



ODISHA CIVIL AVIATION POLICY

2022

DEPARTMENT OF COMMERCE & TRANSPORT
GOVERNMENT OF ODISHA

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Term / Abbr.	Meaning / Full name
AAI	Airports Authority of India
Administrative Department	Commerce and Transport (Transport) Department, Govt. of Odisha
ATF	Aviation Turbine Fuel
BPI Airport	Biju Patnaik International Airport, Bhubaneswar (BBI)
CAR	Civil Aviation Requirements
C&T (Transport) Dept. / Department / C&T Dept.	Commerce and Transport (Transport) Department, Govt. of Odisha
DGCA	Directorate General of Civil Aviation, Govt. of India
DoCA	Directorate of Civil Aviation, Govt. of Odisha
Eoi	Expression of Interest
FTO	Flying Training Organisation
GATI	Government Aviation Training Institute
Goi	Government of India
GoO	Government of Odisha
HPC	High Power Committee
ICAO	International Civil Aviation Organisation
IT / ITeS / ESDM	Information Technology / Information Technology enabled Services / Electronics and System Design and Manufacturing
MoCA	Ministry of Civil Aviation, Govt. of India
MRO	Maintenance, Repair and Overhaul
Mtr. / M²	Meter / Square Meter
NCAP	National Civil Aviation Policy 2016
Net Zero	Carbon neutrality: a target of completely negating the amount of greenhouse gases produced by human activity, to be achieved by reducing emissions and implementing methods of absorbing carbon dioxide from the

Term / Abbr.	Meaning / Full name
	atmosphere.
NSOP	Non-Scheduled Operator's Permit
OCAP	Odisha Civil Aviation Policy 2022
OMC	Oil Marketing Companies
PLI	Production Linked Incentives
PPP	Public Private Partnership
PSU	Public Sector Undertaking
RCS	Regional Connectivity Scheme
RNFC	Route Navigation and Facilitation Charges
SGST	State Goods and Service Tax
SME	Subject Matter Expert
UDAN	Ude Desh ka Aam Naagrik
VAT	Value Added Tax
VSS Airport	Veer Surendra Sai Airport, Jharsuguda (JRG)

1. Introduction

Odisha is geographically located on the eastern coast of India. Potentially endowed with natural resources and an extensive coastline, Odisha, for the past two decades, has been one of the prime destinations for the upstream industries sector. The gross value added by the industry sector for Odisha stood at 39.5% against the national average of 28.2%. Interestingly, the average flying time from the State capital (Bhubaneswar) to major cities of the country is about 2.5 hrs. The Biju Patnaik International (BPI) Airport, Bhubaneswar (1962) is the only international airport in the State in addition to the Veer Surendra Sai (VSS) Airport, Jharsuguda (2017), a domestic airport; both owned and operated by the AAI. In addition, two (02) airports are at Rourkela (2B licensed) and Jeypore (2B VFR licensed) in the districts of Sundargarh and Koraput respectively. The BPI Airport, Bhubaneswar has witnessed cheering passenger traffic growth over the period. The aspirations for the aviation sectoral growth dispersed across the State are very high. There are other potential locations in the State. Odisha is a power surplus State and has already emerged as a budding destination for IT / ITeS / ESDM sector which is backed by model governance and growth oriented strategic decision-making by stable and decisive leadership. The State has holy abodes of several deities, tourism sites and witnesses heavy footfall across various locations for cultural, mythological and devotional beliefs and customs.

The Ministry of Civil Aviation (MoCA), Govt. of India is the promoter for the sectoral growth in India and formulates policies and guidelines for regional growth in civil aviation. In 2016, the MoCA has formulated National Civil Aviation Policy (NCAP), 2016 with an aspirational vision for a decade. Nonetheless, a regional connectivity scheme namely UDAN (Ude Desh ka Aam Naagrik) was further conceived by the Ministry which has salient features such as Govt. support (limited), cooperative federalism, capped airfares and the selection of operators through a transparent and competitive bidding. Currently, Odisha has seven (07) RCS routes.

Odisha is rich in natural resources which produce diverse workforce and economic opportunities. The Odisha tag is valued much across fields and forums nationally and globally. For an inclusive and diverse growth of the State, Govt. of Odisha, has always come forward to contribute and add to the efforts of every party interested in bringing prosperity to the State and people of Odisha. In this sector, the State has already made diverse contributions and is keen to articulate a sectoral policy which would aid to visualize, optimize, and control its efforts to add value to the aviation sector within the contours of federal structure of India. This State specific policy is aligned as per NCAP-2016 and will work within the purview and extant of Union Civil Aviation Act, Rules and Policies. This policy may be revised as per the amendments or introduction of Acts, Rules, Regulations and Guidelines published by the MoCA, GoI.

2. Vision

To harness faster augmentation of the aviation infrastructure in the State with an investor friendly ecosystem to improve regional air connectivity, create sectoral skilled resource pool

and maintenance, repair and overhaul (MRO) facilities in the State over a span of five (05) years.

