GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 3801
(To be answered on the 8th December 2016)

EXPANSION OF FLEET BY AIRLINES

3801. SHRI GAURAV GOGOI
SHRI JYOTIRADITYA M. SCINDIA
KUMARI SHOBHA KARANDLAJE
SHRI PRATHAP SIMHA
SHRI KIRTI VARDHAN SINGH
SHRIMATI K. MARAGATHAM

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

(a) the number of different types of aircrafts being used in the fleet of Air India and private airlines along with their average age and period of operation;

(b) whether Air India (AI) and some private airlines have decided to induct more planes into their fleet, if so, the details thereof and the reasons therefor;

(c) whether the various airports in the country are fully equipped with infrastructure to handle the fleet of new planes, if so, the details thereof;

(d) whether the Airports Authority of India (AAI) and the Directorate General of Civil Aviation (DGCA) have different views on the induction of fleet by airlines, if so, the details thereof;

(e) Whether the AI would focus on Tier-II and Tier-III cities with an innovative network titled "Garland Route" where even private carriers are not present, if so, the details thereof;

(f) the market share of Air India and other private airlines, as per DGCA data during the year 2015-16; and

(g) the steps taken by the Government to replace the old fleet of airlines and improve the performance of Air India?

ANSWER

Minister of CIVIL AVIATION
नागर विमानन मंत्री (Shri Ashok Gajapathi Raju Pusapati)

(a): The details of aircraft being used in Air India and its subsidiaries and private airlines along with their average age since their operation are attached as Annexure-1 and Annexure-2 respectively.

(b): Yes, Sir. The delivery of remaining 5 B787-800 and 3 B777-3ER aircraft against the order placed to Boeing for 68 aircraft in December, 2005, will start from January, 2017 to March, 2018.
During the 52nd Board Meeting held on 07 May 2013, a decision was taken to replace the 21 ageing A320 narrow body family aircraft with 19 A320 aircraft. Of the 19 A320 family aircraft to replace the 21 ageing A320 family aircraft, 05 A320 aircraft - all economy 180 seats, have already been inducted.
As regards the induction of the balance 14 A320 narrow body aircraft a tripartite lease agreement has already been signed
All these aircraft will be used for expansion to new markets and increasing the presence in Air India's existing markets.
Air India Express has recently inducted 6 leased B 737 800 aircraft. With the induction of these aircraft the fleet strength has increased to 23 aircraft of B 737 800 NG series.
At present, Alliance Air has inducted 8 aircraft 70 seater ATR-72-600 type of turbo prop aircraft in order to improve regional air connectivity. Alliance Air has also issued a tender for 10 more ATR72 aircraft to be inducted on dry lease for deployment on Tier 2 & 3 cities to improve regional connectivity.
Details in respect of airlines other than Air India are attached as Annexure-3.

(c): AAI Airports are equipped to cater the fleet operating at the airports.
Upgradation and development of airports to cater new planes is a continuous process depending upon the traffic demand, availability of land, operational feasibility and clearance from regulatory authority.

(d): The type of aircraft to be inducted in the fleet depends on airline concerned.

(e): Air India mainly aims to serve Metro market with multiple daily frequencies along with developing new feeder networks to increase flows on trunk routes with focus on tier-II/tier-III cities.
Alliance Air (a wholly owned subsidiary of Air India) having a fleet of regional jet provides regional connectivity between smaller cities.

(f): Market share of Air India and other private airlines, as per DGCA data during the year 2015 and 2016 are attached as Annexure-4 and Annexure-5 respectively.

