

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:81

ANSWERED ON:24.11.2014

PROFIT MAKING ROUTES OF AIR INDIA

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Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the details of the profit-making routes of Air India both in domestic as well as in international sector;
- (b) whether certain private airlines have been permitted to operate flights on these profit-making routes of Air India;
- (c) if so, the details thereof along with the extent to which profits of Air India are likely to get affected by this; and
- (d) whether any objections from certain quarters have been received in this regard and if so, the details thereof?

Answer

Minister of State in the Ministry of CIVIL AVIATION (Dr. Mahesh Sharma)

(a) : The details of Profit making routes of Air India both in domestic as well as international sectors as on date are as under:

International Sector

- (i) Cochin-Kozhikode-Jeddah and v v
- (ii) Kozhikode-Sharjah and v v
- (iii) Kolkata-Yangon and v v

Domestic Sector

- (i) Delhi-Leh and v v
- (ii) Delhi-Kolkata
- (iii) Leh-Jammu and v v
- (iv) Delhi-Srinagar and v v
- (v) Srinagar-Leh and v v
- (vi) Delhi-Hyderabad-Vijayawada and v v

(b) and (c) : The Indian carriers are eligible to operate to foreign destinations 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.

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.

(d) : Do not arise in view of (b) and (c) above.