

1	2	3	4	5
B	Family Welfare			
1.	Direction and Administration (State FW Bureau)	215.80	302.46	281.31
2.	Free distribution of contraceptives	36.97	54.42	35.20
3.	Family Planning RCH Flexible Pool	339.51	438.87	450.3
	TOTAL	867.24	969.81	989.66
CENTRAL SECTOR SCHEMES				
A.	Social Marketing of Contraceptives	26.71	25.13	22.05
B.	FW Linked Health Insurance Plan	3.17	4.93	18.33
C.	Other Schemes			
1.	Role of Men in Planned Parenthood	0.90	0.73	0.45
2.	FW Programme in Other Ministries	0.59	0.34	0.27
	TOTAL	31.37	31.13	41.1
	GRAND TOTAL	898.61	1000.94	1030.76

#### **Congestion and delays at Delhi and Mumbai Airports**

\*115. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of domestic and international flights being handled at Mumbai and Delhi airports, respectively, on an average every day;

(b) whether congestion and delays at these airports, especially in the peak morning and evening hours have been noticed; and

(c) if so, the reasons for such congestion and delays and the steps being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The daily average number of domestic and international flights handled at CSI airport, Mumbai during the period April-August, 2010 was 473 and 184 respectively. The corresponding figures in respect of IGI airport are 483 and 191 respectively.

(b) and (c) Scheduled airlines generally operate the flights as per approved slot. However, during peak hours, flight delays and congestion occur primarily due to air traffic clearance, watch hour restrictions, weather, technical reasons, mandatory security checks, etc. beyond the control of the airlines. Sometimes airlines are also not able to adhere to the approved slots due to operational/commercial reasons, etc.

The steps taken/being taken to address the congestion and delays at these airports, *inter alia*, include: (i) ensuring adherence to the approved slots by schedule airlines, the instructions contained in Directorate General of Civil Aviation (DGCA) Air Transport Circular No. 10/2009 are being implemented at all metro and major airports, (ii) at Mumbai airport, on experimental basis for two months, only those schedule flights which adhered to the approved slots were accepted between 2115 IST to 2315 IST. As a result of measures mentioned above, the On-Time-Performance [OTP] of all airlines, in general, has improved significantly, (iii) to maintain surveillance and better control of traffic on ground and in air, during bad weather, Airports Authority of India (AAI) has installed Advanced Surface Movement Guidance and Control System [ASMGCS], Instrument Landing System (ILS) CAT III B, at Delhi airport. At Mumbai, ASMGCS has been installed and is in the final stages of testing, (iv) low Visibility Take Off Minima is permissible for many airlines at Mumbai and Delhi which helps airlines to maintain smooth flow of departing traffic even in poor visibility.

To enhance the traffic handling capacity of air traffic movement, AAI have taken the following measures:

- (i) Clearance Delivery System [CDS] on a dedicated channel has been implemented at Delhi and Mumbai airports, to reduce RT congestion and avoid delays to the departing aircraft.
- (ii) Additional ATC work positions have been opened at Delhi and Mumbai.
- (iii) Air Traffic Flow Management at Delhi and Mumbai is being implemented.
- (iv) A separate ARRIVAL MANAGER (AMAN) is being introduced at Delhi and Mumbai to enhance capacity and reduce delays.
- (v) Performance Based Navigation (PBN) procedures have been implemented at Delhi and Mumbai.
- (vi) Two runways are used at IGI airport, Delhi simultaneously. At Mumbai airport, simultaneous use of both runways has been permitted during morning and evening peak hours.

- (vii) ATS Surveillance System at Delhi has been upgraded with latest automation capabilities thereby providing ATCOs with better tools to manage the traffic.
- (viii) At Delhi, the number of non-schedule flights has been restricted to 04 movements per hour and at Mumbai, non-schedule flights are not accepted for two hours each in the morning and evening peak hours.

#### **Variations in consumer sale prices of petroleum products**

†\*116. SHRI RAM JETHMALANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether it is a fact that there have been variations in consumer sale prices of petroleum products during the last six months in the country;
- (b) if so, the names of the petroleum products, sale prices of which have declined during this period;
- (c) the names of the petroleum products, the consumer sale prices of which have increased; and
- (d) the reasons for such volatility in the sale prices of petroleum products?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The Government had constituted an Expert Group under the Chairmanship of Dr. Kirit S. Parikh to advise on a viable and sustainable system of pricing of petroleum products. In the light of the recommendations made by the Expert Group the Government has decided that the prices of Petrol and Diesel, both at the Refinery Gate and at the retail level, be made market-determined. As a result, the price of Petrol went up by Rs. 3.50 per litre. Now, the OMCs have the freedom to price Petrol based on market conditions and commercial considerations. In the case of Diesel, however, it was decided that initially, the price would be increased by only per litre. To reduce the under-recovery burden of the Public Sector Oil Marketing Companies (OMCs) the Government decided to increase the retail price of PDS Kerosene by only Rs. 3 per litre and that of Domestic LPG by only Rs. 35 per cylinder (at Delhi), with corresponding increases in the rest of the country.

The details of revision in the Retail Selling Prices (RSPs) of the four sensitive petroleum products namely; Petrol, Diesel, PDS Kerosene and Domestic LPG (at Delhi) during the last six months are given below :

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†Original notice of the question was received in Hindi.