

# HANDBOOK ON CIVIL AVIATION STATISTICS

*a glimpse of aviation statistics.....*

**2017-18**

# DIRECTORATE GENERAL OF CIVIL AVIATION

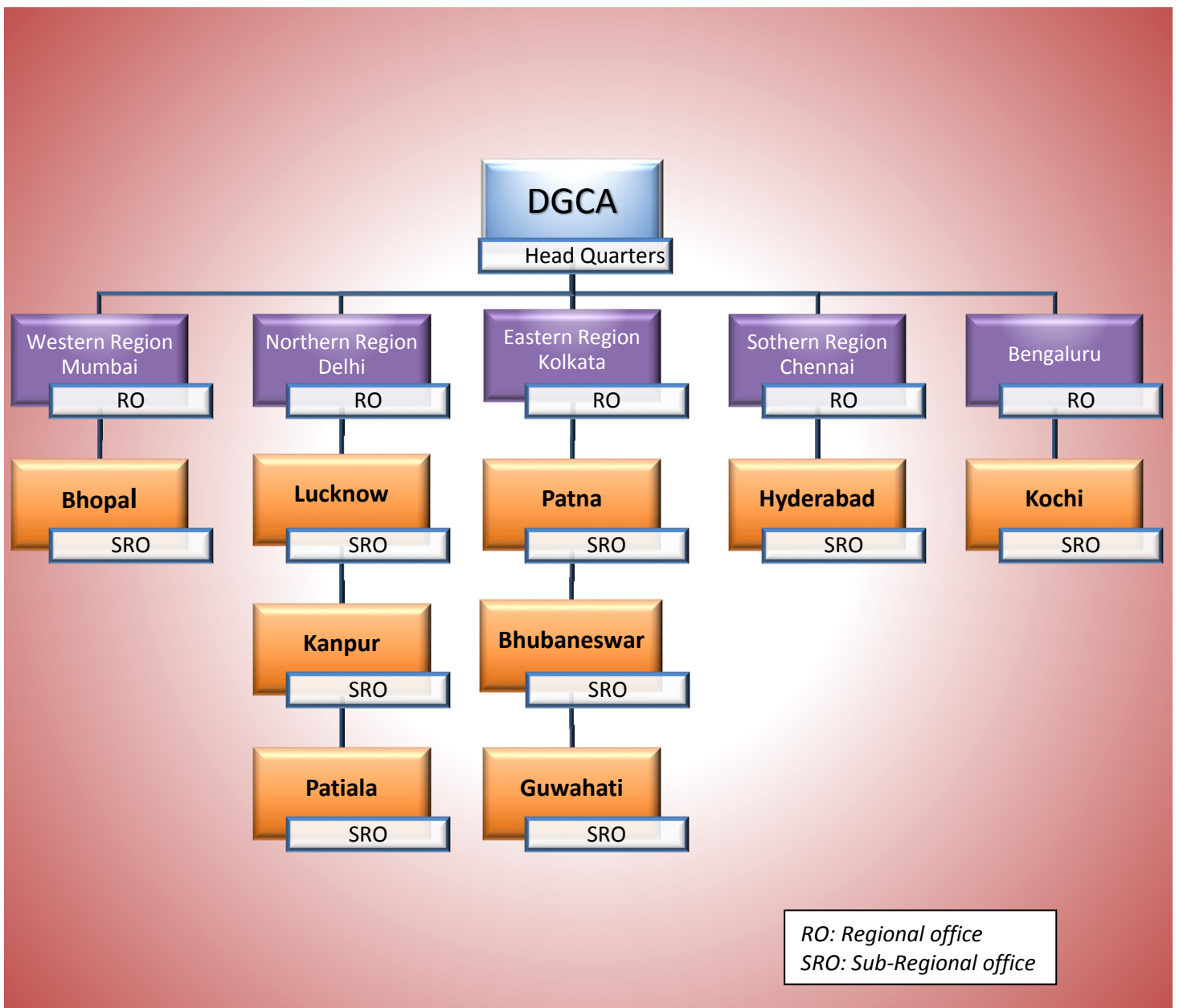
## OVERVIEW

Directorate General of Civil Aviation is the regulatory body governing the safety aspects of civil aviation in India. It is responsible for regulation of air transport services to/from/within India and for enforcement of civil air regulations, air safety and airworthiness standards. It also interfaces with all the regulatory functions of International Civil Aviation Organization.

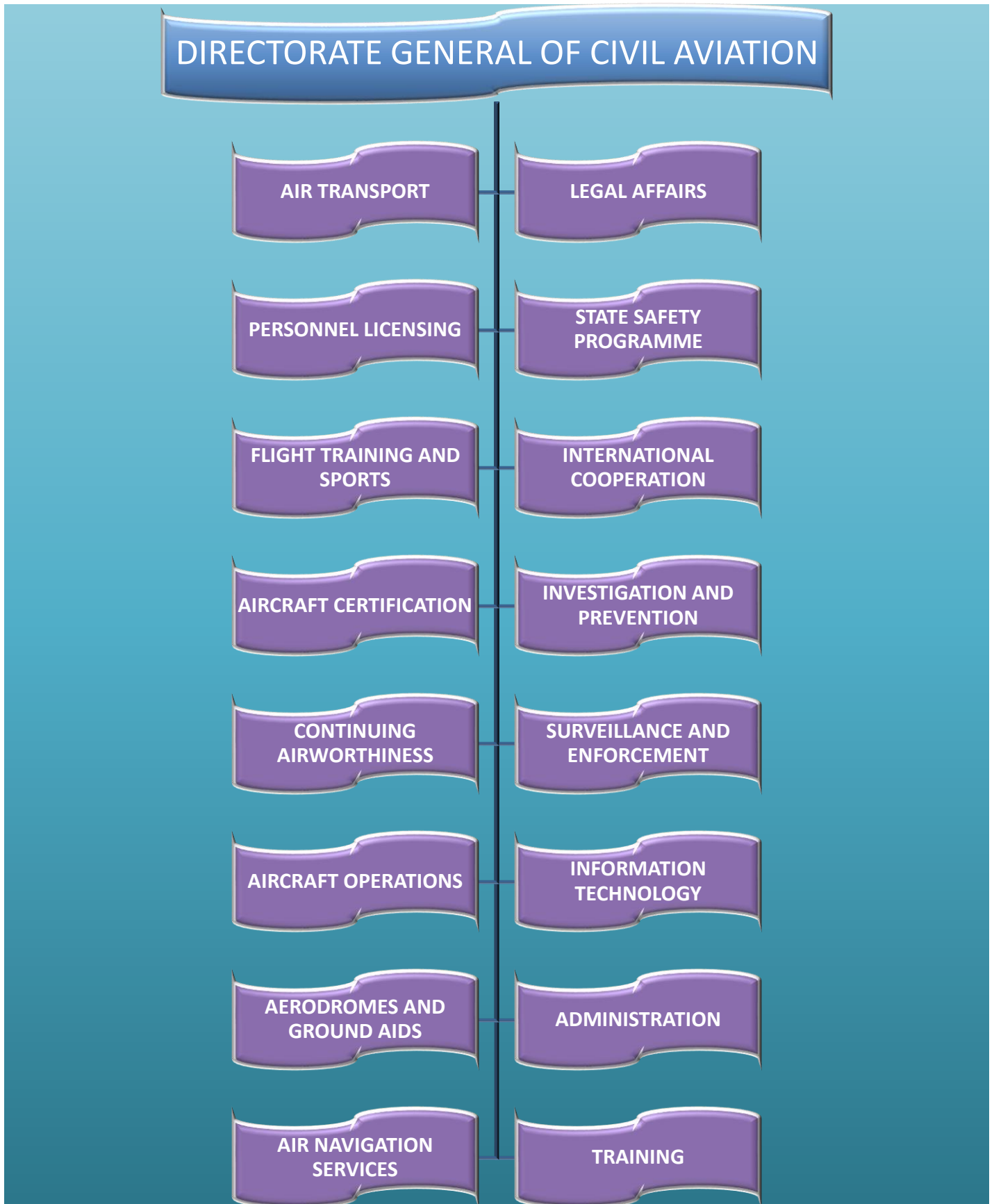
DGCA's Vision Statement:

***"Endeavour to promote safe and efficient Air Transportation through regulation and proactive safety oversight system."***

## REGIONAL AND SUB-REGIONAL OFFICES OF DGCA.



DGCA has several directorates and divisions under its purview to carry out its functions.



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## PASSENGER TRAFFIC

Air Passenger Traffic in India, **both domestic and international** witnessed a positive growth in the year 2017-18 compared to the previous year.

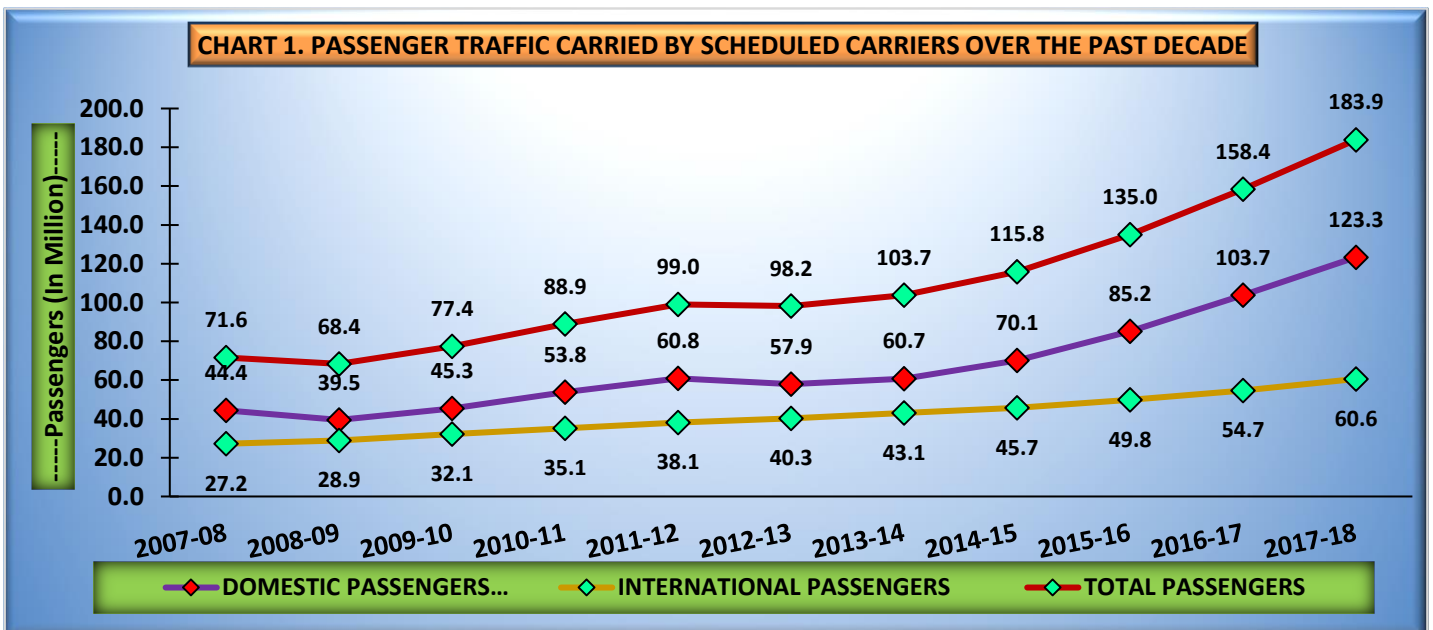
**TABLE 1: PASSENGER TRAFFIC AT A GLANCE**

PASSENGER TRAFFIC	UNIT	2017-18	2016-17
Domestic Passengers	Departing Passengers	123.32 million <b>(18.86)</b>	103.75 million <b>(21.77)</b>
Domestic Airline Demand	Revenue Passenger Kilometers (RPK)	117.04 billion <b>(18.65)</b>	98.64 billion <b>(21.82)</b>
Domestic Airline Capacity	Available Seat Kilometers (ASK)	134.54 billion <b>(15.05)</b>	116.94 billion <b>(19.66)</b>
International Passengers	Departing and Arriving Passengers	60.58 million <b>(10.79)</b>	54.68 million <b>(9.84)</b>
<b>Total Passengers (Domestic &amp; International)</b>		<b>183.90 million (16.08)</b>	<b>158.43 million (17.37)</b>

Figures in parenthesis refer to percentage change over previous year.

**ASK** is calculated as the sum of products obtained by multiplying the total number of seats that are available in each flight stage by the corresponding stage distance.

**RPK** is calculated as the sum of the product obtained by multiplying the number of revenue passengers carried on each flight stage by the corresponding stage distance.



The domestic passenger traffic registered a compound annual growth rate (CAGR) of 10.76% during the period 2007-08 to 2017-18 while the international passenger traffic grew at 8.32% (CAGR) during the same period.

