# facts

## AIR-INDIA

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Published by Public Relations, Air-India,
Bombay-400 021.

Printed in India at Air-India Press,
Bombay-400 029.

January 1, 1988

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## AIR-INDIA HEADQUARTERS

Nariman Point, Bombay 400 021.

Mr. Ratan Tata
*Chairman*

Mr. Rajan Jetley
*Managing Director*

Mr. C.L. Sharma
*Dy. Managing Director*

Mr. H.C. Kapoor
*Dy. Managing Director*

Mr. S.K. Nanda
*Director-Human Resources Development*

Mr. V.S. Bhagat
*Director of Engineering (Maintenance)*

Mr. V.R. Kulkarni
*Director of Finance*

Capt. B.S. Gopal
*Director-Air Safety*

Mr. H.K. Malik
*Commercial Director*

Capt. D.S. Mathur
*Director of Operations*

Mr. B.P. Baliga
*Offg. Director of Engineering*
*(Engine Overhaul)*

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# LANDMARKS IN THE HISTORY OF AIR-INDIA

*(Note: For date of commencement of operations to various stations see page 14 to 16).*

| | | |
|---|---|---|
| Oct | 15, 1932 | Tata Sons Ltd inaugurated the first scheduled service in India with a Puss Moth. Pilot — Mr. J.R.D. Tata, former Chairman, Air-India. |
| July | 29,1946 | Tata Airlines converted into public company and named Air-India Limited. |
| Mar | 8, 1948 | Air-India International formed. |
| Mar | 16, 1948 | First Constellation arrives. |
| June | 8, 1948 | A-I commences first international service Bombay-Cairo-Geneva-London. |
| Aug | 1, 1953 | Air-India International Nationalised. |
| June | 6, 1954 | First Super Constellation arrives. |
| Feb | 21, 1960 | First Boeing 707 arrives. |
| June | 8, 1962 | A-I International becomes Air-India. |

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| | | |
|---|---|---|
| June | 11, 1962 | Nine Super Constellations sold. Air-India becomes world's first all-jet airline. |
| Apr | 20, 1970 | A-I Hqs shifted to Nariman Point. |
| Apr | 18, 1971 | First Boeing 747 arrives. |
| July | 8, 1971 | Hotel Corporation of India formed. |
| Sep | 9, 1971 | Air-India Charters formed. |
| Apr | 2, 1975 | First Boeing 707 all cargo service. |
| May | 18, 1975 | Centaur Hotel, Bombay Airport, opens. |
| Jan | 31, 1978 | Trivandrum online with link to Gulf. |
| Feb | 15, 1979 | Sperry Univac 1100/22 Real Time Computer System installed. |
| Sep | 7, 1979 | Wetleased DC-8-63F introduced. |
| Dec | 8, 1980 | New International Airport Terminal opened at Bombay. |

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| | | |
|---|---|---|
| Mar | 16, 1981 | Computerised passenger reservations. |
| Aug | 11, 1982 | First Airbus A300-B4 arrives. |
| Oct | 15, 1982 | Air-India's 50th anniversary. Mr. J.R.D. Tata re-enacts in a Leopard Moth his original flight of 1932, Karachi-Ahmedabad-Bombay. |
| Nov | 15, 1982 | Centaur at Delhi Airport opened. |
| May | 9, 1984 | Centaur Lake View, Srinagar, opens. |
| Nov | 25, 1984 | New Centaur-Hokke Hotel at Rajgir, Bihar. |
| Mar | 9, 1986 | Module II of International Terminal at Bombay opens. |
| Apr | 6, 1986 | Wetleased Boeing 747 freighter introduced. |
| Apr | 20, 1986 | First A310-300 arrives. |

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| | | |
|---|---|---|
| Oct | 10, 1986 | Centaur Hotel, Juhu Beach, opens. |
| Oct | 29, 1986 | 707 fleet phased out. |
| Aug | 7, 1987 | Agreement for the purchase of two Boeing 747-300 combis signed. |
| Nov | 17, 1987 | IL-62M wetleased from Aeroflot for India-USSR operations. |

