

(b) if so, the details thereof, if not the reasons therefor;

(c) whether Government is taking any steps to help these companies in the interest of passengers and the employees, if so, the details thereof and if not, the reasons therefor; and

(d) the number of domestic routes that have been cancelled by such companies in the last three years due to non-profitability and the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) and (b) The Government keeps a close watch on the operational performance and financial parameter of Airline companies. 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.

(c) 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 private airline companies, as it is an internal matter of the airline.

(d) The Airlines commence new routes and sometimes curtail existing routes depending on passenger demand and economic viability.

Debarring of CPR for conducting recruitment examinations by AAI

337. SHRI B. LINGAIAH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Centre for Policy Research (CPR) has been debarred by the Airport Authority of India (AAI) from conducting recruitment examinations for the AAI for next three years;

(b) whether the AAI had outsourced the work of filling up vacancies at various levels in several departments of AAI including airport operation, economic planning, human resources, cargo, law and information technology to CPR, if so, the details thereof;

(c) whether the irregularity caused operational inconvenience and pecuniary loss to AAI as it had to conduct fresh recruitment for all the posts through another agency, if so, the details thereof and the steps being taken to correct the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) Airports Authority of India (AAI) in October, 2015 had debarred M/s. CPR from taking up any recruitment exercise of AAI initially for a period of three years. No further decision on empanelment/debarment/ blacklisting of M/s. CPR has been taken so far by AAI.

(b) AAI had initially hired M/s CPR in the year 2006. In July, 2012, AAI conveyed to M/s CPR the approved rates for various recruitment activities for filling up 917 vacancies in 35 cadres, which included disciplines/departments such as airport operation, economic planning, human resources, cargo, law and information technology.

(c) Subsequent to debarring M/s. CPR, the recruitment activities carried out by M/s CPR were scrapped except for the post of Junior Executive (Fire Services). These vacancies could not be filled in the recruitment initiated in 2012 and were later on filled through re-advertising the same vacancies in the year 2015, and resulting in completion of the recruitment action in 2016. The task of conducting the recruitment activities for unfilled vacancies was awarded to M/s. EdCIL (India) Limited, a Miniratna PSE under Ministry of HRD, Government of India with an expenditure of ₹ 20.42 crores (approx.). AAI has filed Civil Suit in the Hon'ble High Court of Delhi for recovery of loss/damages plus penal interest from M/s. CPR.

Valuation of Air India assets

338. SHRI KUMAR KETKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) list the assets of Air India all over India and abroad;

(b) whether the assets have been valued at fair value as defined by Indian Accounting Standards (Ind AS) 103; and

(c) the fair value of assets and the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) Air India has immovable as well as movable assets.