

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO. : 977
TO BE ANSWERED ON THE 9th February 2026
BELAGAVI AIRPORT

977. **SHRI IRANNA KADADI**

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

- (a) the details of the unserved and underserved routes operationalized from Belagavi airport under the UDAN scheme as of January, 2026;
- (b) the status of the Viability Gap Funding (VGF) disbursement to the airlines operating on these regional routes;
- (c) the measures taken to ensure the regularity and reliability of flights connecting Belagavi with Tirupati and Hyderabad;
- (d) the impact of the RCS on the tourism inflow to the Dudhsagar and Gokak falls region; and
- (e) Government's plan to connect Belagavi with the heritage destinations of Hampi and Badami via air?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION (Shri Murlidhar Mohol)

(a): The details of Regional Connectivity Scheme (RCS) routes connecting Belagavi Airport, awarded under the UDAN Scheme along with their current operational status, are placed at Annexure.

(b): As on date, a total amount of Rs. 312.11 crore has been disbursed to airline operators as Viability Gap Funding (VGF) for the operation of RCS routes connecting Belagavi Airport.

(c) & (d): Under the UDAN Scheme, RCS routes connecting Belagavi and Hyderabad were awarded to IndiGo, SpiceJet and TruJet and the flight operations on the said sector were commenced by all three airlines. IndiGo has continued operations on a non-RCS basis on this route even after completion of the prescribed three-year VGF support period.

RCS flight operations on the Belagavi-Tirupati route were commenced by Star Air and TruJet. Presently, Belagavi Airport is a served airport as per the provisions of the UDAN scheme.

The implementation of the Regional Connectivity Scheme has enhanced air access to the Belagavi region, which has the potential to support tourism inflow to nearby destinations such as Dudhsagar Falls and Gokak Falls, besides contributing to overall regional economic development.

(e): With the repeal of the Air Corporations Act in March 1994, the Indian aviation sector has been deregulated. Consequently, the decision to operate on any route rests solely with the airlines, based on the route's economic viability and other relevant commercial considerations.

Details of Routes connecting Belagavi Airport operationalised under the UDAN scheme

S. No.	Route	Present Status
1.	Belgaum to Hyderabad	Operational commercially by Indigo(Discontinued as airline shut down its operations)
2.	Hyderabad to Belgaum	Operational commercially by Indigo(Discontinued as airline shut down its operations)
3.	Belgaum to Jaipur	Operational under RCS
4.	Jaipur to Belgaum	Operational under RCS
5.	Ahmedabad to Belgaum	Operational as non-RCS (Completed 3 years tenure plus extension)
6.	Belgaum to Ahmedabad	Operational as non-RCS after 3-years (Completed 3 years tenure plus extension)
7.	Belgaum to Hyderabad	Operational as non-RCS after 3-years (Completed 3 years tenure)
8.	Hyderabad to Belgaum	Operational as non-RCS after 3-years (Completed 3 years tenure)
9.	Belgaum to Hyderabad	Operational commercially (Completed 3 years tenure)
10.	Hyderabad to Belgaum	Operational commercially (Completed 3 years tenure)

Further, 8 routes became non-operational as airline shut down its operations and 16 routes completed three years tenure and later became non-operational due to various reasons such as completion of the three-year Viability Gap Funding (VGF) support period, poor visibility conditions, restriction of operations to daytime at VFR-only airports, non-availability of aircraft, leasing issues, temporary discontinuation by airlines and low passenger load factors.