3. Objectives

Govt. of Odisha, through this policy, envisages promotion and growth of civil aviation sector in the State. The objectives have been set out in accordance with the NCAP-2016 are as follows:

3.1. Improve connectivity

- i. To add at least three (03) potential airstrips namely Utkela (Kalahandi), Amarda (Mayurbhanj) and Rangeilunda (Ganjam) to “Functional Airports” category in the aviation map of the country to aid the potential of tourism by linking major tourist spots of the state with various domestic and international locations.
- ii. Establish at least two (02) cargo hubs in the state by end of the policy period.

3.2. Partnering with private operators

Create business environment that attracts Airline Operators to invest and monetise the untapped potential in the aviation sector and lead to balanced regional growth in the State through establishment of a single window system that would provide all the required facilities and assistance to promote the whole value chain in the sector.

3.3. Increase employment opportunities

- i. Leasing out minimum two (02) nos. of state owned airports / airstrips to the interested parties for occupational training in the sector.
- ii. Establishing one (01) MRO facility centre which would provide employment opportunities at the homeland of the individuals working in the same field but away from home.
- iii. Augment the capacity of the Government Aviation Training Institute (GATI) to produce skilled and licensed Pilots to meet the future needs.

4. Policy highlights

- i. The Odisha Civil Aviation Policy, 2022 shall come into force from the date of its Notification and remain valid for a period of five (05) years.
- ii. The State Government owned airfields would be allowed to be utilized under ‘**Right to Use**’ model for **five (05) years** from the date of notification, subject to review of performance of User Agency by **High Power Committee (HPC)**.
- iii. The incentives earmarked for various categories under this policy are exclusively for the service providers benefiting targeted service consumers and areas.

- iv. The policy shall be reviewed from time to time or in the event of amendment by MoCA/GoO to update the provisions of various sections including the incentives earmarked.
- v. The Directorate of Civil Aviation shall be the Nodal Agency for the development of aviation and related infrastructure in the State. The Nodal Agency may engage SMEs for expert advice and shall look into the following aspects in due consultation with the HPC and MoCA/AAI/DGCA.
 - a. Infrastructure augmentation
 - b. Policy implementation,
 - c. Bridging resource gap
 - d. Bringing regional infrastructural parity and economic viability
 - e. Encourage trade tourism and overall growth

4.1. Incentives under UDAN

4.1.1. RCS Airports

Sl. No.	Beneficiary	Incentive type	Amount
1.	Airline Operator	VAT on ATF	1% for all RCS flights (as per the Finance Department Notification vide 24567/F, dated: 22.8.2017)
2.	Airline Operator	VGF	@20% as state share of the 50% seats of RCS aircrafts shall be borne by the state for three (03) years and subject to review after 3 years (as per NCAP 2016)
3.	Airline Operator	Seat underwriting	To be decided by the State Government/ HPC based on routes and operational profitability to the Operator
4.	Airline Operator	Office space	Up to 100 M ² on free-lease basis
5.	Airline Operator	Physical security and fire services	To be provisioned by the State Government for free
6.	Airline Operator	Electricity / Water supplies	To be provided at substantially concessional rates by the State Government
7.	Oil Marketing Companies	Subsidy on license fees for Aviation Fuelling Station	Up to 1,600 M ² @Re.1/- per M ²
8.	Airline Operator	Ambulance services	To be provisioned by the State Government for free

4.1.2. Non-RCS Airports

The State Government is keen to prepare a framework for use / develop and maintenance of non-RCS airports by the Commerce & Transport (Transport) Department in consultation with the State Departments of Law, Finance, Home and Works under the guidance of the AAI / DGCA / MoCA, GoI.

