

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 131

(To be answered on the 29th January 2026)

DEVELOPMENT OF AIRPORTS IN ANDHRA PRADESH

131. SHRI P V MIDHUN REDDY

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

- (a) whether the Government has approved or granted in-principle clearance for the proposed airports at Tadepalligudem, Kuppam, Srikakulam and Ongole in Andhra Pradesh and the size (acreage) of land acquired or proposed for each of these airports;
- (b) if so, the details thereof along with the timelines fixed for feasibility study, land acquisition, release of central funding and commencement of first phase of construction and if not, the reasons therefor; and
- (c) the details of the policy in place for promoting secondary airports under the Regional Connectivity Scheme/Greenfield Airports Policy and the manner in which these sites qualify?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Murlidhar Mohol)

- (a) & (b): Based on the request of State Government of Andhra Pradesh (GoAP), Airports Authority of India (AAI) has conducted Pre-feasibility study for proposed airport sites at Kuppam, Srikakulam and Ongole. In January, 2026, GoAP requested AAI to conduct Pre-feasibility study for Tadepalligudem site for which requisite details along with site data have been sought from GoAP by AAI.

GoAP has submitted proposals seeking Site Clearance for proposed airports at Kuppam and Srikakulam, as per Greenfield Airports (GFA) Policy. These proposals are under consideration.

As per the GFA Policy, 2008, the responsibility for implementation of the Greenfield airport project including land acquisition, R&R, funding etc. lies with the concerned airport developer or the State Government, as the case may be. The timeline for completion of the airport projects depends upon many factors such as land acquisition, availability of mandatory clearances, financial closure etc.

(c): No greenfield airport is allowed within an aerial distance of 150 Km of an existing civilian airport, in terms of GFA Policy, 2008. It may however be allowed after examination of its impact on the existing airports, on a case to case basis.

In case of greenfield airport, the project proponent submits the proposal for 'Site Clearance' and 'In-Principle' approval to Ministry of Civil Aviation.

In case of RCS-UDAN, existing unserved and underserved airstrips are taken up for development and operationalisation through a demand based bidding mechanism.
