

(f) So far, 72 routes out of 128 under UDAN 1 and 66 routes of UDAN 2 have been operationalised. The remaining routes are likely to be operationalised within six months after completion of airport infrastructure works/airlines operational issues.

Disinvestment of Air India

1090. SHRI HISHEY LACHUNGPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the process of disinvestment of Air India could not receive any bidder;

(b) if so, what are the reasons for failure to attract any bidder;

(c) whether Government is still in the process of disinvestment of Air India after modifying the terms and conditions; and

(d) if so, the details thereof and the proposed modifications being contemplated to start the disinvestment process again?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAYANT SINHA): (a) The Preliminary Information Memorandum (PIM) for inviting Expression of Interest (EOI) for the Strategic Disinvestment of Air India including its shareholding in Air India Express and AI SATS was issued on 28th March, 2018. No EoI/ bid was received till the last date of receipt of bids, *i.e.* 31st May, 2018.

(b) Probable reasons, as analyzed by the Transaction Advisor *i.e.* M/s EY, for non-receipt of bids, *inter alia*, are GOI 24% stake and corresponding rights, high amount of allocated debt, changes in macro environment, individuals not being allowed to bid, profitability track record, and bidders not being able to form a consortium within given time period.

(c) and (d) The Government remains committed to the disinvestment of Air India(AI). In this regard, AISAM has directed to separately decide the contours of the mode of disposal of the subsidiaries *viz.* Air India Engineering Services Limited (AIESL), Air India Air Transport Services Limited (AIATSL) and Airline Allied Services Limited (AASL). Further, AISAM has, *inter alia*, approved the contours for sale of subsidiaries of AI and directed to expedite the sale of AIATSL.