

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G. M. SIDDESHWARA): (a) Yes, Sir. The year-wise Air Miss Incident details are as follows:

Year	No. of Air Miss Incidents
2011	29
2012	18
2013	23
2014 (Till 8.07.2014)	08

(b) All such incidents are investigated by a Team constituted by DGCA. Necessary follow up measures are taken for implementation of the recommendations made by DGCA team. The additional steps taken by DGCA in this regard are as follows:

- (i) Air Traffic Controller's (ATCO) and Pilot's proficiency checks are carried out regularly.
- (ii) ATC Services are being modernized to include conflict warning in the system to assist ATCOs.
- (iii) Implementation of Safety Management System at airports.
- (iv) Implementation of flexible use of air space which will reduce traffic congestion in the airspace.
- (v) Airlines have been directed to avoid use of similar/confusing call signs.
- (vi) One separate Directorate of Air Space and Air Traffic Management in DGCA has been created for better surveillance and regulatory functions in Air Traffic Management (ATM)

Improvement in financial condition of AI

2773. SHRI TARUN VIJAY: Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the national carrier, Air India (AI), has joined Star Alliance in order to increase its revenue;

(b) if so, the details thereof and the estimated revenue of Air India likely to increase as a result thereof;

(c) whether Government has conducted any study on the financial condition of Air India; and

(d) the concrete steps taken or being taken by Government to improve the operational and financial performance of Air India?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G. M. SIDDESHWARA): (a) and (b) Yes, Sir. Air India has formally joined the Star Alliance on 11th July, 2014. The passenger revenue is expected to increase by 3% to 5% on account of Air India joining Star Alliance.

(c) and (d) In view of the huge losses suffered by Air India for the years 2007-08 to 2010-11 and its mounting debt burden, Air India in consultation with SBI Capital Markets Ltd. and M/s Deloitte, an independent financial consultant conducted studies and formulated a Turnaround Plan (TAP), which entails an Operational Turnaround Plan along with a Financial Restructuring Plan (FRP).

The TAP/FRP of Air India was presented to the Group of Ministers (GoM) constituted by the Cabinet. The GoM further constituted a Committee of Group of Officers (GoO) under the Ministry of Finance. The GoO submitted their recommendations to GoM in October, 2011. The GoM accepted the recommendations of GoO and forwarded the same to the Cabinet for their consideration.

The CCEA approved Air India's TAP and FRP on 12.04.2012, which envisages infusion of additional equity by the Government, cost reduction and improved operational performance. The financial support approved under TAP from the Government is as under :

- (i) Induction of upfront equity of ₹6,750 crores, including ₹1,200 crores provided in the budget of 2011-12 and already released, in the Financial Year 2011-12.
- (ii) Equity for Cash deficit support of ₹4,552 crores from FY 2012-13 to FY 2017-18.
- (iii) Equity for already guaranteed aircraft loan of ₹18,929 crores till FY 2021.
- (iv) GOI Guarantee for repayment of Principal amount and payment of Interest on the Non- Convertible Debentures (NCDs) of ₹7400 crores proposed to be issued by Air India to the financial institutions, Banks, LIC, EPFO etc.

For the purpose of TAP/FRP, Govt. has laid down certain performance milestones for Air India to achieve and an Oversight Committee comprising of Secretary, Civil Aviation, Secretary, Expenditure, Additional Secretary and Financial Adviser and Joint Secretary of Ministry of Civil Aviation has been constituted in order to closely monitor the performance of Air India *vis-a-vis* milestones set in the TAP.