(g): DGCA has not prescribed any time limit for phasing out or outlived aircraft and Air lines are operating aircraft till it is airworthy and safe for operation. The life of an aircraft normally termed as Design Economic Life/Design Service Goal/ Service Life beyond which the operating cost of the aircraft increases substantially due to high maintenance. It is reflected in type certification document issued by Aviation Regulatory Authority of State of design of aircraft. To operate the aircraft beyond its designed life, the aircraft are generally subjected to embodiment of modifications to enhance its structural strength and increase in frequency of inspections. These inspections include Supplementary Structural Inspections (SSI), Corrosions Prevention and Control Program (CPCP). This also results in more grounding time of the aircraft and increase in Operating cost. Following steps are taken for improvement of Air India:

1. Joining of Star Alliance.
2. Induction of brand new aircraft on several domestic & international routes to increase passenger appeal
3. Phasing out & grounding of old fleet
4. Leveraging the assets of the Company to increase MRO revenue and revenue from Company?s real estate properties
5. Up-gradation of IT Infrastructure & implementation of Quick Win IT Solutions
6. Introduction of PSS (Passenger Services System) to have a single code and SAP ERP based Solutions
7. Establishment of Integrated Operations Control Centre and Hub Control Centre in Delhi
8. Operationalization of Subsidiary Companies such as AIATSL & AIESL and transfer of manpower and equipment and treating them as Independent Profit Centers
9. Induction of the B-787 aircraft on Medium Capacity Long Haul Routes,

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ANNEXURE-I

OPERATING PASSENGER FLEET AND AVERAGE AGE STATISTICS OF AIR INDIA

AIRCRAFT TYPE	TOTAL FLEET (INCL LEASED)	As on 1-Dec-16 AVG. AGE(Yrs.)
Wide Body		
B777-200LR	3	7.3
B777-300ER	12	7.7
B787-800	22	2.8
B747-400	5	21.7
All Wide Body	**42**	**6.8**
Narrow Body		
A-321	20	8.0
A320	24	17.0
A319	22	8.4
All Narrow Body	**66**	**11.4**
Air India	**108**	**9.6**
Air India Express		
B737-800 (AIX)	23	6.6
Alliance Air		
ATR42	3	21.5
CRJ-700	3	13.6
ATR72	8	1.2
All Alliance Air	**14**	**8.2**
All Type	**145**	**9.0**

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ANNEXURE-2

Operator	Fleet	Avg age (in Years)	Avg. period of operation
Air Carnval Pvt. Ltd.	ATR 42-400/500/72-212A	9	0 years and 6 months
Air Asia	AIRBUS A319/A320/A321	6	2 years and 5 months
Blue Dart Aviation Ltd.	B757-200/300	22	4 years and 7 months
Go Airlines (India) Pvt Ltd.	AIRBUS A319/A320/A321	5	4 years and 8 months
Indigo	AIRBUS A319/A320/A321	5	3 years and 8 months
Jet Airways	B737-700/800/900	8	6 years and 11 months
	B777-200/300	9	3 years and 5 months
	AIRBUS A330	6	4 years and 5 months
	ATR 42-400/500/72-212A	7	6 years and 3 months
Jet Lite (India) Ltd.	B737-700/800/900	12	9 years and 5 months
LEPL Projects Ltd.	EMBRAER EMB E170	5	3 years and 1 month
Quickjet Cargo AirLines Pvt. Ltd.	B737-400	20	1 years and 0 month
Spicejet	B737-700/800/900	7	4 years and 0 month
	DHC-8-402	5	3 years and 8 months
Tata Sia	AIRBUS A319/A320/A321	1	1 year and 3 months
Turbo Megha Airways Pvt Ltd.	ATR 42-400/500/72-212A	7	1 year and 3 months

ANNEXURE-9

Aircraft Acquisition Plans of various Private Airline (As per details provided by the respective Airlines)

S.No.	*Name of Airline*	*Aircraft Acquisition plan*
1.	Inter Globe Aviation Ltd.(Indigo)	59 (In the next three years)
2.	Go Airlines (India) Pvt. Ltd.	63 (In the next five years)
3.	SpiceJet Ltd.	27 (In the next five years)
4.	Air Asia (India) Pvt. Ltd.	27 (In the next five years)
5.	Jet Airways (India) Ltd.	45 (narrow body) 10 (wide body) Total=55 (In the next five years)
6.	Tata Sia Airlines Ltd	07 (In the next two years)

