

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1130
(To be answered on the 21st December 2017)

Growth of Aviation Sector

1130. SHRI SHRIRANG APPA BARNE
SHRI ANANDRAO ADSUL
SHRI NAGENDRA KUMAR PRADHAN
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SHRI HARISH MEENA
SHRI ADHALRAO PATIL SHIVAJIRAO
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SHRI DHARMENDRA YADAV
SHRI VINAYAK BHAURAO RAUT
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SHRI A. ARUNMOZHITHEVAN

Will the Minister of CIVIL AVIATION

ताम्र विमानत मंत्री

be pleased to state:-

- (a) whether India is the world's fastest growing aviation market but its growth is being crippled due to capacity and infrastructure crunch at airports and if so, the details thereof including domestic air traffic growth registered during the last one year along with the reasons therefor;
- (b) whether the capacity crunch at big airports is alarming the airline operators;
- (c) if so, whether the Union Government has prepared long term plan to decongest big airports and if so, the details thereof;
- (d) whether the Union Government has prepared plan for more red-eye flights to make space for regional slots and if so, the details thereof;
- (e) whether the Government is considering to sell out the Air India and its auxiliary companies and if so, the details thereof and the reasons therefor along with the present status thereof and the likely impact on the service and facilities to the passengers of this carrier; and
- (f) the steps taken by the Government to address capacity constraints at airports and likely investment made by the Government in aviation sector in the coming year?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

ताम्र विमानत मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

- (a) to (c) Air passenger traffic in India has witnessed a growth of 18.3% (International: 8.5% and Domestic 21.5%) during 2016-17 as compared to 2015-16. During the current year, the growth rate of air passengers for the period April-October 2017-18 is 15.1% (International: 9.8% and Domestic 16.6%) as compared to the corresponding period of 2016-17. Airport wise capacity utilization of top 45 airports that contributed 99.06% of total passengers handled in the country is at Annexure- I. At present, 13 airports in the country have handled more than their capacity. There is runway capacity constraint at Delhi and Mumbai airports which are operating at maximum runway capacity with available infrastructure. The details of plan to decongest big airports is at Annexure-II.
- (d) Operation of red-eye flights depends on airlines as they plan their flight schedule on a specific route/cities based on market demand, commercial feasibility and their company policy. Airports Authority of India is however, giving permission for red-eye flights at its 24-hour operational airports.
- (e) The Cabinet Committee on Economic Affairs (CCEA) in its meeting held on 28.06.2017 has given 'in-principle' approval for considering strategic disinvestment of Air India and its five subsidiaries and constitution of Air India Specific Alternative Mechanism (AISAM) to guide the process on strategic disinvestment from time to time and decide on issues. The CCEA decision is based on the NITI Aayog Recommendations (Fourth Tranche) on Strategic Disinvestment of CPSE dated 12th May, 2017 and recommendations of Core Group of Secretaries on Disinvestment (CGD). At present, Transaction Adviser, Legal Adviser and Asset Valuer have been appointed to advise on the strategic disinvestment. No analysis has been done on the likely impact on the service and facilities to the passengers of this carrier.
- (f) The details of plan to decongest/address capacity constraints at big airports along with investment details is at Annexure-II.

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CAPACITY AVAILABLE AND UTILIZATION OF ALL INDIAN AIRPORTS

Sl. No.	AIRPORT	CURRENT DEMEND (IN MILLION) (2016-17)	CAPACITY AVAILABLE (IN MILLION)
1	DELHI	57.70	75.00
2	MUMBAI	45.15	47.00
3	BANGALORE	22.88	27.00
4	CHENNAI	18.36	23.00
5	KOLKATA	15.82	26.00
6	HYDERABAD	15.10	16.00
7	COCHIN	8.96	13.00
8	AHMEDABAD	7.41	8.50
9	GOA	6.86	7.65
10	PUNE	6.79	7.00
11	LUCKNOW	3.97	5.55
12	TRIVANDRUM	3.88	4.50
13	GUWAHATI	3.79	3.50
14	JAIPUR	3.78	3.50
15	CALICUT	2.65	3.50
16	VISAKHAPATNAM	2.36	2.75
17	BHUBANESWAR	2.33	3.00
18	PATNA	2.11	0.70
19	COIMBATORE	2.10	2.00
20	SRINAGAR	2.10	3.00
21	VARANASI	1.92	2.50
22	NAGPUR	1.89	0.57
23	CHANDIGARH	1.83	4.00
24	INDORE	1.78	2.50
25	MANGALORE	1.73	2.00
26	AMRITSAR	1.57	4.00
27	BAGDOGRA	1.52	0.75
28	RAIPUR	1.40	2.50
29	TRICHY	1.36	1.50
30	PORT BLAIR	1.24	0.70
31	AGARTALA	1.18	1.00
32	JAMMU	1.16	0.65
33	VADODARA	1.10	2.00
34	UDAIPUR	1.09	1.20
35	RANCHI	1.04	2.00
36	MADURAI	0.98	1.50
37	IMPHAL	0.89	0.60
38	DEHRADUN	0.88	0.40
39	BHOPAL	0.68	2.50
40	VIJAYAWADA	0.62	1.80
41	LEH	0.56	0.25
42	TIRUPATI	0.49	2.50
43	RAJKOT	0.41	0.11
44	JODHPUR	0.35	0.40
45	AURANGABAD	0.33	1.17
	TOP 45 AIRPORTS	262.10	321.25
	OTHER AIRPORTS	2.48	12.69
	GRAND TOTAL	264.58	333.94