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## FLEET

| Type | Name of the Aircraft | Registration No. | Arrival Date |
|---|---|---|---|
| 1) 747-237B | Shahjehan | VT-EBE | 4.5.1971 |
| 2) 747-237B | Rajendra Chola | VT-EBN | 1.4.1972 |
| 3) 747-237B | Vikramaditya | VT-EBO | 7.6.1972 |
| 4) 747-237B | Akbar | VT-EDU | 27.12.1975 |
| 5) 747-237B | Chandragupta | VT-EFJ | 6.2.1978 |
| 6) 747-237B | Krishna Deva Raya | VT-EFU | 14.8.1979 |
| 7) 747-237B | Samudragupta | VT-EGA | 23.12.1979 |
| 8) 747-237B | Mahendra Verman | VT-EGB | 22.2.1980 |
| 9) 747-237B | Harsha Vardhana | VT-EGC | 6.4.1980 |
| 10) 747-200 | Himalaya | VT-ENQ | 23.5.1987 |
| 11) A300-B4 | Ganga | VT-EHN | 11.8.1982 |
| 12) A300-B4 | Godavari | VT-EHO | 12.8.1982 |
| 13) A300-B4 | Cauvery | VT-EHQ | 15.11.1982 |
| 14) A310-300 | Yamuna | VT-EJG | 20.4.1986 |
| 15) A310-300 | Tista | VT-EJH | 15.5.1986 |
| 16) A310-300 | Saraswati | VT-EJI | 28.5.1986 |
| 17) A310-300 | Beas | VT-EJJ | 30.10.1986 |
| 18) A310-300 | Gomati | VT-EJK | 30.12.1986 |
| 19) A310-300 | Sabarmati | VT-EJL | 31.3.1987 |

*Note: Leased (freighters): One DC8-73, two IL-76 s and one Boeing 747. (Passenger): One IL-62M.*

*On Order: Two 747-300 (Combis) scheduled for delivery in late 1988.*

# CONFIGURATION & CREW COMPLEMENT

## Boeing 747

| | |
|---|---|
| Standard Configuration | 16 First Class (Slumberettes)<br>40 Club Class<br>321 Economy |
| Operating Crew | Pilot, Co-Pilot, Flight Engineer |
| Cabin Crew | Inflight Supervisor<br>18 Cabin Crew (9 Hostesses,<br>4 Pursers and 5 Assistant Pursers) |

## Airbus A300-B4-200

| | |
|---|---|
| Standard Configuration | 22 First Class<br>216 Economy |
| Operating Crew | Pilot, Co-Pilot, Flight Engineer |
| Cabin Crew | Inflight Supervisor<br>11 Cabin Crew (5 Hostesses,<br>3 Pursers and 3 Assistant Pursers) |

## Airbus A310-300

| | |
|---|---|
| Standard Configuration | 12 First Class<br>28 Executive Class<br>141 Economy |
| Operating Crew | Pilot, Co-Pilot |
| Cabin Crew | Inflight Supervisor.<br>10 Cabin Crew (4 Hostesses,<br>3 Pursers and 3 Assistant Pursers) |

## IL-62 (Wetleased)

| | |
|---|---|
| Standard Configuration | 8 First Class<br>30 Business Class<br>102 Economy Class. |

