(c)   Government of India has formulated a Draft National Civil Aviation Policy which encourages the regional connectivity to hinterlands across the country by way of revival of unserved and underserved aerodromes and airstrips, concessions by different stakeholders, viability gap funding for scheduled commuter airlines, cost effective security solutions by security agencies and State Governments, etc., subject to reduction of VAT and ATF by the concerned State Governments (including Bihar) to 1 per cent or less.

Privatisation of AI

2570. PROF. M. V. RAJEEV GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   whether the Ministry has considered taking any steps for the privatisation of the Air India in view of huge debt and losses incurred by airline; and

(b)   if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) No, Sir.

(b)   In view of the losses suffered by Air India upto 2010-11 and its mounting debt burden, the Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 12.04.2012, approved a Turnaround Plan (TAP)/ Financial Restructuring Plan (FRP) for operational and financial turnaround of Air India. The TAP/FRP provides equity infusion of ₹30231 crores upto 2021 subject to achievement of certain milestones as laid down in the TAP/FRP. Details are as follows:

(i)   Upfront equity of ₹ 6750 crore in FY 2011-12.

(ii)   Equity for cash deficit support of ₹4,552 crore till FY 2017-18.

(iii)   Equity for guaranteed aircraft loan till FY 2021 of ₹ 18,929 crores.

For GOI guaranteed Non-Convertible Debentures(NCDs) an amount of ₹11,951 crores towards interest and ₹ 7400 crores towards principal. Equity of ₹ 22,280 crores has been released to Air India under TAP/ FRP till date.

Performance of Dreamliner aircrafts with AI

2571. DR. R LAKSHMANAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a)   the details of dreamliner aircrafts owned by Indian Airlines;