

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 183
(TO BE ANSWERED ON THE 1st December 2015)

PERFORMANCE OF AI

183. SHRI C.M. RAMESH

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) what is the seat occupancy, accuracy of arrival and departure, technical snags, etc., of AI and other domestic airlines during the last two years, airline-wise and monthwise;
- (b) to what extent the irrational ticket pricing and policy is contributing to AI pathetic performance when compared to other domestic airlines;
- (c) to what extent the price war dipped the business of AI;
- (d) whether there is any thinking going on to reduce the freebees being given to AI staff; and
- (e) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Dr Mahesh Sharma)

(a): Details of seat occupancy and Aircraft Dispatch Reliability for the last two years month wise of Air India and other airlines are attached as Annexure-A, and B respectively. The information regarding details of technical snags is being collected.

(b): Under the provision of-Sub Rule (1) of Rule 135, Aircraft Rules 1937, airlines are free to fix reasonable tariff having regard to all relevant factors, including the cost of operation, characteristics of service, reasonable profit and the generally prevailing tariff. DGCA has also set up a Tariff Monitoring Unit in 2010 that 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 airline pricing runs in multiple levels (bucket or Reservation Booking Designator (RBD) which are in line with the practice followed globally. Air India

fares are fixed in different buckets / levels based on parameters interalia :

- i. fares offered by competitors in price sensitive market.
- ii. product perception,
- iii. seasonality (as per practice adopted by all airlines worldwide),
- iv. flight frequency, timings, direct / indirect operations

All fares offered by Air India are transparent, published fares, multi-level with given validity. Air India follows a laid down pricing policy, in the domestic and international market, whilst ensuring that the fares are synchronized and pegged with the key competitors in the market.

(c):Markets have become extremely competitive. Due to intense competition arising out of capacity induction by competitors the yields have seen a dip in the domestic market.

(d) & (e):No freebees are given to Air India employees. However, there is a passage scheme prevailing in Air India which is in accordance with the industry practice and International Air Transport Association (IATA) resolution 788. The board of Air India has approved passage resolution for the company which provides 8 to 24 free/concessional passages per year for its employees and their families, subject availability of seats and the number of years of service of its employees. The holders of all staff tickets are accepted for travel in the aircraft only after all the revenue paying passengers arc accommodated. There is no expenditure incurred/likely to be incurred on the same by the company. Further, employees have to bear the cost of all applicable taxes like Passenger Service Fee and user Development Fee, Airport Tax etc. In fact marginal revenue is being generated which would otherwise go waste, the seats being perishable.

**MONTH-WISE SEAT FACTOR OF SCHEDULED OPERATORS IN 2013
(PASSENGER LOAD FACTOR IN PERCENTAGE)**

| Month | Air India (Per cent) | Jet Airways | Jet Air Inde | SpiceJet | Go Air | Indigo | Air Costa | Mahira |
|-------|-------------------------|----------------|-----------------|----------|--------|--------|-----------|--------|
| Jan | 78.8 | 75.5 | 76.3 | 71.6 | 79.4 | 84.1 | | 20.0 |
| Feb | 77.4 | 77.9 | 77.2 | 80.8 | 80.0 | 85.4 | | 18.0 |
| Mar | 80.9 | 71.3 | 71.0 | 76.1 | 77.1 | 78.0 | | 21.0 |
| Apr | 78.7 | 69.4 | 71.8 | 75.0 | 79.5 | 83.8 | | No Ops |
| May | 82.0 | 75.1 | 77.2 | 80.9 | 86.8 | 89.6 | | No Ops |
| Jun | 75.6 | 70.5 | 72.1 | 73.3 | 76.1 | 81.3 | | No Ops |
| Jul | 71.7 | 72.5 | 72.1 | 65.6 | 69.0 | 73.1 | | No Ops |
| Aug | 78.7 | 74.9 | 73.9 | 75.8 | 79.0 | 76.0 | | No Ops |
| Sep | 73.2 | 63.7 | 63.0 | 67.9 | 67.5 | 70.3 | | No Ops |
| Oct | 70.7 | 64.4 | 68.9 | 67.5 | 65.9 | 74.8 | 48.5 | No Ops |
| Nov | 75.1 | 69.1 | 74.4 | 70.7 | 73.2 | 74.6 | 57.0 | No Ops |
| Dec | 77.3 | 74.8 | 76.5 | 75.3 | 77.4 | 77.1 | 72.6 | No Ops |

