

2016 (IBC) on 20th June, 2019 to work out a resolution plan under the said code. Revival of the airline is now possible only under IBC.

Granting permission for new air routes

†476. MS. SAROJ PANDEY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has fixed any target for granting permission for new air routes/increasing the frequency of flights in view of growing number of air passengers;
- (b) if so, the details of zones/air routes where it has been implemented; and
- (c) if not, whether Government propose to undertake the same?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (c) With repeal of the Air Corporation Act in March 1994, the Indian domestic aviation was deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service and operate. In this regard, Government has laid down Route Dispersal Guidelines with a view to achieve better air transport services of different regions of the country. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of Route Dispersal Guidelines issued by Government.

However, Government has launched Regional Connectivity Scheme (RCS) -UDAN (Ude Desh ka Aam Nagrik) to facilitate/stimulate regional air connectivity by making it affordable. 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.

Dues to AAI by Indian and foreign airlines

477. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that many Indian airlines and foreign airlines owes dues to Airports Authority of India (AAI);
- (b) if so, the details thereof;

†Original notice of the question was received in Hindi.

(c) whether Government has taken any concrete steps to recover the dues including Jet Airways; 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. Various Indian and foreign airlines owe dues to the Airports Authority of India (AAI) to the tune of ₹2189.68 crore.

(c) and (d) AAI follows up with the airlines regularly for recovery of dues as per their Credit Policy. Charging penal interests, encashment of security deposits along with resorting to legal course are other measures available with AAI. As far as Jet Airways is concerned, AAI has already encashed the Bank Guarantee submitted by the airline and there are no pending dues from the airline as on date.

Jet airways crisis

478. SHRI SANJAY SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian carrier Jet Airways owes ₹ 8000 crores to pilots, suppliers, oil companies and lessors;

(b) whether it is also a fact that Jet Airways was denied ₹ 400 crores as emergency funds;

(c) if so, the reasons for the denial thereof; and

(d) what measures is Government going to take to pull Jet Airways out of the crisis?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) to (d) 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 plan 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 filled an application under the Insolvency and Bankruptcy Code, 2016 (IBC), which has been admitted by National Company Law Tribunal (NCLT), Mumbai on 20th June, 2019 to work out a resolution plan under the said code. Revival of the airlines is now possible only under IBC.