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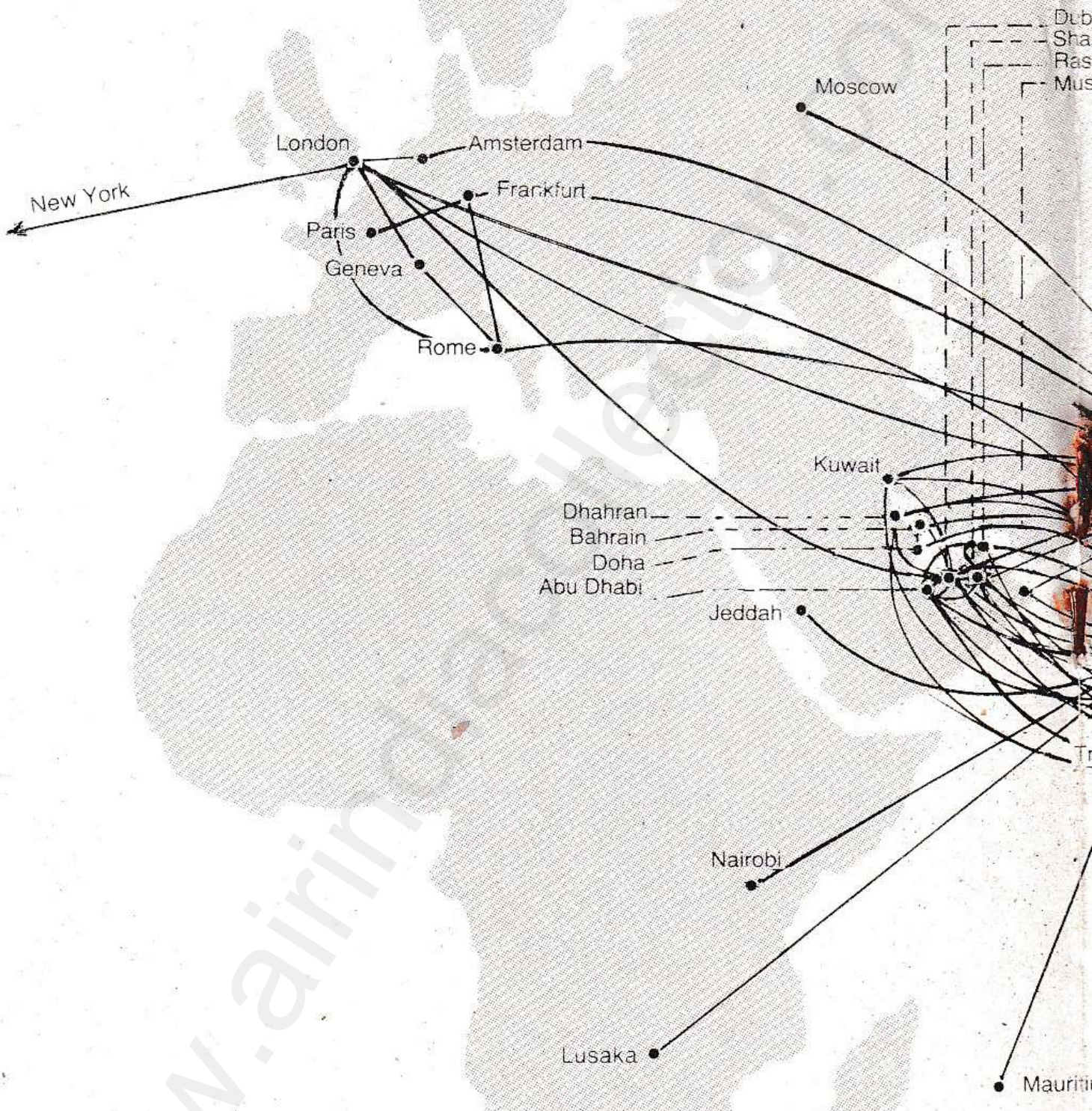
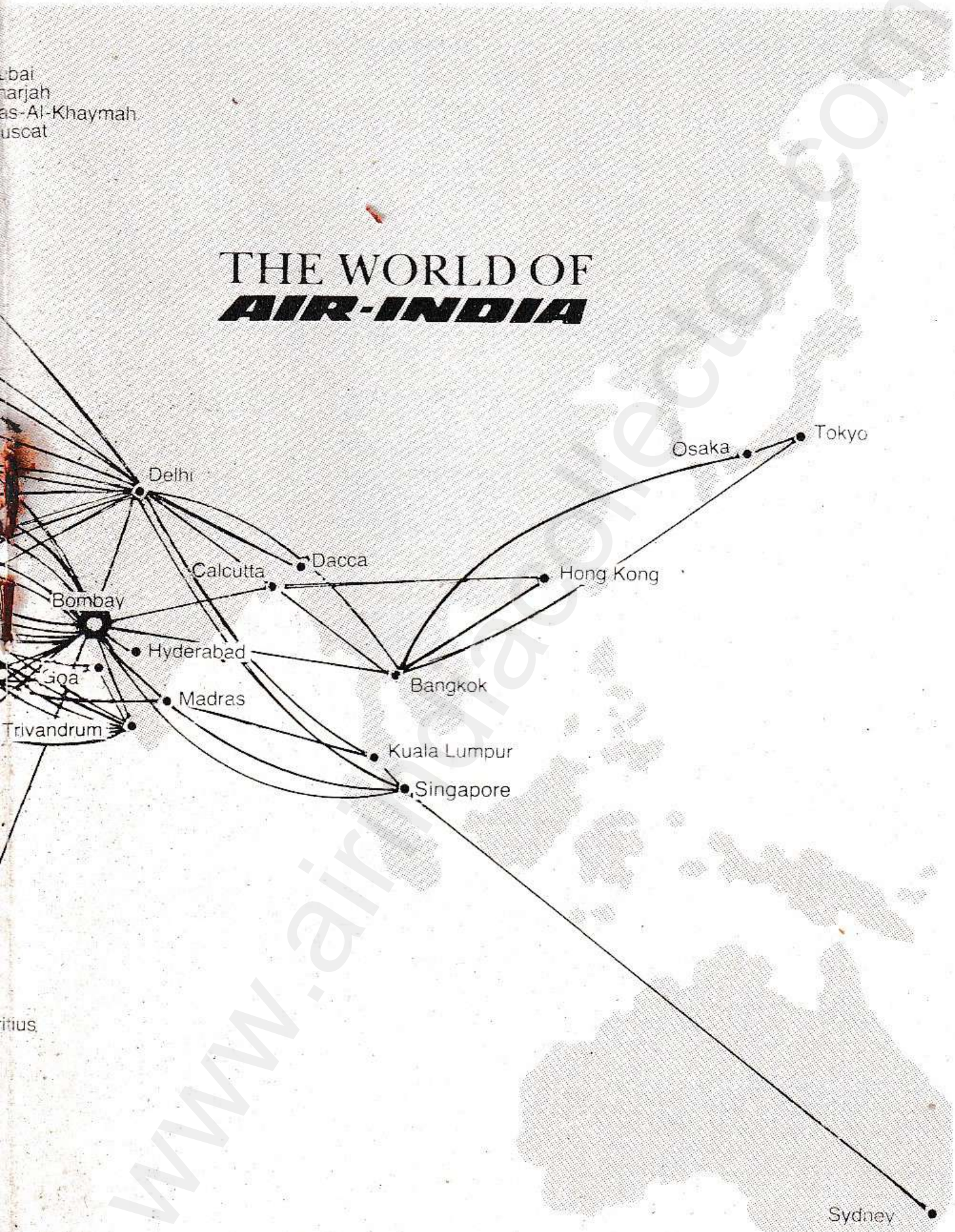



