

(b) if so, the details of advantages that Air India and Indian Airlines are likely to get as a result of this plan; and

(c) by when this plan is likely to be commenced?

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

(b) and (c) Do not arise.

Poor financial conditions of airline companies in India

2517. 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 Indian airline companies' financial conditions;

(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
(DR. MAHESH SHARMA): (a) and (b) Profits and losses of public and private airline operators in India during 2013-14 is given in the Statement (*See below*).

(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 in Statement as mentioned above.

(e) The Government has taken several measures like persuading State Governments to reduce Value Added Tax (VAT) on Aviation Turbine Fuel (ATF), allowing direct import of ATF by Indian Carriers as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing External Commercial Borrowings (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.

Statement*Financial summary of scheduled Indian carriers during 2013-14*

(₹ in Million)

Carrier/Airline	Operating Revenue	Operating Expenses	Operating Result [Profit(+)/Loss(-)]
National Carriers			
Air India*	191,703.80	212,941.60	-21237.80
Ai Express*	23334.70#	19,799.80	3534.90
Alliance Air*	2,423.90	4,885.40	-2461.50
TOTAL	217,462.40	237,626.80	-20164.40
Private Scheduled Domestic Airlines			
Jet Airways	172,325.05	201,072.50	-28747.45
Jet Lite(P) Ltd.	16,909.94	21,455.96	-4546.02
Go Air	25,323.79	24,226.81	1096.98
Spice Jet	63,561.07	73,036.82	-9475.75
Indigo	111,165.84	108,466.91	2698.93
Air Asia**	-	-	-
Air Costa	486.00	991.00	-505.00
TOTAL	389,771.69	429,250.00	-39478.31
GRAND TOTAL	607,234.09	666,876.80	-59642.71

*Source: ICAO ATR form-EF furnished by scheduled Indian carriers** *Provisional figures.*** *AIR ASIA has started ITS operations from June 2014*# *Includes ₹2910.80 Million Revenue to be shared with Air India.***Lack of basic facilities for helicopter industry**

†2518. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the helicopter industry is facing the problem of basic facilities;

†Original notice of the question was received in Hindi.