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**MONTH-WISE SEAT FACTOR OF SCHEDULED OPERATORS IN 2014
(PASSENGER LOAD FACTOR IN PERCENTAGE)**

| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------|------|------|------|------|------|------|-------|------|-----|-----|-----|-----|
| Jan | 73.6 | 71.8 | 74.5 | 69.5 | 70.1 | 70.0 | 66.7 | - | - | - | - | - |
| Feb | 75.1 | 72.3 | 76.4 | 70.9 | 77.3 | 75.5 | 71.6 | - | - | - | - | - |
| Mar | 77.4 | 68.6 | 71.2 | 68.9 | 70.1 | 73.3 | 75.4 | - | - | - | - | - |
| Apr | 73.3 | 70.9 | 76.0 | 73.3 | 76.1 | 76.9 | 77.8 | - | - | - | - | - |
| May | 79.5 | 75.2 | 80.0 | 81.3 | 81.2 | 82.0 | 81.2 | - | - | - | - | - |
| Jun | 78.6 | 69.5 | 75.8 | 81.4 | 81.5 | 79.1 | 70.3 | 80.0 | - | - | - | - |
| Jul | 69.6 | 64.2 | 63.6 | 79.4 | 69.7 | 67.0 | 65.5 | 69.8 | - | - | - | - |
| Aug | 70.3 | 70.9 | 71.3 | 82.5 | 81.3 | 74.8 | 65.8 | 73.0 | - | - | - | - |
| Sep | 76.7 | 77.2 | 82.7 | 85.9 | 82.3 | 77.9 | 76.4 | 68.7 | - | - | - | - |
| Oct | 83.5 | 73.1 | 75.8 | 80.1 | 72.6 | 78.8 | 78.1 | 76.2 | - | - | - | - |
| Nov | 76.9 | 83.8 | 82.8 | 86.9 | 75.3 | 78.8 | 72.47 | 79.8 | - | - | - | - |
| Dec | 85.9 | 89.0 | 89.5 | 86.7 | 84.2 | 88.8 | 81.66 | 81.5 | - | - | - | - |

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**MONTH-WISE SEAT FACTOR OF SCHEDULED OPERATORS IN 2015
(PASSENGER LOAD FACTOR IN PERCENTAGE)**

| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Jan | 82.4 | 87.0 | 87.4 | 80.0 | 79.2 | 85.2 | 76.5 | 76.3 | 45.4 | -- | -- | -- |
| Feb | 83.3 | 89.5 | 89.7 | 85.6 | 85.9 | 88.0 | 77.9 | 77.9 | 58.6 | -- | -- | -- |
| Mar | 73.9 | 86.6 | 87.8 | 83.4 | 80.0 | 77.0 | 69.2 | 71.7 | 53.6 | -- | -- | -- |
| Apr | 78.5 | 82.0 | 81.9 | 88.7 | 85.5 | 85.7 | 76.9 | 74.4 | 67.3 | -- | -- | -- |
| May | 80.4 | 81.1 | 79.4 | 93.1 | 89.4 | 91.9 | 81.2 | 81.4 | 71.1 | 78.0 | -- | -- |
| Jun | 73.5 | 77.7 | 78.1 | 93.2 | 83.6 | 86.6 | 79.2 | 84.0 | 59.3 | 73.1 | -- | -- |
| Jul | 77.8 | 81.0 | 80.1 | 93.4 | 81.2 | 78.4 | 81.7 | 80.2 | 60.3 | 71.5 | -- | -- |
| Aug | 79.3 | 80.8 | 78.7 | 92.1 | 75.6 | 76.8 | 77.3 | 72.1 | 62.9 | 77.1 | 83.7 | -- |
| Sep | 76.9 | 77.9 | 74.9 | 93.0 | 79.8 | 79.4 | 78.9 | 67.7 | 62.4 | 73.2 | 79.0 | -- |
| Oct | 74.6 | 77.1 | 75.9 | 92.1 | 81.2 | 82.4 | 78.4 | 80.6 | 67.0 | 77.3 | 76.2 | -- |
| Nov | | | | | | | | | | | | |
| Dec | | | | | | | | | | | | |

