

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:424
ANSWERED ON:26.08.2010
CONGESTION AT DELHI AND MUMBAI AIRPORTS
Tewari Shri Manish

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the number of flights handled at the Mumbai & Delhi airports, respectively, on any given day, domestic, international, private and charter;
- (b) the causes of congestion and delays at the airports, especially in the peak morning and evening hours;
- (c) the regulations governing arrival/departure and annual slots at these airports, respectively;
- (d) whether the Directorate General of Civil Aviation (DGCA) has issued new guidelines with regard to the arrival and departure slots at these airports;
- (e) if so, the details thereof;
- (f) whether DGCA departs from its own guidelines and sanction slots indiscriminately;
- (g) if so, the details thereof;
- (h) whether the open/ground radar at both these airports are functional; and
- (i) if so, the details thereof?

Answer

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

- (a), (b), (c), (d), (e), (f), (g), (h) &
- (i): A statement is laid on the table of the House.

STATEMENT IN REPLY TO PARTS (a), (b), (c), (d), (e), (f), (g), (h) and (i) OF THE LOK SABHA STARRED () QUESTION NO. 424 FOR 26-08-2010 REGARDING `Congestion at Delhi and Mumbai Airports`.

- (a): The total number of flights handled at Mumbai and Delhi airports at any given day are approximately 690 and 710 respectively.
- (b): Each scheduled flight is allocated a Fixed Departure and Landing Time in Winter and Summer Schedules. Slots are staggered as per guidelines prescribed by International Air Transport Association (IATA) in consultation with stakeholders, including airport operators. 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 can not adhere to the Fixed Landing Time allocated to them, then, bunching of flights take place. In such cases, the aircraft may have to hover in airspace waiting for their turn to land as per their sequence. However, the cause for congetion at Delhi and Mumbai airports are as follows:
 - i) due to commercial and technical reasons the flights may not adhere to the Fixed Landing Time allocated to them, then bunching of flights takes place.
 - ii) Some times bad weather may also cause congestion and delays to flights.
- (c) to (g): To mitigate delays the Directorate General of Civil Aviation (DGCA) has issued an Air Transport Circular 10 of 2009 in October, 2009 on procedure to be followed by the Airlines, Air Traffic Control Units and Airport operations.

In order to ensure enforcement of the flight schedules, following procedure has been laid down for strict compliance of all concerned:

- i) Departure slots may be distrubuted evenly within an hour with not be more than five departure slots in 10 minutes and total of 30 per hour.
- ii) Airlines shall file flight plan wiht scheduled time of departure as per approved schedule.

iii) Generally, the flight plan with scheduled time of departure as per approved schedule.

iv) Aircraft shall contact Clearance Delivery Unit (CLD) for ATC clearance not more than 45 minutes prior to scheduled time of departure and not later than 15 minutes prior to scheduled time of departure.

v) Aircraft shall contact Surface Movement Control (SMC) for pushback and start up at least 15 minutes prior to schedule time of departure.

vi) Approval for push back and start up shall be valid for five minutes only. Aircraft not adhering to pushback clearance will go back in the sequence. Subsequent clearance will be given based on available slot.

vii) Sequence of departures shall be decided by ATC based on the position and readiness of aircraft approaching the entry point of the runway.

viii) Aircraft shall complete all pre-departure checks and cabin procedures prior to entering the runway and start rolling as soon take-off clearance is issued by ATC.

ix) Airport operators shall prepare parking plan in such a way that no two aircraft having departure within 20 minutes are parked on the same block of parking bays.

x) Airlines shall forward aircraft routing by 1800 hrs the previous day to Airport Operational Control Centre (AOCC) so that aircraft parkings are planned accordingly.

xi) In case of weather related or emergency related delays, Watch Supervisory Officer (WSO) shall be responsible for allocation of alternate slots.

xii) Airlines not adhering to the approved time slots shall be liable to lose the historicity in the next schedule.

(h) & (i): Ground radar at IGI Airport Delhi is functional and equipment has been procured at Mumbai Airport.