**Note: Air-India's four freighter aircraft operate to many of the cities shown in the route network above, in addition to Bangalore, Brussels and Zurich.**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THE WORLD OF
AIR-INDIA
Delhi
Osaka
Tokyo
Dacca
Calcutta
Hong Kong
Bombay
Hyderabad
Goa
Bangkok
Madras
Trivandrum
Kuala Lumpur
Singapore
itius
Sydney

# FLEET TECHNICAL DATA

| | Boeing 747-237 B | | | |
|---|---|---|---|---|
| Wing Span | 59.64 | m | 195 ft 8 | in |
| Overall length | 70.51 | m | 231 ft 4 | in |
| Overall height | 19.33 | m | 63 ft 5 | in |
| Width of fuselage (outside) | 6.50 | m | 21 ft 4 | in |
| Max. taxi gross weight | 364234 | kg | 803000 | lb |
| Max. Landing weight | 265351 | kg | 585000 | lb |
| Payload | 52700 | kg | 116,180 | lb |
| Fuel capacity | 193100 | ltrs | 42481 | IG |
| Average Fuel Consumption (per/hour) | 10800 | kg | 3007 | IG |
| Normal Cruising Speed | 904kmph | | 562 mph | |
| **ENGINES** | Pratt & Whitney JT9D-7J/-7Q | | | |
| Engine Thrust | 22680-24040 | kg | 50,000-53000 | lb |
| Range (Ful Pax.) | 10,000 | km | 6200 | st. miles |
| Max. Cruise Altitude | 13700 | m | 45000 | ft |
| Cargo Capacity | 16165 | kg | 35,600 | lb |

