

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 3521
(TO BE ANSWERED ON THE 24th July 2019)

UTILISATION OF FLYING CAPACITY OF AIRPORTS

3521. DR. ASHOK BAJPAI

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether airports of metro cities are using their full capacity to fly aircrafts from their present runways;
- (b) if so, the details of their present flying capacity and per cent utilisation; and
- (c) the steps Government wishes is to take to handle growing air traffic in future?

ANSWER

MINISTER OF STATE (IC) IN THE MINISTRY OF CIVIL AVIATION

(Shri Hardeep Singh Puri)

(a) & (b): Airports of metro cities are generally using their full capacity during peak demand periods. During off peak hours (mostly during late-night), airports are operating below capacity. Details of airport-wise runway capacity and their utilization is at Annexure-I.

(c): Development/upgradation of airports is a continuous process depending on the traffic demand, availability of land & resources, environment clearance, approval from the regulatory authorities, removal of obstructions, etc. Ministry of Civil Aviation has taken various steps to create additional airport infrastructure in the country including the metro cities with the assistance of various State Governments, Airports Authority of India (AAI) and other airport operators. This includes construction of a International Airport, modernization & capacity expansion of the existing airports and revival of unserved/under-served airports within the vicinity. Besides, Central Govt. has requested Govt. of Tamil Nadu and West Bengal to identify suitable land for second airport for Chennai and Kolkata Airports.

Details of the Runway capacity and its utilization at metro airports

1. **Mumbai: ATM runway capacity**

Declared Capacity:

Main Runway 09/27 = 46 per hour and

Secondary Runway 14/32 = 36 per hour

Mumbai is using its full capacity during peak demand periods. Total daily movement is approximately 950, which is nearly full capacity. But after closure of operation of Jet Airways, total movement is approximately 900 per day.

2) **Bengaluru: ATM runway capacity**

Declared Capacity:

Main Runway 09/27 = 40-42 per hour, and

Bengaluru is using its full capacity during peak demand periods. The total daily movement is 640.

3. **Delhi: ATM runway capacity**

Declared hourly capacity considering all Runways varies from 26-73 (depending on combination of runways in use), and the total runway capacity, as per profile scheduling, for 24 hours is 1352 movements, against the actual of 1287 movements per day.

4. **Kolkata: ATM runway capacity**

Declared capacity: Main Runway 19L/01R = 35 per hour, and

Secondary Runway 19R/01L = 15 per hour

Kolkata is using its main runway slightly below full capacity during peak demand periods.

The total movements are 437 movements per day.

5) **Chennai: ATM runway capacity**

Declared Capacity:

Main Runway 07/25 = 36 per hour, and

Chennai is using its slightly below full capacity during peak demand periods.

The total movements are 469 movements per day.

6) **Hyderabad (Shamsabad): ATM runway capacity**

Declared capacity:

Main Runway 09/27 = 36 per hour

Hyderabad is using its full capacity during peak demand periods.

The total movements are 492 movements per day.