

Demand for Grants 2022-23 Analysis

Civil Aviation

India has one of the fastest growing aviation markets in the world. Domestic air traffic in India has more than doubled from around 61 million passengers in 2013-14 to around 137 million in 2019-20.¹ The sector has registered a growth of over 14% per annum. International passenger traffic has grown from 47 million in 2013-14 to around 67 million in 2019-20, registering an annual growth of over 6%.²

The Ministry of Civil Aviation is responsible for formulating national aviation policies and programmes. The Directorate General of Civil Aviation (DGCA) and the Bureau of Civil Aviation Security (BCAS) are the two major regulatory bodies. DGCA is responsible for regulating air transport services, civil air regulations, air safety, while BCAS regulates matters related to security. This note looks at the proposed expenditure of the Ministry for the year 2022-23, its finances over the last few years, and issues with the same.

Allocations in Union Budget 2022-23

Fund allocation

The total expenditure of the Ministry of Civil Aviation for 2022-23 is estimated to be Rs 10,667 crore, which is 85% lower than the revised estimate of 2021-22. In 2022-23, capital expenditure is estimated at Rs 76 crore, while revenue expenditure is estimated at Rs 10,591 crore.³

Table 1: Budget Allocation for the Ministry of Civil Aviation (in Rs crore)

	2020-21 Actual	2021- 22 RE	2022-23 BE	% change (2022 BE over 2021 RE)
Revenue	4,039	6,033	10,591	76%
Capital	50	66,619	76	-100%
Total	4,089	72,652	10,667	-85%

Note: BE – Budget Estimate; RE – Revised Estimate.
Sources: Demand for Grants 2022-23; Ministry of Civil Aviation; PRS.

As per the revised estimates of 2021-22, Rs 62,057 crore will be spent on repaying the debts of Air India through equity infusion. While the overall allocation to the Ministry has reduced, the revenue expenditure budgeted for 2022-23 is 76% higher than the revised estimates of 2021-22. Of this, Rs 9,260 crore will be allocated towards Air India Asset Holding Limited (AIAHL).

AIAHL is a Special Purpose Vehicle (SPV) formed by the government to hold the assets and liabilities of Air India while the process of its sale takes place. AIAHL is authorised to hold non-

operational, non-core assets, and accumulated working capital loans not backed by any asset, among other things. The allocation to AIAHL (Rs 9,260 crore) in 2022-23 is towards servicing the loans of Air India.

Overview of Finances

Utilisation of funds

Over the last few years, the Ministry has been, on average, utilising 112% of the amount allocated to it. Utilisation in 2020-21 was 108% of the budgeted allocation.³

Table 2: Percentage of actual expenditure on budget allocation (in Rs crore)

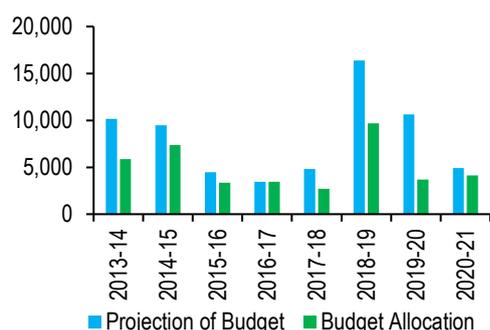
Year	Budget Allocation	Actual Expenditure	% of Actual Expenditure on Budget Allocation
2013-14	5,882	6,955	118%
2014-15	7,378	6,626	90%
2015-16	3,342	4,168	125%
2016-17	2,591	3,406	131%
2017-18	2,702	2,664	99%
2018-19	6,603	9,599	145%
2019-20	4,500	3,647	81%
2020-21	3,798	4,089	108%
2021-22*	3,225	72,652	2253%

Note: Actual expenditure for 2021-22 refers to the revised estimates for the year.

Source: Ministry of Civil Aviation budget documents; PRS.

However, in several years, there has been a difference in the demand for funds made by the Ministry and the funds allocated by the central government. For instance, in 2018-19 the allocation to the Ministry was 60% less than the demand.⁴ The Ministry made a demand of Rs 16,389 crore (see Figure 1). Against this demand, an allocation of Rs 6,603 crore was made.

