GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

Rajya Sabha

UNSTARRED QUESTION NO. : 3

TO BE ANSWERED ON THE 25th November 2024

DELAY OF FLIGHTS

3. SHRI DORJEE TSHERING LEPCHA

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

(a) whether there has been a rise in incidents of delayed flights of almost all major airlines in the country during the last one year till date;

(b) the efforts being made by Government to ensure the maintenance of time schedule of flights;

(c) whether any new mechanism has been developed to avoid delay of flights, especially during winter seasons;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the corrective majors undertaken by Government during the last three years to improve passenger amenities at airports across country, particularly in North Eastern Region including Pakyong Airport (Sikkim) and Bagdogra Airport (West Bengal)?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION (Shri Murlidhar Mohol)

(a) Flights are occasionally delayed due to various reasons such as weather, operational, commercial ATC, ramp, technical, airport issues etc. The airline wise details of flight delays from January 2024 in four major airports is placed at Annexure-I.

(b) to (d) In order to ensure adherence of the flight schedules by the airlines and to mitigate flight delay, DGCA has issued Air Transport Circular 05 of 2017, titled "Procedure to be followed to mitigate flight delays" attached as Annexure-II. Additionally, DGCA conducts meeting for fog preparedness and low visibility operations aimed at ensuring smooth flight operations during the winter months before commencement of the fog period during winter. Furthermore, the DGCA issues instructions in the form of Civil Aviation Requirements (CARs), circulars, and minutes of meetings, as deemed necessary, to address and resolve any emerging operational challenges on an ongoing basis.

Additionally, the following procedures are in place to address the issue

At 23 airports ILS Cat II or Cat III has been promulgated.

At 5 airports, ILS installation is in progress. List attached as Annexure - III.

In addition, AAI has established Central Air Traffic Flow Management (ATFM) unit in Delhi in the year 2017 with Flow Management Position Pan India. ATFM monitors the traffic at different airports of India.

In case of any disruptions due to poor visibility conditions during winter season, flow control measures are implemented to address any Demand and Capacity imbalance.
In addition, Airport- Collaborative Decision-Making mechanism is established, with the participation of all stakeholders, to regulate and manage the situation at the respective airports.

Also, AAI monitors the on-time performance of flights at AAI major Airports and periodically takes up the matter with airlines for necessary improvement.

(e) AAI had incurred a CAPEX plan of approx. 23000 Crores during (2020-24) years for development/upgradation/modernisation of various airports in the country to meet the requirement of Air traffic/passengers growth which includes New Airports, expansions/ Modification of existing terminal, addition of new passenger facilities, expansions/strengthening of existing runways, aprons, ANS work like control tower, technical block etc.

Government has decided to take following steps to improve passengers amenities at Pakyong and Bagdogra Airport
(i) Construction of new Terminal Building and external development works at Bagdogra airport

(ii) Construction of Apron Taxiway and associated works at Bagdogra Airport

(iii) Widening of Runway Basic Strip at Western side of Runway Chainage 80m to 920m including Slope Stabilisation Measures work at Pakyong Airport.
(iv) Development of RESA Runway 02 & Approach funnel area and construction of RE wall in approach funnel area toward Runway 20 end at Pakyong Airport

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Annexure - I

Airline-wise details of flight delays in 2024

Note: A flight is considered to be delayed when it is departed 15 minutes later than its scheduled time

January 2024			
Airline	No of Departures	No of flights Delayed	% On-time Performance
Akasa Air	2026	571	71.8
Vistara	5328	1713	67.8
Indigo	19943	7924	60.3
AIX Connect	2399	964	59.8
Alliance Air	831	407	51.0
Air India	5995	3140	47.6
Spice Jet	2065	1283	37.9

February 2024			
Airline	**No of** Departures	**No of flights** Delayed	**%** On-time Performance
AIX Connect	2280	604	73.5
Akasa Air	1933	524	72.9
Indigo	19520	5325	72.7
Vistara	5135	1676	67.4
Spice Jet	1926	788	59.1
Air India	6043	2632	56.4
Alliance Air	806	417	48.3

March 2024			
Airline	**No of** Departures	**No of flights** Delayed	**% On-time** Performance
Akasa Air	2097	326	84.5
AIX Connect	2342	397	83.0
Indigo	21392	4000	81.3
Vistara	5326	1245	76.6
Air India	6575	1847	71.9
Spice Jet	2100	765	63.6
Alliance Air	850	437	48.6

April 2024			
Airline	**No of Departures**	**No of flights Delayed**	**% On-time Performance**
Akasa Air	2026	218	89.2
AIX Connect	2193	449	79.5
Vistara	5037	1200	76.2
Indigo	20755	4968	76.1
Air India	6812	1899	72.1
Spice Jet	1860	666	64.2
Alliance Air	776	392	49.5

May 2024			
Airline	**No of Departures**	**No of flights Delayed**	**On-time Performance**
Akasa Air	2200	310	85.9
Vistara	5149	932	81.9
AIX Connect	2127	533	74.9
Indigo	21413	5826	72.8
Air India	6631	2095	68.4
Spice Jet	1721	676	60.7
Alliance Air	884	365	58.7

June 2024			
Airline	No of Departures	No of flights Delayed	% On-time Performance
Akasa Air	2124	436	79.5
Vistara	5307	1112	79.0
AIX Connect	1855	401	1 78.4
Indigo	20356	4971	75.6
Air India	6896	2717	60.6
Alliance Air	863	357	58.6
Spice Jet	1596	861	46.1

