

Replacement of DGCA

956. SHRI BALWINDER SINGH BHUNDER :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether Director General of Civil Aviation (DGCA) is being replaced by a new Authority;
- (b) if so, the salient features of this new authority; and
- (c) whether it is going to be different from DGCA?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) to (c) The proposal to form a Civil Aviation Authority (CAA) in place of DGCA is at formative stage. It is proposed to have a CAA, which will have adequate financial and administrative flexibility to meet functional requirements for an effective safety oversight system. In addition, it is also proposed to assign additional functions relating to certain economic regulations, consumer protection and environment regulation. The CAA is proposed to be set up through a separate Act. However, the present legal framework such as Aircraft Act 1934 etc. will continue to govern the aviation sector.

Operational performance of Air India

957. SHRIMATI SMRITI ZUBIN IRANI :

SHRI PRAKASH JAVADEKAR :

SHRI Y.S. CHOWDARY :

Will the Minister of CIVIL AVIATION be pleased to state :

- (a) the operational performance of Air India on parameters such as passenger revenues, cargo revenues, available seatkilometres, revenue passenger kilometres and passenger load factor for Indian Airlines and Air India for post and premerger period since 2004; and
- (b) the steps being taken by the Ministry to improve these parameters?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) Requisite information given in the Statement (*See* below).

(b) In order to improve its operating and financial performance, Air India has taken various steps such as (i) Complete route rationalization of erstwhile Air India and Indian Airlines routes and elimination of route network involving parallel operations; (ii) Rationalization of certain loss making routes; (iii) induction of brand new aircraft on several domestic & international routes to increase passengers appeal; (iv) Phasing out of old fleet and consequential reduction in maintenance cost; (v) Return of leased aircraft at the end of their tenure or prematurely; (vi) Freezing of employment in non-operational areas; (vii) Redeployment of staff to cut in-fructuous

expenditure; (viii) Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights; (ix) Relocation of EDs/IBOs from abroad back to India; (x) Closure of overseas offline offices at certain locations; (xi) Dismantling of the Frankfurt hub and establishment of the Delhi hub resulting in substantial saving due to restructuring of routes; (xii) Establishment of Integrated Operations Control Centres.

Statement

Operational Parameters for Air India Limited and Indian Airlines Limited

Year	Pax Revenue (Rs. in crores)	Cargo Revenue (Rs. in crores)	ASKms (Millions)	PRKms (Millions)	Pax Load Factor %	Yields per RPKM
1	2	3	4	5	6	7
2004-05						
IAL	4371.4	261.24	14891	9598.2	64.5	4.55
AIL	5104.8	572.5	27137.6	18950	69.8	2.69
TOTAL	9473.21	833.74	42028.9	28548.2	67.9	3.32
2005-06						
IAL	4745.47	275.25	16307.9	10891.4	66.8	4.36
AIL	5730.3	600.74	30966	20511	66.2	2.79
TOTAL	10475.78	875.99	47273.9	31402.5	66.4	3.34
2006-07						
IAL	4994.34	248.82	17576	12086.9	68.8	3.34
AIL	5329.07	544.75	30392.5	19395.6	63.8	4.13
TOTAL	10323.41	793.57	47968.5	31482.5	65.6	2.75
2007-08						
NB	4794.31	217.15	18619	12775.4	68.6	3.75
WB	5159.76	507.89	29774	18115	60.8	2.85
TOTAL	9954.07	725.04	48393	30890.4	63.8	3.22
2008-09						
NB	4794.31	217.15	18619	12775.4	68.6	3.75
WB	5159.76	507.89	29774	18115	60.8	2.85
TOTAL	9954.07	725.04	48393	30890.4	63.8	3.22

1	2	3	4	5	6	7
2010-11						
NB	4522.92	278.85	15447.07	10808.05	70.0	4.18
WB	5920.9	657.71	30160.8	19360.3	64.2	3.06
TOTAL	10443.8	936.56	45607.8	30168.4	66.4	3.46

Connectivity of airlines for smaller cities and towns

958. SHRI B.S. GNANADESIKAN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government is re-working capacity distribution norms for airlines to ensure better connectivity for smaller cities and towns especially in Tamil Nadu like Coimbatore, Trichy, Madurai; and

(b) if so, the details thereof and what are the steps taken by Government?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH) : (a) and (b) To ensure air connectivity to smaller cities and towns, Government has laid down Route Dispersal Guidelines wherein it has been made mandatory for the airlines to deploy certain minimum percentage of ASKM deployed on Trunk Routes onto smaller cities and towns. There are no separate distribution norms specially for Tamil Nadu.

A Committee constituted under the Chairmanship of Shri Rohit Nandan has examined the present Route Dispersal Guidelines and suggested measures to ensure better connectivity for smaller cities and towns. The Committee has recommended revision of Route Dispersal Guidelines. The report of the Committee has been placed on the website of the Ministry inviting comments of stake holders. Comments received from various organizations are under examination.

Fraud in flying schools

959. DR. JANARDHAN WAGMARE :

SHRI PRABHAT JHA :

SHRI N. BALAGANGA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government is aware of large scale fraud by several flying schools across the country;

(b) if so, the details thereof;

(c) whether the Directorate General of Civil Aviation (DGCA) has recently suspended some officials of his department who were having alleged nexus with the flying schools and had led to a loss of Rs. 190 crore to the national exchequer;