

**GOVERNMENT OF INDIA**  
**MINISTRY OF CIVIL AVIATION**  
**LOK SABHA**  
**UNSTARRED QUESTION NO. : 4724**  
( TO BE ANSWERED ON THE 21st August 2025 )  
**EXPANSION OF MADURAI AIRPORT**

4724. SHRI S VENKATESAN

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) the current status of the proposed expansion of international terminal at Madurai Airport;
- (b) whether land acquisition has been completed for the expansion of the runway to accommodate larger international flights and if so, the details thereof; and
- (c) the timeline fixed for upgrading critical infrastructure such as taxiways, cargo terminals and passenger lounges at Madurai Airport?

**ANSWER**

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

(a) to (c): The expansion and upgradation of 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 / willingness of airlines to operate to/from such airports.

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The existing Integrated Terminal Building at Madurai Airport spans an area of approximately 17560 sqm and is capable of accommodating 2.9 Million Passengers Per Annum. AAI has requested the State Government of Tamil Nadu for 653.35 acres of land to facilitate comprehensive airport development, including extension of runway from 2285 m to 3810 m for operation of Code-E type of aircraft, development of runway strip, apron, parallel taxi track, terminal building, cargo terminal, etc.;

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As per the National Civil Aviation Policy, 2016, the land for development of an airport is to be provided by the respective State Government/ Union Territory Administration free of cost and free from any encumbrances to the Airports Authority of India (AAI). Out of the total land requirement, 543.41 acres have so far been handed over to AAI by the State Government.

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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.

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