

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
Rajya Sabha**

**UNSTARRED QUESTION NO. : 51**

**TO BE ANSWERED ON THE 21st July 2025**

**AUDIT OF AIRPORTS OF DGCA PARTICULARLY FOR DELHI  
AND MUMBAI**

**51. SMT PHULO DEVI NETAM**

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

- (a) the number of passengers who travel by air every year in the country, the details of national and international passengers, details thereof;**
- (b) the details of the timeline when DGCA audited the airports of the country, especially Delhi and Mumbai airports;**
- (c) the lacunae found in the findings/observations of the said audit, the details thereof; and**
- (d) the time limit set to do away with these lacunae, the details thereof?**

**ANSWER**

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

**(a): The number of passengers carried by Indian and Foreign Operators for Scheduled Domestic & Scheduled International operations for the Financial Year 2022-23, 2023-24 & 2024-25 are placed at Annexure-I.**

**(b) to (d): Directorate General of Civil Aviation (DGCA) carries out audits of DGCA licensed Airports annually as per its Annual Surveillance plan. The latest Annual Surveillance Inspection was conducted at Delhi Airport from 23rd to 26th September 2024, and**

**at Mumbai Airport from 21st to 24th June 2025. Details of findings/observations made and status of compliance are attached at Annexure-II.**

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## Annexure I

<b>Passengers (in numbers) carried by Indian and Foreign Operators for Scheduled Domestic &amp; Scheduled International operations for the Financial Year 2022-23, 2023-24 &amp; 2024-25</b>					
<b>Financial Year</b>	<b>Domestic Passengers Carried</b>	<b>International Passengers Carried</b>			<b>Total Passenger Carried</b>
		<b>Domestic Operators</b>	<b>Foreign Operators</b>	<b>Total</b>	
<b>2022-23</b>	13,60,28,656	2,38,76,218	3,07,58,340	5,46,34,558	19,06,63,214
<b>2023-24</b>	15,36,74,682	2,95,91,159	3,72,02,764	6,67,93,923	22,04,68,605
<b>2024-25</b>	16,55,41,692	3,38,55,957	4,00,13,698	7,38,69,655	23,94,11,347
<b>Total</b>	45,52,45,030	8,73,23,334	10,79,74,802	19,52,98,136	65,05,43,166

**Annexure-II**

**Observations/findings found during Annual Surveillance Plan,  
2024 of Delhi Airport:**

<b><u>S. NO.</u></b>	<b><u>OBSERVATIONS</u></b>	<b><u>STATUS</u></b>
1.	List of illegal slaughtering houses/shops and garbage dumping in an uncovered bin around the ten kilometer radius of the airport is not prepared and maintained.  (9.4.4, ICAO ASM Part I, Aircraft Rule 1937 sub rule 91)	CLOSED
2.	Tall grasses of up-to 3 feet observed within runway strip of 28/10, 29R/11L. Aerodrome operator is required to enhance the resources to manage the grass height within prescribed limits specially in the runway strip near the runway due to continuous operation on the runways and lesser time window for maintenance.  (9.4.3, ICAO ASM Part 3)	CLOSED
3.	Public awareness programme have not been adopted by aerodrome operator using print media.  (9.4.3, ICAO ASM Part 3)	CLOSED
4.	Alarm/siren sound was very low and hardly audible at FS2 rooms. The same should be replaced.  (9.2.40)	CLOSED
5.	Six CFTs found very old, either made in year 2008 or prior to that. The CFT life for operation has been extend without proper justification. The aerodrome operator to submit plan to phaseout these CFTs at the earliest. Competency certificate of the personnel maintaining CFTs are not available.  (9.2.41)	CLOSED

6.	Minor longitudinal cracks observed on the runway 29L/11R. Joint filling material has eroded from concrete slab joints in the rigid portion of the runway.  (CAR Section 4, Series B Part I para 10.2.1)	CLOSED
7.	Wind direction indicator (WDI) near touchdown zone of RWY 10 found unserviceable.  (CAR Section 4, Series B Part I para 5.1.1, 5.1.2 & 5.1.4)	CLOSED
8.	Runway Central line lights and Rapid Exit Taxiway centreline lights of the runway 29L found obscured due to rubber deposit. (CAR Section 4, Series B Part I para 3.1.22)	CLOSED
9.	Obstacle light was not observed on cranes operating in the approach side of runway 29L and nearby transition surface of runway 09/27.  (CAR Section 4, Series B Part I para 6.1)	CLOSED
10.	AEMC meetings are not conducted regularly at the airport. Last meeting was conducted on 26th Oct. 2023.  (CAR Section 4, Series B Part I para 9.4.4)	CLOSED
11.	Sources of bird attraction in around airport has been identified but mitigation measure on time bound manner has not taken by aerodrome operator. Further, the operator is advised to maintain bird activity log.  (9.4.4, ICAO ASM Part I, Aircraft Rule 1937 sub rule 91, ADAC 1/2022)	CLOSED
12.	Induction and refresher training records for all staff engaged in bird control activities are not available.  (ICAO ASM Part 3, para 4.9.1, 4.9.7)	CLOSED

