

airlines keeping in mind the market, demand, seasonality and other market forces. The airfare increases with increase in demand of seat as the lower fare buckets get sold out fast when bookings are offered by airlines. Some of the airlines have introduced Apex-90, in addition to existing advance purchase schemes of 60 days, 30 days, 14 days etc., in which highly discounted fares being offered which would entail travelling even during peak seasons on low fares. The fare structures stated above have been displayed by airlines on their websites. The airlines are compliant to the Sub Rule (2) of Rule 135 of the Aircraft Rules, 1937 as long as the fare charged by them is in line with fare displayed on their website.

(c) Very close to the date of departure, it has been observed that airlines sometimes offers seats in higher side of fare bucket as per the respective airline policy. However, the airfares remained well within the fare bucket uploaded by the airlines on the respective websites.

(d) and (e) As per prevailing regulation, all scheduled domestic airlines are required to display route-wise and category-wise fares on their respective websites. With a view to maintain transparency, DGCA monitors airfares on certain routes selected on random basis to ensure that the airlines do not charge airfares outside the range declared by them. The fare monitoring analysis carried out by Directorate General of Civil Aviation (DGCA) in the recent past has shown that the airfares remained well within the fare bucket uploaded by the airlines on the respective websites. In case, any steep fare hike is observed, Ministry of Civil Aviation/Directorate General of Civil Aviation sensitize the airlines for necessary intervention.

#### **Report on postponing disinvestment of Air India**

1912. SHRI SUSHIL KUMAR GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has received any report indicating that postponing disinvestment of Air India would further lower its valuation;

(b) if so, what are the details in this regard; and

(c) what is the present status of disinvestment of Air India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a): No, Sir.

(b) Does not arise in view of (a) above.

(c) The Government is committed to the strategic disinvestment of Air India. The Cabinet Committee on Economic Affairs (CCEA), in its meeting held on 28.06.2017,

had given an in-principle approval for considering strategic disinvestment of Air India and its five subsidiaries. CCEA constituted an Air India Specific Alternative Mechanism (AISAM) to guide the process on strategic disinvestment from time to time and decide issues which, *inter alia*, include treatment of unsustainable debt of Air India, hiving off of certain assets to a shell company, demerger and strategic disinvestment of three profit making subsidiaries, the quantum of disinvestment and the universe of bidders. Further, an AISAM with new members is likely to be re-constituted soon which will finalise the parameters for disinvestment of Air India.

#### **Review of Boeing 737 (Max) by DGCA**

1913. SHRI R. VAITHILINGAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Directorate General of Civil Aviation (DGCA) had reviewed the Boeing 737 (Max) planes with airlines for issues related to engine and other parts of the aircraft;

(b) if so, the details thereof;

(c) whether it is also a fact that the regulator had sought details about the plane crash from Boeing and Federal Aviation Administration (FAA) after the crash of such plane in recent times; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) Yes, Sir. After Ethiopian Airlines Boeing 737 Max accident on 10th March, 2019, DGCA reviewed the operation of the aircraft on 11th March, 2019 with the two Indian operators, M/s Jet Airways and M/s Spicejet and these airlines were asked to take additional operational and airworthiness measures.

(c) and (d) DGCA sought details from M/s Boeing and FAA on the accident and shared the additional measures for their inputs and advice. Response received from M/s Boeing and FAA did not provide clarity on the probable cause of the Ethiopian accident.

In the absence of any input from the manufacturer and FAA, DGCA reviewed the matter again on 12th March, 2019 and considered it appropriate to stop operations of Boeing 737 Max aircraft type till modifications and additional safety measures were made available by the manufacturer. Accordingly, an order to stop operations of Boeing 737 Max aircraft in Indian airspace was issued by the DGCA on 13th March, 2019.