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| MONTH | AIRLINES | TOTAL DEPARTURES | FLIGHTS ON TIME (STD + 15 min) | FLIGHTS DELAYED (STD + MORE THAN 15 Min) | % ON TIME |
|--------|----------|------------------|--------------------------------|--|-----------|
| Jan-13 | AI | 5164 | 3121 | 2043 | 60.4 |
| | G8 | 1808 | 1432 | 376 | 79.2 |
| | 6F | 7024 | 5951 | 1073 | 84.7 |
| | 9W&S2 | 8902 | 7051 | 1751 | 80.1 |
| | SG | 5928 | 4688 | 1240 | 79.1 |
| Feb-13 | AI | 3768 | 2850 | 918 | 75.6 |
| | G8 | 1275 | 1070 | 205 | 83.9 |
| | 6E | 5298 | 4817 | 481 | 90.9 |
| | 9W&S2 | 6345 | 5369 | 976 | 84.6 |
| | SG | 4904 | 3719 | 1245 | 74.9 |
| Mar-13 | AI | 4180 | 3422 | 758 | 81.9 |
| | G8 | 1463 | 1313 | 150 | 89.7 |
| | 6F | 6137 | 5874 | 263 | 95.7 |
| | 9W&S2 | 6350 | 5709 | 641 | 89.9 |
| | SG | 5581 | 4882 | 699 | 87.5 |
| Apr-13 | AI | 4001 | 3592 | 409 | 89.8 |
| | G8 | 1498 | 1397 | 101 | 93.3 |
| | 6E | 6118 | 5871 | 247 | 96.0 |
| | 9W&S2 | 6623 | 6237 | 386 | 94.2 |
| | SG | 5402 | 4685 | 717 | 86.7 |
| May-13 | AI | 3879 | 3417 | 462 | 88.2 |
| | G8 | 1575 | 1408 | 167 | 89.4 |
| | 6E | 6380 | 6062 | 318 | 95.0 |
| | 9W&S2 | 6709 | 6158 | 551 | 91.8 |
| | SG | 5648 | 4814 | 834 | 85.2 |
| Jun-13 | AI | 3633 | 3075 | 558 | 84.6 |
| | G8 | 1514 | 1390 | 124 | 91.8 |
| | 6E | 6178 | 5882 | 296 | 95.2 |
| | 9W&S2 | 6472 | 5858 | 614 | 90.5 |
| | SG | 5411 | 4568 | 843 | 84.4 |
| Jul-13 | AI | 4791 | 3803 | 988 | 79.4 |
| | G8 | 2084 | 1791 | 293 | 85.9 |
| | 6E | 8123 | 7339 | 784 | 90.3 |
| | 9W&S2 | 8556 | 7156 | 1390 | 83.8 |
| | SG | 5511 | 4909 | 602 | 89.1 |
| Aug-13 | AI | 4751 | 3894 | 857 | 82.0 |
| | G8 | 2052 | 1748 | 304 | 84.8 |
| | 6E | 7370 | 6737 | 633 | 91.4 |
| | 9W&S2 | 8923 | 7854 | 1069 | 88.0 |
| | SG | 5260 | 4778 | 482 | 90.8 |
| Sep-13 | AI | 4650 | 3907 | 743 | 84.0 |
| | G8 | 1802 | 1567 | 240 | 86.7 |
| | 6E | 8050 | 7730 | 330 | 95.9 |
| | 9W&S2 | 8721 | 8052 | 669 | 92.3 |
| | SG | 5050 | 4630 | 420 | 91.7 |
| Oct-13 | AI | 4837 | 3770 | 1067 | 77.9 |
| | G8 | 2078 | 1830 | 248 | 88.1 |
| | 6E | 8389 | 7730 | 659 | 92.1 |
| | 9W&S2 | 8959 | 8073 | 886 | 90.0 |
| | SG | 6275 | 5530 | 745 | 88.1 |
| Nov-13 | AI | 4588 | 3360 | 1228 | 71.7 |
| | G8 | 2225 | 1722 | 503 | 77.4 |
| | 6F | 8170 | 7071 | 1099 | 86.5 |
| | 9W&S2 | 8632 | 7417 | 1215 | 85.9 |
| | SG | 6023 | 4928 | 1095 | 81.8 |
| Dec-13 | AI | 5193 | 3625 | 1568 | 69.8 |
| | G8 | 2264 | 1623 | 641 | 71.7 |
| | 6E | 6504 | 6822 | 1682 | 80.2 |
| | 9W&S2 | 8878 | 7251 | 1627 | 81.7 |
| | SG | 6187 | 5085 | 1102 | 82.2 |

