

Other Schemes

- Scheme for Implementation of Protection of Civil Rights Act 1955, and Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989
- Pradhan Mantri Adarsh Gram Yojana (PMAGY)
- Assistance to Voluntary organisations working for Welfare of SCs
- Dr. Ambedkar Foundation

(b) and (c) The actual expenditure under the schemes for the development of SCs during 2010-11 was Rs.3327.12 Cr. as against the B.E of Rs.3325.00 Cr. The B.E for 2011-12 is Rs.4051.00 Cr. and expenditure up to 02-12-2011 is Rs.2396.24 Cr.

(d) The Ministry is monitoring the implementation of these schemes through, (i) field visits to States, (ii) Quarterly/Half Yearly/Annual Reports, (iii) utilization certificates and (iv) Annual Review meeting with the States.

Bailout package to Air India

1737. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is giving a bailout package to Air India; if so, the total amount of the bailout package and the future strategy to improve the performance of Air India;

(b) the profit and loss account of Air India, Alliance Airlines and Air India Express for last three years; and

(c) the steps being taken to cut the unnecessary expenditure of Air India and to improve the in-flight service of Air India?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) Government has so far infused fresh equity of Rs.3200 crore in Air India.

(b) The losses incurred by Air India, Alliance Air and Air India Express during the last four years are as under:

Year	Air India	Alliance Air	Air India Express
2007-08	2226.16	59.16	65.94
2008-09	5548.26	21.23	339.60
2009-10	5552.44	41.54	360.69
2010-11 (Prov.)	6865.17	29.12	391.00

(c) In order to improve its operating and financial performance, Air India has taken various steps such as Rationalization of routes to cut losses, induction of new aircraft on international routes to increase passenger appeal, phasing out of old fleet and consequential reduction in maintenance cost, return of leased aircraft at the end of their tenure or prematurely, enhanced utilization of the new fleet resulting in production of higher ASKMs, Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights, Increase in passenger/cargo revenue, excess baggage revenue through aggressive sales & marketing efforts including for attracting government traffic and upgradation of IT Infrastructure and stations. On the directions of Group of Ministers(GoM), Air India had prepared its Turn Around Plan(TAP) and Financial Restructuring Plan(FRP), which has been examined by a Group of Officers(GoO). The recommendations of GoO have been referred by the GoM for RBI's examination and regulatory forbearance.

Review of DGCA Cadre

1738. SHRI AVINASH RAI KHANNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has reviewed the Cadre of Directorate General of Civil Aviation (DGCA) as per international norms; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) and (b) Yes, Sir. International Civil Aviation Organization conducted an audit of DGCA in October 2006 which indicated acute shortage of technical manpower in DGCA. In this regard a feasibility study for the Establishment of a Civil Aviation Authority in India in place of Directorate General of Civil Aviation (DGCA) was carried out by ICAO. The report of the study recommends the setting up of an autonomous Civil Aviation Authority (CAA) with administrative and financial flexibility to meet functional requirements of an effective safety oversight system.

Based on the study, the Government is considering establishing a Civil Aviation Authority (CAA) in India in place of DGCA. In the meanwhile, a total of 427 Group 'A' and 48 Group 4B' posts were created in May, 2009 in DGCA. Recruitment to these posts, in a phased manner, has been initiated.