

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:75
ANSWERED ON:29.07.2010
LOSSES DUE TO HOVERING OF AIRCRAFT
Hussain Shri Syed Shahnawaz

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether for want of air clearance from the Air Traffic Control, aircraft tend to fly over and around Airports causing huge loss/wastage of fuel;
- (b) if so, whether the Government has formulated any policy in this regard; and
- (c) if so, the details thereof?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a), (b) & (c): A statement is laid on the Table of the House.

STATEMENT IN REPLY TO PARTS (a), (b) & (c) OF THE LOK SABHA () STARRED QUESTION NO.75 FOR 29-07-2010 REGARDING LOSSES DUE TO HOVERING OF AIRCRAFT.

(a): Madam, each scheduled flight is allocated a Fixed Departure and Landing time in Winter & Summer Schedule. The landing clearance is issued by Air Traffic Controllers to the each arriving aircraft as per their sequence for landing at concerned airport. When, due to any reason the flights do not adhere to the Fixed Landing time allocated to them, then, bunching of flights takes place. In such cases, the aircraft may have to hover in airspace waiting for their turn to land as per their sequence.

(b) & (c): As per the policy of the Government, airlines are required to adhere to the flight Schedule for better on-time performance. Under such circumstances, no bunching of flights takes place and no congestion is expected in the airspace. However, the following additional measures have been taken by Airports Authority of India (AAI) in order to reduce delay and save fuel:

(i) Performance Based Navigation (PBN) Procedures are already in place at Delhi, Mumbai, Ahmedabad, Chennai and Hyderabad. In the next phase, PBN Procedures will be implemented at Kolkata, Bangalore and Trivandrum airports. (ii) The ATM Automation System at Mumbai and Delhi are being further upgraded. (iii) Cross Runway Operations at Mumbai and simultaneous use of two runways at Delhi has been implemented. (iv) Rapid Exit Taxiways have been constructed at Delhi, Kolkata and Mumbai to reduce runway occupancy time. (v) Additional sectors in ATC Units with additional control positions are being manned. (vi) AAI has already undertaken the upgradation project of 35 non-metro airports to handle increased traffic at these airports. (vii) Advanced Surface Movement Guidance & Control System (ASMGCS) alongwith Surface Movement Radar is operational at Delhi airport. (viii) ASMGCS is being planned for Mumbai, Chennai and Kolkata airports. (ix) At the time slot allocation, number of hourly movements is maintained in accordance with the runway capacity. (x) ATC Automation of 38 airports is in progress. (xi) New integrated automation system for Chennai and Kolkata is being planned. (xii) CAT-II ILS has been installed at Kolkata. (xiii) Air Traffic Flow Management System is being worked out. (xiv) Improved ATC Procedures have been framed and Clearance Delivery Position have been established at Mumbai and Delhi airports. (xv) At Delhi airport, a third runway has already been made operational.