

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 2055
(To be answered on the 27th July 2017)

PERFORMANCE OF AIR INDIA

2055. SHRI RAKESH SINGH
SHRI ASADUDDIN OWAISI
ADV. NARENDRA KESHAV SAWAIKAR
SHRI BALABHADRA MAJHI

Will the Minister of CIVIL AVIATION
नागर विमानन मंत्री

be pleased to state:-

- (a) the total amount so far pumped by Government in Air India during the last three years to make it functional;
- (b) whether in spite of that Air India is continuously incurring losses and if so, the reasons therefor;
- (c) whether the Government has asked the NITI Aayog to draw a roadmap for ailing Air India and if so, the details thereof;
- (d) whether NITI Aayog has submitted its recommendations to the Government and if so, the details thereof and strategy likely to be adopted by the Government for the future of Air India;
- (e) the details of subsidiaries of Air India together with the functions;
- (f) the details of the physical and financial performance of Air India and its subsidiaries during the last three years; and
- (g) the market share of Air India during the said period?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION
नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a): The Equity Infusion received by Air India Ltd. from the Govt. under the Turnaround Plan approved by the government for the last three years is as under:

2016-17:	Rs. 2465.21 crores
2015-16:	Rs. 3300 crores
2014-15:	Rs. 5780 crores.

(b): Air India over the past few years and especially since the implementation of the Turnaround Plan, has been constantly improving its operational as well as financial performance. In the Financial Year 2015-16, the company has

posted an Operating Profit of Rs.105 crores. In the Financial Year 2016-17 also the company has been steadily improving its all round performance.

(c) & (d): NITI Aayog submitted on 12th May, 2017, its recommendations (fourth tranche) on strategic disinvestment of CPSE. NITI Aayog has recommended disinvestment of Air India and five of its subsidiaries and suggested the mode of strategic disinvestment and the method of valuation of the company and its subsidiaries. The recommendations of NITI Aayog were placed before the Core Group of Secretaries on Disinvestment (CGD) for consideration and making recommendations for a decision of CCEA. The recommendations of CGD, based on the report of NITI Aayog, were placed before the Cabinet Committee on Economic Affairs (CCEA) for consideration. The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 28.06.2017, has given in-principle approval for considering strategic disinvestment of Air India and its five subsidiaries and constitution of Air India Specific Alternative Mechanism which will decide the course of further action.

(e): The details of subsidiaries of Air India together with the functions, are available at Annexure-1

(f): The details of the physical and financial performance of Air India and its subsidiaries during the last three years are available at Annexure-2.

(g): The domestic market share of Air India in the last 03 years is following:

2014-15	17.9%
2015-16	15.9%
2016-17	14.2%

The following are the wholly owned subsidiaries of Air India Ltd.

- **Air India Air Transport Services Ltd. (AIATSL):**
A wholly owned subsidiary of Air India presently provides ground handling services at 67 Airports in India.
- **Air India Express Ltd. (AIEL):**
A wholly owned subsidiary of Air India operates international stations in Gulf, Middle East and South East Asia.
- **Air India Engineering Services Ltd. (AIESL):**
A wholly owned subsidiary of Air India has bases at Delhi, Mumbai, Hyderabad, Trivandrum, Nagpur and Kolkata for carrying out the Maintenance, Repair and Overhaul (MRO) activities for various types of Airbus and Boeing fleet.
- **Airline Allied Services Limited(AASL):**
A wholly owned subsidiary of Air India Ltd., which operates under the brand name Alliance Air provides connectivity to Tier II and Tier III cities and acts as a feeder to Air India and Air India Express.
- **Hotel Corporation of India Limited (HCI):**
HCI has four Units viz. Centaur Hotel, Delhi, Chefair Delhi, Chefair Flight Catering, Mumbai and Centaur Late View Hotel, Srinagar.

AIR INDIA LIMITED

(Rs.In Crores)

Financial Performance	2013-14 Actuals	2014-15 Actuals	2015-16 Actuals	2016-17 (Prov)
Operating Revenue	18370.96	19801.71	19992.33	21919.00
Operating Expenses	22348.85	22437.89	19887.33	21704.00
Operating Profit/(loss)	(3977.89)	(2636.18)	105.00	215.00
Total Revenue	19093.49	20613.16	20526.12	22436.00
Total Expenses	26420.19	26466.17	24361.33	25789.00
Net Profit/(Loss) Before Tax	(6279.60)	(5859.90)	(3836.78)	(3728.00)

Operational Performance	2013-14 Actuals	2014-15 Actuals	2015-16 Actuals	2016-17 RE
ASKms (Million)	45428.000	48859.070	51208.000	54090.000
RPKms (Million)	33279.000	35999.770	38694.000	41344.000
Passenger LF (%)	73.3	73.7	75.6	76.4
No. of Rev Passengers (Million)	15.43	16.88	18.00	19.12
Yield Per RPKM (Rs)	4.25	4.39	4.05	3.86

Air India Express

Physical Parameters			
Year	2014-15 (Actual)	2015-16 (Actual)	2016-17 (Actual)
ASK- Million	8161	8730	11574
RPK- Million	6639	7189	8786
PLF %	81.4%	82.3%	75.9%
Passengers- Million	2.64	2.80	3.42
Yield/ RPK-Rs	3.82	3.84	3.79
Fleet	17	17	21
Arcft Utilization/Hrs. Day	10.8	11.3	12.20
Flying Hours	66621	70385	94055

Financial Parameters			
(Rs. In Crores)	2014-15 (Actual)	2015-16 (Actual)	2016-17 (Actual)
Operating Revenue	2,618	2910	3330
Operating Expenses	2,287	2228	2765
Operating Profit	331	682	565
Total Revenue	2,622.0	2918	3356
Total Expenses	2,683.1	4556	3059
Net Profit	61.0	362	297
EBIDTA	569	930	884

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Airline Allied Services Limited

Financial Performance (in Rs. Crores)

SL.No	Particulars	2016-17 (Revised Estimates)	2015-16 (Actuals)	2014-15 (Actuals)
1	Operating Profit/ Loss	72.59	93.96	118.90
2	Total Revenue	373.80	273.86	227.95
3	Total Expenses	573.80	473.48	402.30
4	Net Profit (Loss) Before Tax	200.01	199.62	174.35
5	Net Profit (Loss) After Tax & Prior Period items	200.01	198.75	183.93

Physical Performance

1	Seat Factor (%)	69.9 %	66.5 %	68.3 %
2	Passengers Revenue per RPKM (Paise)	10.04	9.00	9.00
3	Yield per Passenger (Rs.)	5172	5746	5746
4	Operating Ratio (Ratio of Operating Expenses to Operating Revenue) (%)	119.4%	135.0 %	166.1 %

Air India Air Transport Services Ltd.

The details of the Physical and financial performance of AIATSL during the last three years				
Financial Year	Manpower Data	Procurement of Capital Item	Total Revenue	Profit before Tax
2014 -15	8563	Rs.69 Lakhs	647.01 Crores	103.75 Crores
2015 - 16	9001	Rs.3.85 Lakhs	636.90 Crores	104.77 Crores
2016 - 17	11526	Rs.67.87 Cr.	659.00 Crores (Budget Estimates)	105.00 Crores (Budget Estimates)

HOTEL CORPORATION OF INDIA LTD.

Consolidated Profitability Statement for Last 3 Years (Rs. In Lacs)

Particulars	2014-15	2015-16	2016-17
Total Income	5,285.88	4,751.29	5,430.00
Total Expenditure	8,419.95	8,175.45	8,210.00
NET (Profit/Loss)	4,924.93	5,704.93	4,200.00
Net (Profit/Loss) after adjustments	5,045.91	5,775.67	4,200.00

Physical Performance			
Food Cost %	38	44	33
Room nights sold	71,509	54,791	58,360
No. of meals uplifted	8,03,000	9,85,500	10,95,000
No. of Flights Catered	6,200	6,662	7,000

AIR INDIA ENGINEERING SERVICES LIMITED

Financial Performance	2014-15	2015-16	2016-17
	Actuals	Actuals	Provisional
Servicing Revenue	142.00	620.27	716.37
Other Revenue	-	-	-
Total revenue	142.00	620.27	716.37
Total Expenses	384.57	1178.89	1369.15
Profit/(Loss)	(242.57)	(558.62)	(652.78)
Exceptional Items	-	-	-
Net Profit/(Loss) before Tax	(242.57)	(558.62)	(652.78)
Provision for Tax	-	-	-
Net Profit/(Loss) after Tax	(242.57)	(558.62)	(652.78)

Physical Parameters-AIESL

2014-15				2015-16			2016-17		
Aircraft	Block Hrs	Total Fleet	Operating Fleet	Block Hrs	Total Fleet	Operating Fleet	Block Hrs	Total Fleet	Operating Fleet
A319	82759	22	19.45	78505	22	19.77	80007	22	19.77
A320	62219	17.8	13.90	69181	20.50	16.61	72419	19.4	17.37
A321	80029	20	17.46	81694	20	17.80	88365	20	19.06
A330 (Upto 25/11/2014)	2843	1.9	1.13	-	-	-	-	-	-
B787	75919	16.07	13.79	91583	20.7	17.22	101086	21.6	18.57
B777 - 300	53639	11.7	19.85	51739	12	19.77	51165	12	19.54
B777-200	2357	3.2	0.83	7564	3	1.55	12570	3	2.35
B747-400	4548	5	1.20	4343	4	1.20	4700	4	1.39

TABLE 1. SUMMARY OF THE DATA

Year	Number of cases	Number of deaths	Number of recoveries
1950	100	5	95
1951	120	6	114
1952	150	8	142
1953	180	10	170
1954	200	12	188
1955	220	14	206
1956	250	16	234
1957	280	18	262
1958	300	20	280
1959	320	22	300
1960	350	25	325
1961	380	28	352
1962	400	30	370
1963	420	32	388
1964	450	35	415
1965	480	38	442
1966	500	40	460
1967	520	42	478
1968	550	45	505
1969	580	48	532
1970	600	50	550
1971	620	52	568
1972	650	55	595
1973	680	58	622
1974	700	60	640
1975	720	62	658
1976	750	65	685
1977	780	68	712
1978	800	70	730
1979	820	72	748
1980	850	75	775
1981	880	78	802
1982	900	80	820
1983	920	82	838
1984	950	85	865
1985	980	88	892
1986	1000	90	910
1987	1020	92	928
1988	1050	95	955
1989	1080	98	982
1990	1100	100	1000
1991	1120	102	1018
1992	1150	105	1045
1993	1180	108	1072
1994	1200	110	1090
1995	1220	112	1108
1996	1250	115	1135
1997	1280	118	1162
1998	1300	120	1180
1999	1320	122	1198
2000	1350	125	1225
2001	1380	128	1252
2002	1400	130	1270
2003	1420	132	1288
2004	1450	135	1315
2005	1480	138	1342
2006	1500	140	1360
2007	1520	142	1378
2008	1550	145	1405
2009	1580	148	1432
2010	1600	150	1450
2011	1620	152	1468
2012	1650	155	1495
2013	1680	158	1522
2014	1700	160	1540
2015	1720	162	1558
2016	1750	165	1585
2017	1780	168	1612
2018	1800	170	1630
2019	1820	172	1648
2020	1850	175	1675
2021	1880	178	1702
2022	1900	180	1720
2023	1920	182	1738
2024	1950	185	1765
2025	1980	188	1792
2026	2000	190	1810
2027	2020	192	1828
2028	2050	195	1855
2029	2080	198	1882
2030	2100	200	1900

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