Due to the debt servicing of Air India, the revised estimate for 2021-22 is more than 22 times higher than the budgeted estimates (Rs 3,225 crore) for the year.

Figure 1: Demand for funds and actual allocations made to the Ministry (in Rs crore)

Source: Report of the Standing Committee on Civil Aviation on the subject Demand for Grants 2021-22 (2021).

Expenditure of the central government

In 2022-23, out of the total allocation to the Ministry, the highest is towards AIAHL at Rs 9,260 crore (87%). This is followed by the allocation towards the Regional Connectivity Scheme (RCS) at Rs 601 crore (5.62%).

Table 3: Expenditure heads for the Ministry of Civil Aviation (in Rs crore)

Major Head	2020-21 Actual	2021-22 RE	2022-23 BE	% change (2022-23 BE over 2021-22 RE)
Establishment Expenditure	353	389	435	12%
RCS	700	994	601	-40%
AAI	30	190	150	-21%
Others	822	196	57	-78%
Subtotal	1,905	1,769	1,242	-30%
Air India Related	2,184	70,883	9,425	-87%
Total	4,089	72,652	10,667	-85%

Note: BE – Budget Estimate; RE – Revised Estimate; RCS – Regional Connectivity Scheme; AAI: Airports Authority of India.

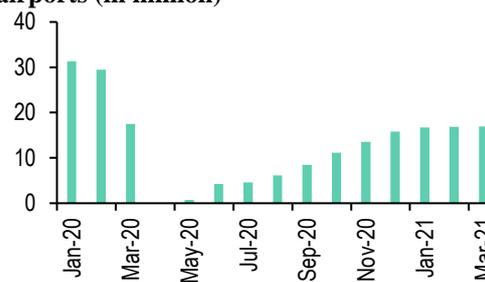
Source: Demands for Grants 2022-23, Ministry of Civil Aviation; PRS.

Issues to consider

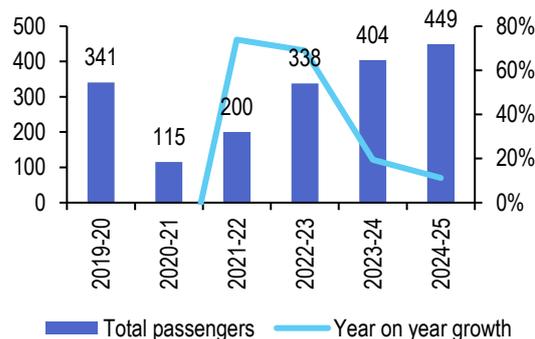
Impact of COVID-19

In March 2020, air travel across the world was suspended due to the COVID-19 pandemic. The number of flights that flew between 2019 and 2020, declined by 50%.⁵ Airline operators across the world reported revenue losses of USD 372 billion (Rs 28 lakh crore) between 2019 and 2020.⁵

As per the Ministry of Civil Aviation, Indian airline operators reported losses of Rs 19,564 crore, while airports reported losses of Rs 5,116 crore for the financial year 2020-21.⁶ Figure 2 indicates the fall in air passenger traffic in India due to the pandemic. Note that, as of March 2021, air passenger traffic in India had not returned to the pre-pandemic levels. As per projected numbers provided by the Ministry, passenger traffic is expected to cross pre-pandemic levels in 2023-24.⁷

Figure 2: Air passenger traffic at all Indian airports (in million)

Source: Airports Authority of India Air Traffic News; PRS.

Figure 3: Projections of passenger traffic in India (in million)

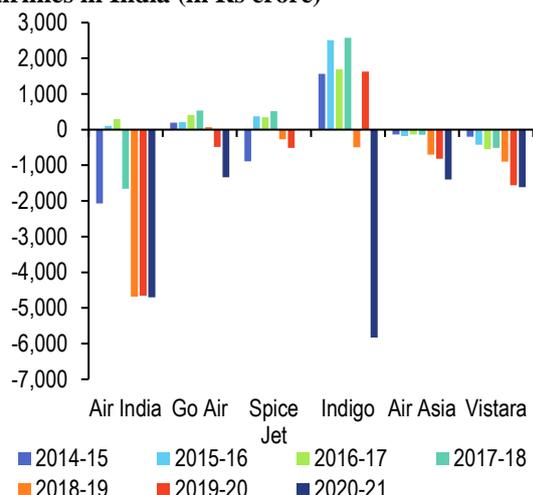
Note: Figures for 2019-20 and 2020-21 are actuals.

