

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
STARRED QUESTION NO. : 556  
(To be answered on the 5<sup>th</sup> April 2018)

HANDLING/OPERATING CAPACITY OF AIRPORTS

\*556. SHRI G. HARI

Will the Minister of CIVIL AVIATION  
नागर विमानन मंत्री

be pleased to state:-

- (a) whether the air travellers can snap up tickets sometimes for a base fare of as little as Rs. 1,000/-, cheaper than some train tickets and if so, the details thereof;
- (b) whether ten airports in the country are already operating beyond their capacity and if so, the details thereof;
- (c) whether the Indira Gandhi International Airport in New Delhi and Chennai International Airport would reach their handling capacity within four to six years; and
- (d) if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION  
नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

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(a) to (d): A Statement is laid on the table of the House.

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**STATEMENT IN RESPECT OF LOK SABHA STARRED QUESTION NO. 556, REGARDING "HANDLING/OPERATING CAPACITY OF AIRPORTS" TO BE ANSWERED ON 05.04.2018.**

**(a): Airlines are free to fix the reasonable tariff under the provision of Sub-rule (1) of Rule 135, Aircraft Rules 1937 having regard to all relevant factors, including the cost of operation, characteristics of service, reasonable profit and the generally prevailing tariff. The airline pricing system runs in multiple levels (buckets or RBDs) which are in line with practice being followed globally. The prices are fixed by airlines keeping in mind the market, demand, seasonality and other market forces. The airfare increases with increases in demand of seat as the lower fare buckets get sold out fast when bookings are offered by airlines. Some of the airlines have introduced Apex-90, in addition to existing advance purchase schemes of 60 days, 30 days, 14 days etc., in which highly discounted fares being offered which would entail traveling even during peak seasons on low fares. The fare structures stated above have been displayed by airlines on their websites. The airlines are compliant to the Sub Rule (2) of Rule 135 of the Aircraft Rules, 1937 as long as fare charged by them is in line with fare displayed on their website.**

**(b): According to the passenger traffic handled during the year 2016-17, 13 airports in the country have handled passengers more than its capacity. The details are at Annexure-I.**

**(c) & (d) As per the report given by Delhi International Airport Limited, Indira Gandhi International Airport in New Delhi is not reaching its saturation in the next four to six years. As per Airports Authority of India traffic forecast, Chennai airport would reach its handling capacity by the year 2020-21. The existing capacity available at Chennai airport is 23 Million Passenger per Annum. During the year 2017-18, Chennai airport is expected to handle around 20 million passengers and witnessing a growth of around 9% over the previous year.**

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## CAPACITY AVAILABLE AND UTILIZATION

Sl. No.	AIRPORT	CURRENT DEMEND (IN MILLION) (2016-17)	CAPACITY AVAILABLE (IN MILLION)
1	GUWAHATI	3.79	3.50
2	JAIPUR	3.78	3.50
3	PATNA	2.11	0.70
4	COIMBATORE	2.10	2.00
5	NAGPUR	1.89	0.57
6	BAGDOGRA	1.52	0.75
7	PORT BLAIR	1.24	0.70
8	AGARTALA	1.18	1.00
9	JAMMU	1.16	0.65
10	IMPHAL	0.89	0.60
11	DEHRADUN	0.88	0.40
12	LEH	0.56	0.25
13	RAJKOT	0.41	0.11
	<b>GRAND TOTAL</b>	<b>21.53</b>	<b>14.73</b>