ANNEXURE-4

Table 3

MARKET SHARE OF SCHEDULES DOMESTIC AIRLINES (YEAR 2015)

Jan	11.65	12.25	2.78	5.87	5.53	22.76	0.65	0.81	0.15	-	-	62.45	18.7	19.6	4.5	9.4	8.9	36.4	1.0	1.3	0.2	-	-
Feb	10.68	11.89	2.73	5.53	5.35	22.31	0.62	0.72	0.33	-	-	60.16	17.3	19.8	4.5	9.2	8.9	37.1	1.0	1.2	0.5	-	-
Mar	10.60	13.00	2.95	6.09	5.51	22.86	0.62	0.69	0.53		-	62.85	16.9	20.7	4.7	9.7	8.8	36.4	1.0	1.1	0.8	-	-
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Apr	10.65	12.86	2.29	7.07	5.74	24.81	0.66	0.72	0.79	-	-	65.59	16.2	19.6	3.5	10.8	8.8	37.8	1.0	1.1	1.2	-	-
May	11.28	13.01	2.25	8.37	6.13	27.69	0.61	0.94	0.93	0.06	-	71.27	15.8	18.3	3.2	11.7	8.6	38.9	0.9	1.3	1.3	0.1	-
Jun	10.09	12.11	1.87	8.00	5.72	25.37	0.66	1.26	0.84	0.09	-	66.01	15.3	18.3	2.8	12.1	8.7	38.4	1.0	1.9	1.3	0.1	-
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Jul	10.94	13.35	2.02	8.31	5.66	24.17	0.68	1.43	0.95	0.11	--	67.62	[illegible]	[illegible]	3.0	12.3	8.4	35.7	1.0	2.1	1.4	0.2	--
Aug	11.25	13.39	2.05	8.30	5.49	23.85	0.62	1.34	0.99	0.14	0.18	67.60	[illegible]	19.8	3.0	12.3	8.1	35.3	0.9	2.0	1.5	0.2	0.3
Sep	10.59	12.78	1.85	8.19	5.79	24.30	0.59	1.25	0.98	0.15	0.19	65.66	15.9	19.2	2.8	12.3	8.7	36.5	0.9	1.9	1.5	0.2	0.3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oct	10.88	13.23	1.72	8.99	5.94	25.90	0.58	1.50	1.23	0.19	0.23	70.39	15.5	18.8	2.4	12.8	8.4	36.8	0.8	2.1	1.7	0.3	0.3
Nov	11.89	13.62	2.01	9.77	6.03	25.98	0.46	1.62	1.36	0.22	0.26	73.22	16.2	18.6	2.7	13.3	8.2	35.5	0.6	2.2	1.9	0.3	0.4
Dec	12.85	14.04	2.18	9.76	6.39	27.43	0.55	1.82	1.58	0.21	0.28	77.10	16.7	[illegible]	2.8	12.7	8.3	35.6	0.7	2.4	2.0	0.3	0.4
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OTAL	133.35	155.53	26.70	94.25	69.28	297.43	7.30	14.10	10.66	1.17	1.14	810.92	16.4	19.2	3.3	11.6	8.5	36.7	0.9	1.7	1.3	0.1	0.1

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ANNEXURE - 5

Table 3

MARKET SHARE OF SCHEDULES DOMESTIC AIRLINES (YEAR 2016)

