

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 2745
(TO BE ANSWERED ON THE 18th August 2025)**

SAFETY IN CIVIL AVIATION SECTOR

2745. SHRI DEREK O' BRIEN

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

- (a) the number and details of airports in the country currently equipped with the Instrument Landing System (ILS);
- (b) the number of airports in the country that have table-top runways;
- (c) the year-wise details of incidents or accidents linked to table-top runways during the last five years;
- (d) whether Government has planned or is planning to devise alternatives to table-top runways; and
- (e) if so, the details thereof, and if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Murlidhar Mohol)

(a): Presently, more than sixty operational airports in the country are equipped with Instrument Landing System (ILS). Among these, six airports namely, Delhi, Lucknow, Jaipur, Amritsar, Kolkata, and Bengaluru, have one or more runways certified by Directorate General of Civil Aviation (DGCA) for CAT II/III operations.

(b): Five operational airports namely, Shimla in Himachal Pradesh, Calicut in Kerala, Mangaluru in Karnataka, Lengpui in Mizoram and Pakyong in Sikkim, have runway built atop elevated terrain.

(c): During last five years, one accident and one incident of Indian Civil registered aircraft in India have occurred on runway built atop elevated terrain:

1. Accident of M/s Air India Express B737-800 aircraft on 07.08.2020 at Calicut airport.
2. Incident of M/s Alliance Air ATR 42 aircraft on 17.04.2025 at Shimla airport.

(d) & (e): The civil airports in the country including airports which have runways

built atop elevated terrain are licensed by Directorate General of Civil Aviation (DGCA) for aircraft operations after ensuring requisite safety and infrastructural provisions as per the Civil Aviation Requirements. Further, safety measures have been mandated by DGCA to ensure safety of the aircraft operations which include mandatory provision of Runway End Safety Area and its periodic maintenance as per International Civil Aviation Organisation's requirements, regular maintenance of the runway strip to prevent the soil erosion and mandatory friction testing at regular intervals etc.