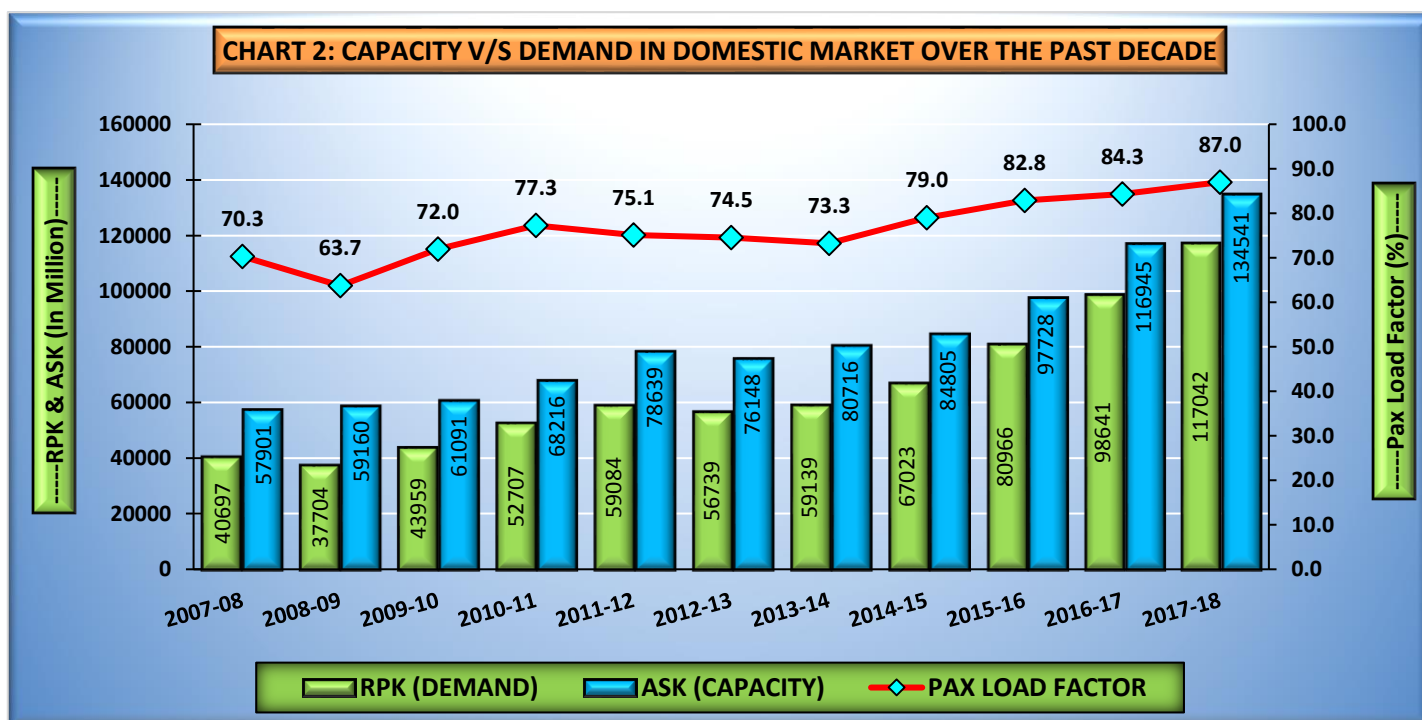
During the years from 2007-08 to 2017-18, the capacity (ASK) in the domestic market grew at a rate of 8.30% (CAGR) while the demand (RPK) grew at 10.87% (CAGR) during the same period.

**TABLE 2: YEAR ON YEAR COMPARISON OF NUMBER OF SCHEDULED DOMESTIC PASSENGERS & PASSENGER LOAD FACTOR (PLF)**

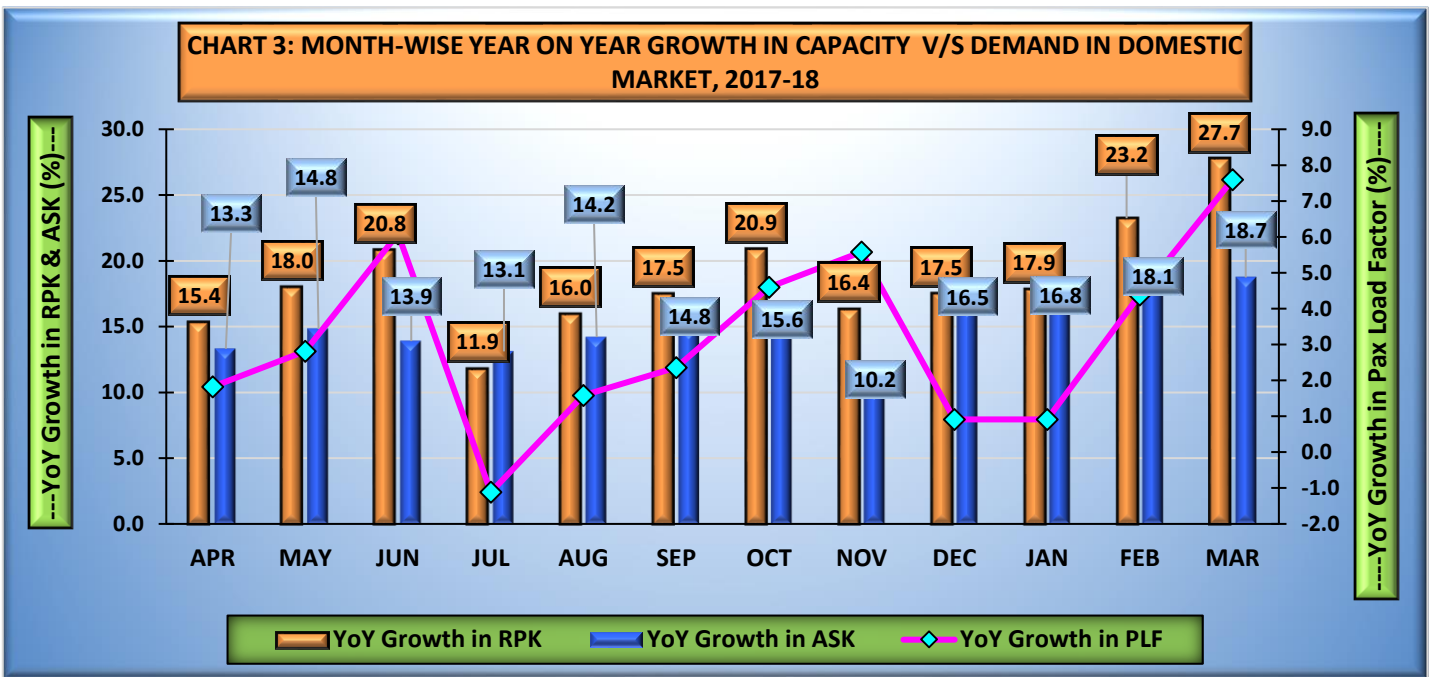
NAME OF THE AIRLINE	PASSENGERS (In Number)			PLF (%)		
	2016-17	2017-18	YoY Growth(%)	2016-17	2017-18	CHANGE (+/-)
AIR INDIA	13734192	14755383	7.4	79.2	80.5	1.3
AIR INDIA EXPRESS	110881	130787	18.0	59.3	60.7	1.4
ALLIANCE AIR	625411	1281251	104.9	68.8	78.2	9.4
SPICEJET	13236143	16130815	21.9	92.9	94.7	1.8
JET AIRWAYS	16276098	18550776	14.0	81.8	84.3	2.5
INDIGO	41600088	48955983	17.7	85.2	88.2	3.0
GO AIR	8645969	10829141	25.3	88.0	88.6	0.6
JETLITE	2751042	2757497	0.2	79.2	85.3	6.1
AIR ASIA	2668553	4984419	86.8	85.6	86.0	0.4
AIR COSTA	600581	0	-	78.3	-	-
VISTARA	2926586	4434987	51.5	78.0	85.9	7.9
TRUJET	424809	474123	11.6	78.0	75.6	-2.4
AIR PEGASUS	69927	0	-	79.2	-	-
AIR CARNIVAL	74725	1008	-98.7	63.3	66.7	3.4
ZOOM AIR	3593	27077	653.6	70.1	74.0	3.9
AIR ODISHA	0	117	-	-	27.2	-
DECCAN AIR	0	2552	-	-	54.3	1.3

Note: DECCAN AIR AND AIR ODISHA started their operations since DECEMBER 2017 AND FEBRUARY 2018 respectively.

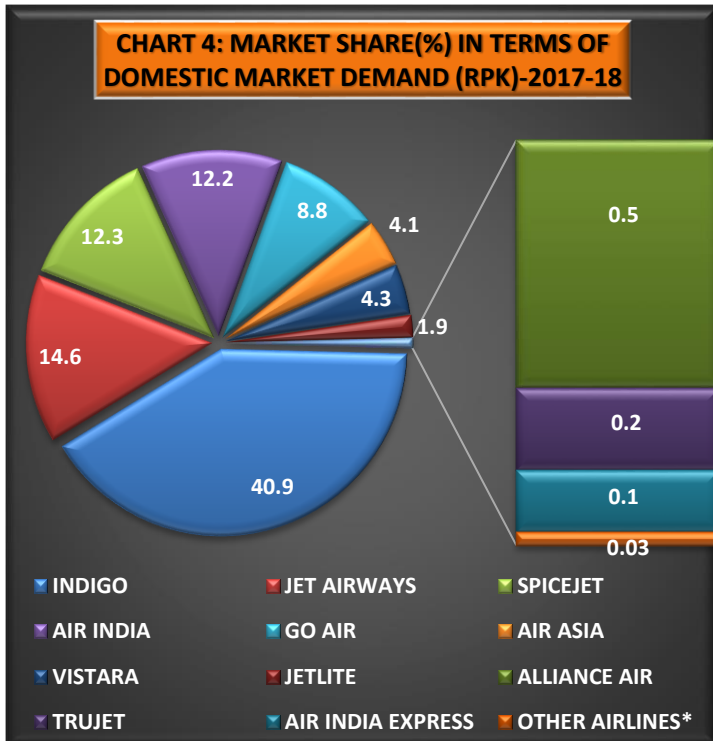
The high growth of 18.86 % in the total domestic passengers during 2017-18 is mainly due to the high growth in passengers carried by Air India, IndiGo, SpiceJet, Vistara, Air Asia and Go Air.



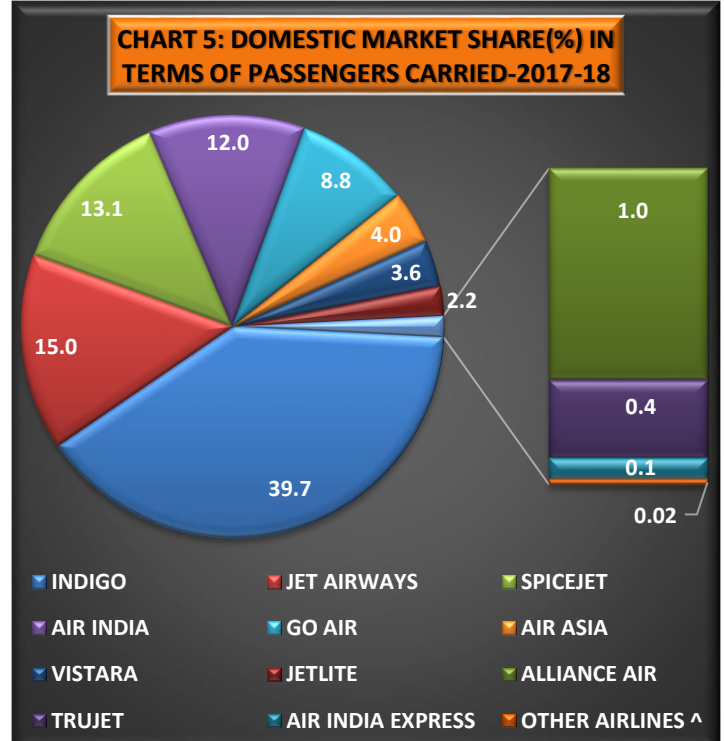
In the year 2017-18, both ASK and RPK in the domestic market registered a positive growth compared to the previous year. The Passenger Load Factor in the domestic market, which fell to 73.3% in 2013-14, is steadily increasing thereafter.



In the year 2017-18, domestic market experienced expansion in capacity as well as demand which is evident from the Chart 3 as both RPK & ASK witnessed positive growth in all the months as compared to the corresponding months in the previous year i.e. 2016-17. Also, in most of the months, YoY growth in RPK exceeded the YoY growth in ASK implying an improvement in the passenger load factor and hence efficiency except for the months of **July**.