Source: Unstarred Question 337, Lok Sabha; PRS.

The COVID-19 pandemic had a severe impact on the civil aviation sector with airlines, airports and related services coming under financial stress in 2020-21.⁸ However, several airline companies had been under financial stress from before the pandemic. As per the Ministry, 17 airlines have exited the market in the past 15 years.⁹ Out of these, two airlines exited in 2020. The details of this are attached in the Annexure.

Figure 4 indicates a trend of losses in airline companies from 2014-15 to 2020-21. Air India has reported consistent losses from 2017-18, which exceed those of other private airlines. The details of Figure 4 are provided in the Annexure. Note that Vistara Airlines which has reported consistent losses, commenced operations in 2015.

As per the Ministry, Air India has remained in loss because of: (i) a high interest burden, (ii) increase in competition from low-cost carriers, (iii) high operating costs, and (iv) adverse impact of exchange rate variation due to weakening of the Indian rupee.¹⁰

Figure 4: Operating Profit/Loss of major airlines in India (in Rs crore)

Sources: Unstarred Question 1812 answered on August 4, 2021, and Unstarred Question 1127 answered on September 21, 2020; Rajya Sabha; PRS.

Air India

In October 2021, the Cabinet Committee on Economic Affairs approved the sale of Air India to Talace Ltd which is a subsidiary of Tata Sons Pvt Ltd. The bid for Air India was finalised at Rs 18,000 crore. Up to January 2020, Air India had accumulated debt of Rs 60,000 crore, which post-disinvestment, the central government is servicing. This servicing of debt will be done in 2021-22, as shown in the revised estimates of 2021-22.

In the revised estimates of 2021-22, the government provided Air India with a loan of Rs 4,500 crore and a grant for losses incurred due to Covid-19 worth Rs 1,944 crore.

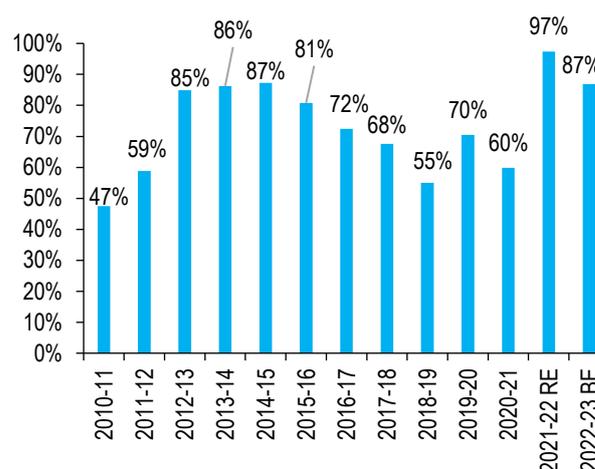
Financial Burden of Air India: Between 2009-10 and 2020-21, the government allocated a total amount of Rs 1,22,542 crore to Air India. Between 2015-16 and 2019-20, the actual passenger revenue from the airline fell short of the budgeted passenger revenue by 14% on average.¹¹

Following the finalisation of the sale of the airline, funds were allocated for the equity infusion process to repay the debts. The revised estimates of 2021-22 shot up since the government allocated Rs 70,718 crore to repay the debts of Air India. This amount includes a fresh loan (Rs 4,500 crore) and a grant amount (Rs 1,944 crore) for managing losses incurred during the COVID-19 pandemic. It also includes liabilities of AIAHL (Rs 2,217 crore), and equity infusion for repayment of debts (Rs 62,057 crore). The Internal and Extra Budgetary Resource (I&EBR) allocation to Air India was discontinued in 2014-15, following which, all its funds came from gross budgetary allocation.¹² Air India accounted for the biggest expenditure head of the Ministry in the past five years. (See Figure 5).

