

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**LOK SABHA**

**UNSTARRED QUESTION NO. : 872**

( TO BE ANSWERED ON THE 4th December 2025 )

**AIR CONNECTIVITY AND SAFETY MEASURES AT AIRPORTS**

872. SHRI ANURAG SINGH THAKUR

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) the present status of flight operations from the three airports in Himachal Pradesh, namely Shimla, Kullu (Bhuntar) and Kangra (Gaggal) including the number of airlines operating, total flights handled and the reasons for frequent cancellations;
- (b) whether the Government has identified/proposed new routes from the said airports and if so, the details thereof;
- (c) whether the Government has identified technical challenges relating to landing and take-off in mountainous terrain and if so, the details thereof along with the infrastructural or procedural measures being implemented such as navigational aids, runway upgrades, safety audits and specialised pilot training;
- (d) whether incidents of bird strikes and related hazards reported at these airports have affected flight operations and if so, the details thereof along with the steps taken for bird hazard management including environmental control, coordination with local bodies and deployment of deterrent systems; and
- (e) whether the Government proposes any further measures including expansion of air services, night-landing capability, enhanced ATC/meteorological support and other steps to ensure safe and reliable air connectivity for Himachal Pradesh and if so, the details thereof?

**ANSWER**

Minister of State in the Ministry of CIVIL AVIATION

**(Shri Murlidhar Mohol)**

(a) & (b): The details of flight operations from Shimla, Kullu and Kangra is attached at Annexure.

Scheduled airlines operate their flights as per the approved Schedule. Delays/cancellations are mainly due to various extraordinary reasons viz. weather, technical, operational, ATC, ramp, airport issues, etc., which could not

have been avoided even if all reasonable measures had been taken by the airline.  
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Airlines plan their domestic flight schedule on a specific route/city based on market demand, commercial feasibility and their company policy.

(c): With regard to the airport infrastructure, the DGCA issues Aerodrome Licenses to airports after verifying compliance with the regulatory requirements stipulated in DGCA CAR Section 4, Series B, Part I, and CAR Section 4, Series F, Part I.

Concerning the pilot training requirement, mountainous terrain have been identified as CAT 'C' airfields due to the critical nature of operations in terms of landing and take-off. Hence specialized pilot training requirements persist.

Operations circular i.e. OC2/2012 has been issued which specifically requires the minimum experience, training requirements and qualification for pilots to operate in and out of these airfields. Requirements for the operations in mountainous terrain is also specified in operation circulars OC8/1995 and OC6/2002.

(d): In 2025, Kullu (Bhuntar) Airport reported two bird strikes with no impact on flight operations, while Shimla and Kangra (Gaggal) Airports reported no bird strikes and no operational disruptions.

However, the following steps are being taken to avoid any disruption in flight operations at these airports:

1. Coordination with civil authorities/civil bodies to keep the area around the airport clean and free from food that attracts wildlife.
2. Disposal of garbage and proper waste management.
3. Regular inspection of airport surrounding area involving concerned Depts. of civic bodies.
4. AEMC meetings under the chairmanship of Chief Secretary/ Commissioner/ Head of the District & regular follow up action.
5. Maintenance of the operational area.
6. Spreading awareness around the local communities about wildlife hazards and its impact.
7. Deploying bird scarers and scaring devices to scare birds within the airport area etc.

Rule 91 of The Aircraft Rule 1937 prohibits dumping of garbage and slaughter of animals that may attract wildlife within 10km of the Aerodrome Reference Point.

Aerodrome Advisory Circular AD AC 06 of 2017 mandates aerodrome operator for development & implementing an effective wildlife control mechanism at aerodromes to control wildlife strikes.

Civil Aviation Requirement Section 4 Series B Part 1 mandates aerodrome operators to take necessary action to identify, manage and mitigate the risk of aircraft operations posed by wildlife by adopting measures likely to minimize the risk of collision between wildlife and aircraft.

Further, Aerodrome Advisory Circular AD AC 01 of 2022 has been issued to identify the gaps and ensure strict implementation of the plan for wildlife hazard management on and in the vicinity of aerodromes.

Aerodrome operators coordinate with local authorities to manage wildlife hazard activities which is a component of wildlife hazard management plan.

(e): Licensed Air Traffic Controllers are posted at all operational airports in Himachal Pradesh to ensure safe and reliable Air Traffic Control Services. Further, the upgradation of airports 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 & operational requirements for safety of aircraft operations.

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**ANNEXURE**

**Present Status of Flight Operations in Himachal Pradesh**

<b>Airport</b>	<b>No. of schedule aircraft movements (arrival + departure) per week</b>	<b>Airlines operating</b>	<b>Cities connected</b>
KANGRA	60	Indigo, Alliance Air, Spicejet	Delhi, Chandigarh
KULLU	12	Alliance Air	Amritsar, Dehradun, Delhi, Jaipur
SHIMLA	No schedule flight operations		