

(c) whether Government is aware of acute shortage of staff in BCAS;

(d) if so, the details thereof; and

(e) the measure adopted by Government to reduce such shortage?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) As on 01.07.2019, 290 officers and staff are on the payroll of Bureau of Civil Aviation Security (BCAS).

(b) No staff has been borrowed from BCAS.

(c) and (d) Yes, Sir. The details of vacancy in BCAS as on 01.07.2019, are given as under:—

Group A — 43

Group B — 207

Group C — 52

(e) Ministry has sanctioned 590 posts in BCAS. Further, BCAS has initiated the process for filling up of these posts.

#### **Need for capital infusion in airlines**

1903. SHRI BHUBANESWAR KALITA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that all airlines in the country have reported losses and require a massive capital infusion;

(b) if so, the details thereof during the last three years;

(c) whether it is also a fact that the situation has adversely affected Government's flagship UDAN scheme; and

(d) if so, what measures are being contemplated by Government so that the scheme does not fail?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) As per the information made available by the Scheduled Indian Carriers, the details regarding the financial performance for last three years are given in the Statement (*See below*). The high cost of Aviation Turbine Fuel (ATF), the global economic slow down, low yields due to intense competition are some reasons that have contributed to the widening gap between

revenue and expenses in the airline industry. Over the years, the operational costs for airlines have gone up mainly due to the increase in fuel prices and the depreciation of Rupee.

(c) and (d) No, Sir. Ministry of Civil Aviation has launched Regional Connectivity Scheme (RCS)-UDAN (Ude Desh ka Aam Nagrik) scheme on 21-10-2016 to facilitate/stimulate regional air connectivity and make air travel affordable to the masses and it is a demand-driven scheme, wherein airline operators assess the feasibility of operation on a particular route and bid under the scheme from time to time. Selection of airlines is done through a transparent bidding process.

As per the scheme, Central Government, State Governments and Airport Operators provide concessions to the Selected Airline Operators (SAOs) for connecting regional airports which include:—

1. Central Government:—

- (i) Excise Duty at the rate of 2% on Aviation Turbine Fuel (ATF) for SAOs at RCS Airports for RCS Flights for a period of three years from the date of notification of this scheme.
- (ii) Freedom to enter into code sharing arrangements with domestic as well as International Airlines pursuant to applicable regulations and prevailing air service agreements.

2. State Governments at RCS Airports within their States:—

- (i) Reduction of Value Added Tax (VAT) to 1% or less on ATF at RCS Airports located within the State for a period of ten years from the date of notification of RCS-UDAN.
- (ii) Provision of security and fire services free of cost at RCS Airports.

3. Airport Operators:—

- (i) Airport operators shall not levy Landing Charges and Parking Charges.
- (ii) SAOs shall be allowed to undertake ground handling for their RCS Flights at all airports.
- (iii) Airports Authority of India (AAI) shall not levy any Terminal Navigation Landing Charges (TNLC) on RCS Flights.
- (iv) Route Navigation and Facilitation Charges (RNFC) will be levied by AAI on a discounted basis @ 42.50% of normal rates on RCS Flights.

In addition to above, Central Government and State Governments provide Viability Gap Funding, which is shared between Ministry of Civil Aviation and the State Government in the ratio of 80:20 whereas for the States in North Eastern region/ Union Territories (UT's) the ratio will be 90:10.

All the above mentioned means contribute to the sustainability of RCS-UDAN operations.

**Statement**

*Information on operational profit/loss as reported by Airlines to DGCA*

Financial Performance of Scheduled Indian Carriers for Financial Years 2016-17, 2017-18 and 2018-19(P)

(₹ in crores)

Carrier/Airline	Operating Revenue			Operating Expense			Operating Result††		
	2016-17	2017-18	2018-19(P)	2016-17	2017-18	2018-19(P)	2016-17	2017-18	2018-19(P)†
<b>(A) National Carriers</b>									
Air India	21,859.61	23,003.67	25,484.11	21,561.59	24,661.74	29,814.10	298.02	-1,658.07	-4,330.07
AI Express	3,329.93	3,619.68	4,164.91	2,764.98	3,072.53	3,705.56	564.95	547.14	459.34
Alliance Air	375.69	593.14	843.55	508.00	727.85	1,151.62	-132.31	-134.71	-308.07
(A) TOTAL (NATIONAL)	25,565.23	27,216.49	30,492.57	24,834.57	28,462.12	34,671.28	730.66	-1,245.64	-4,178.80
<b>(B) Private Scheduled Domestic Airlines</b>									
Jet Airways*	21,257.67	23,257.04	NA	21,207.00	23,978.45	NA	50.66	-721.41	NA
Jet Lite (P) Ltd.*	1,223.72	1,293.76	NA	1,236.91	1,314.98	NA	-13.19	-21.22	NA
Go Air	3,620.50	4,675.22	5,258.00	3,211.69	4,139.35	6,155.00	408.81	535.88	-897.00
Spice Jet	6,191.27	7,795.09	9,113.25	5,846.59	7,273.57	9,379.36	344.68	521.53	-266.10
Indigo	18,580.50	23,020.89	29,821.71	16,889.70	20,444.25	29,970.76	1,690.80	2,576.64	-149.05
Zoom Air**	2.61	17.40	10.36	2.47	16.59	11.75	0.14	0.81	-1.40
Air Asia	951.94	1,801.13	2,511.64	1,092.26	1,942.57	3,214.68	-140.33	-141.44	-703.04

Vistara <sup>#</sup>	1,389.92	2,137.43	2,994.40	1,939.21	2,653.96	3,840.50	-549.29	-516.53	-846.10
Blue Dart	618.84	671.30	758.10	596.43	643.80	720.10	22.41	27.50	38.00
True Jet <sup>\$</sup>	126.14	195.68	265.00	206.91	280.82	306.00	-80.77	-85.15	-41.00
Quikjet Cargo <sup>\$\$</sup>	33.04			47.45			-14.41		
Air Deccan!		62.93	4.70		76.49	33.60		-13.55	-28.90
Air Odisha!!		1.39	11.00		5.53	11.05		-4.15	-0.05
Star Air <sup>@</sup>			3.24			17.43			-14.19
Air Heritage <sup>@@</sup>			0.30			0.65			-0.35
(B) TOTAL (PRIVATE)	53,996.15	64,929.26	50,751.69	52,276.64	62,770.35	53,660.87	1,719.51	2,158.91	-2,909.18
GRAND TOTAL (A+B)	79,561.38	92,145.75	81,244.26	77,111.21	91,232.47	88,332.16	2,450.17	913.27	-7,087.97

\* Ceased Operations since 18th April, 2019 (Provisional Financial Statement of FY 2018-19 not submitted till date {20-06-2019}).

\*\* Operations started since February, 2017 and Ceased Operation from July 2018.

# Operations started since January, 2015.

\$ Operations started since July, 2015,

\$\$ Operation started since May, 2016 and Ceased operation september 2017

! Operation started since December, 2017

!! Operation started since February, 2018,

@ Operations started since January, 2019.

@@ Operations started since January, 2019.

P- Provisional

†- Figures for financial year 2018-19 are unaudited and provisional.

††Operating result # Operating results are derived from the financial statements and these figures are related to operations only.

Written Answers to

[10 July, 2019]

Unstarred Questions

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