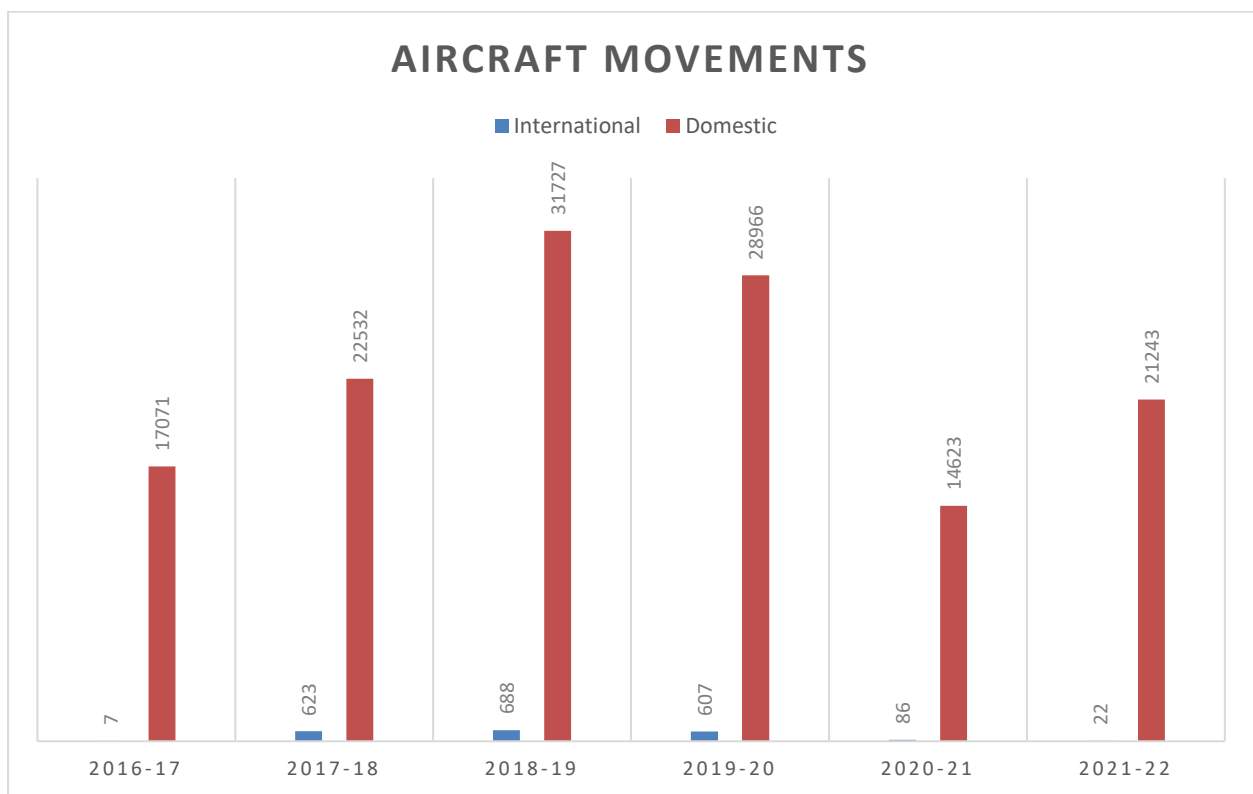
Additional support may also be offered by the State Government for a period to be decided by the HPC, with private participation or in PPP model, which shall be as follows:

- i. Suitable sharing of operational cost, as mutually agreed to.
- ii. Operation and maintenance as mutually agreed to.
- iii. Runway maintenance and re-carpeting full length on need basis.
- iv. Airport boundary wall construction /maintenance.
- v. Construction / maintenance of VIP lounges/ Terminals.
- vi. Free electricity to the Airport and terminal buildings
- vii. Free water to the Airport and terminal buildings
- viii. Infrastructure for connectivity with city and other important areas
- ix. Construction and maintenance of runway/taxiway/apron as needed.
- x. Promotion.
- xi. Road and Transportation.
- xii. No Landing and Parking charges on State owned Airports.

5. Current scenario of Aviation Sector in Odisha

Odisha has 19 airports / airstrips of which 12 are state-owned. In addition, there are as many as 13 heliports in the State. The details of these Airports are available at Annexure.

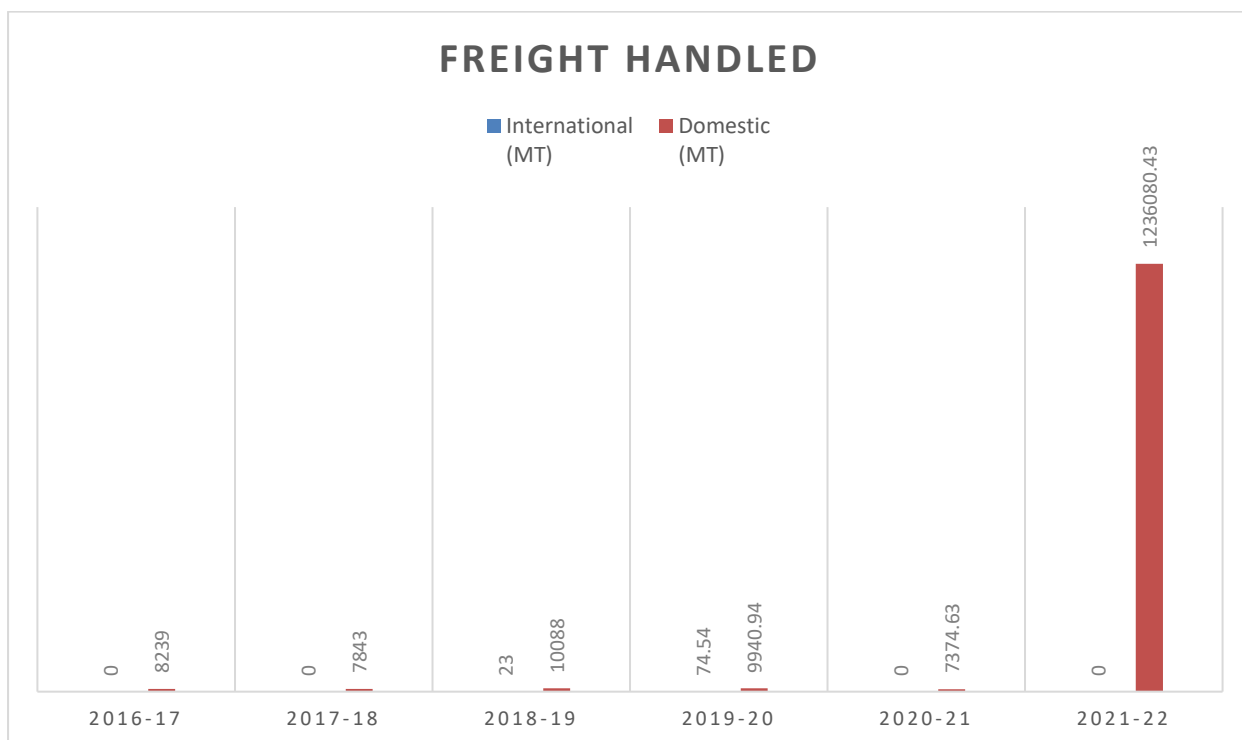
The BPI Airport, Bhubaneswar is licensed for operation of intra-state, inter-state and international flights while the VSS Airport, Jharsuguda and Jeypore Airport, Koraput are providing intra-state and inter-state flights. The traffic and freight data at BPI Airport, Bhubaneswar in last six (06) years is depicted hereunder. Due to the restrictions imposed for spread of CoVID-19 in the year 2020 and 2021, this sector faced sharp decline in handling traffic / passengers / freight.