Table 4: Breakdown of expenditure on Air India (in Rs crore)

Major Head	2020-21 Actual	2021-22 RE	2022-23 BE	% change from 2021-22 RE to 2022-23 BE
Equity infusion in AIAHL	-	62,057	-	-100%
Debt servicing of AIAHL	2,184	2,217	9,260	318%
Medical benefit to retired employees	-	165	165	0%
Loans to AI	-	4,500	-	-100%
Grants for cash losses during Covid-19	-	1,944	-	-100%
Total	2,184	70,883	9,425	-87%

Note: BE – Budget Estimate; RE – Revised Estimate; AAI: Airports Authority of India; AIAHL – Air India Asset Holding Limited; AI – Air India. Source: Demands for Grants 2022-23, Ministry of Civil Aviation; PRS.

Figure 5: Budgetary expenditure on Air India as percentage of total expenditure of Ministry of Civil Aviation

Note: BE – Budget Estimate; RE – Revised Estimate; Source: Demand for Grant documents, Ministry of Civil Aviation; PRS.

Table 5: Details of passenger revenue earned by Air India (in Rs crore)

Year	Budgeted Passenger Revenue	Actual Passenger Revenue
2015-16	17,017	15,656
2016-17	17,160	15,998
2017-18	19,990	17,744
2018-19	22,921	20,427
2019-20	25,500	17,316

Source: Unstarred Question 1445, Rajya Sabha (2020); PRS.

No provision has been made for any expense related to Air India in the budget estimates of 2022-23, except for the provision towards AIAHL. In due course, the assets with AIAHL will be

monetised. The government will bear the excess liabilities of AIAHL over and above the assets.¹³

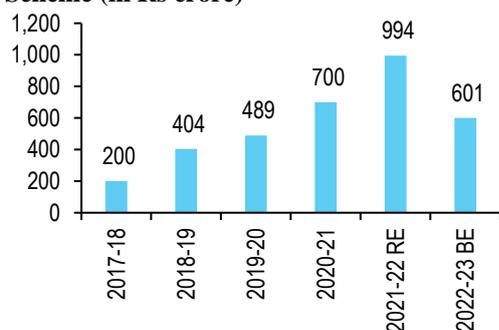
Regional Connectivity Scheme (RCS)/ Ude Desh Ka Aam Nagrik (UDAN)

The Ministry of Civil Aviation notes that the top 15 airports including Delhi, Mumbai, and Bengaluru account for about 83% of the total passenger traffic in the country. These airports are also close to their saturation limit, and hence there is a need to add more Tier-II and Tier-III cities to the aviation network.²

The RCS scheme was introduced in 2016 by the Ministry to stimulate regional air connectivity and make air travel affordable to the masses.¹⁴ The Airports Authority of India (AAI) is the implementing agency of the scheme. In 2016, it sanctioned 948 air routes to boost connectivity in under-served, tourist destinations, and the North Eastern Region. As of January 31, 2022, 403 of these routes (43%) have been operationalised.¹⁵ The budget for this scheme is Rs 4,500 crore over five years from 2016-17 to 2021-22. As of December 16, 2021, Rs 2,063 crore (46%) has been released.¹⁶

In 2022-23, the scheme has been allocated Rs 601 crore, which is 60% lower than the revised estimates of 2021-22 (Rs 994 crore). The allocation to RCS is the second-highest expenditure of the Ministry in 2022-23. In 2021-22, the revised allocation to the scheme has been increased by 66% as compared to the amount allocated at the budget stage.

Figure 6: Expenditure on Regional Connectivity Scheme (in Rs crore)



Note: BE – Budget Estimate; RE – Revised Estimate; Source: Demand for Grants documents, Ministry of Civil Aviation; PRS.

Under RCS, airline operators are incentivised to operate on under-served routes by providing them with viability gap funding (VGF) and airport fee waivers.¹⁷ The Standing Committee on Transport (2021) had noted that there has been a delay in operationalising certain routes and few routes have been discontinued. As per the Ministry, lack of availability of land and creation of regional infrastructure has led to such delays.¹⁸ Issues such as obtaining licenses and unsustainable operation of awarded routes also contribute to the delay. Moreover, airline operators are unwilling to operate

on the RCS routes. As per the Ministry, these issues, along with the setback faced due to the pandemic acted as major obstacles for the effective utilisation of funds.¹⁸

RCS airports

Excluding the revised estimates of 2021-22, the allocation towards central sector projects, including the RCS has remained at a constant level. Up till November 30, 2021, the Ministry has spent Rs 2,307 crore on the upgradation and revival of RCS airports.¹⁷ Additionally, states provide free security, electricity, and firefighting services to selected airlines at the airports.

Table 6 shows the expenditure for the development of airports over the sanctioned cost in 2018-19 and the end of 2019.

Table 6: Capital expenditure for development of infrastructure at airports for 2018-19 and 2019 (in Rs crore)

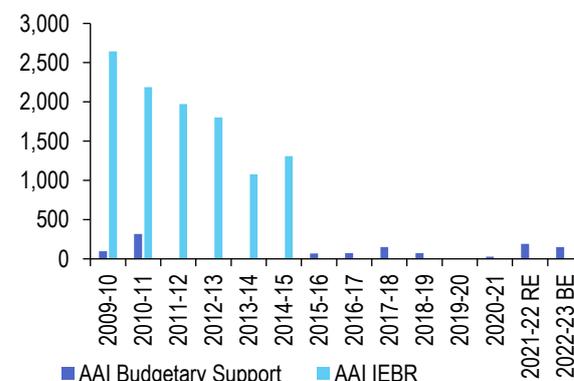
Name of Region	Estimated Cost/Sanctioned Cost	Expenditure Incurred FY 2018-19	Expenditure Incurred FY Apr-Dec 2019
UDAN1	1,770	355	162
UDAN2	1,052	166	143
UDAN3	1,678	-	12
Total	4,500	521	318

Note: UDAN 1, UDAN 2, and UDAN 3 refer to different regions in the country where the scheme is operational. Source: Report of the Standing Committee on Civil Aviation on the subject Demand for Grants 2021-22 (2021); PRS.

Airports Authority of India (AAI)

AAI operates and maintains 137 airports in the country as on June 23, 2020. Out of these, 110 airports are operational, of which 24 are international airports.¹⁹ Primary functions of AAI include: (i) controlling and managing the Indian air space, (ii) providing communication, navigational and surveillance aids, and (iii) expanding and strengthening airport infrastructure. This includes operational areas, passenger terminals, and information systems.

Figure 7: Allocation towards AAI (in Rs crore)



Note: BE – Budget Estimate; RE – Revised Estimate; AAI – Airports Authority of India; I&EBR – Internal and Extra-Budgetary Resources; Source: Demand for Grants documents, Ministry of Civil Aviation; PRS.

With the increase in domestic and international air travel, and strong traffic growth resulting in congestion at AAI airports, the privatisation of airports was initiated. AAI has awarded six airports namely, Ahmedabad, Jaipur, Lucknow, Guwahati, Thiruvananthapuram and Mangaluru to M/s Adani Enterprises Limited (AEL) under Public Private Partnership (PPP) for a lease period of 50 years.²⁰ The ownership of these airports remains with AAI and will come back to AAI after the concession period is over.²¹ The Standing Committee on Transport (2021) noted that the government expects to have 24 PPP airports by 2024.²

In the 190th (2021) meeting of AAI, six more airports were approved for leasing. These are Bhubaneswar, Varanasi, Amritsar, Raipur, Indore and Trichy.²² The role of AAI in future policy issues will include providing high quality, safe and customer-oriented airport and air navigation services.²²

In 2022-23, Rs 150 crore has been allocated to AAI, 1038% higher than the budget estimates of 2021-22. Note that Rs 190 crore was allocated to AAI in the revised estimates for 2021-22.

Airport infrastructure

The rapid growth of passenger traffic has put enormous pressure on airport infrastructure causing congestion at major airports.²

Most major airports are operating at 85% to 120% of their handling capacity.² This congestion is caused due to sub-optimal infrastructure since the availability of slots at airports is a factor of the terminal capacity, airspace, and runway capacity. Inadequate physical infrastructure at airports, costly land prices, and inadequate digital processes also lead to cargo dwelling for longer durations at airports. This adds to the cost of aviation logistics. The Standing Committee on Transport (2021) had noted that if the high growth of the aviation sector in the country is to be sustained, it is necessary to augment and modernise the overall aviation infrastructure. It recommended that the Ministry should develop a comprehensive, strategic, and futuristic Master Plan to create world class airport infrastructure. This plan should not only cater to improving the existing capacity constraints but also address future infrastructure requirements based on the growth projections.²

The Committee also flagged a structural issue in the way airport concessions are given. At present, entities/individuals that bid the highest amount are given the right to operate airports. As a result, they pass on this high charge to airline operators. This system does not consider the actual cost of the service. Additionally, the large number of institutional clearances required for airport projects further lead to delays and increase costs. The

Committee has asked the Ministry to rectify these structural issues.²

The AAI has earmarked a sum of Rs 25,000 crore for a period of five years, from 2019 to 2024 for modernising 100 airports across the country.²⁴ The Standing Committee on Transport (2021) highlighted the cautious nature of lenders regarding issuing long-term debt to airport operations due to the risks associated. It recommended the Ministry to formulate policies that attract the required investment.¹⁷

Air cargo

India's domestic air cargo handling grew by 8.2% compounded annual growth rate (CAGR) between FY 2013-14 and FY 2019-20, whereas international air cargo grew by about 6% per annum.²⁷ Freighter aircrafts deployed by Indian airlines have increased from seven in 2018 to 28 during the last three years.²³ Air cargo tonnage in October 2021 surpassed pre-Covid averages.²³

The Standing Committee on Transport (2021) has noted the potential of India's cargo industry with respect to its geographical location, its growing economy, and its growth in domestic and international trade in the last decade.²⁴ All airports together in India handled 3.33 million metric tonnes (MMT) of freight in 2019-20, which is lower than that handled by some airports such as Hong Kong (4.5 MMT), Memphis (4.8 MMT), and Shanghai (3.7 MMT).² These are the top three airports in terms of the volume of freight handled. The Ministry has highlighted the following constraints for establishing dedicated cargo airports in India: (i) current tonnage handling capacity of India is twice the cargo handled at various terminals in India, (ii) India has too few dedicated freighter aircraft, and (iii) India focuses less on handling trans-cargo shipments.

The Standing Committee on Transport (2021) has noted inadequate infrastructure as a major bottleneck in developing the country's air cargo sector.² It recommended the Ministry to address this bottleneck by establishing dedicated cargo airports. Further, it recommended the Ministry to automate air cargo procedures and information systems to streamline redundant processes for faster movement of cargo.

The Standing Committee on Transport (2021) has also highlighted the impact of the Open Sky Policy for cargo on domestic freight carriers. The Open Sky Policy enables foreign cargo carriers to freely operate cargo services to and from any airports in India having customs/immigration facilities.² Foreign carriers face minimal restrictions for carrying cargo to and from India. They account for 90-95% of the total international cargo carried to and from the country. However, Indian air cargo operators face discriminatory practices and

regulatory impediments for operating international cargo flights in foreign countries. The Standing Committee on Transport (2021) urged the Ministry to provide a level-playing field for Indian air cargo operators and to ensure equal opportunities for them. The Ministry has revised the Open Sky Policy in December 2020.¹⁸ Under the revised policy, the operations of foreign ad hoc and pure non-scheduled freighter charter service flights have been restricted to six airports - Bengaluru, Chennai, Delhi, Kolkata, Hyderabad, and Mumbai.¹⁸

The Ministry has noted the resilience of the air cargo industry, despite the challenges posed by the Covid-19 pandemic. India modified 150 passenger aircraft to carry on-seat cargo.²³ Revenue from international cargo operations for Indian carriers increased from Rs 1,499 crore in 2019-20 to Rs 2,301 crore in 2020-21.²³

The Standing Committee on Transport (2021) has highlighted the issues of congestion that are faced by the sector.² Congestion at the entry of terminals, inadequate screening, inadequate storage space, and a lack of temperature facility are some of the major problems. The Committee has urged the Ministry to address these issues, along with ensuring that attractive and uniform transit handling costs and procedures are implemented across all airports in the country.

