

(b) On A320 type of aircraft, there are 47 pilots under training at present. There would be approximately 320 pilot in Command and 345 co-pilot on A320 type of aircraft by June, 2016.

(c) The cost per pilot of type rated training would vary between ₹ 3 to 15 lacs depending upon recency, familiarization flights etc.

(d) Yes, Sir. Candidates are being engaged on a Fixed Term Contract for a period of 5 years which is extendable by another 5 years subject to satisfactory performance of the candidate.

Selected candidates as Pilot are required to give a Bank Guarantee from a Nationalized Bank of equivalent amount of the training cost. In case, they leave the Company before completion of 5 years of contract, the said Bank Guarantee will be invoked by Air India Limited for proportionate amount. In addition, the training cost will also be recovered from their salary in 60 EMIs.

Apart from above, candidates would also be required to execute Service Agreement and Surety Bond for Service Agreement to serve the Company for a period of 10 years (Including extended period of Fixed Term Contract). In the event, the candidate leaves the Company before completion of 10 years of service, he/she would be liable to pay Air India Limited the sum as indicated in Service Agreement in addition to invocation of the Bank Guarantee. The Bank Guarantee and amount of liquidated damages as indicated in the Service Agreement and Surety Bond for Service Agreement shall be ₹ 1 crore in aggregate for the candidates selected as Sr. Trainee Pilot (With A-320 Endorsement) and ₹ 50 lacs in aggregate for the candidates selected as Trainee Pilot (Internal-CPL Holder).

Air India flights between Delhi and Gorakhpur

†497. SHRIMATI KANAK LATA SINGH:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has started operating passenger flights from Delhi to Gorakhpur, the details thereof;

(b) whether it is a fact that a flight on the above route was either cancelled or diverted after taking off from a distance, while passenger had to wait for hours at Delhi's Terminal - 3 in last February; and

†Original notice of the question was received in Hindi.

(c) the reasons behind lack of promptness in giving information to passengers about cancellation, diversion or delay of flights and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Alliance Air (a wholly owned subsidiary of Air India) commenced flights on Delhi/Gorakhpur/Delhi *w.e.f.* 15th January 2016 with ATR-72-600 aircraft. The schedule is as under:

AI 809 Delhi/Gorakhpur dep. 1215 arr. 1415
(days 123456)

AI 810 Gorakhpur/Delhi dep. 1445 arr. 1645
(days 123456)

(b) The details of flight operated to Gorakhpur from 15th January 2016 till 13th February 2016 is as under:

Flights Scheduled - 26

Flights Operated -19 Flights Cancelled - 7

Out of 7 flights, 6 flights were cancelled due to poor weather condition at the destination and 1 flight was cancelled due to operational reasons. One flight got diverted to lucknow due to poor weather conditions at Gorakhpur. However, passengers were provided connectivity to destination by road.

(c) All cancellations were announced at the airport only after ascertaining the facts, as these were not planned cancellations. Utmost care is taken not to cause any inconvenience to the passengers.

Circular on eatables supplied in AI flights

†498. SHRIMATI KANAK LATA SINGH:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether passengers and aware citizens have registered their protest on some points contained in the circular issued by the Ministry on December, 2015 regarding eatables supplied in the flights of Air India; and

(b) the purpose of issuing the above circular and whether the Ministry would withdraw its controversial points, and the details thereof?

†Original notice of the question was received in Hindi.