

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 329
(TO BE ANSWERED ON THE 24th July 2023)

BOTTLENECKS IN UPGRADING AIRPORT INFRASTRUCTURE

329. SHRI PARIMAL NATHWANI

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

- (a) the bottlenecks faced by the Airports Authority of India (AAI) to extend the runways and/or expand the airfields/terminals;
- (b) the details of airports in the country which require extension of runways and expanding the terminals;
- (c) the details of new greenfield airports constructed in the country as a whole and particularly in the States of Andhra Pradesh, Gujarat and Jharkhand during last five years; and
- (d) the details of new airports planned to be constructed by 2030, if any?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(GEN. (DR) V. K. SINGH (RETD))

(a): The Airports Authority of India (AAI) faces bottlenecks in extending runways and expanding airfields/ terminals due to the limited availability of land and challenges associated with land acquisition. Many airports are surrounded by densely populated areas, making it difficult to acquire additional land for expansion. Moreover, permanent obstacles such as water bodies, hills, railway lines, etc. further complicate the process of extending runways and expanding airport infrastructure. These constraints present a major challenge in enhancing airport capacity.

(b): The upgradation of infrastructures/facilities at airports including extension of runways and expansion of terminal buildings is a continuous process, which is undertaken by the Airports Authority of India (AAI) or the concerned Airport Operators depending upon operational requirements, traffic, demand, commercial feasibility, availability of land etc.

(c): In the past five years, nine greenfield airports have been operationalized in the country viz. Pakyong (October, 2018) in Sikkim, Kannur (December, 2018) in Kerala, Kalaburagi (November, 2019) and Shivamogga (February, 2023) in

Karnataka, Sindhudurg (October, 2021) in Maharashtra, Kushinagar (November, 2021) in Uttar Pradesh, Orvakal (Kurnool) (March, 2021) in Andhra Pradesh, Donyi Polo (Itanagar) (November, 2022) in Arunachal Pradesh and Manohar International Airport (Mopa) (January, 2023) in Goa.

(d): Government of India (GoI) has accorded 'In-Principle' approval for setting up of 21 new Greenfield Airports out of which 11 Greenfield airports have been operationalised and out of the remaining 10, GoI has accorded 'in-principle' approval for setting up of Greenfield Airports at Jewar in Uttar Pradesh, Bhogapuram in Andhra Pradesh, Dholera and Hirasar in Gujarat, Vijayapura and Hassan in Karnataka and Navi Mumbai in Maharashtra, which are at various stages of development.

The timeline for construction of airports depends upon various factors such as land acquisition, mandatory clearances, removal of obstacles, financial closure etc. by the respective airport developers. The responsibility of implementation of airport projects including funding of the projects rests with the concerned airport developer including the respective State Government (in case the State Government is the project proponent).
