

State Government of Gujarat for six-laning of Ahmedabad-Bamanbore Section of NH-8A;

- (b) if so, the details and present status thereof; and
- (c) the time by which the project is likely to be started/completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI C.P. JOSHI): (a) No, Sir.

- (b) and (c) Do not arise.

#### **Losses suffered by Air India**

\*516. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) when there is steady expansion of Indigo Airlines, Spicejet Airlines and Jet Airways, what is the reason for incurring of losses by Air India;
- (b) who is responsible for such losses; and
- (c) whether Government could make an enquiry about the losses and take appropriate action to reduce the losses and improve of passenger check-in and in-flight services?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) The Indian market is dominated by Low Cost Carriers (LCCs) whose market share is nearly 70%. Jet and AI are full service carriers. Jet Airways has reported losses in the year 2011-12 and 2012-13 (first half) and even Spice Jet has also reported losses in 2011-12 and 2012-13 (first half). Indigo has not published its result. So far as Air India is concerned, some of the main factors responsible for its losses are as follows:—

- (i) Abnormal increase in price of Aviation Turbine Fuel and unfavourable pricing/taxation structure in India.
- (ii) Increase in depreciation expenditure due to aircraft acquisition.
- (iii) Increase in interest on aircraft loans due to induction of new aircraft fleet.
- (iv) Continuous increase in Airport Charges.
- (v) Increase in interest cost on account of accumulation of arrears.

- (vi) Fall in value of rupee *vis-à-vis* dollar.
- (vii) Pressure on yields due to entry of LCCs and increase in the capacity of foreign airlines.
- (viii) Global recession and fall in premium traffic.

(c) Government had constituted a Committee of Secretaries (CoS) and thereafter, a Group of Ministers (GoM) to review and monitor the operational and financial performance of Air India. On the recommendation of the Group of Ministers Air India had come up with Turn Around Plan (TAP) and a Financial Restructuring Plan (FRP) in consultation with State Bank of India Capital (SBI Caps), duly vetted by an independent Expert M/s Deloit. The TAP and FRP have been approved by the Government on 12.4.2012 and Oversight Committee has been constituted to monitor the implementation of TAP/FRP by Air India.

Air India has taken following steps to reduce losses and to improve its services:—

- Fuel Efficiency and Gap Analysis conducted with the help of IATA is being implemented which has brought substantial saving on fuel consumption. Critical analysis of fuel consumption on all flights is being done with the help of a Fuel Council.
- Route rationalization of erstwhile AI & IA routes has been done. Route networks involving parallel operations are eliminated.
- Certain loss making routes have been rationalized.
- Induction of brand new aircraft on several domestic and international routes.
- Phasing out of old fleet and consequential reduction in maintenance cost.
- Closure of overseas offline offices at certain locations.
- Operationalization of separate Subsidiaries AIATSL and AIESL to handle ground handling and MRO business respectively.
- Upgradation of IT infrastructure and implementation of Quick Win IT solutions.
- Introduction of PPS (Passenger Service System) to have single code and SAP ERP based solutions through the organization in terms of increase in revenue and decrease in Cost.

- Upgradation of FFP and Introduction of several marketing initiatives including Companion Free Scheme, Apex fare, GoI packages, Preferred Agents Partnership, Promotion of web bookings and other promotional schemes like AI Holidays, Get Upfront Scheme, etc.
- Integration of HR of erstwhile IA & AI.

**Steps taken by ATC to prevent major accidents**

\*517. SHRI T. M. SELVAGANAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that several cases of near mishaps were averted at many airports in the country very recently;

(b) if so, the details thereof;

(c) whether it is also a fact that recently Air Traffic Control (ATC) System at the Indira Gandhi International Airport was put into a tizzy after a private aircraft misread the directions given by it and entered in a functional runway; and

(d) if so, the steps taken by ATC to prevent such major accidents?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) and (b) No, Sir. However, there were a few cases of runway incursions at Delhi, Kolkata and Vijayawada airports recently, but none of them was a case of near mishap. The details of these incidents are given in the Statement (*See* below).

(c) An incident was reported from the Indira Gandhi international Airport, Delhi, wherein a private aircraft misunderstood the instructions of the Air Traffic Control (ATC) and wrongly entered an active runway at the airport. The ATC detected the problem well in time and took appropriate corrective actions. The licences of the Pilot in Command and the Co-Pilot of that aircraft were suspended by DGCA and after corrective training their licences were restored.

(d) The Aeronautical information Circular and Civil Aviation Requirements issued by the DGCA contain guidelines and instructions for pilots, aerodrome operators, controllers and drivers of vehicles/persons working at airports for prevention of runway incursions. The DGCA takes action on lapses on the part of pilots, air traffic controllers and other stakeholders. The Advanced Surface Movement Guidance