13.	Task resource analysis is not approved by accountable manager.  (9.2.45)	CLOSED
14.	Pressure fed fuel fire training has not been provided to all ARFF personnel. The aerodrome operator has planned DGR related training refresher in more than 2 years, the same is required to be made 2 years. Response time checks are not carried out on daily basis.  (Attachment A, Para 18.2)	CLOSED
15.	Following markings found faded on RWY 29L a. Runway designation marking, b. Centre line marking, c. Threshold marking, d. Aiming point marking and e. Touch down zone marking . This indicates that frequency of runway marking is required to be increased or resources to be enhanced to carry out these activities as per SOP in the available maintenance window of the runway.  (CAR Section 4, Series B Part I para 5.2)	CLOSED
16.	Runway Central line lights and Rapid Exit Taxiway centreline lights of the runway 29L found obscured due to rubber deposit.  (CAR Section 4, Series B Part I para 3.1.22)	CLOSED
17.	A critical warning indication in AVDGS if the aircraft goes beyond the appropriate stop position could not be tested by walk test during inspection, however all other function	CLOSED
	of AVDGS was tested by walk test. The aerodrome operator is advised to include the function in the walk test for regular checking considering the criticality of warning indication. AVDGS/VDGS manual is required to be submitted to check prescribed maintenance plan, accuracy and CAR requirements.  (CAR Section 4, Series B Part I para 5.3.26.6)	

18.	<p>A road observed without road holding position and road holding signs connecting runway 10 from south. The road shall also be repaired to avoid FOD creation.</p> <p>(CAR Section 4, Series B Part I Para 5.2.15, 5.3.28)</p>	CLOSED
19.	<ol style="list-style-type: none"> <li>1. Taxiway Centre Line light cable found uncovered and without insulation near parking stand no. 260 to 265. (CAR Section 4, Series B Part I para 8)</li> <li>2. RMS vehicle-AR581 found parked inside the intermediate holding point at taxiway K and aircraft was crossing taxiway K from that junction only therefore violating required clearances on taxiway. (CAR Section 4, Series B Part I para 3.12.4).</li> <li>3. Construction work near runway 29R threshold area was not barricaded with signage/markings (by both lighted &amp; non-lighted) as per CAR requirements. (CAR Section 4, Series B Part I para 7.1.2).</li> <li>4. The operator has not developed preventive maintenance program to ensure reliable service and proper equipment operation of AGL. Preventive maintenance program for movement area pavement is also required to be submitted. (CAR Section 4, Series B Part I para 8 and ADAC 02/2022)</li> </ol>	CLOSED
20.	<p>Significant numbers of wild life (34 -Rabbit, 15-Dog, 16-Cat, 14-Monkey, 12-Monitor lizard, 2-Fox) have been reported in air-side in the year 2024 till 30th Aug. The aerodrome operator is required to submit a plan to minimize/eradicate wild life from the air-side at the earliest. The plan should include the resources to be enhanced, timelines and target for the next years.</p> <p>(9.4.3, ICAO ASM Part 3)</p>	CLOSED

21.	The pavement of apron T2 at IGI airport is the oldest and required to be rehabilitated at the earliest. The condition of the apron is such that, vegetation growth can easily be observed everywhere on the apron itself. The cracks have	CLOSED
	become widened due to lack of maintenance. Joint sealant have been eroded/decayed from the joints of the concrete slabs and it is creating FOD. FOD is also being created by the earlier repaired patches on the apron, which has got damaged due to lack of maintenance. Iron nuts and bolts observed in the widened joints of the concrete slabs of the apron. The status of the apron shows that maintenance activities at the apron were halted from a long time and even FODs were not removed from it.  (CAR Section 4 , series B Part I para 3.13)	
22.	Depression, longitudinal cracks, pot hole, rutting, FODS observed at various places at Taxiway K and N. Such irregularities on taxiways shows that resources to carryout civil maintenance works are not sufficient at the airport. Therefore, manpower should be enhanced.	OPEN (PDC 30-09-2025)