| MONTH | AIRLINES | TOTAL DEPARTURE RES | FLIGHTS ON TIME (STD + 15 min) | FLIGHTS DELAYED (STD + MORE THAN 15 Min) | % ON TIME |
|--------|----------|---------------------|--------------------------------|--|-----------|
| Jan-14 | AI | 5156 | 3422 | 1734 | 66.4 |
| | G8 | 2211 | 1433 | 778 | 64.8 |
| | 6E | 8515 | 6614 | 1901 | 77.7 |
| | BW&S2 | 8903 | 6720 | 2183 | 75.5 |
| | SG | 6052 | 4814 | 1238 | 79.5 |
| Feb-14 | AI | 3875 | 2745 | 1130 | 70.8 |
| | G8 | 1748 | 1314 | 434 | 75.2 |
| | 6E | 6075 | 4813 | 1262 | 79.2 |
| | BW&S2 | 6055 | 4740 | 1326 | 78.1 |
| | SG | 4074 | 3248 | 826 | 79.7 |
| Mar-14 | AI | 4418 | 3402 | 1016 | 77.0 |
| | G8 | 3080 | 2722 | 358 | 88.4 |
| | 6E | 5962 | 5202 | 660 | 86.9 |
| | BW&S2 | 5525 | 5488 | 1037 | 84.1 |
| | SG | 4579 | 3976 | 603 | 86.8 |
| Apr-14 | AI | 4237 | 3483 | 754 | 82.2 |
| | G8 | 2071 | 1725 | 346 | 83.3 |
| | 6E | 6800 | 6254 | 646 | 90.6 |
| | BW&S2 | 6431 | 5413 | 988 | 84.6 |
| | SG | 4277 | 3766 | 513 | 88.1 |
| May-14 | AI | 4387 | 3423 | 964 | 79.8 |
| | G8 | 2167 | 1866 | 501 | 76.9 |
| | 6E | 7287 | 6440 | 847 | 88.4 |
| | BW&S2 | 6711 | 5481 | 1230 | 81.7 |
| | SG | 4411 | 3607 | 714 | 81.8 |
| Jun-14 | AI | 4099 | 3155 | 944 | 77.0 |
| | G8 | 2112 | 1567 | 545 | 74.2 |
| | 6E | 7068 | 6395 | 673 | 90.5 |
| | BW&S2 | 6355 | 5342 | 1013 | 84.1 |
| | SG | 4345 | 3580 | 765 | 82.4 |
| Jul-14 | AI | 4134 | 3192 | 942 | 77.2 |
| | G8 | 2094 | 1713 | 381 | 81.8 |
| | 6E | 7282 | 6326 | 956 | 87.1 |
| | BW&S2 | 6489 | 5371 | 1128 | 82.6 |
| | SG | 4527 | 3595 | 932 | 78.1 |
| Aug-14 | AI | 3949 | 2924 | 1025 | 74.0 |
| | G8 | 2078 | 1745 | 332 | 84.0 |
| | 6E | 7414 | 6574 | 840 | 88.7 |
| | BW&S2 | 6455 | 5678 | 777 | 88.0 |
| | SG | 4454 | 3608 | 846 | 81.0 |
| Sep-14 | AI | 3789 | 2848 | 941 | 75.2 |
| | G8 | 1956 | 1635 | 321 | 83.6 |
| | 6E | 7393 | 6645 | 747 | 89.9 |
| | BW&S2 | 6303 | 5328 | 975 | 84.5 |
| | SG | 4179 | 3421 | 758 | 81.9 |
| Oct-14 | AI | 4059 | 2556 | 1483 | 63.3 |
| | G8 | 2042 | 1786 | 256 | 87.5 |
| | 6E | 7526 | 7078 | 548 | 92.8 |
| | BW&S2 | 6667 | 5389 | 1328 | 80.1 |
| | SG | 4216 | 3510 | 706 | 83.3 |
| Nov-14 | AI | 3834 | 2816 | 1078 | 72.3 |
| | G8 | 2075 | 1810 | 265 | 87.2 |
| | 6E | 7625 | 7191 | 434 | 94.3 |
| | BW&S2 | 6523 | 5792 | 732 | 88.8 |
| | SG | 3381 | 2648 | 733 | 78.3 |
| Dec-14 | AI | 4066 | 2432 | 1634 | 59.8 |
| | G8 | 2055 | 1538 | 557 | 73.4 |
| | 6E | 8005 | 6160 | 1836 | 77.1 |
| | BW&S2 | 6725 | 4705 | 2024 | 69.9 |
| | SG | 2688 | 1726 | 962 | 64.2 |

