

(c) the present inventory of Pawan Hans with regard to helicopters and their operation-profile relating to optimum utilization of built-in anticipated full capacity?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No sir, No such plan at present.

(b) Does not arise.

(c) At present Pawan Hans has 45 helicopters of its own. Further, 2 new Mi 172 helicopters received are under clearance by DGCA. Regarding operational profile, Pawan Hans has been providing its services in areas of Offshore Oil and Gas E & P, North East, State Govts., Inter-island connectivity, Passenger Transportation etc. Further, in order to promote heli tourism in the country, Pawan Hans has taken various initiatives in the area of promoting tourism and providing connectivity to inaccessible areas.

Suspension of flying licence of Kingfisher Airlines

2646. SHRI AVINASH PANDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware of suspension of the flying licence of Kingfisher Airlines on 21 October, 2012;

(b) whether Government is aware of its impact on the passengers using air transport having to pay more due to increase in fares during the festive season;

(c) if so, what is Government's plan to solve this problem; and

(d) whether Government is planning to revive Kingfisher's licence in the near future as it will otherwise expire on 31 December, 2012?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Yes, Sir.

(b) and (c) Airfares have not gone up only due to suspension of Kingfisher Airline. There are other reasons for fluctuation in airfares which includes hike in ATF prices, Airport Development Charges, Passenger Services Fee, Foreign exchange rates, Service Tax, etc. Fluctuations in any of these components affect the airfares. Scheduled airlines offer different fare buckets for each flight and the airfares offered by the airlines in lower bucket are affordable. The airfares increase with the increase in demand for seat, as the lower fare buckets get sold out fast.

With a view to maintain transparency in tariff publication, DGCA has issued Air Transport Circular 2 of 2010 wherein airlines were asked to display on their respective website the tariff sheet route-wise across its network in various fare categories in the manner it is offered in the market. The intention behind the above directions is to keep the passengers informed of pricing pattern of airlines.

(d) The revival of the Kingfisher Airline will depend on the submission of a concrete and reliable revival plan ensuring safe, reliable, efficient and sustainable scheduled air transport services to the satisfaction of Directorate General of Civil Aviation (DGCA).

Withdrawal of air services on profit making routes by AI

2647. SHRI AAYANUR MANJUNATHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has withdrawn from a number of routes including some profitable ones during the last three years;

(b) if so, the details thereof and the reasons therefor, route-wise;

(c) whether the average employee aircraft ratio in Air India is on the higher side as compared to other aviation operators in the country; and

(d) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) No, Sir.

(b) Does not arise.

(c) and (d) As on 31.01.2012, the aircraft to employee ratio in Air India was 1:237. There is no benchmark for aircraft: employee ratio in the industry. It varies from airline to airline depending upon the nature and extent of functions performed in house as well as the operational network of that airline. Most of the airlines have outsourced majority of their non-core functions such as aircraft major maintenance activities, ground handling activities, vigilance, transport, medical, civil engineering, etc and also do not maintain departments such as Raj Bhasha, Internal Audit, etc. where as Air India performs these functions in house. The Government has approved hiving off the MRO and Groud handling business by Air India to its subsidiary companies viz Air India Engineering Services Ltd. (AIESL) and Air India