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| Airbus A300-B4 | | | | Airbus A310-300 | | | |
|---|---|---|---|---|---|---|---|
| 44.84 | m147 ft 1 | | in | 43.90 | m144 ft 0.3 | | in |
| 53.62 | m175 ft 11 | | in | 46.66 | m153 ft 1 | | in |
| 16.72 | m 54 ft 10 | | in | 15.81 | m51 ft 10.4 | | in |
| 5.64 | m 18 ft 6 | | in | 5.64 | m 18 ft 6 | | in |
| 165900 | kg | 365740 | lb | 153900 | kg | 339288 | lb |
| 136000 | kg | 299820 | lb | 123000 | kg | 271164 | lb |
| 31700 | kg | 69886 | lb | 25900 | kg | 57100 | lb |
| 62000 | ltrs | 136381 | IG | 61090 | ltrs | 13438 | IG |
| 6180 | kg | 1720 | IG | 4220 | kg | 175 | IG |
| 851 | kmph | 528 | mph | 854 | kmph | 531 | mph |
| General Electric CF6-50C2 | | | | General Electric CF6-80C2 | | | |
| 23815 | kg | 52500 | lb | 24267 | kg | 53500 | lb |
| 5500 | km | 3400 | st miles | 7520 | km | 4675 | st miles |
| 12190 | m | 40,000 | ft | 12497 | m | 41000 | ft |
| 8650 | kg | 19070 | lb | 8185 | kg | 18045 | lb |

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# OPERATING STATISTICS

| | 1986-87 | 1985-86 | 1984-85 | 1983-84 |
|---|---|---|---|---|
| Operating Revenue (Rs. in Crores) | 890.32 | 847.09 | 835.24 | 779.55 |
| Operating Expenses (Rs. in Crores) | 843.78 | 790.48 | 764.47 | 692.43 |
| Total Revenue (Rs. in Crores) | 925.46 | 893.88 | 854.31 | 792.36 |
| Total Expenses (Rs. in Crores) | 895.30 | 827.88 | 809.62 | 734.97 |
| Net Surplus (Deficit) after tax (Rs. in Crores) | 30.15 | 66.00 | 44.69 | 57.39 |
| Revenue Passengers Carried (No.) | 1,830,078 | 1,780,227 | 1,810,021 | 1,842,939 |
| Freight Tonnes Carried (No.) | 85,529 | 66,922 | 80,865 | 72,167 |
| Available Tonne Kilometres (Total) (Million) | 1919.512 | 1842.565 | 1964.167 | 2027.166 |
| Total Revenue Tonne Kilometres (Million) | 1206.287 | 1109.959 | 1241.265 | 1242.590 |
| Unduplicated Route Kilometres | 273,463 | 272,323 | 283,593 | 276,990 |
| Revenue Hours Flown (No.) | 63,070 | 63,989 | 66,776 | 67,579 |
| Aircraft Utilisation Revenue Hours per annum (No.) | 2,950 | 3,166 | 3,175 | 3,213 |
| No. of Staff (year end) | 17,443 | 17,458 | 17,636 | 17,764 |



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| 1982-83 | 1981-82 | 1980-81 | 1979-80 | 1978-79 | 1977-78 |
|---|---|---|---|---|---|
| 700.88 | 608.35 | 505.07 | 397.37 | 348.67 | 305.49 |
| 639.38 | 573.83 | 504.74 | 401.47 | 308.70 | 270.85 |
| 719.93 | 621.64 | 514.93 | 402.06 | 354.68 | 309.67 |
| 681.89 | 611.28 | 536.23 | 417.04 | 320.47 | 281.22 |
| 38.04 | 10.36 | (21.30) | (15.09) | 34.09 | 28.45 |
| 1,748,260 | 1,641,774 | 1,417,817 | 1,180,000 | 1,125,908 | 1,043,159 |
| 62,343 | 62,991 | 53,761 | 50,916 | 42,299 | 41,775 |
| 1889.493 | 1730.395 | 1623.402 | 1388.009 | 1269.697 | 1165.732 |
| 1123.091 | 1091.469 | 980.081 | 819.046 | 788.76 | 730.594 |
| 248,989 | 235,726 | 221,197 | 230,850 | 205,216 | 199,319 |
| 63,627 | 59,584 | 57,199 | 55,019 | 55,403 | 55,151 |
| 3,070 | 3,117 | 2,986 | 3,096 | 3,485 | 3,700 |
| 16,296 | 15,267 | 15,566 | 15,350 | 14,235 | 12,676 |



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# REGIONAL OFFICES

*Note: Date of Commencement of International Operations shown in brackets.*

## AFRICA

Regional HQs: Nairobi

### Online:

1. Lusaka (1-6-1980)
2. Mauritius (15-8-1967)
3. Nairobi (21-1-1950)

### Offline:

1. Blantyre 2. Dar-es-Salaam 3. Gabarone (Botswana) 4. Harare 5. Kano 6. Khartoum 7. Lagos 8. N'dola 9. Seychelles 10. Tananarive

