

To improve passengers amenities, AAI has provided wi-fi facility at 53 airports and has procured 30 battery operated Golf Cart Vehicles for various airports. To reduce the check-in time of passengers at the airports additional number of equipment such as Common User Terminal Equipment (CUTE), Common User Self Service (CUSS) Kiosk, Scanners etc. have been provided at major 40 AAI airports.

Revival of Air India

323. SHRI C.M. RAMESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has once again taken the initiative for disinvestment of Air India, the details thereof;

(b) whether Government has, in recent past, appointed any high level committee to suggest steps for revival, identified causes for loss of Air India, the details thereof; and

(c) the details of outstanding debt against Air India for the last three years and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARDEEP SINGH PURI): (a) Yes, Sir. The Preliminary Information Memorandum (PIM) for inviting Expression of Interest for sale of 100% equity share capital of Air India Limited (AIL) including AIL's 100% shareholding in the Air India Express Limited (AIXL) and 50% shareholding in Air India Airport Services Private Limited (AISATS) has been issued by Government of India on 27.01.2020 and is available on the website of Ministry of Civil Aviation (<https://www.civilaviation.gov.in>).

(b) NITI Aayog in its recommendations, on Strategic Disinvestment of the Central Public Sector Enterprises in May, 2017 had given the rationale for the disinvestment of Air India and referred to the fragile finances of the company, among various other reasons as Air India had been incurring continuous losses and had huge accumulated debt. Further, NITI Aayog in its report on Air India had stated that further financial support in a mature and competitive aviation market would not be the best use of scarce financial resources of the Government.

In order to effectively prepare Air India for disinvestment, a meeting was held on 07.09.2019 under the Chairpersonship of the then Finance Minister wherein the plan to

bring operational and financial efficiency in Air India was finalised. The Plan focused on the financial and operational efficiencies so that substantial increase in revenue or cost saving can be achieved. Also, as decided in the meeting, operational and financial performance parameters and milestones were fixed by the Government and are regularly reviewed *via* review meetings held under the Chairmanship of Secretary, Ministry of Civil Aviation. The Government, however, remains committed to the disinvestment of Air India.

(c) The details of the debt of Air India for the last three years as per audited, accounts are as given below:

Year	Amount
2018-19	₹ 58,255.89 crore
2017-18	₹ 55,308.52 crore
2016-17	₹ 48,447.37 crore

The main reasons for the increase in the debt burden of the company is due to the losses suffered on account of various reasons which, *inter-alia*, include:

- (i) High interest burden,
- (ii) Increase in competition especially from low cost carriers,
- (iii) Adverse impact of exchange rate variation due to weakening of the Indian Rupee, and
- (iv) High operating costs.

Infrastructure development of aviation sector

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

(a) the annual increase in the number of air passengers during the last five years and the numbers of such passengers likely to be increased by 2022; and

(b) the action plan made by Government for the infrastructure development of this sector and for construction of new airports, upgradation of existing airports considering the increase in the number of passengers?

†Original notice of the question was received in Hindi.