| MONTH | AIRLINES | TOTAL DEPARTURES | FLIGHTS ON TIME (STD + 15 min) | FLIGHTS DELAYED (STD + MORE THAN 15 Min) | % ON TIME | |
|--------|----------|------------------|--------------------------------|--|-----------|------|
| Jan-15 | AI | 4051 | 2112 | 1939 | 52.1 | |
| | GB | 2030 | 1525 | 605 | 65.8 | |
| | BE | 8195 | 6710 | 2185 | 73.3 | |
| | 9W&52 | 6781 | 4519 | 2462 | 63.7 | |
| | SG | 3393 | 1383 | 1200 | 49.6 | |
| Feb-15 | AI | 3721 | 2650 | 1081 | 70.9 | |
| | GB | 1830 | 1567 | 463 | 74.7 | |
| | BE | 7663 | 6423 | 1240 | 83.8 | |
| | 9W&52 | 6393 | 4749 | 1644 | 74.1 | |
| | SG | 3168 | 1541 | 525 | 75.8 | |
| Mar-15 | AI | 4142 | 3274 | 757 | 81.5 | |
| | GB | 2016 | 1595 | 421 | 79.1 | |
| | BE | 8849 | 7394 | 1065 | 86.1 | |
| | 9W&52 | 7200 | 6030 | 1150 | 84.0 | |
| | SG | 2405 | 2021 | 478 | 80.0 | |
| Apr-15 | AI | 3515 | 2872 | 743 | 79.4 | |
| | GB | 1725 | 1390 | 135 | 50.6 | |
| | BE | 7057 | 5484 | 1475 | 79.1 | |
| | 9W&52 | 5980 | 4778 | 1202 | 79.9 | |
| | SG | 2306 | 1576 | 550 | 74.8 | |
| | LB | 229 | 206 | 23 | 90.0 | |
| | IS | 8 | 8 | 0 | 100.0 | |
| | UK | 597 | 575 | 22 | 96.3 | |
| | OP | 2 | 2 | 0 | 100.0 | |
| | May-15 | AI | 6329 | 3287 | 942 | 77.7 |
| | | GB | 2068 | 1610 | 458 | 77.9 |
| BE | | 9130 | 7328 | 1811 | 80.2 | |
| 9W&52 | | 7074 | 6414 | 1260 | 83.6 | |
| SG | | 2588 | 2154 | 834 | 72.1 | |
| LB | | 339 | 271 | 68 | 79.9 | |
| IS | | 315 | 273 | 42 | 86.7 | |
| UK | | 655 | 645 | 10 | 98.5 | |
| OP | | 62 | 58 | 4 | 93.5 | |
| Jun-15 | | AI | 4046 | 3065 | 983 | 75.7 |
| | | GB | 1997 | 1534 | 463 | 76.8 |
