

**Regularisation of services of casual commercial
and engineering helpers**

1775. SHRI PARVEZ HASHMI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) what is the status of panel made in 1990 by Air India (erstwhile Indian Airlines) for appointment of commercial and engineering helpers;
- (b) whether services of some of the empanelled candidates have been regularised in due course and rest have not been regularised till now, in violation of verdict of Hon'ble High Court in 1997;
- (c) if so, under which rule, the service of above un-regularised employees being treated as casual and are being utilised continuously since 1991;
- (d) whether these remaining unregularised helpers will be made regular with all benefits; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (e) The workmen who were empanelled in 1990 are daily rated casual workers. Air India has complied with the directions the Hon'ble High Court of Delhi passed in series of writ petitions filed by daily rated casuals workers combined together from time to time and engaged casual daily rated workers from select panel according to their seniority on the panels. The casual workers have been provided with all the benefits as entitled under the policy of the company. Moreover, freeze on recruitment imposed by the Government of India in erstwhile Indian Airlines Ltd. as well as erstwhile Air India Ltd. which is still continuing in Air India.

Restructuring of loans of Air India

1776. SHRI HISHEY LACHUNGPA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Air India is seeking restructuring of their loans;
- (b) if so, the details and the reasons for restructuring;
- (c) what are the options available for the purpose of restructuring; and
- (d) what is the response of Government to these options of restructuring?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) to (d) As per the Turnaround Plan (TAP)/Financial Restructuring Plan (FRP) of Air India approved by the Government of India, the restructuring of loans of Air India has already been done under the overall guidance of a consortium of lenders of Air India with State Bank being the lead banker. Under the FRP plan following restructuring of loans has been done:

- (i) Conversion of Working Capital Loans amounting to Rupees approximately ₹ 11000 crores into Long Term Loans with longer maturity and at lower rate of interest.
- (ii) Issuance of Non-Convertible Debentures of ₹ 7400 crores whereby repayment of principal and interest amount will be borne by the Government of India.

The Financial Restructuring Plan of Air India under TAP/FRP was primarily aimed at the reduction in interest rates, moratorium on interest and principal repayments, conversion of part of working capital loans into long term loans and the balance into Non Convertible Debentures (NCDs).

Withdrawal of flight services on commercially unviable routes

1777. DR. T. SUBBARAMI REDDY:

SHRIMATI AMBIKA SONI:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether complaints have been received against private airlines regarding withdrawing services on unviable commercial routes, in view of rise in demand for domestic flights in summer rush, if so, the details thereof;
- (b) how many airlines violated Route Dispersal Guidelines (RDG) while commencing or withdrawing flight services, the details thereof;
- (c) the action taken by Directorate General of Civil Aviation (DGCA) against such airlines; and
- (d) the steps taken by DGCA to ensure passengers are not fleeced with exorbitant air fare during summer and festival rush, and the action against violators?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) Schedule domestic airlines are free to operate on any sector within country depending on their commercial viability subject to compliance of Route Dispersal Guidelines (RDGs). Government has laid down RDG with a view to achieve better regulation of air transport services taking into account the need for air transport