

by Directorate General of Civil Aviation (DGCA). RDG covers all parts of the country including Madhya Pradesh.

The Government has taken several measures to help the industry so that benefits percolate down to common man. These steps are persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Financial condition of airline companies

1376. DR. PRADEEP KUMAR BALMUCHU : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the financial condition of most of the airline companies of India is not good and sustainable;
- (b) if so, the details thereof;
- (c) whether the Department of Centre for Asia-Pacific Aviation reveals the same thing about the financial condition of airline companies of India;
- (d) if so, the details thereof, and the reasons therefor; and
- (e) whether any corrective steps are being taken by Government to safeguard airline companies and make them sustainable?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Profits and losses of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 is given in the Statement [Refer to the Statement appended to the Answer to USQ No. 1369 Part (a) and (b)].

(c) and (d) Centre for Asia Pacific Aviation (CAPA) is the provider of independent aviation market intelligence, analysis and data services etc and not a Government department. The details of profit and loss of public and private airline operator as available with the Government are being given at Statement as mentioned above.

(e) The Government has taken several measures like persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers

as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Implementation of Dharmadhikari Committee Report

1377. SHRI VIJAY GOEL: Will the Minister of CIVIL AVIATION be pleased to state;-

- (a) what is the current status of Indian Airlines (IA)/Air India (AI) merger;
- (b) how many pending issues are yet to be resolved;
- (c) whether Dharmadhikari Committee report has been fully implemented;
- (d) whether the flights with longer duration are not able to lift full load due to operational constraints at Mumbai airport, resulting in revenue loss to the airlines;
- (e) if so, what are the proposed remedial measures to resolve the matter; and
- (f) what would be the major benefits to national earrier Air India after its joining Star Alliance?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) The merger of Indian Airlines and Air India is almost complete. Out of the 226 issues, on which integration action was initiated, 204 have been completed and integration action is in progress on 17 other issues, and 5 issues are pending because of Court cases.

(c) Yes, Sir. To a large extent, Level mapping and seniority merger of the two erstwhile airlines have been completed. The draft revised Basic Pay and allowances in respect of the different categories of employees of the merged entity have been displayed on the intranet and the same could not be implemented due to the on-going court cases.

(d) Yes, Sir. Air India flight on Mumbai/ Newyork Sector being operated by B 777 ER type of Aircraft is not able to carry full load of passengers due to operational constraint in the take off path like trees, poles, hoarding etc. resulting in estimated loss of approx. ₹10 crores per month.

(e) Air India submitted a request to Airports Authority of India in November 2013 wherein it was recommended that the relocation of the obstacles could allow them to