

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 590  
(To be answered on the 4<sup>th</sup> February 2021)**

**TABLE TOP RUNWAYS**

**590. SHRI NATARAJAN P.R.**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- (a) whether the safety standards are available at the table top runways to avoid crashes of airflights;  
(b) if so, the details thereof; and  
(c) if not, action taken/being taken for providing sufficient length of run way at international Airports across the country?

**ANSWER**

**Minister of State (IC) in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री (स्वतंत्र प्रभार)**

**(Shri Hardeep Singh Puri)**

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- (a) & (b): All the airports in the country including airports which have table top runway are licensed by Directorate General of Civil Aviation (DGCA) for aircraft operations after ensuring requisite safety and infrastructural provisions as per the Civil Aviation Requirements. Further, safety measures have been mandated by DGCA to ensure safety of the aircraft operations which include:
- (i) Mandatory provision of Runway End Safety Area and its periodic maintenance as per International Civil Aviation Organisation's requirements.  
(ii) Emphasis on regular maintenance of the runway strip to prevent the soil erosion.  
(iii) Mandatory friction testing at regular intervals.  
(iv) Instructions have been issued for the Pilot Monitoring to identify the subtle incapacitation of the pilot flying and procedure for taking over of the flight controls.  
(v) For enhancing the operational safety, instructions have been issued for encouraging crew to go-around, if for any reason, the approach is unstable and same is non-punitive.  
(vi) Instructions have been issued for all the airline operators to establish the tailwind and cross wind limitation not only as per the limits as prescribed in their Airplane Flight Manual (AFM), but also operator need to further establish the limits considering gusts during their crosswind/tailwind limits, wet and contaminated Runways, reduced visibility, Runways width, Pilot experience / feedbacks vis a vis operations to/from specific airport. The same should be based on proper safety risk assessment as the Airlines Safety Management System (SMS).
- (c): Does not arise in view of replies to part (a) & (b) above.

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