July 2024			
Airline	**No of Departures**	**No of flights Delayed**	**% On-time Performance**
AIX Connect	1794	533	70.3
Vistara	5441	1924	64.6
Akasa Air	2108	754	64.2
Indigo	20887	7946	62.0
Air India	6913	2946	57.4
Alliance Air	771	369	52.1
Spice Jet	1340	947	29.3

August 2024			
Airline	No of Departures	No of flights Delayed	% On-time Performance
Akasa Air	2062	594	71.2
Vistara	5761	1807	68.6
AIX Connect	1809	601	66.8
Indigo	21679	7365	66.0
Air India	7166	2436	66.0
Alliance Air	776	347	55.3
Spice Jet	1121	773	31.0

September 2024			
Airline	**No of Departures**	**No of flights Delayed**	**% On-time Performance**
AIX Connect	1730	517	70.1
Indigo	21692	6673	69.2
Vistara	5432	1676	69.1
Air India	7188	2290	68.1
Akasa Air	1967	746	62.1
Alliance Air	645	298	53.8
Spice Jet	1000	696	30.4

Annexure-II

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110003
Telegram: "AIRCIVIL", Telephone No. 24622495, 24622499, 24622500

Dated: 27th Sept, 2017

AIR TRANSPORT CIRCULAR 05 OF 2017

Subject: **Procedure to be followed to mitigate flight delays.**

Civil Aviation Requirement Section 3, Series C, Part II and VIII stipulates that the operator shall get the flight schedules approved by DGCA at least 30 days in advance and operate services in accordance with the flight schedules so approved.

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

a) Departure slots may be distributed evenly within an hour with not be more than five departure slots in 10 minutes and total of 30 per hour.

b) Airlines shall file flight plan with scheduled time of departure as per approved schedule.

c) Generally, the flight plan with scheduled time of departure other than approved slot shall not be accepted by ATC. For such cases, alternate slot will be allocated by ATC based on availability of vacant slots. To cater for non-scheduled/VIP/military operations, airport operator in coordination with AAI may reserve slots for such flights as per traffic profile.

d) 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.

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

f) 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.

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

h) 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.

i) 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.

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

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

l) Airlines not adhering to the approved time slots shall be liable to lose the historicity in the next schedule except in the case of scheduled flights subjected to flow measures during the capacity constrained period.

Note: The above provisions will not be applicable at Airports where Airport-Collaborative Decision Making (A-CDM) has been implemented.

This supersedes the **AIR TRANSPORT CIRCULAR 03 OF 2017.**

Sd/-

(**B.S. Bhullar**)

Director General of Civil Aviation

To:

All scheduled airlines/Airport Operators

Annexure-III

List of Airports having ILS CAT II/III Procedures

Sl.	ICAO Code	Station Name	RWY Designator	Procedure Name	Remark
1	VAPO	Pune	RWY 28	ILS-RWY28 (CAT II)	IAF
2	VEBD	Bagdogra	RWY 36	ILS-CAT II-RWY-36	IAF
3	VECC	Kolkata	RWY 19L	ILS (Z)-RWY-19L-CAT-II	
4	VECC	Kolkata	RWY 01R	ILS-RWY-01R-CAT-II-III	
5	VIAG	Agra	RWY 05	ILS-RWY-05-CAT-II	IAF
6	VIAR	Amritsar	RWY 34	ILS-RWY-34-CAT-II-III	
7	VIBY	Bareilly	RWY 29	ILS (Z)-RWY-29-CAT II (A/B/C)	IAF
8	VICG	Chandigarh	RWY 29	CAT II ILS RWY 29	IAF
9	VIDP	Delhi	RWY 29R	ILS RWY 29R-CAT-II-III	
10	VIDP	Delhi	RWY 11L	ILS-RWY-11L-CAT-II-III	
11	VIDP	Delhi	RWY 11R	ILS-RWY-11R-CAT-II-III	
12	VIDP	Delhi	RWY 28	ILS-RWY-28-CAT-II-III	
13	VIDP	Delhi	RWY 29L	ILS-RWY-29L-CAT-II-III	
14	VIDX	Hindan	RWY 27	ILS RWY 27 CAT II	IAF
15	VIJO	Jodhpur	RWY 05	ILS-RWY-05-CAT-II	IAF
16	VIJP	Jaipur	RWY 27	ILS-RWY-27-CAT-II-III	
17	VILK	Lucknow	RWY 27	ILS-RWY-27-CAT-II-III	
18	VISR	Srinagar	RWY 31	ILS-CAT-II-RWY31	IAF
19	VIUT	Uttarlai	RWY 20	ILS-CAT-II-RWY 20	IAF
20	VOBL	Bengaluru	RWY 09R	ILS-RWY-09R-CAT-II-III	
21	VOBL	Bengaluru	RWY 27L	ILS-RWY-27L-CAT-II-III	
22	VOGO	Goa	RWY 08	ILS-RWY-08 (CAT I & II)	Navy
23	VOHS	Shamshabad	RWY 09R	ILS CAT I & II or LOC RWY 09R	
24	VIND	Jewar	RWY 28	ILS OR LOC Y RWY 28 CAT II-III ILS Z RWY 28 CAT II AND CAT III	Designed and submitted to DGCA
25	VANM	Navi Mumbai	RWY 08	ILS Y CAT II & III OR LOC RWY 26	Designed and submitted to DGCA
26	VANM	Navi Mumbai	RWY 26	ILS Y CAT II & III OR LOC RWY O8	Designed and submitted to DGCA
27	VERP	Raipur	RWY 24	ILS RWY 24 CAT II	Under design
28	VABP	Bhopal	RWY 30	ILS RWY 30 CAT II	Under design

Note:

Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;

2) Category II (CAT II): a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m; and

3) Category III (CAT III): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations.