

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1749  
(To be answered on the 28<sup>th</sup> December 2017)**

**PROFIT/LOSS MADE BY AIRLINES**

**1749. SHRI KAPIL MORESHWAR PATIL  
ADV. JOICE GEORGE**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- (a) the details of profits earned/losses incurred by public and private airlines during the last three years and the current year, airline and year-wise;
- (b) whether the Government has conducted any study about the cause of this situation and if so, the details thereof; and
- (c) the steps taken by the Government to expand the development of aviation sector and improve the functioning of airlines?

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री**

**(Shri Jayant Sinha)**

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**(a): The financial results of all scheduled Indian carriers as provided by them for the last three years i.e 2014-15, 2015-16 & 2016-17 are enclosed at Annexure - I.**

**(b) & (c): No such study has been carried out by the Government. However, with a view to promote the growth of Indian Aviation sector in a significant manner, the Government has released the National Civil Aviation Policy (NCAP) 2016 on 15.06.2016. The aim of the Government is to provide an ecosystem for the harmonised growth of various aviation subsectors, i.e Airlines, Airports, Cargo, Maintenance Repairs and Overhaul services (MRO), General Aviation, Aerospace Manufacturing, Skill Development, etc. In compliance of NCAP-2016, broad steps taken are as under:**

- i) Introduction of Regional Connectivity Scheme (RCS) with a aim to facilitate/stimulate Regional air connectivity by making it affordable.**
- ii) Revival of un-served or under-served routes under RCS.**
- iii) Introduction of a new Category 'Schedule Commuter Operator' under Commercial Air Transport Operations.**
- iv) Rationalization of Category-I routes under Route Dispersal Guidelines**

(RDGs) on the basis of criteria given in NCAP 2016.

v) The requirement of 5 years and 20 aircrafts for international operation has been modified to 0 years and 20 aircrafts or 20% of the total capacity (in terms of average number of seats on all departure put together) whichever is higher for domestic operations. vi) Liberalization of domestic code share points in India within the framework of Air Service Agreements (ASA). With a view to aid in modernization of the existing airports to establish a high standard and help ease the pressure on the existing airports, 100% foreign Direct Investment (FDI) under automatic route has now been allowed in Brownfield Airport projects. This move would also serve in further developing the domestic aviation infrastructure. Further, FDI limit for Scheduled Air Transport Service/ Domestic Scheduled Passenger Airline and regional Air Transport Service has been raised from 49% to 100%, with FDI up to 49% permitted under automatic route and FDI beyond 49% through Government approval. For Non-Resident Indians (NRI's), 100% FDI will continue to be allowed under automatic route. However, foreign airlines would continue to be allowed to invest in capital of Indian companies operating scheduled and non-scheduled air transport services up to the limit of 49% of their paid up capital and subject to the laid down conditions in the existing policy. Increasing the FDI limit for these aviation services shall not only encourage competition by lowering prices but shall also accord choice to consumers.

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## Annexure - I

Statement referred for the reply to Lok Sabha unstarred Question no.1749 to be answered on 28-12-2017.

## FINANCIAL PERFORMANCE OF SCHEDULED INDIAN CARRIERS DURING THE YEARS 2014-15, 2015-16 &amp; 2016-17(1).

(RS. IN MILLION)

CARRIER/AIRLINE	OPERATING REVENUE			OPERATING EXPENSES			OPERATING RESULTS		
	2014-15	2015-16	2016-17(P)	2014-15	2015-16	2016-17(P)	2014-15	2015-16	2016-17(P)
NATIONAL CARRIERS									
AIR INDIA	2,06,131.6	1,99,923.3	2,19,190.0	2,26,854.4	1,98,873.3	2,17,040.0	-20,722.8	1,050.0	2150.00
AI EXPRESS	22,948.2	29,179.6	33,299.3	19,597.6	22,283.4	27,649.9	3,350.6	6,896.1	5649.47
ALLIANCE AIR	2,279.5	2,738.6	3,756.9	3,034.0	3,214.6	5,080.0	-754.5	-476.0	-1323.10
TOTAL	2,31,359.3	2,31,841.5	2,56,246.2	2,49,486.0	2,24,371.3	2,49,769.9	-18,126.7	7,470.1	6476.37
PRIVATE SCHEDULED DOMESTIC AIRLINES									
JET AIRWAYS	1,95,606.1	2,11,117.7	2,12,576.7	2,15,030.1	1,99,085.4	2,12,070.0	-19,424.0	12,032.3	506.62
JET LITE (P) LTD.	14,229.4	11,136.5	12,237.2	16,775.2	11,154.1	12,369.1	-2,545.9	-17.7	-131.86
GO AIR	30,664.2	28,817.0	36,205.0	28,715.8	26,704.4	32,116.9	1,948.4	2,112.5	4088.10
SPICE JET	52,015.3	50,880.7	61,912.7	60,885.0	47,735.1	58,465.9	-8,869.7	3,145.7	3446.76
INDIGO	1,39,253.4	1,61,399.1	1,85,805.0	1,23,578.6	1,36,370.7	1,68,897.0	15,674.7	25,028.4	16907.96
AIR COSTA*	3,268.6	3,191.1	-	4,571.6	3,904.7	-	-1,303.0	-713.6	-
AIR ASIA	1,551.9	6,588.4	9,519.4	2,885.0	8,405.4	10,922.6	-1,333.1	-1,817.0	-1403.25
VISTARA	691.3	6,913.7	13,899.2	2,681.9	11,154.7	19,384.7	-1,990.7	-4,241.0	-5485.50
AIR PEGASUS *	-	539.6	-	-	558.3	-	-	-18.7	-
BLUE DART	6,592.0	5,938.1	6,188.4	6,310.4	5,719.7	5,964.3	281.6	218.4	224.10
TRUE JET	-	649.2	1,429.8	-	1,151.5	1,848.7	-	-502.3	-418.93
ZOOM AIR	-	-	26.1	-	-	24.7	-	-	1.39
QUICK JET	-	-	330.4	-	-	474.5	-	-	-144.13
AIR CARNIVAL *	-	-	-	-	-	-	-	-	-
TOTAL	4,43,872.0	4,87,171.2	5,40,129.8	4,61,433.7	4,51,944.1	5,22,538.6	-17,561.7	35,227.1	17,591.2
GRAND TOTAL	6,75,231.3	7,19,012.6	7,96,376.1	7,10,919.7	6,76,315.5	7,72,308.5	-35,688.4	42,697.2	24,067.6

\*Operations Suspended .

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