(DR. MAHESH SHARMA): (a) Airports Authority of India (AAI) owns and manages 7 airports and 1 Civil Enclave *viz.*, (i) Raja Bhoj Airport, Bhopal (ii) Devi Ahilyabai Holkar Airport, Indore (iii) Jabalpur Airport (iv) Khajuraho Airport (v) Khandwa Airport (vi) Panna Airport (vii) Satna Airport and (viii) Rajmata Vijayaraje Scindia Terminal , Gwalior Airport (Civil Enclave) in Madhya Pradesh.

(b) Development/upgradation of airports is a continuous process and is undertaken by AAI from time to time depend ing on traffic demand, socio-economic considerations, availability of land etc . In order to facilitate international operations at Bhopal and Indore Airports, AAI has constructed New Integrated Terminal Buildings (NITB) capable of handling 500 Domestic and 200 International peak hour passengers at these airport s. NITB, Bhopal w as con1111issioned on 20th June, 2011 and NITB Indore was commissioned on 1 4th February, 2012. Runway and Apron at both these airports are suitable for handling AB-321 type of aircraft.

(c) Indian carriers are free to mount services from any point in India to foreign destinations as per the respective bilateral air service agreements. However, actual operations is always guided by its commercial judgement.

Wastage of fuel due to capacity constraints at Delhi and Mumbai airports

1317. SHRI RAM KUMAR KASHYAP : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is capacity constraints at Delhi and Mumbai airports causing huge wastage of fuel;

(b) whether if a flight hovers in the sky for an additional half an hour due to delay in allocation of landing slot, it consumes between 25 to 30 per cent extra fuel thereby increasing the operational cost of the airlines;

(c) whether Government has conducted any study to ascertain as to how much money is wasted in a day by airline companies towards hovering costs; and

(d) the steps taken to check capacity constraints at Delhi and Mumbai airports to save huge wastage of fuel?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) There are no capacity constraints at Delhi airport. However, there are certain unavoidable reasons resulting into capacity constraints at Mumbai airport such as single runway operation, higher traffic demand against the declared capacity, non-adherence to the allotted slots by the airline operators, etc.

(b) and (c) Government of India has not conducted any study to ascertain the impact of hovering time on the cost incurred by airlines. The cost of turnaround for Indian carriers at the major airports of the country depends upon weight, size and destination of the aircraft. It is further, upto the airline operators to individually assess the factors of their operational cost and adhere to the slots allotted to avoid increase in operational cost due to hovering cost, if any.

(d) M/s Mumbai International Airport Private Limited (MIAL) has taken various measures to avoid capacity constraints such as implementation of Airport Collaborative Decision Making System (A-CDM), holding regular meeting with all the stakeholders to reduce runway occupancy time (ROT) and enhancing runway utility, enhancement in aircraft movements from 30 to 50 per hour by Air Traffic Control, etc. Delhi airport does not require major initiative on account of Capacity constraint.

Profitable load factors of airlines

1318. SHRI PAUL MANOJ PANDIAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that with the projected travel, India is going to become the third largest aviation market by 2020 from the ninth position currently;

(b) whether it is also a fact that looking at the cost and load factors of airlines, it will be difficult for airlines to achieve profitable load factors; and

(c) whethter it is also a fact that Government is considering to bring down the operations of airlines, so that the airlines in India can become profitable?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (DR. MAHESH SHARMA): (a) and (b) No such analysis has been carried out by Directorate General of Civil Aviation (DGCA).

(c) Does not arise.

Performance of Air India in domestic sector

1319. SHRIMATI SAROJINI HEMBRAM : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government carrier, Air India, is doing a profitable business in the domestic sector during the last two years;

(b) if so, the details thereof in different sectors; and