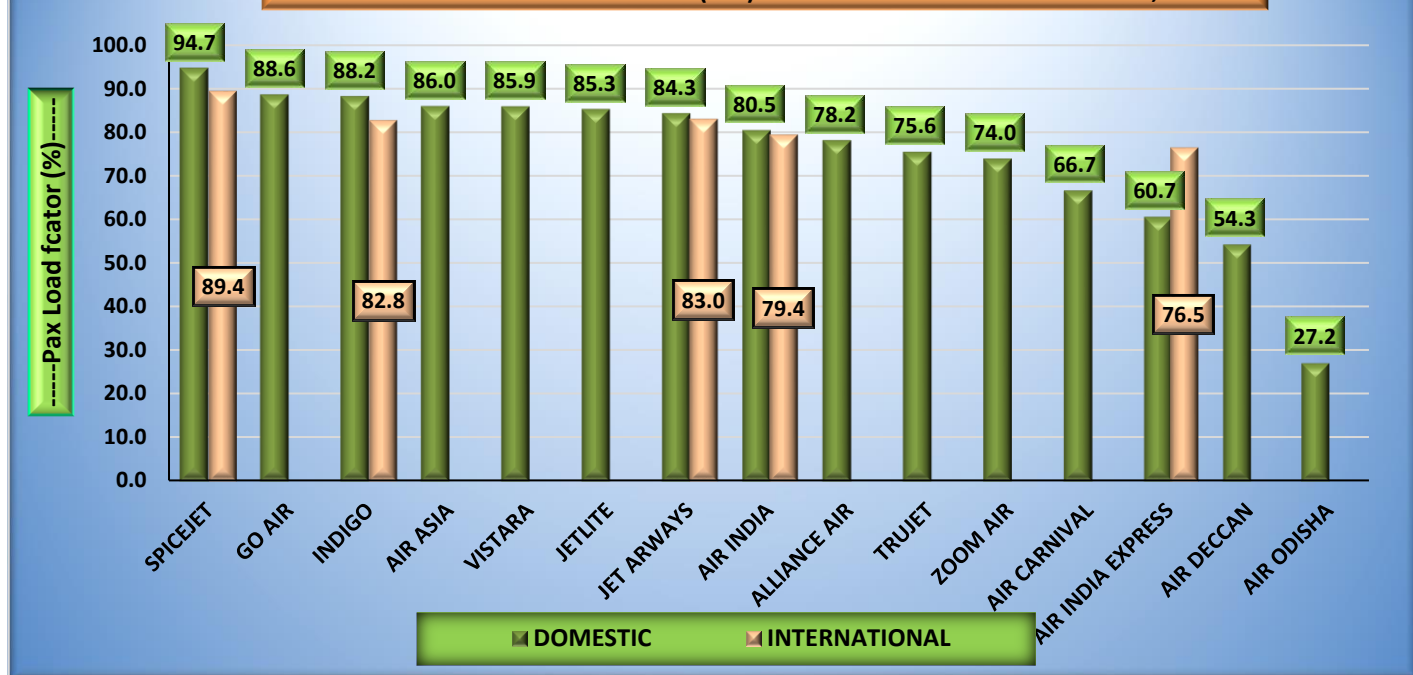
\*ZOOM AIR, AIR DECCAN, AIR CARNIVAL, AIR ODISHA.



^ ZOOM AIR, AIR DECCAN, AIR CARNIVAL, AIR ODISHA.

In the year 2017-18 both in terms of RPK and passengers carried, IndiGo had the maximum market share followed by Jet Airways, SpiceJet and Air India.

**CHART 6: PASSENGER LOAD FACTOR (PLF) OF SCHEDULED INDIAN CARRIERS, 2017-18**



In terms of Passenger Load Factor (PLF), a measure of capacity utilisation of airlines, for scheduled domestic operations, SpiceJet registered the highest PLF of 94.7 % followed by Go Air (88.6%), IndiGo (88.2%). SpiceJet also topped the position in terms of scheduled international operations with a PLF of 89.4% followed by Jet Airways (83.0%) and IndiGo (82.8%).

**INTERNATIONAL PASSENGER MARKET SHARE**

**TABLE 3: MARKET SHARE (%) OF SCHEDULED INDIAN CARRIERS AND FOREIGN CARRIERS IN TERMS OF INTERNATIONAL PASSENGERS CARRIED.**

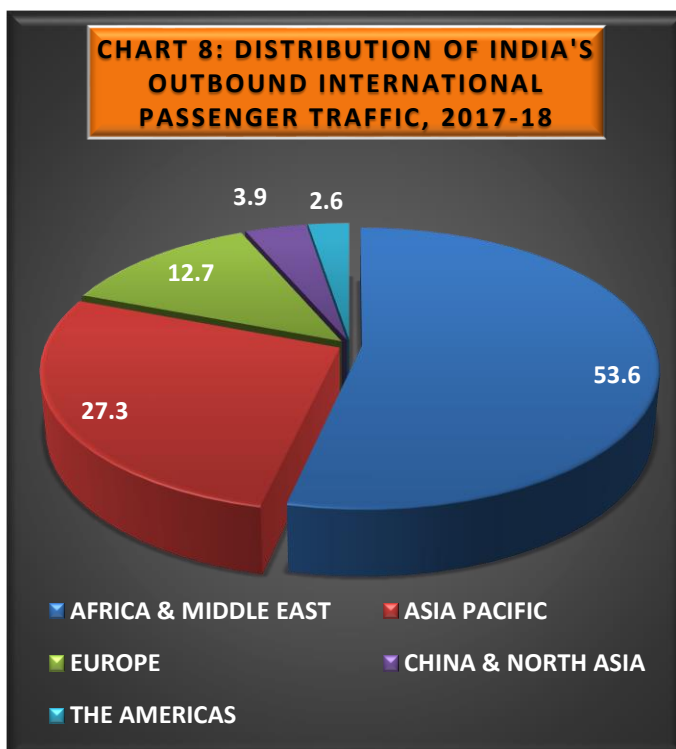
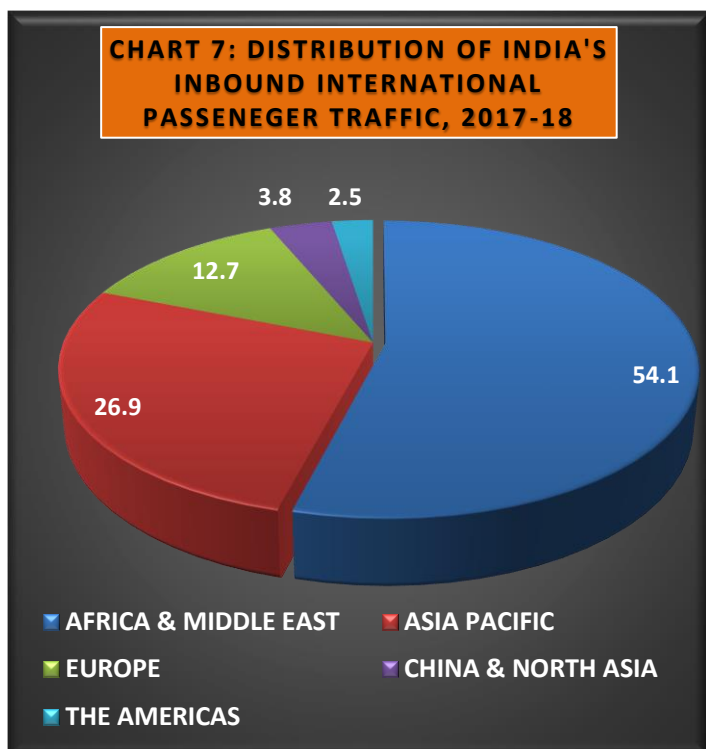
YEAR	FOREIGN CARRIERS	INDIAN CARRIERS
2004-05	71.0	29.0
2009-10	65.5	34.5
2010-11	63.9	36.1
2011-12	63.4	36.6
2012-13	66.2	33.8
2013-14	64.1	35.9
2014-15	63.0	37.0
2015-16	63.4	36.6
2016-17	62.3	37.7
2017-18	61.1	38.9



**TABLE 4: MARKET SHARE (%) OF TOP 15 SCHEDULED OPERATORS – INTERNATIONAL OPERATIONS, 2017-18.**

NAME OF THE AIRLINE	SHARE (IN %)
JET AIRWAYS	13.8
AIR INDIA	10.4
EMIRATES	9.2
AIR INDIA EXPRESS	6.2
INDIGO	5.3
ETIHAD	4.3
OMAN AIR	3.3
QATAR AIRWAYS	3.3
SPICEJET	3.2
SRILANKAN AIRWAYS	3.2
AIR ARABIA	3.0
SAUDI ARABIA AIRLINES	2.5
THAI AIRWAYS	2.3
LUFTHANSA	2.1
SINGAPORE AIRLINES	2.0

Out of total 93 scheduled international operators, top 6 operators accounted for nearly 50% of total international Passenger traffic and top 15 operators accounted for nearly three fourth of the total international Passenger traffic in the year 2017-18 . Jet Airways had the maximum market share (13.8%) followed by Air India (10.4%), Emirates Airline (9.2%), Air India Express (6.2%), IndiGo (5.3%) and Etihad Airways (4.3%).



More than half of the passenger traffic to and from India is accounted for by the countries in the Africa & Middle East.

## CARGO TRAFFIC

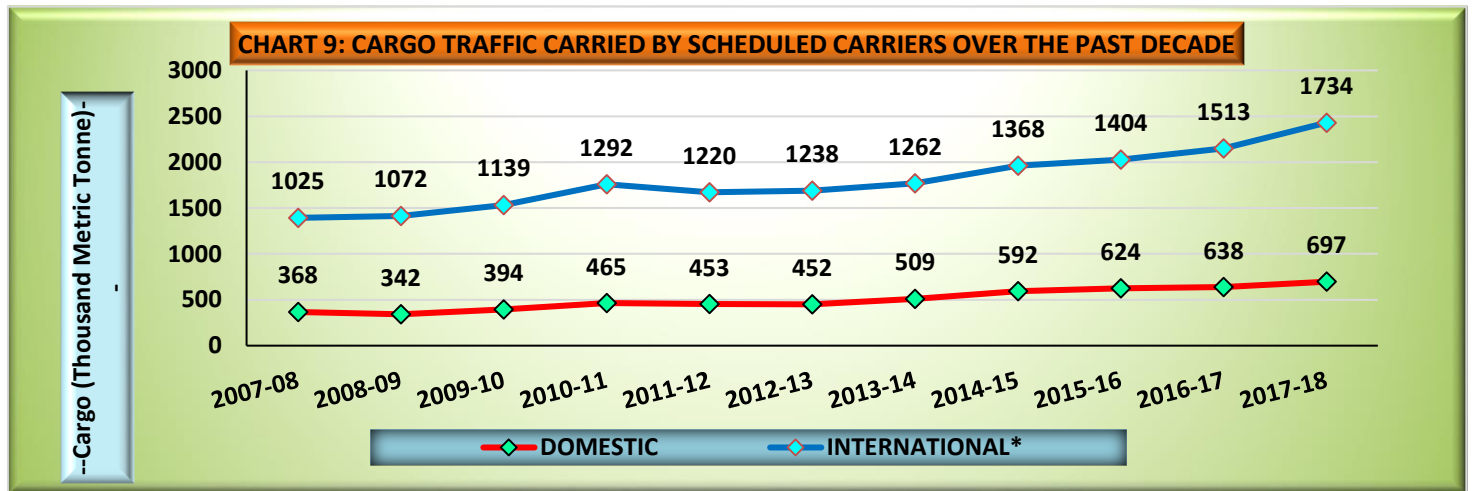
Air cargo carried by scheduled airline operators, **both domestic and international** witnessed a positive growth in 2017-18.

**TABLE 5: CARGO TRAFFIC AT A GLANCE.**

CARGO TRAFFIC	2017-18	2016-17
DOMESTIC	6.97 Lakh MT (9.25)	6.38 Lakh MT (2.24)
INTERNATIONAL*	15.13 Lakh MT (14.61)	15.13 Lakh MT (7.76)

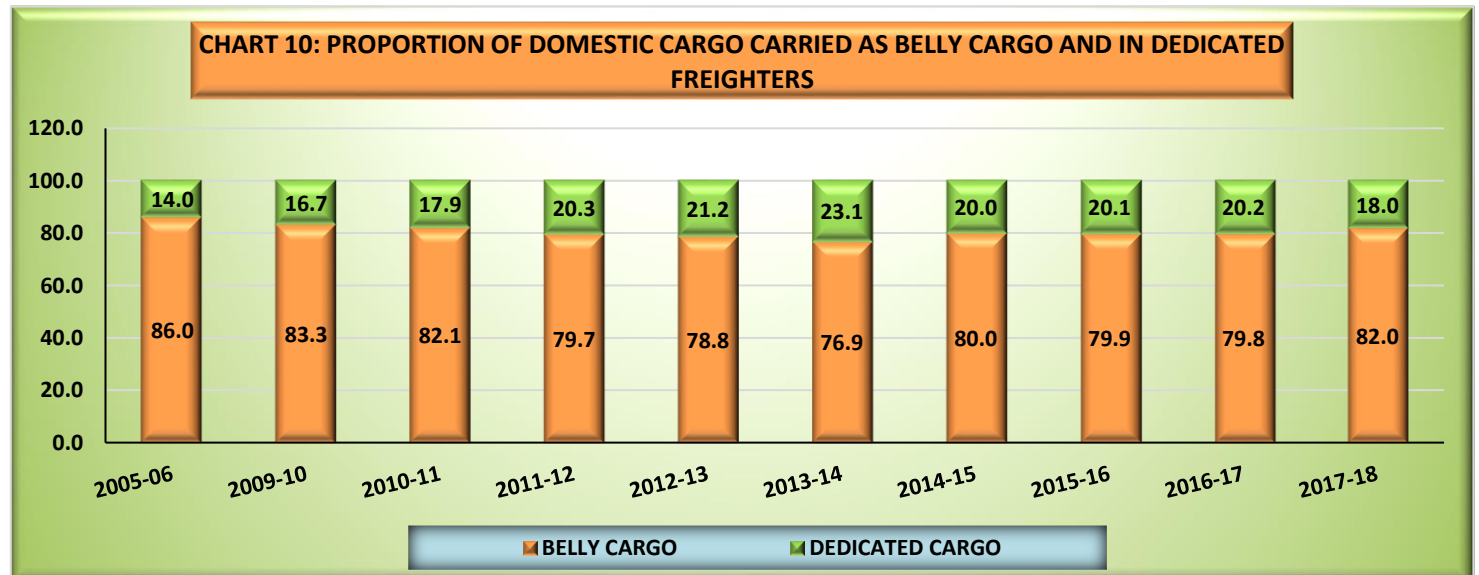
Figures in parenthesis refer to percentage change over previous year; MT: Metric Tonne.

\* International Cargo figures include Freight only.



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The domestic cargo traffic registered a growth of **6.6%** (CAGR) over the period from 2007-08 to 2017-18 while International cargo traffic grew at **5.4%** (CAGR) during the same period.



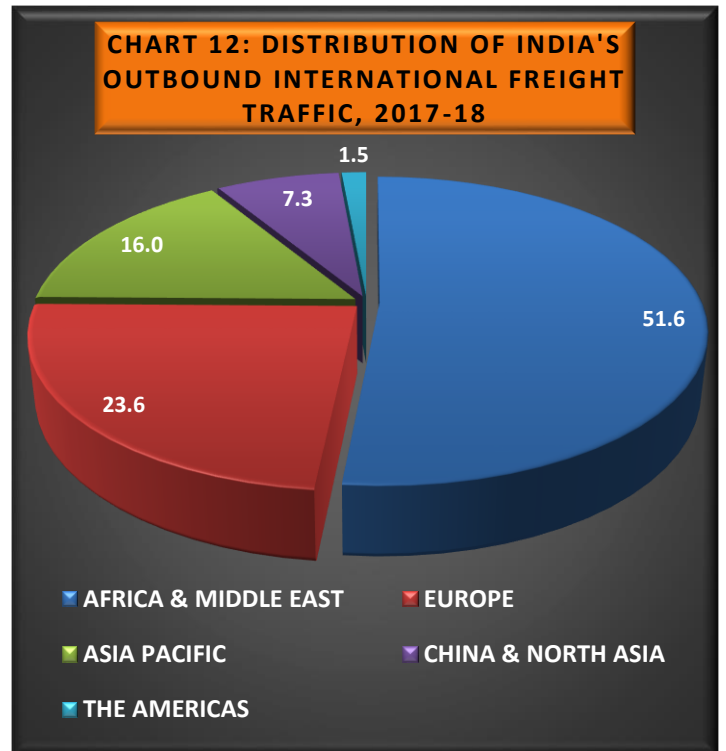
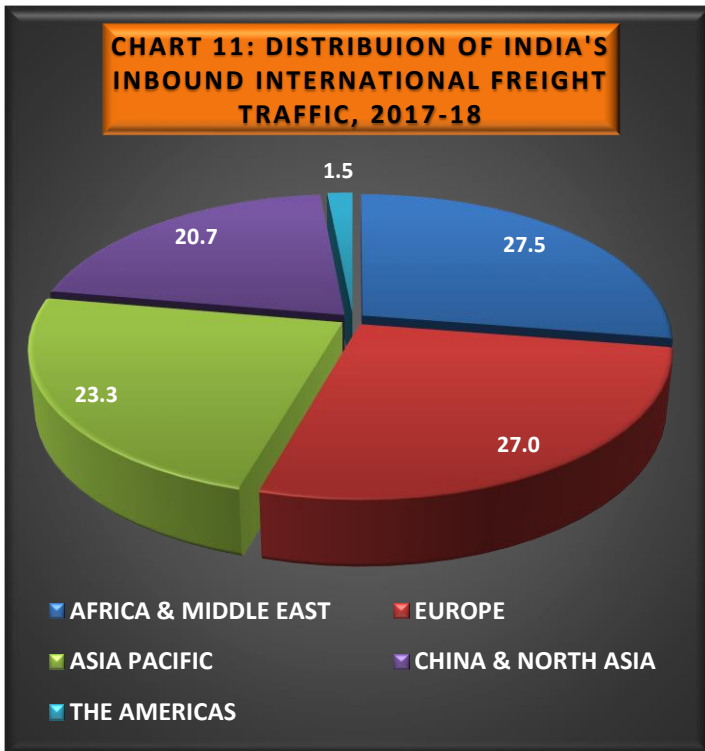
Dedicated cargo refers to the cargo carried by aircrafts solely meant for freight carriage.

The proportion of the total domestic cargo carried as belly cargo to the total domestic cargo has generally been declining over the years since 2005-06 but since 2014-15 there is a revival in the proportion of the total domestic cargo carried as belly cargo.

**TABLE 6: PROPORTION OF INTERNATIONAL CARGO\* CARRIED BY INDIAN AND FOREIGN CARRIERS**

YEAR	INDIAN CARRIERS (%)	FOREIGN CARRIERS (%)
2004-05	13.6	86.4
2009-10	16.1	83.9
2010-11	20.3	79.7
2011-12	21.1	78.9
2012-13	17.7	82.3
2013-14	18.3	81.7
2014-15	17.8	82.2
2015-16	16.9	83.1
2016-17	18.8	81.2
2017-18	20.5	79.5

\* International Cargo figures include Freight only.



Freight traffic is coming to India in almost equal proportion from around the World except the freight traffic from the Americas while from India, more than half of the freight traffic is carried to the countries in the Africa & Middle East.

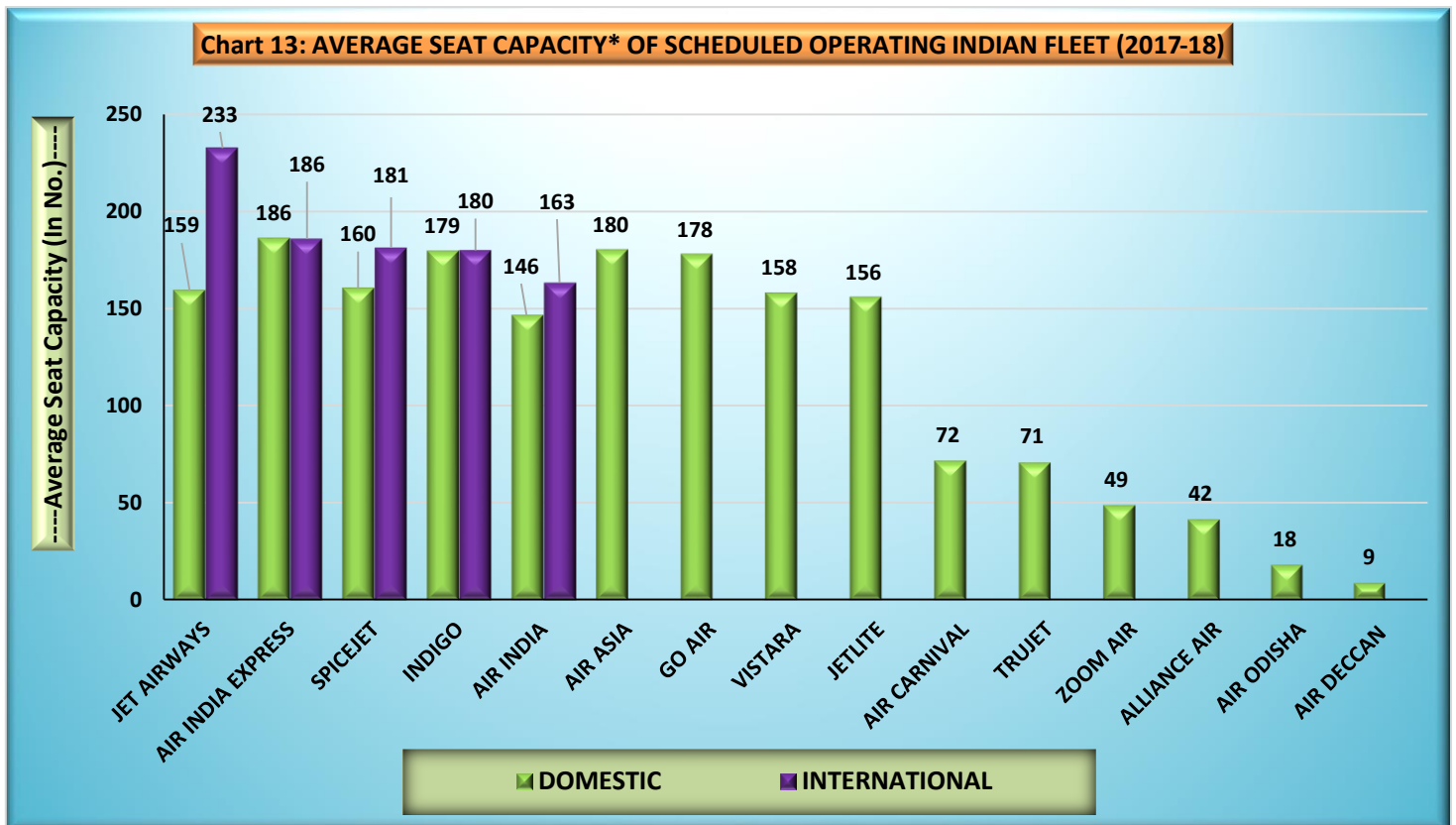
## AIRCRAFT

**TABLE 7: AIRCRAFT STATISTICS AT A GLANCE**

SCHEDULED AIRCRAFT MOVEMENTS (IN LAKHS)	2017-18	2016-17
DOMESTIC	9.22 (13.84)	8.10 (15.71)
INTERNATIONAL	3.79 (9.90)	3.45 (7.81)

*Figures in parenthesis refer to percentage change over previous year.*

As in the case of passenger and freight traffic, aircraft movements (both domestic and international) also have registered a positive growth in the year 2017-18 over 2016-17.



\*Average Seat Capacity= Total ASK / Total Aircraft Km. Flown.

**TABLE 8: FLEET STATISTICS OF SCHEDULED INDIAN OPERATORS AS ON 31<sup>st</sup> JULY, 2018.**

Sl. No.	NAME OF THE OPERATOR	TYPE OF AIRCRAFT	NUMBER OF AIRCRAFTS	SEAT CAPACITY
1	AIR ASIA	A320- 216	13	180
		A320- 214	5	180
2	AIR INDIA	B747- 400	4	423
		B777- 200 LR	3	238
		B777- 300 ER	15	342
		B787- 800	27	256
		A320- 231	15	168
		A320- 214	9	140
		A319- 112	22	122
		A321-211	20	172
		A320-251N	21	162
		3	AIR INDIA EXPRESS	B737-800
4	ALLIANCE AIR	ATR 42-320	2	48
		ATR72-600	15	70
5	AIR ODISHA	Beechcraft 1900D	1	18
6	BLUE DART	B757- 200	6	Cargo
7	AIR DECCAN	Beechcraft 1900D	3	18
8	GO AIR	A320- 214	19	176
		A320- 271N	18	176
9	INDIGO	A320-232	112	180
		A320-214	11	180
		A320- 271N	39	180
		ATR72- 600	10	74
10	JET AIRWAYS	B737- 700	2	134
		B737-800	67	168
		B737- 900	6	184
		B737-8 MAX	2	168
		B777- 300 ER	10	346
		A330- 200	4	254
		A330- 300	4	293
		ATR72- 500	15	72
		ATR72- 600	3	72
11	JETLITE	B737- 700	2	134
		B737- 800	5	170
12	SPICE JET	B737- 700	3	149
		B737- 800	28	189
		B737- 900	4	212
		Bombardier Q400	23	78
13	VISTARA	A320- 232	13	148
		A320- 251N	8	162
14	TRUJET	ATR 72-500	3	72
		ATR 72-600	2	70
15	ZOOM AIR	CRJ-200	3	50
<b>TOTAL</b>			<b>620</b>	

Source: Air Transport-I, DGCA

## STAGE LENGTH

TABLE 9: AVERAGE STAGE LENGTH\* FLOWN (IN KILOMETRES) BY SCHEDULED INDIAN FLEET, 2017-18.