**Observations/findings found during Annual Surveillance Plan,  
2025 of Mumbai Airport:**

<u>S. NO.</u>	<u>OBSERVATIONS</u>	<u>STATUS</u>
1.	Many runway inset light lens found having surface scratch. During inspection it was observed that lens were being cleaned using tooth brush and local solvent. Which could be probable reason for abrasion. Operator to confirm manufacturer recommendation regarding compatibility of the solvent and correct method of rubber deposit removal.  (CAR 4B 1 Para 10.5.2)	CLOSED



2.	<p>Due to incorrect painting method a visible surface difference between surface of RWY central line marking and adjacent surface was observed.</p> <p>(CAR 4B 1 Para 10.5.2 DOC 9157 Part 4 para 12, Para 15)</p>	CLOSED
3.	<p>FOD Pop out from runway surface observed on runway pavement (abeam N8, N9)</p>	CLOSED
4.	<p>Heavy rubber deposit observed near N8 and N9</p> <p>(CAR 4B 1 Para 10.5.2)</p>	CLOSED
5.	<p>1. General Aviation pavement found damage near Indamar hanger. (Surface cracks, depression and damage of 1.5 cm depth)</p> <p>2. Joint sealing work near Indamar hanger found substandard. (Incorrect method for sealant repair was being used, incomplete repair work)</p> <p>(CAR 4B 1 Para 10.2)</p>	CLOSED
6.	<p>Few of the signages observed with concave surface panel. Few of the signage surface was not clean. Operator to assess the quality of the signage boards.</p> <p>Few signage illumination observed below requirement (3214 signage illuminance range found between 17-30 cd/m2) Operator to assess signage illumination.</p> <p>(CAR 4B 1 Para 10.5.2)</p>	CLOSED
7.	<p>1. PBB training records not in order eg few training records without dates, 168 training conducted on same day in one session, a sample of 40 assessment records was checked 95 percentage record was without dates, training and duty timing was over lapping for few sample check.</p> <p>2. The training in various department eg PBB operation, maintenance, VDGS maintenance Aerodrome safe</p>	CLOSED

	guarding is being conducted by individuals not certified as trainer.	
8.	<p>1. CFT maintenance not in line with procedures as defined in OEM.</p> <p>2. ARFF vehicles technician training certificates are dated 2019. Recurrent training records not available.</p>	CLOSED
9.	Few of the training records are not being implemented as per the documented procedure.eg advance training records, rescue ladder exercise.	CLOSED
10.	RWY 32 Strip exemption data not available.	CLOSED
11.	Obstacle regulation and control procedures are defined but not being implemented effectively.	CLOSED
12.	In respect of AIP supp 302 of 2024 regarding Low via Procedure Operator to define standard Taxi routing.	CLOSED
13.	RWY 32 approach light located in Mithi river for which records of Toe in angle and vertical angle setting were not available.	CLOSED
14.	<p>1. For VDGS OEM MTBF for complete system is indicated as 24800 hrs however no action taken by operator.</p> <p>2. PBB snag register indicates defect whereas the same are not reflected in maintenance register.</p>	CLOSED
15.	As per ICAO Doc 9137 part 1 Para 8.1.11, water being used for foam production should not have any additives. Operator to submit report for same.	CLOSED

16.	<p>In respect of AIP Supp 302 of 2024 regarding Low vis Procedure following shortfall observed:</p> <p>1. (1 CAR 4B 1 Para 5.3.17.13) On a taxiway intended for use in RVR conditions of less than a value of 350 m, the longitudinal spacing should not exceed 15 m.</p> <p>2. (CAR 4B 1 APP4-1 para 4) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance shall be at least:-</p> <table><tr><td>Red</td><td>30 cd/m2</td></tr><tr><td>Yellow</td><td>150 cd/m2</td></tr><tr><td>White</td><td>300 cd/m2</td></tr></table>	Red	30 cd/m2	Yellow	150 cd/m2	White	300 cd/m2	CLOSED
Red	30 cd/m2							
Yellow	150 cd/m2							
White	300 cd/m2							
	Operator to submit assessment, GAP analysis and mitigation measure for the same.							

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