

a Committee of experts under the chairmanship of Justice (Retd.) Shri DM Dharmadhikari. The Committee had submitted its report to the Government. The report has been approved by the Government and sent to Air India for implementation. Subsequently, an Implementation and Anomaly Rectification Committee (IARC) has been constituted to harmonize pay and emoluments across all sections of employees.

Air India losses

†948. SHRI NARESH AGRAWAL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the losses of Air India are increasing day-by-day;
- (b) if so, the main reasons therefor; and
- (c) the policy Government is formulating to bring the losses under control?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) No, Sir. Air India suffered a loss of ₹7559.74 crore in 2011-12, ₹5490.16 crore in 2012-13 and ₹5,388.82 crore in 2013-14 (Provisional).

(b) Does not arise in view of (a) above.

(c) The Government has approved Turnaround Plan (TAP) and Financial Restructuring Plan (FRP) to improve the operational and financial performance of Air India. Under TAP and FRP, Govt. of India approved the infusion of the equity of ₹30231 crores upto 2021, subject to the achievement of certain laid down milestones by Air India. In this regard, an Oversight Committee comprising of Secretary Civil Aviation, Expenditure Secretary, AS&FA and Joint Secretary of MoCA has been constituted to closely monitor performance of Air India *vis-a-vis* milestones set in the TAP.

Air India has taken various cost cutting measures, which are as follows:-

1. Route rationalization of erstwhile AI & IA routes and elimination of route network involving parallel operations
2. Rationalization of certain loss making routes
3. Phasing out of old fleet and consequential reduction in maintenance cost.
4. Freezing of employment in non-operational areas
5. Enhanced utilization of new fleet resulting in production of higher ASKMs

†Original notice of the question was received in Hindi.

6. Closure of overseas offline offices at certain locations
7. Introduction of PSS (Passenger Service System) to have single code and SAP ERP based solutions throughout the organization in terms of increase in revenue and decrease in Cost
8. Plans to Operationalize Subsidiary Companies such as AIATSL and AIESL and transfer of manpower and equipment to these subsidiary companies

Security lapse at Delhi International Airport

949. SHRI K.N. BALAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether continuous assessment of safety standards and vulnerability to security threats are made at the airports in the country;
- (b) if so, the details thereof;
- (c) whether during any such assessment by any agency, any security lapses has been found in Delhi International Airport, recently; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Directorate General of Civil Aviation Carried out Surveillance inspection of the Licensed Airport to check the continued compliance of regulations laid down in the Civil Aviation Requirements that is CAR Section 4 Series B Part 1 and CAR Section 4 Series F Part 1 as per Annual Surveillance plan. A total 37 number of Surveillance inspections of Licensed Aerodromes have been carried out during year 2014.

Vulnerability assessment is carried out by Bureau of Civil Aviation Security (BCAS) from Civil Aviation Security point of view. Security survey of airports and (airport installation/facilities, manpower) are being conducted on need basis. Audits/inspections of security arrangements at all operational airport having Civil Aviation operations are being conducted regularly as per schedule and prescribed frequency. During this year BCAS has conducted 42, 75 and 73 security survey, security audit and security inspections respectively.

(c) and (d) Last audit of Indira Gandhi International Airport, New Delhi was conducted on 28 to 30th May 2014. No major security lapse was found.