

45. 14 Flight Despatches should be recruited or trained and re-deployed on an urgent basis. This is because against the expected cost in the range of Rs. 50 lacs to 1 crore per annum, the projected annual saving is more than Rs. 110 crores which is likely to increase with wider implementation.
46. Air India should use appropriate hedging strategies for the payables of the ATF in the international market.
47. 10 personnel should be hired or re-deployed for fuel and environment under EMS – QMS. It can cost maximum of Rs. 60 lakhs per annum, but could result in the gain of about Rs. 240-360 crores per annum.

Air India Express Service

3891. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India Express Service is created to facilitate to all migrant workers to Middle East State from India as low price carrier;

(b) whether it is a fact that Air India Express flights operation centre of Delhi and Kolkata has been closed and Air India Express flight which was being operated from Delhi, Chandigarh, Lucknow, Allahabad, Cuttack, Jaipur were also stopped; if so, the reasons therefor; and

(c) whether the subsidised Air India Express is meant only for some States of India or for all States?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI K.C. VENUGOPAL): (a) Air India Express (AIE) was formed to cater to the price sensitive air travelers from Tier-II and Tier-III cities in India to the cities in Middle-East/South East Asia.

(b) AIE has stopped its operation to/from Delhi and Kolkata due to losses on these routes. AIE is still operating to/from Lucknow and Jaipur. However, AIE has never operated the routes Chandigarh, Allahabad and Cuttack.

(c) Government does not provide any subsidy to AIE. Keeping in view of its low cost operation, AIE operates mainly from Tier-II and Tier-III cities in India. Its operations are based on the demand and not restricted to any State(s).