

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) No such proposal is under consideration in the Government to take over Jet Airways by Air India.

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

**Resuming air service from Darima airport of Ambikapur, Chhattisgarh**

†2706. SHRI RAM VICHAR NETAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Central Government is considering to connect Ambikapur of Chhattisgarh with Raipur and other cities by air route under the Regional Connectivity Scheme, if so, the details thereof;

(b) whether Government has any plan to resume the air service from the Darima airport of Ambikapur, Chhattisgarh which was abandoned earlier;

(c) if so, the details thereof; and

(d) whether there is any proposal for upgradation of Darima airport of Ambikapur, if so, the steps taken to start/increase air mobility from this airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (d) Under Regional Connectivity Scheme (RCS) - UDAN (Ude Desh ka Aam Naagrik), M/s Air Odisha Aviation Private Limited was awarded Raipur-Bilaspur-Ambikapur-Bilaspur-Raipur-Jharsuguda-Raipur-Raigarh-Raipur-Jagdalpur-Vishakhapatnam-Jagdalpur-Raipur network under RCS - UDAN. The same was terminated/cancelled due to non-compliance of Selected Airline Operator (SAO) Agreement by SAO. No valid bid was received in subsequent rounds of bidding under RCS-UDAN. RCS-UDAN is market driven mechanism. Development of regional air connectivity routes is left to market forces such that airlines undertake assessment of demand and nature of supply required on particular routes and lead the process under RCS - UDAN. The interested airlines based on their assessment of demand on particular routes submit proposals at the time of bidding under RCS-UDAN from time to time.

**Turbulence in airline companies in the country**

2707. SHRI T.K. RANGARAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the airline companies in the country undergoing any turbulence;

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†Original notice of the question was received in Hindi.

- (b) what is Government's assessment about the situation;
- (c) the reasons for present situation of Jet Airways; and
- (d) what Government proposes to do particularly for the employees who were not paid salaries?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) 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) M/s Jet Airways (India) Limited reported aggregated losses during last few quarters which eroded its liquidity and jeopardized its ability to sustain its operations. As a result there were significant overdues towards all creditors including the lessors of the aircrafts, pilots, suppliers, oil companies etc.

Each airline prepares its business plan on the basis of its own market assessment and liabilities. Mobilizing financial resources and ensuring efficient operations as per business plans are the responsibility of the airline. Government of India has no role in raising funds for M/s Jet Airways (India) Limited, as it is an internal matter of the airline. State Bank of India has filed an application under the Insolvency and Bankruptcy Code, 2016 (IBC), which has been admitted by National Company Law Tribunal (NCLT), Mumbai on 20 June, 2019 to work out a resolution plan under the said code. Revival of the airlines is now possible only under IBC.

#### **Mid-flight engine damage to passenger jets**

2708. SHRI PARIMAL NATHWANI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the total number of passenger jet to have suffered mid-flight engine damage or technical difficulties while flying during the last four years, year-wise;
- (b) whether steps have been taken by Government to avoid the occurrence of near disaster-like situations with mid-flight engine damage;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor and the steps taken by Government in this regard?