NAME OF THE AIRLINE	DOMESTIC OPERATION	INTERNATIONAL OPERATION
AIR INDIA	1051.0	6471.9
JET AIRWAYS	796.1	2971.9
AIR INDIA EXPRESS	564.4	2618.5
INDIGO	927.6	2390.9
SPICEJET	765.0	1684.4
VISTARA	1133.3	NO INTERNATIONAL OPERATIONS
GO AIR	944.5	
AIR ASIA	936.2	
ALLIANCE AIR	843.3	
JETLITE	770.0	
ZOOM AIR	726.8	
DECCAN AIR	644.1	
AIR CARNIVAL	418.7	
TRUEJET	397.2	
AIR ODISHA	292.5	

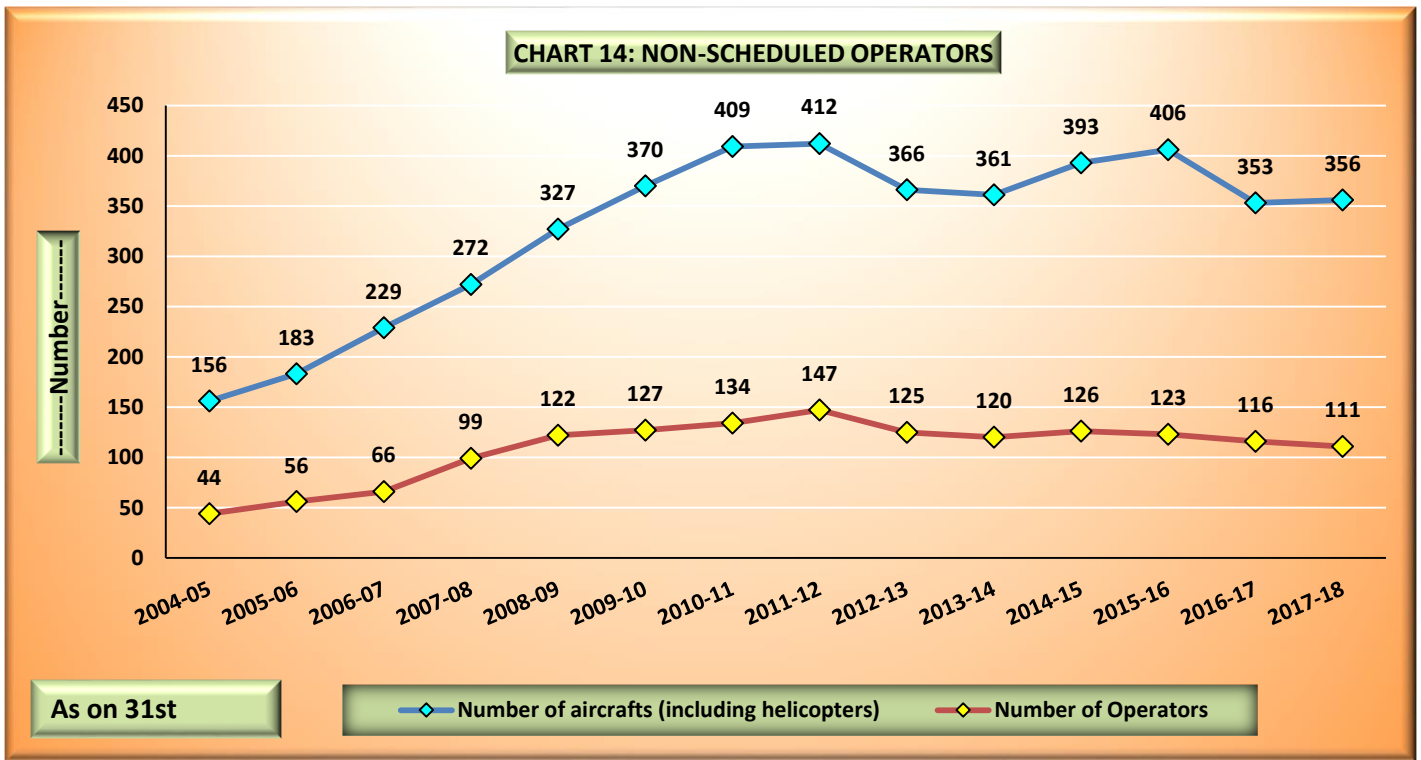
*\*Average Stage Length is calculated by dividing the total aircraft km flown by the total number of aircraft departure.*

TABLE 10: SUMMARY OF AIR OBJECTS REGISTERED WITH DGCA AS ON 12<sup>th</sup> July, 2018.

OPERATOR TYPE	AIRCRAFT	HELICOPTER	BALLOON	HANG GLIDER	GLIDER	MOTOR GLIDER	ULTRA-LIGHT	EXPERIMENTAL	TOTAL
SCHEDULED	594	0	0	0	0	0	0	0	594
NON-SCHEDULED	214	229	11	0	1	0	0	0	455
GOVERNMENT	83	42	0	5	23	0	0	0	153
PRIVATE	134	48	14	17	12	1	9	0	235
TRAINING	332	0	0	0	19	1	8	0	360
MISCELLANEOUS	1	0	0	0	0	0	26	0	27
GRAND TOTAL	1358	319	25	22	55	2	43	0	1824

Source: Directorate of Air Worthiness, DGCA.

## NON-SCHEDULED OPERATORS (NSOP)

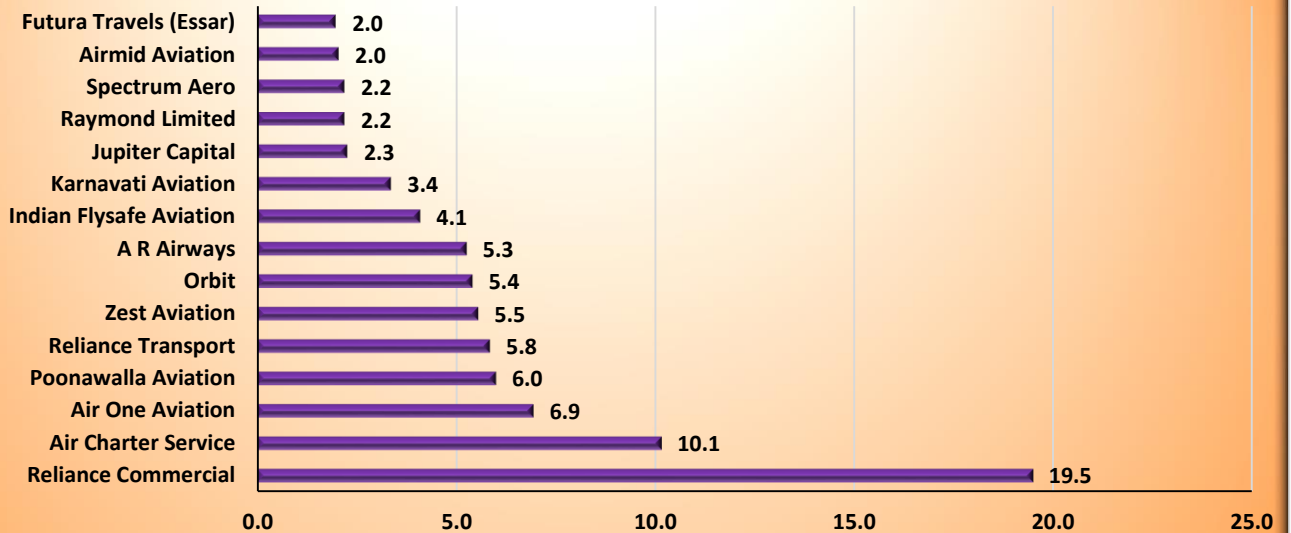


Source: Directorate of Air Transport- I.



Out of the total 76 NSOP domestic (aircraft) operators, top 15 operators accounted for more than 60 % of the total number of domestic flights operated in the year 2017-18.

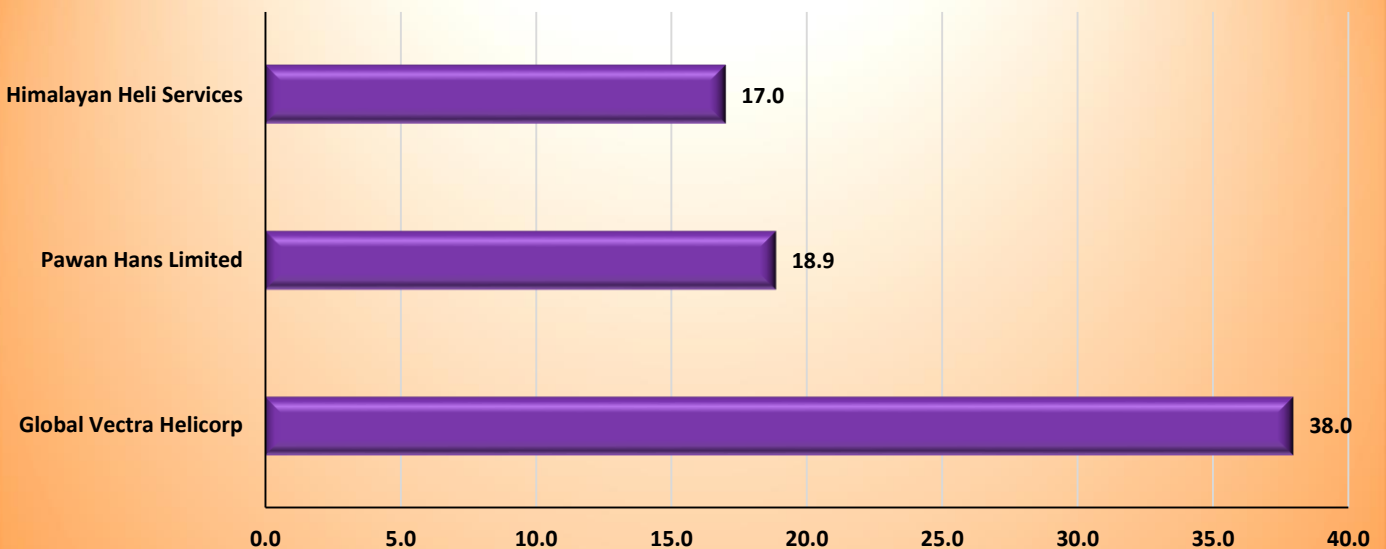
**CHART 16: TOP 15\* NSOP-INTERNATIONAL (AIRCRAFT) OPERATIONS (% SHARE)- 2017-18**



*\* In terms of number of flights operated.*

Out of the total 35 non-scheduled international (aircraft) operators, top 15 operators accounted for more than 80% of the total number of international flights operated in the year 2017-18.

