

1	2	3	4
33.	Sikkim	Pakyong	04.10.2018
34.	Tamil Nadu	Salem	25.03.2018
35.	Uttar Pradesh	Agra	08.12.2017
36.		Allahabad	14.06.2018
37.		Kanpur (Chakeri)	03.07.2018
38.	Uttarakhand	Pantnagar	04.01.2019
39.		Pithoragarh	17.01.2019

Resultant effect of non-operation of Jet Airways

1265. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the airfare has rocketed high because of non-operation of Jet Airways and grounding of Boeing 737(MAX) due to technical glitch;

(b) what steps Government has taken to contain the airfare within the affordable limits of domestic passengers;

(c) whether Government has given any clearance to the airlines to take on lease alternate aircrafts till Boeing 737(MAX) are adjusted flight-worthy again; and

(d) why the State-owned Air India has not taken any lead to substantiate the gap due to non-operation of Jet Airways by increasing number of Air India flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) As per the prevailing regulation, air fares are neither established nor regulated by the Government. All scheduled domestic airlines are required to display route-wise and category-wise fares on their respective websites in compliance to the applicable regulation. Due to suspension of operation of Jet Airways and grounding of Boeing B737 Max, there was a reduction in capacity in the domestic sectors. With a view to maintain transparency, as advised by this Ministry, Directorate General of Civil Aviation (DGCA) started monitoring of airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. During monitoring, it was observed that airfares remained

within the fare bracket established. However, a marginal hike was noticed. Subsequently, some of the domestic airlines started inducting more aircraft in their fleet which resulted in capacity increase on the domestic sectors and fares are observed to be normalized at present.

(c) The airline acquire/import the aircraft based on their economic viability and for route expansion plan. The request for acquiring/import is cleared upon meeting the requirements as laid down in this regard. The permission issued in this regard to the airline is not specific to the grounding of B737 (MAX).

(d) Bilateral rights of Jet Airways have been temporarily allocated to Air India/ Air India Express till the end of Summer Schedule 2019 for the Sectors as follows:—

India/Dubai 5852 seats/week

India/Hong Kong 1792 seats/week

India/Qatar 5670 seats/week

India/Singapore 1620 seats/week

India/UK 4788 seats/week

Also, domestic slots vacated by Jet Airways have been allocated to Air India as under:—

Flt No. – Origin – Destination

AI0481 –Delhi –Bhopal

AI0481 –Bhopal –Pune

AI0482 –Pune –Bhopal

AI0482 –Bhopal –Delhi

AI0483 –Delhi –Raipur

AI0484 –Raipur –Delhi

AI0801 –Delhi –Bengaluru

AI0802 –Bengaluru –Delhi

AI0479 –Delhi –Amritsar

AI0480 –Amritsar –Delhi

AI0591 –Chennai –Bengaluru

AI0592 –Bengaluru –Chennai

AI0593 –Chennai –Ahmedabad

AI0594 –Ahmedabad –Chennai

AI0595 –Chennai –Varanasi

AI0596 –Varanasi –Chennai

AI0597 –Chennai –Kolkata

AI0598 –Kolkata –Chennai

AI0637 –Delhi –Indore

AI0638 –Indore –Delhi

AI0823 –Delhi –Vadodara

AI0824 –Vadodara –Delhi

Losses of Air India

1266. DR. V. MAITREYAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the losses incurred by Air India during the last three years 2016-17, 2017-18 and current financial year;

(b) what are the reasons for Air India remaining in loss;

(c) how many profit routes have been allotted to Air India;

(d) what are the steps taken by Government for bringing down the airfares well besides promoting competition among different players; and

(e) what are the steps taken to strengthen Air India in the competitive market?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) The losses incurred by Air India during the last 3 years and the current Financial year are given hereunder:—

Year	Net Loss (₹ in crore)
2015-16	3836.78
2016-17	6452.89
2017-18	5348.18
2018-19	7635.00 (Prov.)