## CONTINENTAL EUROPE

Regional HQs: Geneva

### Online:

1. Amsterdam (2-4-1969)
2. Brussels (F)
3. Frankfurt (10-4-1960)
4. Geneva (8-6-1948)
5. Paris (7-4-1951)
6. Rome (12-3-1950)
7. Zurich (F)

### Offline:

1. Athens 2. Barcelona 3. Belgrade 4. Budapest 5. Copenhagen 6. Dusseldorf 7. Hamburg 8. Las Palmas 9. Lyons 10. Madrid 11. Milan 12. Munich 13. Nice 14. Prague 15. Stockholm 16. Stuttgart 17. Tripoli 18. Vienna 19. Warsaw.

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## FAR EAST & AUSTRALASIA

Regional HQs: Hong Kong

**Online:**

1. Bangkok (14-8-1954)
2. Hong Kong (14-8-1954)
3. Kuala Lumpur (18-8-1967)
4. Osaka (2-11-1972)
5. Singapore (16-7-1954)
6. Sydney (5-10-1956)
7. Tokyo (7-5-1955)

**Offline:**

1. Adelaide 2. Auckland 3. Brisbane 4. Fukuoka 5. Jakarta 6. Kobe 7. Manila 8. Melbourne 9. Nagoya 10. Seoul 11. Suva 12. Taipei 13. Yokohama.

## INDIA

Regional HQs: Bombay

**Online:**

1. Bangalore (F)
2. Bombay
3. Calcutta
4. Dhaka (Bangladesh) (4-2-1972)
5. Delhi
6. Goa (2-2-1986)
7. Hyderabad (20-12-1985)
8. Madras
9. Trivandrum (31-1-1978)

**Offline:**

1. Ahmedabad 2. Amritsar 3. Anand 4. Baroda 5. Belgaum 6. Bhopal 7. Bhubaneshwar 8. Calicut 9. Chandigarh 10. Chittagong (Bangladesh) 11. Cochin 12. Coimbatore 13. Colombo (Sri Lanka) 14. Gauhati 15. Jaipur 16. Jalandhar 17. Jamshedpur 18. Kanpur 19. Kathmandu (Nepal) 20. Madurai 21. Nagpur 22. Patna 23. Pondicherry 24. Pune 25. Rajkot 26. Ranchi 27. Srinagar 28. Surat 29. Varanasi 30. Visakhapatnam.

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## MIDDLE EAST

Regional HQs: Dubai

**Online:**

1. Abu Dhabi (1-10-1970)
2. Bahrain (4-10-1960)
3. Dhahran (3-11-1970)
4. Doha (1-11-1973)
5. Dubai (2-7-1969)
6. Jeddah (13-4-1977)
7. Kuwait (4-10-1960)
8. Muscat (12-2-1974)
9. Ras-al-Khaymah (16-11-1978)
10. Sharjah (10-3-1981)

**Offline:**

1. Alexandria 2. Beirut 3. Baghdad 4. Cairo 5. Riyadh 6. Tehran.

## UNITED KINGDOM

Regional HQs: London

**Online:**

1. London (8-6-1948)

**Offline:**

1. Birmingham 2. Cardiff 3. Glasgow 4. Leeds 5. Manchester 6. Southall.

## U.S.A. & CANADA

Regional HQs: New York

**Online:**

1. New York (14-5-1960)

**Offline:**

1. Atlanta 2. Chicago 3. Detroit 4. Houston 5. Los Angeles 6. Montreal 7. Toronto 8. Vancouver 9. Washington

## U.S.S.R.

**Online:**

1. Moscow (15-8-1958)

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## DEFINITIONS

| | |
|---|---|
| Available Tonne Kilometres (ATKm) | Product obtained by multiplying the capacity in metric tonnes (1000 kg.) available for passengers, mail and cargo by the distance in kilometres flown by the aircraft. |
| Revenue Tonne Kilometres (RTKm) | Revenue earning load of passengers, mail and cargo in metric tonnes multiplied by the distance flown in kilometres. |
| Lakh and Crore | One lakh is equal to one hundred thousand, and one crore is equivalent to ten million. |

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