Aviation Turbine Fuel (ATF)

Aviation Turbine Fuel is a major component of the operating expenses of airlines. The cost of ATF forms around 40% of the total operating cost and impacts their financial viability.²⁴ ATF prices have been consistently rising over the past years, placing stress on the balance sheets of airline companies.²⁵ As per news reports, airfares are expected to rise as the conflict between Russia and Ukraine is making ATF costlier.²⁶

ATF attracts VAT which is variable across states and does not have a provision for Input Tax Credit. High rates of aviation fuel coupled with high VAT rates are adversely affecting airline companies.²⁷

Table 7: Expenditure on ATF by airlines over the years (in Rs crore)

Year	National Carriers	Private Domestic Airlines
2016-17	7,286	10,506
2017-18	8,563	13,596
2018-19	11,788	20,662
2019-20	11,103	23,354
2020-21	3,047	7,452

Source: Unstarred Question 2581, Rajya Sabha; PRS.

The Ministry has reduced the tax burden on ATF by eliminating fuel throughput charges that were

levied by airport operators at all airports across India. Central excise on ATF was reduced from 14% to 11% w.e.f. October 11, 2018.²⁷ Central excise duty at a reduced rate of 2% is leviable on ATF drawn by passenger operators as well as cargo operators from Regional Connectivity Scheme (RCS) airports for an initial period of three years from the date of notification.²⁷ State governments have also reduced VAT/Sales Tax on ATF drawn on RCS airports to 1% or less for a period of 10 years.²⁷ For non-RCS-UDAN operations also, various state governments have reduced VAT/Sales Tax on ATF to within 5%.²⁷

The Standing Committee on Transport (2021) has recommended ATF to be included within the ambit of GST and that applicable GST should not exceed 12% on ATF with full Input Tax Credit.²⁷

Flying Training Organisations (FTOs)

To optimally utilise the unused infrastructure at AAI airports and enhance the number of licensed pilots in the country, six airports have been permitted to allow FTOs to operate at their premises. These are Lilabari, Khajuraho, Belagavi, Kalaburgi, Jalgaon and Salem. The arrangement is based on the payment of a substantially rationalised concession fee. According to the Standing Committee on Transport (2021), the minimum concession fee was reduced from several crores to Rs 15 lakh per annum in 2021-22. The concept of royalty, i.e., payment of revenue share by FTOs to AAI has also been abolished.¹⁷

As of November 2019, there are 32 FTOs approved by the Directorate General of Civil Aviation (DGCA). About 380 pilots have been trained every year for the last two years from these FTOs.²⁸

Drone Rules¹⁷

- In light of the increasing demand for the usage of drones, the Ministry of Civil Aviation has liberalised the regulation of drone usage. The liberalised Drones Rules, 2021 (notified on August 25, 2021) provide a regulatory framework for owning and operating drones.
- These rules cover aspects like type certification, registration, operation of drones, airspace restrictions, research, development, and testing of drones, training and licensing, offences, and penalties.
- An incentive of Rs 120 crore has been provided for Indian manufacturers of drone and drone components based on their value addition in India. The incentive shall be provided over three financial years commencing from 2021.

Annexure

Table 8: List of airline carriers that have entered and exited the aviation industry in the past 20 years

Name of Operator	Date of Issue	Date of Closure
Jet Airways (I) Ltd.	13.02.1995	17.04.2019
Jet Lite (I) Ltd. (Formerly known as Sahara Airlines)	01.01.1996	17.04.2019
Deccan Aviation Pvt. Ltd. (Air Deccan)	26.08.2003	Acquired By Kingfisher Airlines on 29.08.2008
Kingfisher Airlines Ltd.	04.05.2005	05.10.2012
Paramount Airways	14.10.2005	19.04.2010
Indus Airways Pvt. Ltd	16.11.2006	31.03.2007
MDLR Airlines Pvt. Ltd.	19.03.2008	08.10.2009
Jagson Airlines Ltd.	30.06.2008	31.12.2008
Deccan Cargo & Express Logistics Pvt. Ltd.	18.05.2009	17.05.2014
Aryan Cargo Express.	19.02.2010	18.02.2011
Quickjet Cargo Airlines Pvt. Ltd.	02.01.2012	07.08.2013
	03.02.2016	03.11.2017
Religare Aviation Ltd.	01.06.2012	24.05.2017
LEPL Projects Ltd. (Air Costa)	13.09.2013	11.05.2017
Air Pegasus Pvt. Ltd.	24.03.2015	08.11.2016
Air Carnival Pvt. Ltd.	04.07.2016	06.06.2017
Deccan Charters Pvt. Ltd.	22.12.2017	24.07.2020
Air Odisha Aviation Pvt. Ltd.	13.02.2018	30.07.2020

Sources: Unstarred Question 980, Rajya Sabha; PRS.

