(iv) The number of Revenue Pax has increased from 13.40 Million in 2011-12 to 16.90 Million in 2014-15.

B. Improvements in Financial Performance

(i) The Operating Loss has consistently reduced since merger and in 2014-15 the same stands at ₹ 2171.40 crores as compared to ₹ 5138.69 crores in 2011-12.

(ii) The Net Loss during 2014-15 is ₹ 5547.40 crores as against loss of ₹ 7559.74 crores in 2011-12.

(iii) The Company has turned EBIDTA positive by ₹ 541.60 cores as against the negative EBIDTA of ₹ 2236.95 cores in 2010-11.

(iv) Total Revenue increased by ₹ 4026.31 crore *i.e.* 33.25% as compared to levels of 2011-12. The Total Revenue during 2014-15 is ₹ 19718 crore as against ₹ 14713.81 crore in 2011-12.

Preferential treatment to VVIPs and their staff members by AI

24. SHRI SALIM ANSARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that several incidents have been brought to the notice of Government for de-boarding of passengers from Air India to accommodate VVIPs during the last one year;

(b) if so, the details thereof and the action taken against the erring officials for de-boarding of passengers;

(c) whether it is also a fact that several Air India flights are delayed due to late arrival of VVIPs or their staff members; and

(d) if so, the details of such incidents during the last one year and action taken against officers obliging VVIPs and their staff members for preferential treatment to VVIPs and their personal staff?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) Only one incident of offloading had occurred at Leh Airport in the last one year. A Notice to Airmen (NOTAM) had been issued by Air Force, Leh, on 22nd June, 2015. Accordingly, the Delhi bound flight for 23rd June, 2015, was preponed and rescheduled to depart at 1020 hrs. All passengers whose contact numbers were available were informed. The check-in process was completed by 0935 hours. The boarding cards, however, continued to show the boarding time as per the pre revised departure time.

As per records, one passenger who was also scheduled to travel with his family in the same flight, did not get the message of preponement of flight and had reported late as per the revised departure time and had been made to standby, as a message had been received at 0940 hrs that Shri Kiren Rijiju, MoS, Ministry of Home Affairs and his PA were to travel to Delhi on this flight. The confusion among passengers occurred due to the preponement of the flight on account of NOTAM, and as some of the passengers could not be contacted due to non-availability of their contact numbers.

(c) No, Sir.

(d) Does not arise.

Action against defaulter pilots and airlines

25. PROF M.V. RAJEEV GOWDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the results of the DGCA's audit of training facilities for 2014; and

(b) whether the Ministry is taking enforcement actions against the defaulter pilots and airlines, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Details of audit of training facilities conducted by Directorate General of Civil Aviation (DGCA) during 2014 are as follow :—

- Audits of 15 Flying Training Organisations, training facility of M/s Jet Airways and 5 Type Rating Training Organisation (TRTO) were conducted during the period. Details of organisations audited during the period and the salient audit observation observed during the audit of training facility of M/s Jet Airways are given in Statement-I and Statement-II (*See* below) respectively.
- During Audits of Flying training organisations 143 level II findings were observed, which do not affect the safety standard seriously.

(b) Yes Sir. DGCA takes enforcement actions against defaulter pilots and airlines as per DGCA Enforcement Policy and Procedure Manual. The details of action taken by DGCA are as under :—

- Based on findings observed, warning letters issued to 8 pilots of M/s Jet Airways who had flown with lapsed Pilot Proficiency Check and Chief of Training was removed from the post for non monitoring as per Civil Aviation Requirements.