

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 2735
(TO BE ANSWERED ON THE 18th August 2025)**

STATUS OF EXPANSION OF BELAGAVI AIRPORT

2735. **SHRI IRANNA KADADI**

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

- (a) current status of the expansion plan for Belagavi airport (IXG), including runway extension and new terminal building works;
- (b) year-wise passenger and cargo traffic growth at the airport during the last three years;
- (c) the steps being taken to declare Belagavi a customs airport and initiate international flight operations, particularly to Gulf countries;
- (d) whether any new domestic routes connecting Belagavi are planned for 2025-26; and
- (e) the timeline for the completion of all ongoing infrastructure projects at the airport?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Murlidhar Mohol)

(a) Belagavi Airport is a domestic airport owned and operated by the Airports Authority of India (AAI) with an existing runway orientation 08/26 having dimensions 2300 x 45m suitable for A-320 type aircraft. The existing Terminal Building has a capacity of 0.8 million passengers per annum.

The expansion and upgradation of airports, including runway extension, is a continuous process and is undertaken by the Airport Operators from time to time, depending on the availability of land, commercial viability, socio-economic considerations, traffic demand/willingness of airlines to operate to/from such airports.

AAI has undertaken the construction of a new terminal building and miscellaneous works at Belagavi Airport at an estimated cost of Rs.322.45 crore, to enhance its capacity to handle 3.5 million passengers per annum.

(b) At Belagavi Airport, 0.30 million passengers and 37 Metric Tonnes (MT) of freight were handled in 2022-23, 0.31 million passengers and 12 MT in 2023-24 and 0.34 million passengers and 24 MT in 2024-25.

(c) Declaration of an airport as an International including Customs airport depends upon traffic potential, demand from airlines for the operation of international flights, and bilateral Air Services Agreement besides the provision of Ground Lighting facilities, Instrument Landing System, runway length, Immigration, Health and Animal & Plant Quarantine services etc.

(d) With the repeal of the Air Corporation Act in March 1994, Indian domestic aviation has been fully deregulated. Airlines are free to select markets and routes, induct any aircraft type, and operate in compliance with the Routes Dispersal Guidelines (RDG) issued by the government. Therefore, the decision to introduce air services to or from any airport depends on the airline operator's operational and commercial viability.

(e) The completion timeline for airport projects is dependent on multiple factors, including land acquisition, regulatory clearances, removal of obstacles, and financial closure by the respective airport developers.