(Fig-1: Aircraft movements in BPI Airport, Bhubaneswar | Source: AAI)



(Fig-2: Passengers served at BPI Airport, Bhubaneswar | Source: AAI)



(Fig-3: Freight handled at BPI Airport, Bhubaneswar in past 6 years | Source: AAI)

6. Development of airport and related infrastructure

The State Government is keen to augment the aviation sector and has resolved not only to make and encourage investments in the aerospace and defence manufacturing sector but also extend all possible support to the civil aviation aspect. Since civil aviation is a listed subject of the Union Govt., the state is committed to plan the sectoral growth under the aegis of the MoCA which drives the civil aviation domain through various acts, rules, regulations and guidelines as and when needed. The Ministry, through the NCAP-2016, encourages development of airports by the State Governments or the private sector or in PPP mode. Odisha has high aspirations for aviation sector growth and has one of the most progressive industrial policy ecosystems in the country with the State Government providing all the necessary support to investors from concept to commissioning and beyond. While the Industrial Policy Resolution, 2015 is the mother policy governing all the investments in the state, there are also specific sectoral policies designed keeping in mind the unique requirements of each sector. To promote investments in the sectors identified under PLI schemes, the Government of Odisha has come up with special incentive package for mega investments in new-age and strategic sectors like aerospace and defence manufacturing, EV, Green energy equipment among others.

6.1. Development of airports / heliports / drone operations

All such initiatives shall be taken up by the Govt. of Odisha in due consultation / partnership with MoCA or its nominated agency and its policy framework.

6.1.1. Airports

- i. Most of the existing and future airport projects (green / brown field) of the State may be developed with a joint venture company (JVC), which would become a subsidiary under PPP framework. The revenue share pattern shall be decided mutually with Government approval.
- ii. Private participation shall be allowed for state owned airports and seaplane to bring in expertise in the optimal manner, through a fair and transparent bidding process.
- iii. Possibility of Helicopter operations in the State to provide easier access to inaccessible / remote areas which are relatively untraveled but have the potential to become tourist destinations.
- iv. The State Government owned airfields would be allowed to be utilized by Pvt. Operators and FTOs under '**Right to Use**' model for **five (5) years** from the date of notification, subject to review of performance of User Agency by High Power Committee (HPC). The 'Agreement for Right to Use' shall be renewable based on satisfactory performance, further on mutually agreed terms. Private participation may be followed through invitation for EoI or through execution of Memorandum of Understanding (MoU) for the identified State owned Airstrips / Airports.

6.1.2. Helicopter operation

The State Government is committed to promote helicopter operations in the state for time-saving transportation of tourists, health service and business houses. The same shall be taken up by the state in consonance with the MoCA or its nominated agency. Nevertheless, the Govt. of Odisha has resolved to make the following contribution/s in promoting helicopter operations in the state.

- i. **Ground Handling:** In accordance with Ground Handling Services Regulations, 2018 issued by the AAI, all scheduled operators are allowed to undertake self-handling at their own discretion on all airports.
- ii. **Parking Charges:** There will be no parking / Night halt charges for 3 years for helicopters at airports / heliports owned by the State Government.
- iii. **Landing charges:** From the date of promulgation of the policy, landing charges for helicopters will not be applicable for 3 years at all airports.
- iv. **Service charges:** Helicopter operator/s may economise space for extending services to passengers. They may also extend on-line services.
- v. **UDAN:** MoCA is developing helipads/heliports under the scheme for revival/up-gradation of airports/heliports/water aerodromes to facilitate helicopter operations under UDAN, to be identified by State Government. VAT of 1% on ATF will be applicable to Helicopters at Helipad/Heliports to

be developed under RCS-UDAN as per the Finance Department Notification vide 24567/F, dated: 22.8.2017

- vi. **Taxation:** For other cases, apart from RCS-UDAN scheme, decision regarding rate of reduction of VAT on ATF to promote helicopter operations in the State will be taken by the Government/ HPC.

6.1.3. Drone operations

The MoCA has notified the Drone Rules, 2021 vide Notification dt. 25.08.2021. Presently, Drone operations in the State are dealt in due consultation with the Home Department.