Terminal Building in Progress				
S.No	State	Airport	Name of Work	Cost of the Project (Rs. In Crs.)
1	Karnataka	Hubli	Development of Hubli Airport including New Terminal Building and Extension and strengthening of runway.	141.44
2	Rajasthan	Kishangarh	Development of Kishangarh Airport	181.00
3	Odisha	Jharsuguda	Development of Jharsuguda Airport for A-320 Aircraft	176.90
4	Sikkim	Pakyong	Construction of Greenfield airport for ATR-72 operations	553.53
5	Uttar Pradesh	Gorakhpur	Development of Civil Enclave including New Terminal Building	22.34
6	Kerala	Calicut	Construction of New Arrival Hall for International Terminal Building	85.18
7	Arunachal Pradesh	Tezu	Operationalisation/Upgradation of Tezu Airport .	96.50
8	Jharkhand	Deoghar	Development of Airport	185.00
9	Uttar Pradesh	Allahabad	New Civil Encalve	137.50

Airside works in progress

S.No	State	Airport	Name of Work	Approved Cost (Rs. In Crs.)
1	Gujarat	Surat	Extension and Strengtheing of Runway	72.14
2	West Bengal	Kolkata	Strengthening of Main Runway and CAT-III B lighting	123.02
3	Chattisgarh	Raipur	Extension of Runway.	88.44
4	Punjab	Amritsar	Strengthening of Runway and CAT-III B lighting	88.88
5	Assam	Dibrugarh	Extension of Runway.	59.85
6	Andhra Pradesh	Rajamundry	Extension & Strengthening of Runway.	145
7		Vijayawada	Extension & Strengthening of Runway.	144.98

Terminal buildings planned

S.No.	State	Airport	Existing Capacity	Total Planned Capacity	Cost of the project
			(MPPA)	(MPPA)	(Rs. In crores)

New Terminal Building

1	Assam	GUWAHATI	2.25	6.2	1142
2	J&K	LEH	0.25	1.5	267
3	Bihar	PATNA	0.7	3	865
4	Tamil Nadu	TRICHY	1	3.52	951
5	Andhra Pradesh	VIJAYAWADA(Future Term.)	0.3	3	611

Expansion of Existing Terminal Building

1	Tamil Nadu	CHENNAI	14.0 (New)	30	2467
			+ 9.0 (Old)		
2	J&K	SRINAGAR	2.5	5.2	495
3	Maharashtra	PUNE	2.24	4.38	475
4	UP	LUCKNOW	3	9.75	1383
5	Karnataka	MANGALORE	2	3.8	133
6	Uttarakhand	DEHRADUN	0.4	3	348
7	Rajasthan	JAIPUR	2.07	8.75	1441

Upgradation & Expansion of Airports

1	MP	Upgradation and expansion of JABALPUR Airport	0.1	1	384
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RUNWAY (EXTENSION / STRENGTHENING / RESURFACING)				
S.No	State	Airport	Advantages	Cost in Rs. Crores
1	Andhra Pradesh	TIRUPATI	Operation of wide bodied aircraft	187
2	Andhra Pradesh	KADAPPA	Opeartion of A321 type of aircraft	95
3	Tamil Nadu	Chennai	Construction of Apron 31 (Bays)	2000
4	Karnataka	Mangalore	Construction of Apron	120.71
5	West Bengal	Kolkata	Construction of Apron (26 Bays)	80
6	Gujarat	Ahmedabad	Construction of Apron (40 Bays)	160
7	Assam	Guwahati	Construction of Apron (28 Bays)	112

ANS Works				
S.No	State	Airport	Name of Work	Cost of the Project (Rs. In Crs.)
1	Delhi	IGI Airport	New ATS Complex with Air Traffic Control Tower at IGI Airport	250.00
2	West Bengal	Kolkata	Construction of ATC cum technical block	244
3	Delhi	Delhi	Construction of CATFM, New Delhi	66
4	Gujarat	Ahmedabad	Construction of ATC cum technical block	150
5	All India		Upgradation of ANS Infrastructure	3029.5

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