**CHART 17: TOP 3\* NON-SCHEDULED HELICOPTER OPERATORS (% SHARE)- 2017-18**

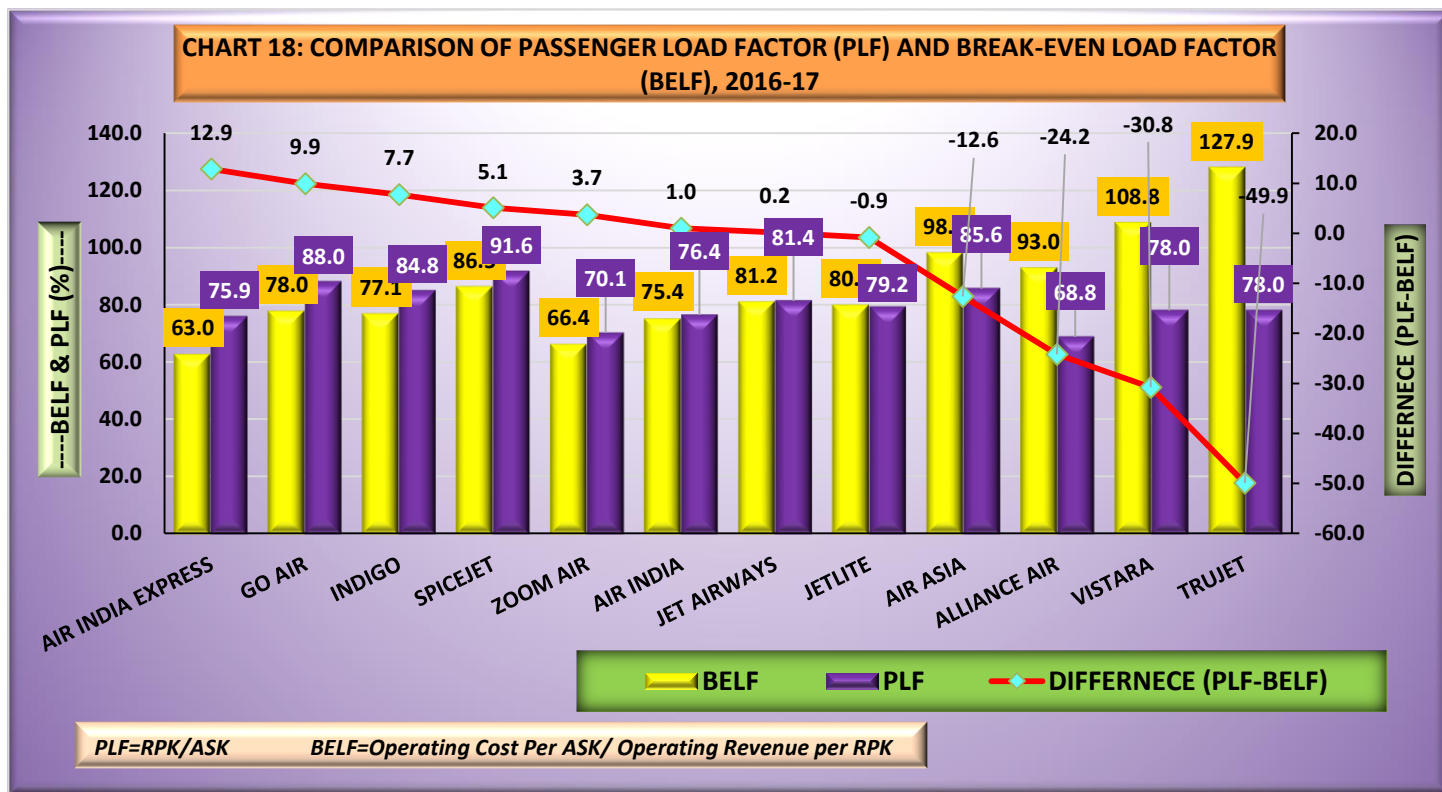


*\* In terms of number of flights operated.*

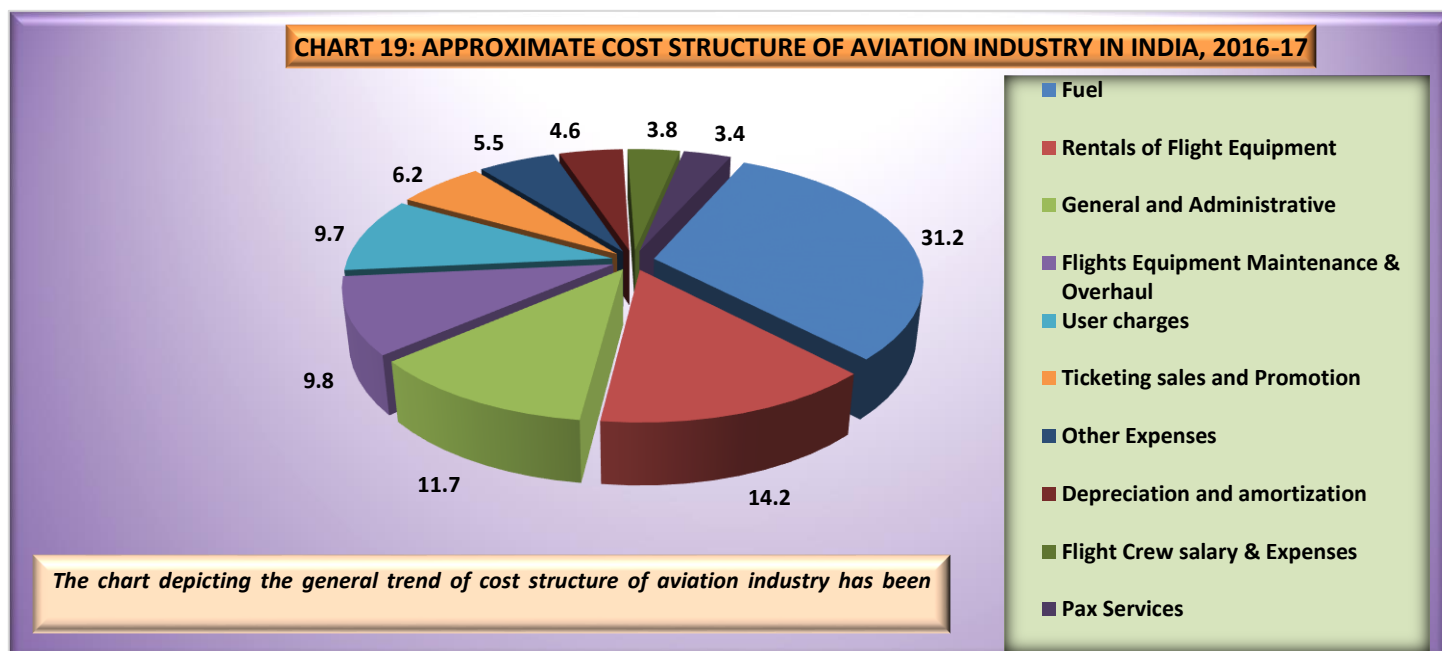
Out of the total 52 non-scheduled Helicopter operators, top 3 operators accounted for more than 70% of the total number of flights operated in the year 2017-18.



# OPERATING ECONOMICS

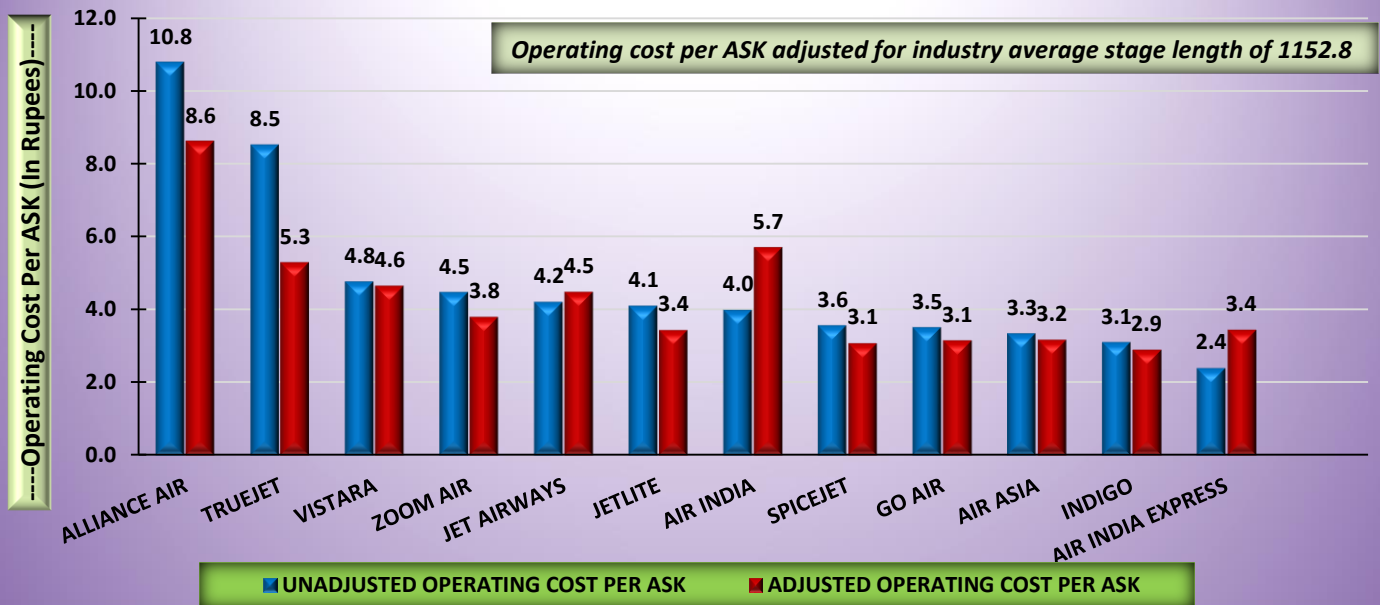


A higher PLF implies that an airline is successful in selling available seats. However, higher PLF may not result in higher operating profit. When PLF is less than break-even load factor, the airline in question is running losses. Evidently, in the year 2016-17, only Air India Express, Go Air, Indigo, SpiceJet, Zoom Air, Air India and Jet Airways were operating at a PLF higher than break-even load factor (BELF). According to this measure of performance, Air India Express was the best performer and TruJet was the worst performer during the year 2016-17.



While decomposing the airline industry cost structure, it can be seen that **Fuel cost** accounts for **(31.2%)** of the Operating Cost of Indian aviation industry (scheduled operations) followed by **Rental of Flight Equipment (14.2%)**, **General and Administrative costs (11.7%)**, **Flight equipment Maintenance & Overhaul (9.8 %)** and **User Charges** (including landing and associated airport charges and Air Navigation charges) **(9.7%)**.

**Chart-20: OPERATING COST PER ASK, 2016-17**



The cost comparison was undertaken before and after adjusting Operating Cost to Average Stage Length. Because of high fixed cost of airlines unit cost decrease as distance increases. Hence, a stage length adjustment is necessary for fairer comparison. In the year 2016-17, in terms of cost efficiency of airlines, IndiGo and SpiceJet had the least operating cost (adjusted for stage length) per ASK, of Rs 2.9 and Rs 3.1 respectively followed by Go Air (Rs 3.1) and Air Asia (Rs 3.2).

**CHART-21: COMPARISON OF PASSENGER YIELD OF SCHEDULED INDIAN CARRIERS, 2016-17**



Passenger yield is a measure of average fare paid per passenger km flown, calculated by dividing Passenger Revenue by Revenue Passenger Kilometers. In the year 2016-17, Air Asia had the lowest passenger yield followed by Zoom Air Air and Air India Express.

**TABLE 11: FINANCIAL SUMMARY OF ALL SCHEDULED INDIAN CARRIERS- 2016-17**

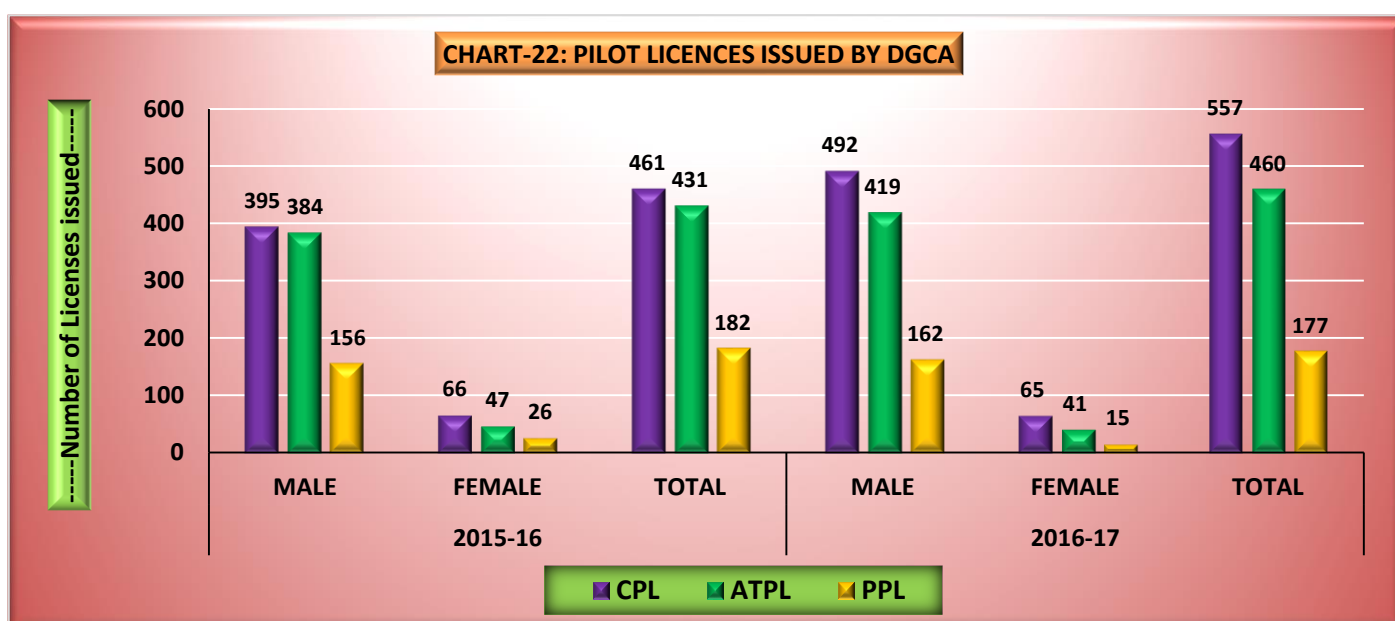
(RS. IN MILLION)			
	OPERATING REVENUE	OPERATING EXPENSES	OPERATING RESULT
<b>SCHEDULED NATIONAL CARRIERS</b>			
<b>AIR INDIA</b>	218596.10	215615.90	2980.20
<b>AIR INDIA EXPRESS</b>	33299.34	27649.87	5649.47
<b>ALLIANCE AIR</b>	3756.90	5080.00	-1323.10
<b>SUB TOTAL (A)</b>	<b>255652.3</b>	<b>248345.8</b>	<b>7306.57</b>
<b>SCHEDULED DOMESTIC PRIVATE CARRIERS</b>			
<b>JET AIRWAYS</b>	212576.65	212070.03	506.62
<b>JET LITE (P) LTD.</b>	12237.22	12369.08	-131.86
<b>GO AIR</b>	36205.00	32116.90	4088.10
<b>SPICE JET</b>	61912.66	58465.90	3446.76
<b>INDIGO</b>	185805.00	168897.04	16907.96
<b>AIR ASIA</b>	9519.39	10922.65	-1403.25
<b>VISTARA</b>	13899.22	19392.07	-5492.85
<b>TRUJET</b>	1261.44	2069.14	-807.70
<b>BLUE DART</b>	6188.40	5964.30	224.10
<b>QUIKJET CARGO</b>	<b>330.38</b>	<b>474.51</b>	<b>-144.13</b>
<b>ZOOM AIR</b>	<b>26.14</b>	<b>24.75</b>	<b>1.39</b>
<b>SUB TOTAL (B)</b>	<b>539961.5</b>	<b>522766.4</b>	<b>17195.12</b>
<b>GRAND TOTAL (A+B)</b>	<b>795613.8</b>	<b>771112.1</b>	<b>24501.69</b>

## HUMAN RESOURCE

**TABLE 12: PERSONNEL STATISTICS OF SCHEDULED INDIAN OPERATORS FOR THE YEAR 2016-17.**

NAME OF THE AIRLINE	Pilots & Co-Pilots	Other Flight Crew	Cabin Crew	Maintenance & Overhaul Personal	Ticketing & Sales Personnel	All Other Personnel	Total (All Personnel)
JET AIRWAYS	1924	390	3702	2094	1104	6079	<b>15293</b>
INDIGO	2094	132	3880	916	217	7365	<b>14604</b>
AIR INDIA	1378	0	1984	754	4038	3758	<b>11912</b>
SPICEJET	598	0	1214	725	384	3981	<b>6902</b>
GO AIR	337	79	549	374	477	954	<b>2770</b>
VISTARA	168	0	435	79	55	749	<b>1486</b>
AIR ASIA	141	0	315	172	217	396	<b>1241</b>
Blue Dart	64	0	0	138	0	899	<b>1101</b>
AIR INDIA EXPRESS	181	0	516	157	26	193	<b>1073</b>
JETLITE	141	1	298	304	0	10	<b>754</b>
ALLIANCE AIR	116	0	142	0	0	275	<b>533</b>
TRUJET	23	14	35	109	88	176	<b>445</b>
ZOOM AIR	10	0	14	16	25	35	<b>100</b>
QUIKJET CARGO	8	0	0	26	0	60	<b>94</b>
<b>Grand Total (All Airlines)</b>	<b>7183</b>	<b>616</b>	<b>13084</b>	<b>5864</b>	<b>6631</b>	<b>24930</b>	<b>58308</b>

Out of the total scheduled airline personnel of 58308, **26.2%** is employed by Jet Airways followed by IndiGo (**25.0%**), Air India Ltd (**20.4%**) and SpiceJet (**11.8%**).