6.2. Up-gradation of airstrips into No-Frills airports

The State Government may form a Special Purpose Vehicle (SPV) with the AAI for upgrading airstrips into No-Frills civil airports and manage these airports. The No-Frills airports may be upgraded in the future, based on the needs.

6.3. Viability Gap Funding (VGF) for the Operators

The State Government is committed to sponsor the earmarked financial share for operation of services on RCS routes. The state share for respective routes have been finalised and in-force. These routes were announced by the MoCA in consultation with the Govt. of Odisha.

S. No.	Route	State share
1.	Bhubaneswar – Utkela – Bhubaneswar	20%
2.	Utkela – Raipur – Utkela	20%
3.	Bhubaneswar – Jeypore – Bhubaneswar	20%
4.	Bhubaneswar – Rourkela – Bhubaneswar	20%
5.	Jeypore – Vishakhapatnam – Jeypore	100%
6.	Bhubaneswar – Amarda – Bhubaneswar	100%
7.	Bhubaneswar – Rangeilunda– Bhubaneswar	100%

7. Development of air cargo hubs and MRO facilities

7.1. Development of air cargo hubs

Cargo sector plays an important role in the growth of aviation industry and has a potential of being a major sector and hence there is a need to focus on air-freight stations to be developed with the nearby warehouses. Air cargo also has a high employment potential, especially for semi-skilled workers. To promote agro-exports and other perishable commodity movement from the State, the State Government will facilitate the development of facilities at airports for handling perishable goods.

7.2. Development of MRO facility centre

The State Government shall promote for at least one world class MRO facility in the state. The MRO centre shall serve all types of aircrafts not only from parts of the state but also from other parts of the country. The proposed potential location for MRO facility centre is Amarda Road airstrip wherein the runway is of concrete, 3398.52 Mtr. long and 45.72 Mtr. wide. Currently, the airstrip is in the custody of Ministry of Defence (MoD), GoI. The location is on the northern region of the state in Mayurbhanj District. The State Government is committed to contribute to every aspect that would revive this airstrip and contribute to the sectoral prosperity.

8. Development of human capital for civil aviation

Trained workforce (Pilots, Aircraft Maintenance Engineers, Ground Handling staff, Cabin Crew, IT and Support service professionals, airport service related professionals) is paramount for the aviation sectoral growth. The Government of Odisha has proactively lined up the sectoral skill development through an aviation training academy with a private sector partner to leverage the expansion of the market through the GATI. The Institute offers the following trainings.

- i. Commercial Pilot License
- ii. Private Pilot License
- iii. Student Pilot License
- iv. Flight Radio Telephone Operator's License
- v. Night Rating
- vi. Instrument Rating
- vii. Patter Flying
- viii. Drone Operations
- ix. Ground School, RTR (A) & 25 Hrs. Flight Training

In addition, a state-of-the-art aviation training institution is being developed by the State Government with a vision to make it the centre of excellence for sectoral human capital facilitation centre.

Further, a special cell may be formed at the DoCA level to engage with airlines to support placement services to graduating and aspiring civil aviation professionals from GATI. Considering the demand and infrastructure availability, the State Govt. may invite proposals from prospective private parties to collaborate and operate as a Flying Training Organisation (FTO) at different airstrip locations of the state on a revenue sharing model with the State Govt. All necessary approvals and clearances shall be required from the DGCA and other agencies including the MoCA as decided by the Govt. of India.

9. Improving connectivity at Non-RCS airports

The details of state-owned Non-RCS airports / airstrips are provided hereunder.

S. No.	District	Airport / Airstrip	Runway (Mtr.)	Type of surface	Whether serviceable
1.	Bargarh	Sativata	L-1580 B-30	Black top (BM/BSDC)	Yes
2.	Bolangir	Tusra	L-1285 B-30	BT	Yes*
3.	Dhenkanal	Birasal	L-1219.8 B-24.4	Bituminous	Yes**
4.	Ganjam	Rangeilunda	L-895 B-15.24	BT	Yes
5.	Kandhamal	Gudari	L-1500 B-15	BT Black topped	Yes
6.	Keonjhar	Barbil	L-1036 B-15.24	Bituminous	Yes***
7.	Keonjhar	Raisuan	L-914.4 B-30.48	Black topped	Yes
8.	Mayurbhanj	Dandbose	L-884 B-15.24	Black topped	Yes
9.	Nuapada	Gotma	L-985 B-15	BT surface	Yes
10.	Sambalpur	Jamadarpali	L-1280 B-18	BT	Yes

[*Proposed satellite base for GATI | **Being operated by GATI | ***Managed by M/s Jindal Steels (P) Ltd.]

The State Government is keen to prepare a framework for development and maintenance of non-RCS airports by the Commerce & Transport (Transport) Department in consultation

with the State Departments of Law, Finance, Home and Works under the guidance of the AAI / DGCA / MoCA, GoI.