Table 9: Profit/Loss of airline companies in India (in Rs crore)

Year	Air India	Air Express	Alliance Air	Jet Airways	Go Air	Spice Jet	Indigo	Air Asia	Vistara
2014-15	-2,072	335	-75	-1,942	195	-887	1,567	-133	-199
2015-16	105	690	-48	1,203	211	378	2,503	-182	-424
2016-17	298	565	-132	51	409	345	1,691	-140	-549
2017-18	-1,658	547	-135	-721	536	522	2,577	-141	-517
2018-19	-4,685	434	-173	-	73	-266	-490	-703	-900
2019-20	-4,660	752	65	-	-482	-508	1,626	-813	-1,563
2020-21	-4,701	-162	-	-	-1,333	-	-5,830	-1,396	-1,610

Sources: Unstarred Question 1812 answered on August 4, 2021, and Unstarred Question 1127 answered on September 21, 2020; Rajya Sabha; PRS.

¹ Volume 2, Economic Survey 2020-21, January 29, 2021, <https://www.indiabudget.gov.in/economicsurvey/>

² “293rd Report: ‘Status of Aviation Connectivity in the country, July 23 2021, https://rajyasabha.nic.in/rsnew/Committee_site/Committee_File/ReportFile/20/148/293_2021_7_12.pdf”.

³ Notes on Demand for Grants 2022-23, Demand No. 8, <https://www.indiabudget.gov.in/doc/eb/sbe8.pdf>

⁴ Notes on Demand for Grants 2018-19, Demand No. 9, <https://www.indiabudget.gov.in/budget2018-2019/ub2018-19/eb/sbe9.pdf>

⁵ Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis, International Civil Aviation Organisation, December 21, 2021, <https://www.icao.int/sustainability/Documents/COVID-19/ICAO%20COVID%202021%2012%2021%20Economic%20Impact%20TH%20Toru.pdf>.

⁶ Rajya Sabha Unstarred question no. 804, Ministry of Civil Aviation, December 6 2021, <https://pqars.nic.in/annex/255/AU804.pdf>.

⁷ Lok Sabha, Unstarred question no. 337, Ministry of Civil Aviation, February 3, 2022, <http://164.100.24.220/loksabhaquestions/annex/178/AU337.pdf>.

⁸ Rajya Sabha Unstarred question no. 1764, Ministry of Civil Aviation, August 4 2021, <https://pqars.nic.in/annex/254/AU1764.pdf>.

⁹ Rajya Sabha Unstarred question no. 980, February 10, 2021, <https://pqars.nic.in/annex/253/AU980.pdf>.

¹⁰ Rajya Sabha Unstarred question no. 1266, July 3, 2019, <https://pqars.nic.in/annex/249/AU1266.pdf>.

¹¹ Rajya Sabha Unstarred question no. 1445, March 4, 2020, <https://pqars.nic.in/annex/251/AU1445.pdf>.

¹² Notes on Demand for Grants 2014-15, Demand no. 9, Ministry of Civil Aviation, <https://www.indiabudget.gov.in/budget2014-2015/ub2014-15/eb/sbe9.pdf>

¹³ Rajya Sabha Unstarred question no. 1823, December 14, 2021 <https://pqars.nic.in/annex/255/AU1823.pdf>.

¹⁴ Rajya Sabha Unstarred question no. 2417, December 20, 2021, <https://pqars.nic.in/annex/255/AU2417.pdf>.

- ¹⁵ Rajya Sabha Unstarred question no. 2417, December 20, 2021, <https://pqars.nic.in/annex/255/AU2417.pdf>.
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