

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

**STARRED QUESTION NO. : 399**

( TO BE ANSWERED ON THE 19th March 2026 )

**MODERNISATION OF AIRPORT INFRASTRUCTURE IN KERALA**

399. SHRI SHAFI PARAMBIL

SHRI BENNY BEHANAN

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) whether the Government proposes to expand or modernise airport infrastructure in Kerala including runway extensions, safety area development, terminal expansion and cargo facilities and if so, the details thereof, airport-wise;
- (b) the total funds allocated and released by the Government for development and modernisation of airports and aviation safety infrastructure in Kerala during the last five years, year-wise;
- (c) whether the Government has conducted any safety audits of airports in Kerala and if so, the findings thereof along with the corrective steps taken thereon;
- (d) whether any proposal for establishment of new airports, airstrips or heliports has been received from the State Government of Kerala and if so, the current status thereof; and
- (e) the steps taken by the Government to enhance international connectivity and increase flight frequency to and from Kerala?

**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 LOK SABHA STARRED QUESTION NO. 399 FOR REPLY ON 19.03.2026 REGARDING MODERNISATION OF AIRPORT INFRASTRUCTURE IN KERALA ASKED BY SHRI SHAFI PARAMBIL AND SHRI BENNY BEHANAN**

(a): The expansion and modernization of airports is a continuous process and is undertaken by Airports Authority of India (AAI) and other Airport Operators from time to time depending on the traffic demand, operational requirements and demand from airlines. In Kerala, at Calicut Airport, AAI has undertaken development of additional Runway End Safety Area (RESA) on both the ends of Runway 10-28. At Cochin Airport, the airport operator has undertaken expansion of the International Terminal (T-3) and apron. Further, at Thiruvananthapuram Airport, the infrastructure development works including expansion of Security Hold Area at Terminal T-1, taxiway recarpeting and augmentation of passenger handling capacity at Terminal T-2 have been undertaken.

(b): The infrastructure development works are generally funded by airport operators including the Airports Authority of India (AAI), from their own resources. Under the Regional Connectivity Scheme - Ude Desh ka Aam Nagrik (RCS-UDAN), Rs. 5500 crore has been allocated for revival/upgradation of unserved and underserved Airports/Heliports/Water Aerodromes. Out of this, a total of Rs. 4714.66 Cr. has been incurred.

(c): The Directorate General of Civil Aviation (DGCA) conducts annual surveillance inspections of licensed airports to ensure safe airport operations and to maintain infrastructure in compliance with civil aviation requirements. Observations arising from these inspections are communicated to the respective aerodrome operators for necessary corrective action. During the year 2025, around 91 observations were identified at airports in Kerala. All such observations were classified as Level II and 89 of them have already been closed upon completion of the required corrective actions by the aerodrome operators.

(d): In April, 2023, Government of India granted 'Site Clearance' to Kerala State Industrial Development Corporation Limited (KSIDC) for setting up of a Greenfield Airport at Kottayam in Kerala. In July, 2025, KSIDC submitted the application along with Detailed Project Report (DPR) to Ministry of Civil

Aviation (MoCA), seeking In-Principle approval. The Steering Committee has recommended grant of 'in-principle' approval for the project.

(e): The international operations of airlines are governed by the bilateral Air Services Agreement (ASA) between India and the respective country. In accordance with ASA, Indian designated carriers are free to mount operations to/from any international airport to foreign destinations as per mutually agreed capacity limits. The commencement of direct international flights from any point in India is purely a commercial decision of scheduled airlines on the basis of passenger demand, availability of slots, economic viability of the route and other associated factors.

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