10. Focus and incentives under RCS-UDAN

The Government of Odisha has signed a Memorandum of Understanding (MoU) with the Ministry of Civil Aviation, Government of India and Airport Authority of India on 01.03.2017. Under RCS, State Governments are expected to play a pivotal role to promote regional air connectivity by giving incentives to air operators to make business viable and simultaneously bring down the airfare on RCS flights to affordable levels. The State Government shall provide the following concessions:

- i. VAT on ATF shall be charged at 1% for all RCS flights, as per the Finance Department Notification vide 24567/F, dated: 22.8.2017. Same may be extended as per the decision taken by the Government/ HPC.
- ii. VGF @20% as state share of the 50% seats of RCS aircrafts shall be borne by the state for three (03) years and subject to review after 3 years as per NCAP 2016.
- iii. Physical security, fire safety, cleaning & housekeeping services at RCS airports shall be facilitated by the State for free.
- iv. Electricity and water supplies at the RCS airports shall be provisioned at substantially concessional rates by the State Government.
- v. The State Government shall facilitate and provide land up to 1,600 M² @Re.1/- per M² to OMCs to develop ATF fuelling facilities at RCS Airports.
- vi. Ambulance services and medical facilities at the RCS airports shall be provided by the State.
- vii. Dedicated transit (bus) service to and from airport will be provided by nominated agency of the State.
- viii. Road connectivity to all RCS airports shall be ensured by the state.

Besides, the State Government is committed to provide additional support to the airlines as per the considerations of the HPC.

- i. Increase of VGF share from the earmarked share from case to case.
- ii. Waiver of parking fees and night halt charges for aircrafts on all RCS airports managed by State Government.
- iii. Provision of office space of up to 100 M² on free-lease basis at RCS airports.
- iv. Provision of Aviation security of all RCS airports.
- v. Reimbursement of RNFC for aircrafts at UDAN airports in the State.

11. Financial support to operators – a successful model

The Government of Odisha has already extended financial support to several airline operators for direct flight services between domestic as well as international destinations

and the State capital. The State's support garnered a sustainable business model for the operators. Currently, the State Government is aspiring to extend similar support to more domestic and international destinations. Interested Operators are encouraged to propose sustainable business models which may be considered and approved by the HPC from case to case basis. In this context, it is worth highlighting that the State Government has **exempted VAT on the sale of ATF to international flights** in the state as per Finance Department Notification No. 17764, Dtd: 23/6/2015.

12. Institutional and governance mechanism

12.1. Nodal Agency

The DoCA shall be the Nodal Agency for the development of aviation and related infrastructure in the State. The Nodal Agency may engage SMEs for expert advice and shall explore the following aspects in due consultation with the HPC and MoCA / AAI / DGCA.

- i. Implementation of the policy measures
- ii. Proactive augmentation of airport capacity and allied infrastructure to handle an increasing volume of air traffic and to garner the maximum share of traffic in the region.
- iii. Facilitate multi-modal linkages for smooth movement of passengers as well as commodities.
- iv. Facilitate a market orientation to the present structure, bridge the resource gap and encourage greater efficiency and enterprise in the operation of airports, through the introduction of private capital and management skills.
- v. Maintain a balance between the need for economic viability and the objective of equitable regional dispersal of infrastructural facilities.
- vi. Encourage trade, tourism and overall growth by liaising with respective agencies.
- vii. Explore options and engage a third party agency for marketing or publicity of various incentives offered under the Policy.

12.2. Institutionalising the business

The State Government is committed to simplify the processes and expedite project approvals. The State is a pioneer in implementing the 'Ease of Doing Business' framework through a single window clearance mechanism. In fact, Odisha was one of the first States in India to constitute a Single Window Clearance System through legislation.

This system enables the Airline operators to approach a single designated authority and seek all clearances and approvals to set-up and operationalize their business. To carry out all Civil Aviation policy related activities, the State Government had created the Directorate of Civil Aviation, as the nodal implementation organisation.

- i. An interested Airline Operator may approach the Directorate of Civil Aviation (DoCA), Odisha based on the proposed route plan along with detailed plan.
- ii. The DoCA shall assist the Airline Operator through the complete process of operationalizing the specified route/s.
- iii. After the Airline operator submits his detailed proposal, the technical committee of the DoCA will evaluate the proposal and take approval from the administrative authority. Administrative Department may submit the proposal to High Power Committee.
- iv. Publicity support for RCS and non-RCS routes will be provided by the State Government, through Tourism Department.

12.3. Governance mechanism

12.3.1. High Power Committee (HPC)

For development of aviation sector in Odisha, a single window platform will be provided by a High Power Committee to be formed with following Members:

1.	Chief Secretary, Odisha	Chairman
2.	DC-Cum-ACS	Member
3.	Secretary, Home Department	Member
3.	Secretary, Law Department	Member
4.	Secretary, Commerce & Transport Department	Member Convener
5.	Secretary, Finance Department	Member
6.	Secretary, Health & FW Department	Member
7.	Secretary, Tourism Department	Member
8.	Secretary, Works Department	Member
9.	Director of Aviation	Member
10.	Chief Pilot (Retd.) / Aviation Expert (to be selected / appointed by the Nodal Agency)	Member

The terms of reference of the Committee shall be as under.

