since it is operating more than 50% of its flights from Kerala. The relocation of headquarters and maintenance facilities to Kerala will enhance the operational standards of the airline apart from reduction of costs and movement of personnel, including cabin crew.

(c) The re-branding of erstwhile Indian Airlines was meant to communicate a bold striking progressive and distinctive image of the airline.

(d) and (e) Do not arise in view of (a) above.

#### **Meeting of AI Directors with PMO**

335. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some independent Directors of Air India have met some top officials of Prime Minister Office (PMO) recently;

(b) if so, the details and reasons therefor;

(c) whether it is unprecedented, unwarranted and un-called for on the part of the independent Directors to meet officials of PMO on Air India's problems; and

(d) if so, the action taken or proposed to be taken against the independent Directors?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) to (d) The Independent Directors of Air India had sought an appointment with the Principal Secretary to the Prime Minister to informally discuss matters relating to the airline. They met him on 1.11.2010.

#### **Package for Air India**

336. SHRI RAJKUMAR DHOOT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has given a package of 1,200 crores to Air India to tide over its financial difficulties;

(b) if so, the details thereof; and

(c) what ails Air India and the steps proposed to be taken to make it self-reliant, efficient, competitive and role model of world class air service?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Government has infused an amount of Rs. 1200 crores in January, 2011 as equity in Air India with a view to address the debt equity ratio and give flexibility to the company in its financial restructuring.

(c) Air India is passing through financial crisis because of increase in fuel prices, interest and depreciation costs, wage bill as well as leasing and maintenance cost. The turnaround plan prepared by the company focuses on cost reduction/revenue enhancement, fleet rationalization, route profitability and manpower rationalization and other structural changes.