

receiver installed in ground. Aircraft which is suitably equipped with ADS-B transponder will transmit its position in the form of data through radio signal which is picked up by the ground ADS-B receiver and will be displayed on controller display. (iv) Ground Based Augmentation System (GBAS) uses GPS signals for augmentation and broadcast same for aircrafts to carry out precision approach to airport is being planned as pilot project in Chennai through USACP (United States Aviation Cooperation Programme) as grant in aid project, (v) Radar Integration. This a technology upgrade wherein aircraft data from different radars are integrated at the main control centre for displaying in the ATC display. This enhances the radar coverage area in the controlled airspace. AAI has implemented this Radar Integration at Chennai in September, 2001 with 10 sensors.

(c) Not applicable.

Equity fund infusion into AI

1102.SHRI Y.S. CHOWDARY : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government is considering for equity fund infusion into Air India (AI);
- (b) if so, the details thereof and reasons therefor;
- (c) the details of equity fund injected during the last three years into Air India;
- (d) the financial performance details of Air India for the last three years; and
- (e) the intended measures to improve the performance of AI?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI) : (a) and (b) Government has constituted a Group of Ministers (GoM) to review/monitor the financial and operational performance of Air India. On the directions of GoM, Air India had prepared its Turn Around Plan (TAP) and Financial Restructuring Plan (FRP), which have been examined by a Group of Officers (GoO). The recommendations of GoO have been referred by GoM for RBI's views and regulatory forbearance on FRP.

(c) Government has infused Rs. 800 crore in the FY 2009-10, Rs. 1200 crore in FY 2010-11 and Rs. 1200 crore for the FY 2011-12 as equity in Air India.

(d) If Air India incurred a loss of Rs.5548.26 crore during 2008-09, Rs.5552.55 crore during 2009-10 and the estimated loss for 2010-11 is Rs.6994 crore.

(e) In order to improve its operating and financial performance, Air India has taken various steps such as Rationalization of routes to cut losses, induction of new aircraft on international routes to increase passenger appeal, phasing out of old fleet and consequential reduction in maintenance

cost, return of leased aircraft at the end of their tenure or prematurely, enhanced utilization of the new fleet resulting in production of higher ASKMs, Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights, Increase in passenger/cargo revenue, excess baggage revenue through aggressive sales & marketing efforts including for attracting government traffic and upgradation of IT Infrastructure and solutions.

Setting up of an aviation authority

1103. SHRI T. M. SELVAGANAPATHI : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Government is considering to set up an aviation authority;
- (b) if so, the details and its objectives;
- (c) whether it is also a fact that the proposed aviation authority will have total financial autonomy; and
- (d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI) : (a) and (b) Yes Sir. Government is considering establishing a Civil Aviation Authority (CAA) in India in place of Directorate General of Civil Aviation (DGCA). Apart from the regulatory safety oversight functions of the current DGCA, additional functions relating to Economic Regulation, Consumer Protection and Environment Regulations have also been included in the proposed CAA.

The objective of the proposed CAA is to overcome the constraints presently faced by DGCA in terms of recruitment and retention of technical manpower and inability to quickly address on-going operational issues due to lack of adequate administrative and financial authority and growing need of the aviation sector.

(c) and (d) The proposed authority would have adequate financial and administrative flexibility to meet functional requirements of an effective safety oversight system.

Improving Air services in North-East

1104. SHRI BIRENDRA PRASAD BAISHYA : Will the Minister of CIVIL AVIATION be pleased to state: