

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
RAJYA SABHA  
STARRED QUESTION NO : 13  
(TO BE ANSWERED ON THE 1<sup>st</sup> December 2025)**

**EXPANSION AND UPGRADATION PLANS OF BELAGAVI AIRPORT**

\*13.      **SHRI IRANNA KADADI**

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

- (a) the detailed status of the expansion and upgradation plans for Belagavi airport (IXG);
- (b) whether the proposals for installing an Instrument Landing System (ILS) Category II or III to combat fog-related disruptions have been approved;
- (c) the new domestic destinations that will be connected to Belagavi in the next financial year;
- (d) whether there are plans to designate Belagavi as an international airport, given its strategic location and cargo potential; and
- (e) the steps being taken to enhance cargo handling facilities at the airport to support local industries and agricultural exports?

**ANSWER**

**MINISTER OF CIVIL AVIATION**

(Shri Kinjarapu Rammohan Naidu)

(a) to (e): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (E) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 13 FOR ANSWER ON 01.12.2025 REGARDING "EXPANSION AND UPGRADATION PLANS OF BELAGAVI AIRPORT" BY SHRI IRANNA KADADI.

(a): Belagavi Airport is a domestic airport owned and operated by the Airports Authority of India (AAI) suitable for operations of A-320 type aircraft. AAI has undertaken the construction of a new terminal building, extension and re-configuration of Apron Bays for Code-'C' type of Aircraft and allied 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 (MPPA) from the existing capacity of 0.8 MPPA.

(b): At present, CAT-I Instrument Landing System (ILS) is operational at Belagavi airport. The systems are upgraded to CAT-II or CAT-III ILS based on operational requirements and land availability.

(c): With the repeal of the Air Corporation Act in March 1994, Indian domestic aviation has been 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.

(d): 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.

(e): For facilitating cargo operations at Belagavi Airport, the handling and movement of domestic air cargo are presently being carried out through the Domestic Passenger Terminal Building. Further, airport infrastructure is upgraded by the concerned airport operator as necessitated based on overall demand.

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