- i. To suggest Development, expansion/ up-gradation of State owned airstrips.
- ii. To suggest establishment / requirement for construction of new airstrips by the State Government or through PPP mode.
- iii. To suggest on use of State owned Airstrips for setting up of Flying Training Programmes by Flight Training Organisation /Academies/Flying Club
- iv. To promote/encourage commercial Airline/Air Operators/NSOP holders for international/Inter-state/Intra-state air connectivity.
- v. To suggest Opening/Closing and amendments of air routes.
- vi. To suggest on VGF subsidy, concessions and other facilities to Intra-state & other air services.

- vii. To suggest on IAF/AAI airports issues.
- viii. To suggest, Formulate, approve, establish, Manpower, Infrastructure and requirements for Commerce & Transport (Transport) Department / DoCA.
- ix. Any other issue related to aviation not covered above.

12.3.2. Delegation of power

- i. Any power or duty conferred or imposed by this policy on the State Government may be exercised or discharged by the State Government to the Director of Civil Aviation or any other Office specially empowered in this behalf by the State Government which may, from time to time, by order issue direction consistent with the provision of the policy or by any person authorized by it.
- ii. Any power or duty conferred or imposed by these rules on the Commerce & Transport (Transport) Department may be exercised or discharged by the C & T (Transport) Dept. or by any other person authorized by the Department on its behalf.

12.3.3. Provision of amendments in this policy

- i. Acknowledging the fact that market dynamics may change or get affected by the geo-political situations, global and regional commitments for achieving targets in Net Zero and other impacting disruptions over time, the Government of Odisha, may review the provisions of this policy as and when necessary for efficacy in accomplishment of objectives and undertake a review from time to time.
- ii. After reviewing, the State Government may amend various aspects of this Policy depending upon the experience gained during implementation, availability of funds, public interest etc. The existing policies, if any, shall automatically stand amended and modified to the extent of provisions contained in this OCAP-2022 with effect from the date of approval of this policy.
- iii. Whenever there is a major change/revision in the guidelines from State/ MoCA/ ICAO/ DGCA (DGCA Rule/ CAR/ Policy/ Circular etc.) which affects this policy; it shall be termed as Amendments/ Revision. Whenever a new policy or revision to the existing policy is proposed, the draft of the proposed policy /revision shall be posted on Government website or circulated to all the persons likely to be affected thereby for their objections/ suggestions.

13. Annexure

List of Airstrip in the State owned by State Government

S. No	Name of the Airstrip	District	Coordinates	Area in Acre	Elevation in ft.	Runway Direction	Runway in Mtr.	Type of surfaces	Track from BBSR	Distance in N.M.	Serviceable/ Unserviceable	Remarks
1.	JEYPORE	KORAPUT	18°52'50''N 82°33'13''E	128.63	1952.27	North-South	L-1200 B-30	Bituminous surface	246°	201	Serviceable	RCS-UDAN
2.	UTKELA	KALAHANDI	20°05'41.20''N 83°10'51.77''E	32.43	698.82	North/ South 04/22	L-918.06 B-32	TARMACADAM	266°	152	Serviceable	RCS-UDAN
3.	BIRASAL	DHENKANAL	20°59'00.65''N 85°40'44.48''E	53.00	262	27/09	L-1219.8 B-24.4	Bituminous surface	355°	42	Serviceable	GATI operation started
4.	TUSRA	BOLANGIR	20°30'39.77''N 83°26'50.59''E	49.57	603.674	24/06	L-1285 B-30	BT	276°	135	Serviceable	Proposed Satellite Base-GATI
5.	HIRAKUD (JAMADARPALI)	SAMBALPUR	21°34'50''N 84°00'20''E	48.00	679.17	15/33	L-1280 B-18	BT	310°	129.59	Serviceable	
6.	NAWAPADA (GOTMA)	NUAPADA	20°52'8.30''N 82°31'10''E	54.362	1115.49	North South	L-985 B-15	BT surface	282°	191	Serviceable	
7.	PADMAPUR (SATIVATA)	BARGARH	21°02'16.62''N 83°02'47.45''E	19.22	660	11/29 East-West	L-1580 B-30	Black top (B.M. + S.D.B.C.)	286°	89.09	Serviceable	
8.	PHULBANI (GUDARI)	KANDHAMAL	20°27'47.2''N 84°16'14.3''E	9.47	1486	North South	L-1500 B-15	BT black topped	280°	113.50	Serviceable	
9.	RAIRANGPUR (DANDBOSE)	MAYURBHANJ	22°18'14''N 86°08'07''E	68.94	844	North & South	L-884 B-15.24	Black topped	09°	126	Serviceable	
10.	RANGEILUNDA (GOPALPUR)	GANJAM	19° 17' 30''N 84° 52'45''E	36.10	100	North & South	L-895 B-15.24	BT	222°	76	Serviceable	
11.	RAISUAN	KEONJHAR	21°41'49.86''N 85°34'55.45''E	38.05	1493	18/36 North-South	L-914.4 B-30.48	Black top	352°	296.35	Serviceable	
12.	BARBIL	KEONJHAR	22°02'55''N 85°22'27''E	42.18	1624	18/36 North-South	L-1036 B-15.24	Bituminous	347°	112	Serviceable	Managed by JSPL

