airlines is published on their respective website under the provision of Sub Rule (2) of Rule 135, Aircraft Rules 1937. Airlines remains compliant to the regulatory provisions of Rule - 135 as long as the fare charged by them does not exceed the fare established and displayed on their website.

Further, DGCA has also set up a Tariff Monitoring Unit in 2010 that monitors airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. The analysis has shown that the airfares remained well within the fare bucket uploaded by the airlines on the respective websites.

Revival of Air India

3552. PROF SAIF-UD-DIN SOZ : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry would admit and quantify the losses incurred by Air India over a long period of time; and

(b) if so, whether it would take the both the Houses of Parliament into confidence and reveal fullest possible plan to retrieve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G. M. SIDDESHWARA): (a) Yes, Sir. Air India has been incurring losses for last several years. The details for the last 3 years are given below:

(₹ in crores)

Sl. No.	Particulars	2013-14 (Prov.)	2012-13	2011-12
1.	Operating Revenue	19,170.38	16,027.84	14,675.30
2.	Operating Expenses	21,294.16	19,834.99	19,816.04
3.	Operating Profit/(Loss)	(2,123.78)	(3,807.15)	(5,140.74)
4.	Total Revenue Including Extraordinary / Exceptional Items	19,661.78	18,213.79	15,901.79
5.	Total Expenses	25,050.60	23,703.95	23,461.53
6.	Profit/(Loss) After Tax	(5,388.82)	(5,490.16)	(7,559.74)

The losses have been declining over the years.

(b) (1) In view of the losses suffered by Air India upto 2010-11 and its mounting

debt burden, Air India formulated a Turnaround Plan (TAP), comprising an Operational Turnaround Plan and a Financial Restructuring Plan (FRP).

(2) The TAP / FRP of Air India was presented to the Group of Ministers (GoM) on Civil Aviation. 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, which were placed before the Cabinet for consideration.

(3) The CCEA approved Air India's TAP and FRP on 12.04.2012, that provided for 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;

(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; and

(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 and EPFO.

(4) As a part of the TAP/FRP, Government has laid down certain milestones for Air India to achieve. An inter Ministerial Oversight Committee has been constituted under the Chairmanship of Secretary, Civil Aviation to monitor the performance of Air India *vis-a-vis* milestones set in the TAP. Air India has shown improvement in its operational and financial parameters over the last 2 years.

Development of Airports in Chhattisgarh

3553. DR. BHUSHAN LAL JANGDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government intends to develop Raipur Airport of Chhattisgarh with all facilities and give it international status;

(b) whether Government would provide help and accord approval to the construction of airports at Jagdalpur, Bilaspur, Korba and Ambikapur which are 200 to 350 kilometres away from Raipur airport, as there is need for air traffic in view of industry, minerals and forest products of the State; and

(c) whether Government would extend its co-operation in executing the resolution taken in the State legislative Assembly for construction of airports at Jagdalpur, Bilaspur, Korba and Ambikapur?