

The steps taken by government to allay safety concerns of women are as follows:

1. The government has conducted a high level meeting of prominent gynecologists from across India including Heads of Departments of medical colleges and professional/technical organizations/bodies which discussed the safety concerns in detail and it was concluded that menstrual irregularity and demineralization of bones are a temporary phenomena which disappear once the injectables are discontinued. Rare cases of demineralization of bones would be managed through external supplementation.
2. In the first phase it would be launched only in the Medical colleges and District Hospitals where dedicated counsellors for Family Planning are in place.
3. First dose/shot would be administered by a trained doctor in the facility after proper screening and counselling.
4. Dedicated technical content and capacity building plan for providers for all states have been planned.
5. Additional orientation of counsellors has been planned.

#### **Financial Crunch of Air India**

971. SHRIMATI SASIKALA PUSHPA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the present status of finances of Air India;
- (b) whether it is also fact that still it is facing financial crunch, if so, the details thereof;
- (c) whether it is a fact that economically viable routes are being given to private airlines and only non-viable routes are taken by the Air India, leading to losses, if so, the details thereof; and
- (d) the steps taken by the Government to bring out Air India out from financial crunch that it is facing?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Air India (AI) has been suffering losses over the past few years and the details of the losses for the past 5 years are as follows:

Financial Year	Net Loss (₹ in crores)
2010-2011	6865.17
2011-2012	7559.74
2012-2013	5490.16
2013-2014	6279.60
2014-2015	5859.91

Losses have been suffered by AI for the past many years on account of a multitude of factors which include the following:

- (i) High fuel prices
- (ii) High interest burden
- (iii) Increase in competition especially from low cost carriers
- (iv) High Debt Equity Ratio
- (v) High Airport User Charges
- (vi) Liberalized bilaterals to foreign carriers
- (vii) Adverse impact of exchange rate variation due to weakening of the Indian Rupee.

However, Air India has made substantial improvements in the financial performance. The main areas in which the company has registered improvements in FY 2014-15 in comparison to FY 2011-12, when the Turnaround Plan was initiated are as follows:

- (i) The Operating Loss has consistently reduced since merger and in 2014-15, the same stands at ₹ 2636.19 crores as compared to ₹ 5138 crores in 2011-12.
- (ii) As per 2014-15, the Net Loss is ₹ 5859.91 crores as against the loss of ₹ 7559.74 crores in 2011-12 *i.e.* a reduction by 22.5%.
- (iii) The Company has turned EBIDTA positive by ₹ 337.77 crores in 2014-15 as against the negative EBIDTA of ₹ 2236.95 crores in 2011-12.
- (iv) Total Revenue increased from ₹ 14713.81 crores in 2011-12 to ₹ 20606.27 crores in 2014-15 *i.e.* by ₹ 5892.46 *viz* by 40.1% as compare to levels of 2011-12.

(c) The domestic air services in the country have been deregulated. It is up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. The Scheduled domestic airlines are free to operate anywhere within the country subject to compliance of Route Dispersal Guidelines.

The Indian carriers are eligible to operate to foreign destination as per the respective bilateral air services agreements with concerned foreign countries. Grant of traffic rights to scheduled Indian carriers depends on requests received from designated Indian carriers based on their commercial judgement and availability of bilateral rights to operate on international routes. However, priority is given to the operational plan of Air India while granting traffic rights.

(d) Post merger of erstwhile Air India and Indian Airlines, the merged entity, Air India Limited suffered huge losses for the years 2007-08 to 2010-11. Government took cognizance of the deteriorating financial position of Air India and formulated a Turnaround Plan (TAP)/ Financial Restructuring Plan (FRP) with the aim of improving the operational and financial performance of the company which was approved by the Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12th April, 2012. The TAP/ FRP envisages the following:

- (i) Upfront equity of ₹ 6750 crores in FY 2011-12.
- (ii) Equity for Cash deficit support of ₹ 4,552 crores till FY 2017-18.
- (iii) Equity for guaranteed aircraft loan till FY 2021 of ₹ 18,929 crores.
- (iv) For GOI guaranteed Non-Convertible Debentures (NCDs) an amount of ₹ 11,951 crores towards interest and ₹ 7400 crores towards principal.

Till date, equity of ₹ 22,280 crores has been released to Air India under TAP/FRP.

The TAP/FRP also provides that equity would be infused subject to achievement of certain laid down milestones. The Company has achieved most of the targets set out in the TAP milestones, and has made progress in both Operational as well as Financial Areas.

### **Over Burdened Aviation Sector**

972. SHRI A. K. SELVARAJ:

SHRI PAUL MANOJ PANDIAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that according to experts a telecom like revolution in Indian aviation sector can enable everyone to fly and it can happen with pragmatic approach by the Government and all stakeholders;

(b) whether it is also a fact that the root cause behind India's struggling aviation sector is its wrong perception as an elitist service rather than a time saving tool;