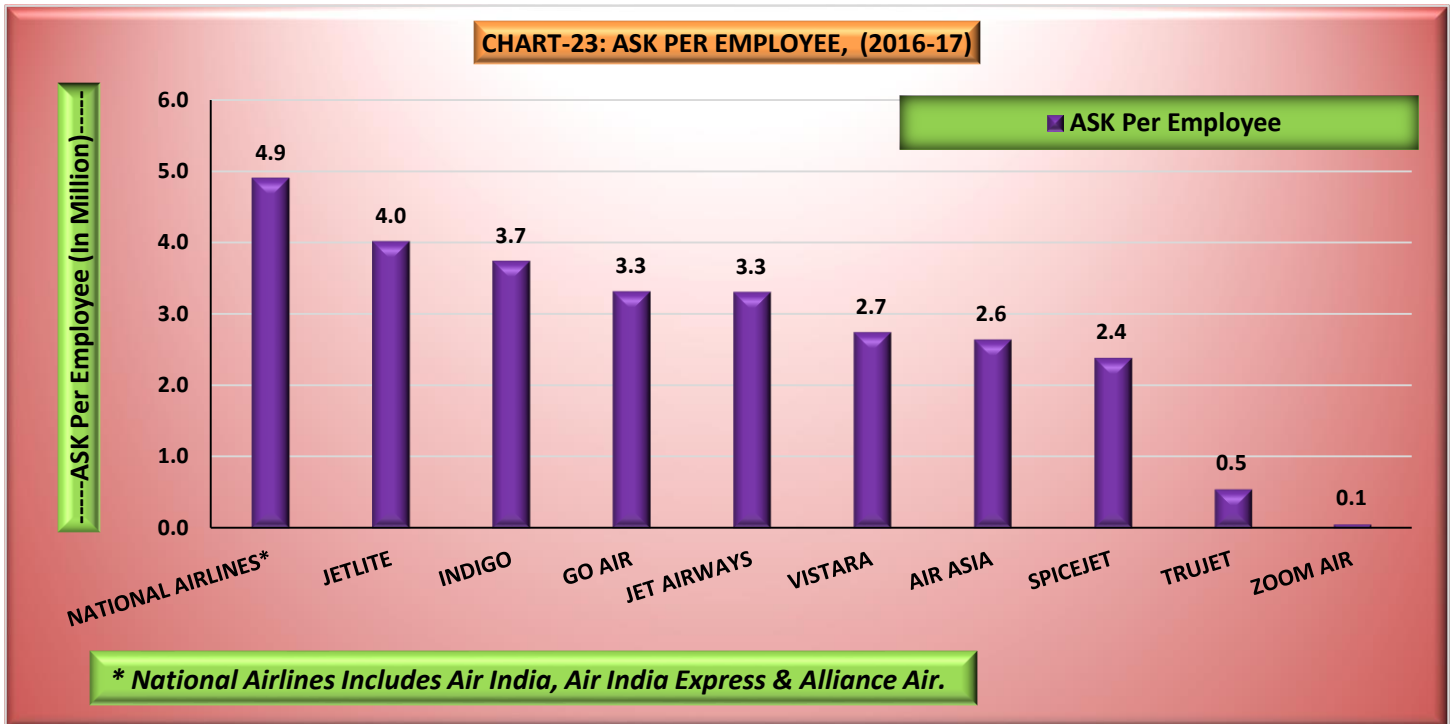


Source: Directorate of Training & Licensing, DGCA.

CPL- Commercial Pilot License; ATPL-Air Transport Pilot License; PPL- Private Pilot License.

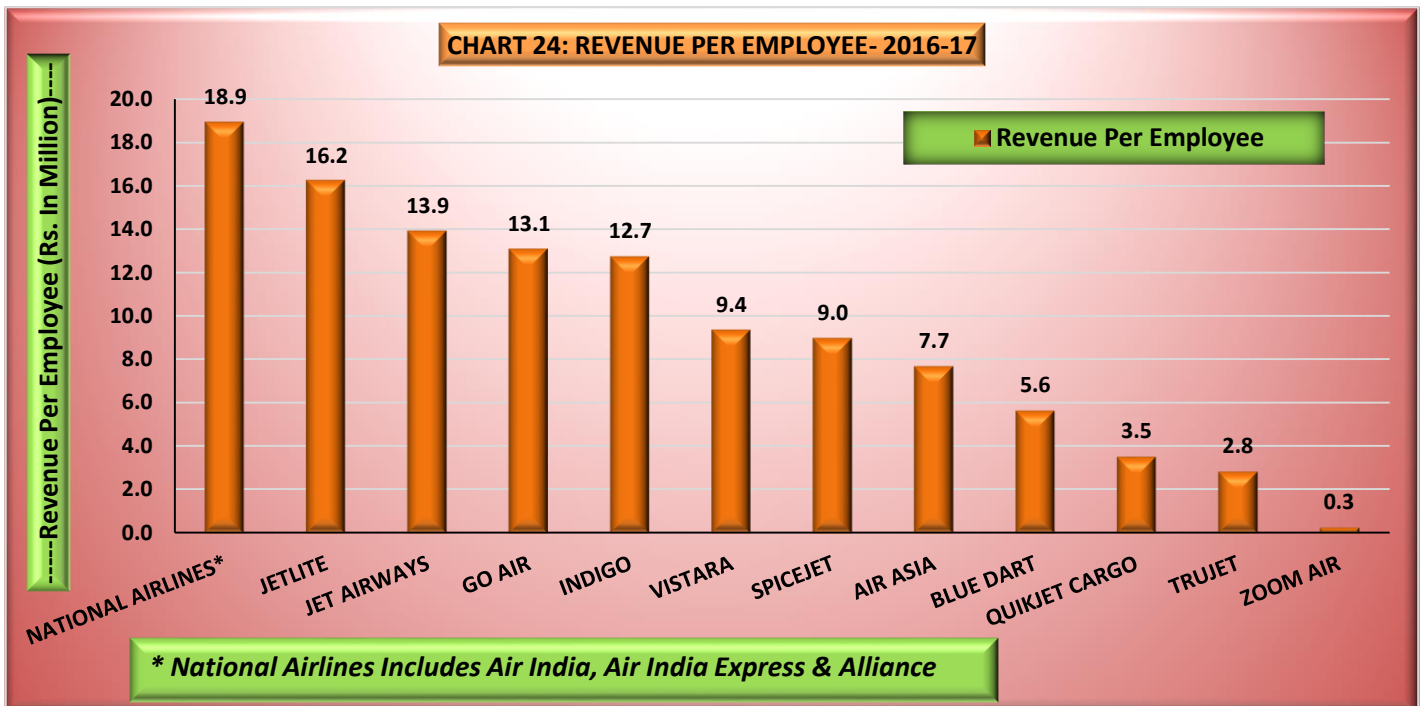
## ASK PER EMPLOYEE

Available Seat Kilometer (ASK) per Employee is an indicator of efficiency both in terms of capacity planning and utilization of work force and is calculated by dividing Available Seat Kilometers by Number of Employees. In terms of the ASK per employee, JetLite is the most efficient after the National airlines.



## REVENUE PER EMPLOYEE

Revenue per employee is an indicator of productivity of human resource of an airline and is calculated by dividing Operating Revenue by Number of Employees. Employee productivity was highest for National Airlines followed by Jet Airways and JetLite.



**TABLE 13: DGCA APPROVED AME TRAINING INSTITUTES (AS ON 12<sup>th</sup> July, 2018)**

REGION	STATE	NUMBER OF AME INSTITUTES
NORTH-16	Delhi	3
	Haryana	3
	Uttar Pradesh	5
	Rajasthan	2
	Himachal Pradesh	1
	Uttarakhand	1
	Punjab	1
EAST-4	West Bengal	1
	Assam	1
	Bihar	1
	Odisha	1
WEST-15	Maharashtra	11
	Gujarat	2
	Madhya Pradesh	3
SOUTH-16	Tamil Nadu	5
	Kerala	5
	Karnataka	3
	Telangana	3
TOTAL		52

Source: Directorate of Air Worthiness, DGCA.

**TABLE 14: DGCA APPROVED FLYING TRAINING ORGANISATIONS (AS ON 31<sup>st</sup> May, 2018).**

STATE	OWNERSHIP	NUMBER OF FLYING ORGANIZATION
TELANGANA	Private/Public Ltd.	3
	State Govt.	1
GUJARAT	Private/Public Ltd.	2
HARYANA	State Govt.	1
KARNATAKA	State Govt.	1
	Private	1
MADHYA PRADESH	Private/ Trust/ Public Ltd.	4
MAHARASHTRA	Society	1
	Private	3
	State Govt.	1
JHARKHAND	PRIVATE	1
BIHAR	State Govt.	1
ODISHA	State Govt.	1
PUNJAB	State Govt.	1
RAJASTHAN	Private	1
UTTAR PRADESH	Private/Trust	5
	Central Govt.	1
UTTRAKHAND	Private	1
KERALA	State Govt.	1
<b>TOTAL</b>		<b>31</b>

Source: Directorate of Flying Training, DGCA.

## AIR SAFETY

**TABLE 15: YEAR-WISE NUMBER OF ACCIDENTS.**

YEAR	TYPE OF OPERATOR						
	SCHEDULED OPERATORS	NON-SCHEDULED OPERATORS	FLYING TRAINING INSTITUTE	GOVT. OPERATORS	PRIVATE OPERATORS	FOREIGN OPERATORS	TOTAL ACCIDENTS
2011	0	6	2	2	0	1	11
2012	0	3	2	2	2	0	9
2013	0	5	2	1	0	0	8
2014	1	2	2	1	0	0	6
2015	4	5	1	0	0	0	10
2016	3	3	0	1	0	0	7
2017	1	3	2	1	0	1	8
2018*	0	1	1	0	0	0	2

*\*Till March 2018.*

*Source: Directorate of Air Safety, DGCA.*

**TABLE 16: YEAR-WISE NUMBER OF SERIOUS INCIDENTS.**

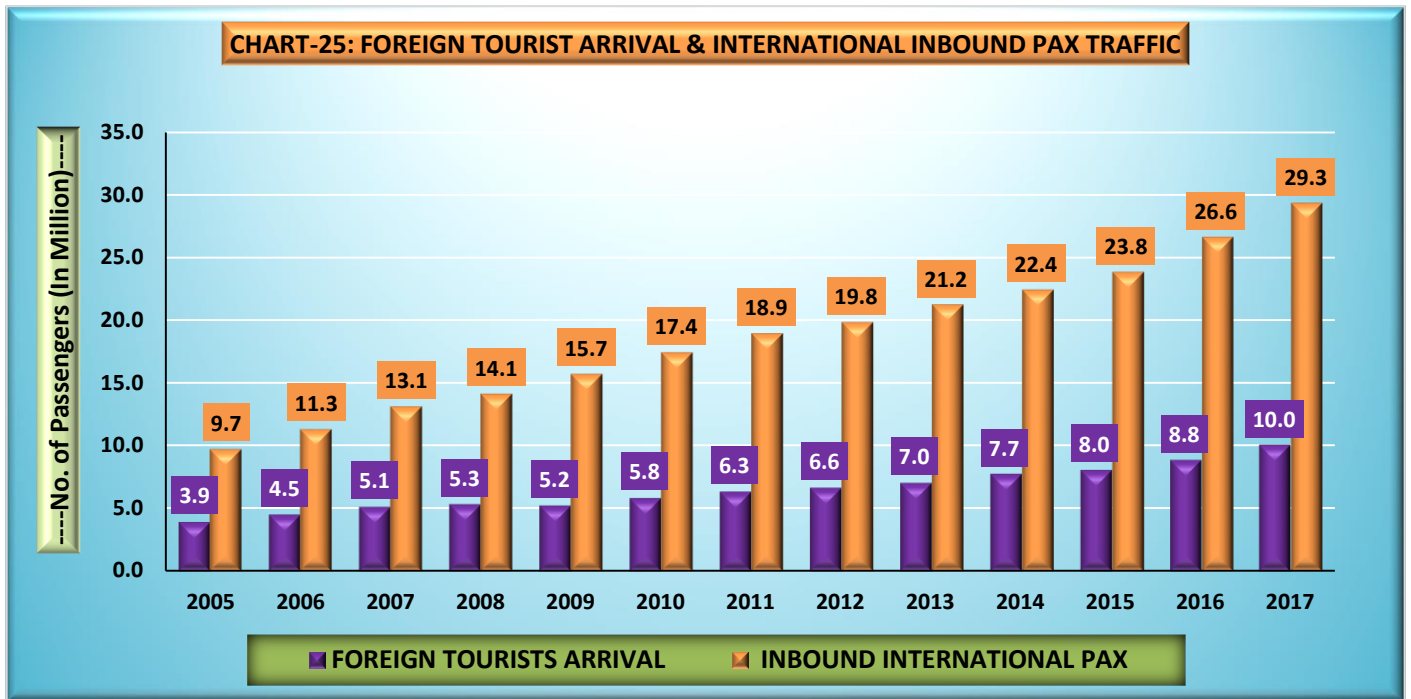
Year	TYPE OF INCIDENT						
	SCHEDULED OPERATORS	NON-SCHEDULED OPERATORS	FLYING TRAINING INSTITUTE	GOVT. OPERATORS	PRIVATE OPERATORS	FOREIGN OPERATORS	TOTAL ACCIDENTS
2015	4	0	0	0	0	1	5
2016	10	1	0	0	0	0	11
2017	11	0	0	0	0	1	12
2018*	3	0	0	0	0	0	3