Month & Year		Passengers Carried (In Lakhs)/Market Share (%)											
		Air India	Private Air Carriers										
			Jet Airways	Jet Lite	Spice Jet	Go Air	IndiGo	Air Costa	Air Asia	Vistara	Air Pegasus	Trujet	Air Carnival
Jan	Pax Carried	12.23	14.32	2.06	10.11	6.20	27.26	0.59	1.75	1.50	0.24	0.29	-
	Market Share	16.0	18.7	2.7	13.2	8.1	35.6	0.8	2.3	2.0	0.3	0.4	-
Feb	Pax Carried	11.54	13.73	2.06	9.76	5.95	27.54	0.57	1.67	1.49	0.19	0.26	-
	Market Share	15.4	18.4	2.8	13.1	8.0	36.8	0.8	2.2	2.0	0.3	0.3	-
Mar	Pax Carried	11.61	13.89	2.06	10.06	6.56	30.23	0.54	1.77	1.38	0.14	0.28	-
	Market Share	14.7	17.6	2.6	12.8	8.3	38.4	0.7	2.2	2.0	0.2	0.4	-
IstQtr	Pax Carried	35.38	41.94	6.18	29.93	18.71	85.03	1.70	5.19	4.37	0.57	0.83	
	Market Share	15.4	18.2	2.7	13.0	8.1	37.0	0.7	2.3	2.0	0.2	0.4	
Apr	Pax Carried	11.98	12.62	2.41	10.21	6.76	30.67	0.64	1.67	1.83	0.20	0.33	-
	Market Share	15.1	15.9	3.0	12.9	8.5	38.7	0.8	2.1	2.3	0.3	0.4	-
May	Pax Carried	13.49	13.94	2.54	10.96	7.01	33.37	0.65	1.90	2.21	0.21	0.41	-
	Market Share	15.6	16.1	2.9	12.6	8.1	38.5	0.7	2.2	2.5	0.2	0.5	-
Jun	Pax Carried	12.37	12.96	2.27	10.10	6.64	30.23	0.62	1.73	2.27	0.21	0.35	-
	Market Share	15.5	16.3	2.8	12.7	8.3	37.9	0.8	2.2	2.8	0.3	0.4	-
IIndQtr	Pax Carried	37.84	39.52	7.22	31.27	20.41	94.27	1.91	5.30	6.31	0.62	1.09	
	Market Share	15.4	16.1	2.9	12.7	8.3	38.4	0.8	2.2	2.6	0.3	0.4	
Jul	Pax Carried	12.61	13.90	2.39	9.94	7.16	33.84	0.65	1.91	2.25	0.14	0.29	-
	Market Share	14.8	16.3	2.8	11.7	8.4	39.8	0.8	2.2	2.6	0.2	0.3	-
Aug	Pax Carried	12.25	13.70	2.34	10.54	6.74	33.41	0.55	1.88	2.05	0.00	0.31	0.04
	Market Share	14.6	16.4	2.8	12.6	8.0	39.9	0.7	2.2	2.4	0.0	0.4	0.0
Sep	Pax Carried	12.06	13.32	1.98	10.30	6.87	32.96	0.51	1.88	2.03	0.00	0.33	0.06
	Market Share	14.7	16.2	2.4	12.5	8.3	40.0	0.6	2.3	2.5	0.0	0.4	0.1
IIIrdQtr	Pax Carried	36.92	40.93	6.71	30.77	20.77	100.21	1.71	5.67	6.39	0.14	0.92	0.10
	Market Share	14.7	16.3	2.7	12.3	8.3	39.9	0.7	2.3	2.5	0.1	0.4	0.0
Oct	Pax Carried	11.25	12.73	2.03	11.18	6.88	36.93	0.51	2.36	2.32	0.0	0.39	0.08
	Market Share	13.0	14.7	2.4	12.9	7.9	42.6	0.6	2.7	2.7	0.0	0.4	0.1
Nov	Pax Carried												
	Market Share												
Dec	Pax Carried												
	Market Share												
IVthQtr	Pax Carried												
	Market Share												
TOTAL	Pax Carried	121.39	135.11	22.21	103.16	66.77	316.44	5.83	18.51	19.54	1.33	3.23	0.18
	Market Share	14.9	16.6	2.7	12.7	8.2	38.9	0.7	2.3	2.4	0.2	0.4	0.0