| | BE | 8613 | 7277 | 1536 | 82.6 | |
| | 9W&52 | 7410 | 5927 | 1503 | 78.6 | |
| | SG | 2865 | 1725 | 1139 | 60.2 | |
| | LB | 385 | 337 | 48 | 87.3 | |
| | IS | 447 | 390 | 57 | 87.2 | |
| | UK | 720 | 695 | 25 | 95.6 | |
| | OP | 95 | 97 | 1 | 99.0 | |
| | Jul-15 | AI | 4375 | 3054 | 1111 | 73.4 |
| | | GB | 2070 | 1625 | 444 | 78.6 |
| BE | | 9162 | 7934 | 1228 | 86.6 | |
| 9W&52 | | 7681 | 6174 | 1507 | 80.4 | |
| SG | | 3076 | 1961 | 1115 | 63.8 | |
| LB | | 361 | 309 | 72 | 81.1 | |
| IS | | 495 | 427 | 68 | 85.3 | |
| UK | | 786 | 725 | 61 | 91.5 | |
| OP | | 117 | 121 | 4 | 96.5 | |
| Aug-15 | | AI | 4159 | 3157 | 962 | 76.1 |
| | | GB | 2149 | 1801 | 548 | 83.8 |
| | BE | 9189 | 8326 | 863 | 90.6 | |
| | 9W&52 | 7684 | 6630 | 1004 | 85.8 | |
| | SG | 3077 | 2379 | 690 | 77.3 | |
| | LB | 362 | 336 | 24 | 93.4 | |
| | IS | 514 | 444 | 70 | 86.4 | |
| | UK | 791 | 752 | 39 | 95.1 | |
| | OP | 135 | 124 | 11 | 91.9 | |
| | Sep-15 | AI | 4002 | 3299 | 703 | 82.0 |
| | | GB | 2151 | 1804 | 347 | 83.9 |
| BE | | 9089 | 8267 | 801 | 91.2 | |
| 9W&52 | | 7470 | 6559 | 907 | 87.9 | |
| SG | | 2986 | 2541 | 405 | 85.1 | |
| LB | | 345 | 312 | 33 | 90.4 | |
| IS | | 508 | 444 | 64 | 87.4 | |
| UK | | 781 | 736 | 45 | 94.2 | |
| OP | | 133 | 89 | 44 | 66.9 | |
| Oct-15 | | AI | 4210 | 3183 | 1023 | 75.5 |
| | | GB | 2154 | 1826 | 348 | 83.8 |
| | BE | 9491 | 8505 | 986 | 89.6 | |
| | 9W&52 | 7344 | 6557 | 1127 | 85.5 | |
| | SG | 3267 | 2808 | 429 | 85.9 | |
| | LB | 331 | 290 | 41 | 87.6 | |
| | IS | 524 | 445 | 78 | 85.1 | |
| | UK | 883 | 827 | 56 | 93.7 | |
| | OP | 161 | 114 | 47 | 70.8 | |