*\*Till March, 2018.*

*Source: Directorate of Air Safety, DGCA.*

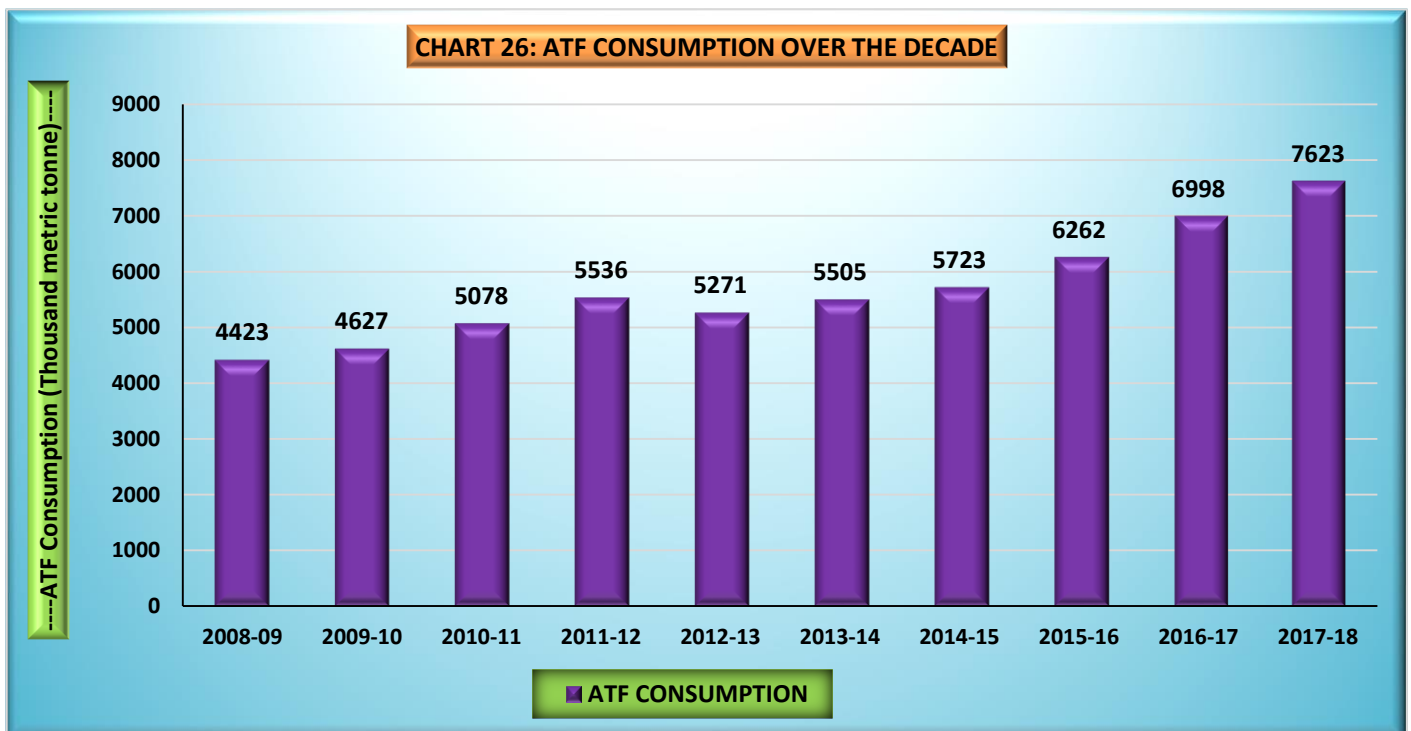


## OTHER AVIATION RELATED STATISTICS



Source: Ministry of Tourism.

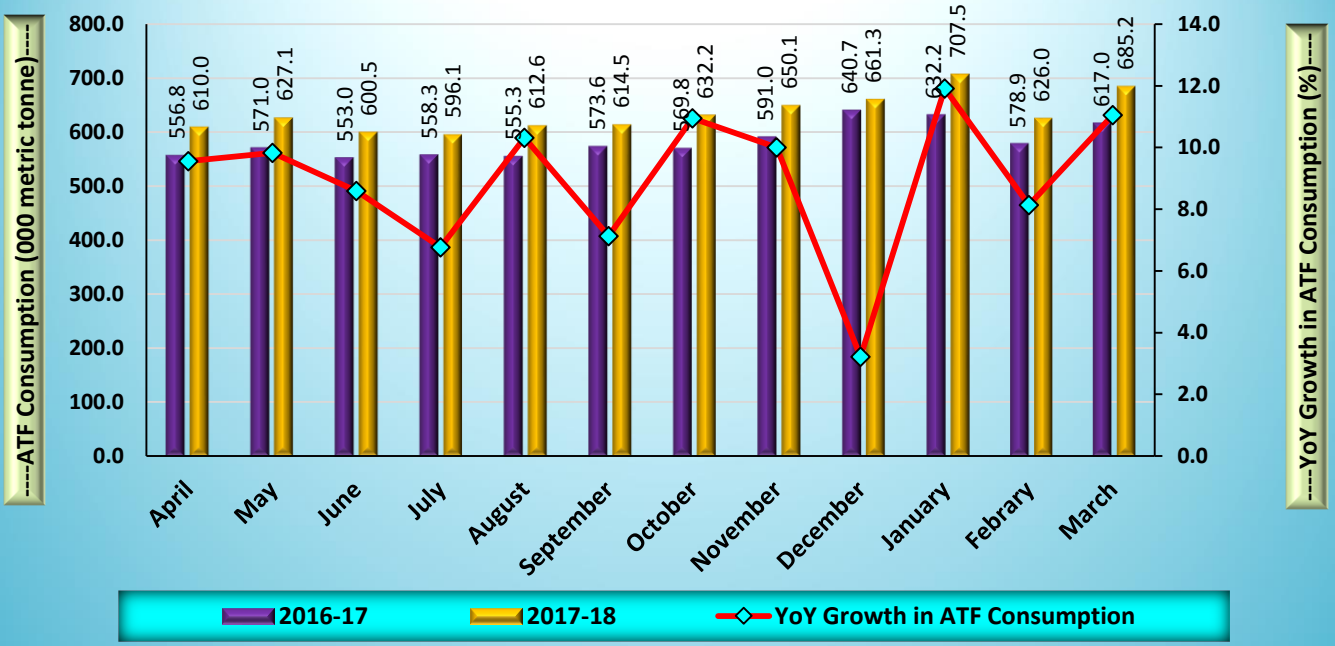
An important aspect of international traffic to and from India pertains to trend in foreign tourist arrivals in India. In 2017, Foreign Tourist Arrivals accounted for **34.3%** of inbound international traffic in India.



Source: Ministry of Petroleum & Natural Gas.

The Air Turbine Fuel (ATF) consumption growth in India has been moving in tandem with the growth of air traffic. In the year 2016-17, ATF consumption went up by **8.9%** which is consistent with increase in aircraft and air traffic movement.

**Chart 27: YoY GROWTH OF ATF CONSUMPTION, 2017-18**



Source: Ministry of Petroleum & Natural Gas.

TABLE 17: AIRPORTS IN INDIA (AS ON 31<sup>st</sup> March, 2018).

TYPE OF AIRPORT	2017-18		
	OPERATIONAL	NON-OPERATIONAL	TOTAL
INTERNATIONAL AIRPORTS OF AAI	20		20
INTERNATIONAL AIRPORTS OF AAI (CIVIL ENCLAVES)	3		3
INTERNATIONAL JOINT VENTURE / PRIVATE AIRPORTS WHERE CNS/ATM IS PROVIDED BY AAI.	3	1	4
<b>(A)-TOTAL INTERNATIONAL AIRPORTS</b>	<b>26</b>	<b>1</b>	<b>27</b>
CUSTOMS AIRPORTS OF AAI	4		4
CUSTOMS AIRPORTS OF AAI (CIVIL ENCLAVES)	4		4
<b>(B)-TOTAL CUSTOMS AIRPORTS</b>	<b>8</b>	<b>0</b>	<b>8</b>
DOMESTIC AIRPORTS OF AAI (OPERATIONAL)	50		50
DOMESTIC AIRPORTS OF AAI (NON-OPERATIONAL)		27	27
DOMESTIC AIRPORTS OF AAI (CIVIL ENCLAVES)	19		19
DOMESTIC PRIVATE / STATE GOVT./ U.T. AIRPORTS WHERE CNS/ATM IS PROVIDED BY AAI.	5		5
<b>(C)-TOTAL DOMESTIC AIRPORTS</b>	<b>74</b>	<b>27</b>	<b>101</b>
PRIVATE GREENFIELD AIRPORT	2		2
<b>TOTAL AIRPORTS(A+B+C)</b>	<b>110</b>	<b>28</b>	<b>138</b>
ADDITIONAL AIRPORTS BEING DEVELOPED/PROPOSED TO BE DEVELOPED.		2	

Source: Airport Authority of India.

<b>INTERNATIONAL JOINT VENTURE/ PRIVATE AIRPORTS WHERE CNS/ATM IS PROVIDED BY AAI</b>		
<b>Sl. No.</b>	<b>NAME OF AIRPORT</b>	
<b>1.</b>	Bangalore International Airport Limited (BIAL), KARNATAKA	OPERATIONAL
<b>2.</b>	Cochin International Airport Limited (CIAL), KERALA	OPERATIONAL
<b>3.</b>	Hyderabad International Airport Limited (GHIAL), TELANGANA	OPERATIONAL
<b>4.</b>	Kannur International Airport Limited (KIAL), KERALA	NON-OPERATIONAL
<b>DOMESTIC PRIVATE/STATE GOVT./ U.T AIRPORTS WHERE CNS/ATM IS APPROVED BY AAI</b>		
<b>Sl. No.</b>	<b>NAME OF AIRPORT</b>	
<b>1.</b>	Lengpui Airport (State Govt., Mizoram)	OPERATIONAL
<b>2.</b>	Mundra Airport (Private, Gujarat)	OPERATIONAL
<b>3.</b>	Nanded Airport (MADC, Maharashtra)	OPERATIONAL
<b>4.</b>	Nasik (HAL OZAR, Maharashtra)	OPERATIONAL
<b>5.</b>	Vijayanagar (JSW, Karnataka)	OPERATIONAL
<b>PRIVATE GREENFIELD AIRPORT</b>		
<b>Sl. No.</b>	<b>NAME OF AIRPORT</b>	
<b>1.</b>	Durgapur (West Bengal)	OPERATIONAL
<b>2.</b>	Shirdi (Maharashtra)	OPERATIONAL
<b>ADDITIONAL AIRPORTS BEING DEVELOPED/PROPOSED TO BE DEVELOPED.</b>		
<b>Sl. No.</b>	<b>NAME OF AIRPORT</b>	
<b>1</b>	Thanjavur, ( Tamil Nadu)	
<b>2</b>	Bareilly (CE), (Uttar Pradesh)	

Source: Airport Authority of India.

**JOINT DIRECTOR GENERAL**

*Shri Lalit Gupta*

**DEPUTY DIRECTOR**

*Dr. P K Srivastava*

*Shri Narendra Singh*

**ASSISTANT DIRECTOR**

*Shri Mukund Bihari*

**SENIOR STATISTICAL OFFICER**

*Shri Mani Bhushan*

**STATISTICAL OFFICER**

*Shri Ravi Kant Soni*

*Shri Sandeep Verma*

**Notes:**

1. Sources of data: Directorate of Air Transport- II, unless otherwise specified.
2. Data published in the handbook is provisional.