

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Rajya Sabha
STARRED QUESTION NO. : 78
TO BE ANSWERED ON THE 28th July 2025
CONSTRUCTION OF NEW AIR STRIPS

78. SHRI C. VE. SHANMUGAM

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

- (a) whether Government is contemplating any plan to speed up construction of new air strips and to procure new aircrafts to facilitate air travel in small districts and if so, the details thereof;
- (b) the details of the efforts being made by Government in order to make India the largest aviation hub in the world by 2030;
- (c) whether Government has made any assessment regarding the number of aircrafts required in various parts of the country and if so, the details thereof; and
- (d) the timeline fixed to meet the requirement of the said aircrafts?

ANSWER

Minister of CIVIL AVIATION (Shri Kinjarapu Rammohan Naidu)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (D) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 78 FOR ANSWER ON 28.07.2025 REGARDING "CONSTRUCTION OF NEW AIR STRIPS" BY SHRI C. VE. SHANMUGAM.

(a): The expansion and development of infrastructure at airports is a continuous process and is undertaken by the Airports Authority of India (AAI) and other Airport Operators from time to time, depending on the availability of land, commercial viability, socio-

economic considerations, traffic demand and willingness of airlines to operate to/from such airports. The completion of airport projects depend upon many factors such as land acquisition, availability of mandatory clearances, financial closure, etc.

The Government launched the Regional Connectivity Scheme - Ude Desh Ka Aam Nagrik (RCS-UDAN) to facilitate regional air connectivity by reviving unserved and underserved airports in Tier-2 & Tier-3 cities. So far, 92 unserved and underserved airports, including 15 heliports and 2 water aerodromes, have been operationalised across the country. Further, the Government has also announced the launch of the modified UDAN Scheme to enhance regional connectivity to 120 new destinations in the next 10 years. The scheme will also support helipads and smaller airports in hilly, aspirational, and the North East region districts.

(b): Under the National Civil Aviation Policy, 2016, various initiatives have been undertaken to promote the growth of the civil aviation sector in the country, including the development of international aviation hubs in India. Additionally, the Ministry has formulated an International Aviation Hub Strategy. The strategy intends to make India an aviation hub of choice for Indian passengers by 2030 and a global aviation hub by 2047. The strategy leverages India's geographical advantage and includes limiting foreign carriers while strengthening domestic ones, resulting in Indian carriers' international traffic share increasing along with an increase in International-to-International traffic.

(c) and (d): The airline operators induct new aircraft in their fleet to cater to the growing demand for air transport. The details of aircraft orders placed by major airlines are at Annexure.

Aircraft orders placed by Major Airlines (As per information received from the airlines)

S. No.	Name of the operator	Type of aircraft	No. of aircraft ordered	Year of Order Placed	No. of aircraft already imported as on 30.06.2025	Tentative timelines for induction
1	Air India Group	A320/A321	210	2023	25	2023 to 2032
		A350	40	2023	6	2023 to 2032
		B787	20	2023	-	2025 to 2034
		B777	10	2023	-	2025 to 2034
		B737-8	190	2023	48	2023 to 2032
		A350	10	2024	-	Yet to obtain In-Principle Approval from DGCA
		A320	90	2024	-	
2	InterGlobe Aviation Limited (Indigo)	A320 Family	400	2015	276	Ongoing
		A320 Family	300	2019	-	2025 onwards
		A320 Family	500	2023	-	2030 onwards
		A350	30	2024	-	2027 onwards
3	SNV Aviation Pvt. Ltd. (Akasa Air)	B737-8	76	2021	30	Ongoing and will be inducted until 2028
		B737-8	150	2024	-	2027 to 2032
Total			2026		385	

Note:

1. Aircraft induction by the airline operators would be accompanied with re- delivery/export of their existing aircraft in line with expiry of the lease periods. The aircraft induction would therefore cater

for increase in airline fleet as well as replacement of existing fleet over time.

2. Airline operators would plan/optimize their fleet over time based on commercial considerations.
