

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

UNSTARRED QUESTION NO:2729
ANSWERED ON:13.03.2013
PERFORMANCE RANKING OF AL
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Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Air India (AI) aims to boost its load factor by increasing economy class seats and if so, the details thereof and the present status thereof;
- (b) whether Air India fares poorly when compared with other domestic airlines in operational parameters such as On Time Performance (OTP), passenger complaints per 10000 passengers, Aircraft utilisation, Pilot utilisation, etc.;
- (c) if so, the details of Air India's ranking when compared with other domestic airlines on these parameters during the last three years and the current year;
- (d) whether the Government has assessed the reasons behind poor operational performance of Air India;
- (e) if so, the details thereof and the Government's reaction thereto; and
- (f) if not, the reasons therefor?;

Answer

Minister of State in the Ministry of CIVIL AVIATION (SHRI K. C. VENUGOPAL)

(a): Air India has reconfigured 14 out of 18 of its old A320 aircraft from 2 class cabin configuration to a single class configuration of 166 all economy seats. Air India has also decided to reconfigure 24 new narrow body aircraft viz. 20x A321 and 4x A320, which are part of the 43 newly acquired A320 aircraft. These 24 aircraft will be reconfigured for reducing the Business Class cabin compartment by 2 rows and proportionately increasing the economy class seating by 2/3 rows. The above decisions were taken to increase the occupancies and revenues per flight in view of the high load factors being achieved in the economy class cabin.

(b) and (c): Directorate General of Civil Aviation has been maintaining airport wise On Time Performance (OTP) of scheduled domestic airlines since April, 2012. Airlines wise details of OTP at six metros i.e. Delhi, Mumbai, Kolkata, Chennai, Bangalore and Hyderabad are as Annexed.

The number of complaints per 10000 passengers for Air India is 2 to 2.4. The aircraft and pilots utilisation varies from aircraft to aircraft.

The aircraft utilisation of Air India for A320 and Boeing A-310 family aircraft for the last three years is as under:-

A-320 Family aircraft

Year	A-319	A-320	A-321	(utilization per day)
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2010	8.05	8.40	9.21
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2011	7.65	7.86	9.43
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2012	8.55	9.23	9.93
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Boeing/A-310 Family aircraft

Year	A-310	B747-400	B777	B787	(utilization per day)
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2010 5.87 7.76 12.83 #

2011 4.38 6.89 12.74 #

2012 # 4.55 10.17 9.4

Details regarding Air India's utilization of pilots every month is as under:-

Type of Aircraft Utilization/month

A-320 60 hours

A330 66 hours

B-747-400 45 hours (United commercial Operation & VVIP movement)

B-777 70 hours.

(d) to (f): Government has approved Turn Around Plan and a Financial Restructuring Plan for Air India which envisages infusion of additional equity by the Government, cost reduction and improved operational performance. Some of the steps taken by Air India to reduce cost and improve operational performance are as follows:

- i) Complete route rationalization of erstwhile Air India and Indian Airlines routes and elimination of route network involving parallel operations;
- ii) Rationalization of certain loss making routes;
- iii) induction of brand new aircraft on several domestic & international routes to increase passengers appeal;
- iv) Phasing out of old fleet and consequential reduction in maintenance cost;
- v) Return of leased aircraft at the end of their tenure or prematurely;
- vi) Freezing of employment in non-operational areas; vii) Redeployment of staff to cut in fructuous expenditure;
- viii) Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights;
- ix) Relocation of Executive Directors /India Based officers from abroad back to India;
- x) Closure of overseas offline offices at certain locations; xi) Signing of the Financial Restructuring Plan with the lenders resulting in savings in interest costs and moratorium on repayment of Loans.