

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Rajya Sabha
UNSTARRED QUESTION NO. : 3219
TO BE ANSWERED ON THE 24th March 2021
EXPENDITURE ON AIR INDIA

3219. SHRI DEREK O' BRIEN

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

- (a) whether the number of employees tasked with maintenance per aircraft for Air India is far higher than industry standards and the details thereof;**
- (b) the number of employees going on strikes in the last five years and the details of demands and those met thereof; and**
- (c) the details of initiatives taken by Government to prune capital expenditure and generate savings?**

ANSWER

**Minister of State (IC) in the Ministry of CIVIL AVIATION
(Shri Hardeep Singh Puri)**

(a): Airlines follow different business models. As such there is no single industry benchmark available for maintenance manpower per aircraft. Some airlines carry out all the maintenance in-house whereas some airlines outsource either all or part of maintenance operations. Air India Engineering Services Limited (AIESL), a wholly owned subsidiary of Air India, has maintenance facilities which include Aircraft Component Shops and Engines Shops. These facilities are used to maintain & overhaul the components, engines and aircraft of Air India as well as those of other parties. The technical manpower required for maintenance is mainly Aircraft Maintenance Engineer (AME), Technical Officers (TO) and Aircraft Technician (AT). The details of manpower in Air India Engineering Service Ltd. is as under:

In the Airbus Fleet, for every aircraft there are about 9 AMEs, 2 Technical Officers and 16 Aircraft Technicians.

For the Boeing fleet, for every wide-body aircraft there are about 10 AMEs, 2 Technical Officers and 22 Aircraft Technicians.

(b): There have been no strikes in the last five years in Air India Limited.

(c): The government is committed to the strategic disinvestment of Air India Limited and as the process is ongoing, no capital expenditure is being incurred by the Government of India on Air India Limited. Air India has, however, taken a number of steps in the past in order to cut costs and generate savings which inter-alia include,

i) Rationalization/restructuring of routes and elimination of route network involving parallel operations.

ii) Rationalization of certain loss making routes.

iii) Enhanced utilization of new fleet resulting in production of higher Available Seat Kilometers (ASKMs).

iv) Rationalization of the workforce.

v) Rationalization of allowances for employees of Air India as well as its subsidiaries

vi) Concrete measures to reduce hotel and transportation costs

vii) Rationalization of foreign stations

viii) Introduction of several measures for fuel efficiency.