List of other Airstrips in the State owned by other Agencies

S. No	Name of the Airstrip	District	Coordinates	Elevation in ft.	Runway Direction	Runway in Mtr.	Type of surfaces	Track from BBSR	Distance in N.M	Serviceable / Unserviceable	Remarks
1.	ROURKELA [#]	SUNDARGARH	22° 15' 22.46''N 84° 48' 52.59''E	667	09&27	L-1759 B-30.48	TARMACADAM	336°	139	Serviceable	RCS-UDAN (SAIL/AAI)
2.	BARIPADA (RAJABASA)	MAYURBHANJ	21°56'23.81''N 86° 48' 23.79''E	250	02/20	L-2400 B-264 (No Runway)	Earthen field	028°	117	Unserviceable	Ex-Maharaja
3.	THERUBALI	RAYAGADA	19° 20' 44''N 83° 26' 04''E	847	03/21	L-1127.76 B-9.14	Pacca	245°	149	Unserviceable	IMFA
4.	LANJIGARH	KALAHANDI	19°43' 07.7''N 83° 23' 34.8''E	1362	06/24	L-1609.34 B-30.18	TARMACADAM	258°	140	Serviceable	VEDANTA Aluminium Ltd.
5.	AMARDA ROAD (RASAGOVIND APUR)	MAYURBHANJ	21°48' 18''N 87° 02' 49''E	130	17/35	L-3398.52 B-45.72	Damaged concrete surface	038°	116	Unserviceable	Ministry of Defence
6.	SUKINDA	JAJPUR	21°01' 48''N 85° 45' 13.09''E	400	06/24	L-892 B-21.34	Hard pitch	358°	48	Unserviceable	Operated by TATA Steel Services for Emergency medical purposes
7.	SAVITRI JINDAL ANGUL	ANGUL	25°54'43''N 85°01'54''E	592	11/29	L-1509.68 B-30.48	Bituminous surface	312°	60	Serviceable	Controlled by M/s JSPL

[#]Terminal Tower and ATC Building available on campus.

Details of Heliports in Odisha

Sl No.	Name of District	Name of Airport /Heliport	Latitude (XX°XX'XX".XX N)	Longitude (XX°XX'XX".XX E)	Category of visual (VFR/ IFR)
1.	Koraput	BSF helipad,	18°46'54" N	82°44' 07"E	VFR
2.	Koraput	HAL Helipad Sunabeda	18°44'10" N	82°50' 20"E	VFR
3.	Koraput	Cobra Helipad, Semiliguda	18°41'57.804" N	82°47' 16.515"E	VFR
4.	Malkangiri	MV-3, BSF Helipad	18°19'31.4" N	81°52' 13.7"E	VFR
5.	Malkangiri	Badapada	18°07'19.07" N	82°14' 31.04"E	VFR
6.	Malkangiri	Chitrakonda PS	18°06'50" N	82°6' 55"E	VFR
7.	Angul	NTPC, Kaniha Heliport	21°05'53" N	85°05'30"E	VFR
8.	Angul	MCL Helipad, Jagannath Area, Dera, Talcher	20°56'16.9" N	85°10'09.5"E	VFR
9.	Puri	Talabania Helipad	19°48'37.31" N	85°50'51.08"E	VFR
10.	Puri	Konark Helipad, Konark	19°52'58.5" N	86°6'1.7"E	VFR
11.	Rayagada	J.K. Paper Mill	19°15'7.90" N	83°24'51.01"E	VFR
12.	Nayagarh	Banamalipur Heliport	20°16'14" N	85°13'13"E	VFR
13.	Bhadrak	Dhamara Port	20°49'06" N	86°56'47"E	Not Available

AIR PORT / AIR STRIP LOCATION MAP OF ODISHA

0 50 100 200 Kilometers
SCALE - 1:700,000



CHHATTISGARH

JHARKHAND

WEST BENGAL

BAY OF BENGAL

ANDHARA PRADESH

AIR PORT OWNED BY A.A.I.			
SL.NO.	NAME OF AIR PORT	DISTRICT	CO-ORDINATES
1	BHUBANESWAR	KHURDA	85° 48' 54.44" E 20° 14' 46.93" N
2	JHARSUGUDA	JHARSUGUDA	84° 02' 57.76" E 21° 54' 46.61" N

AIR STRIP OWNED BY OTHER AGENCIES			
SL.NO.	NAME OF AIR STRIP	DISTRICT	CO-ORDINATES
1	BOLURIA	SUNDERGARH	84° 08' 10.01" E 22° 22' 22.40" N
2	BARPADA(AJABAI)	BAWIPUR	84° 08' 28.01" E 22° 56' 23.81" N
3	THEPURALI	RAYAGADA	84° 08' 01" E 20° 20' 44" N
4	LANUGARH	KALAHANDI	83° 57' 34.02" E 19° 45' 17" N
5	AMARGA ROAD (KASAGOVINDAPUR)	BAWIPUR	84° 08' 10.01" E 22° 22' 22.40" N
6	SUNDIA	JAJPUR	84° 08' 10.01" E 21° 54' 46.61" N
7	SAITHI (JHAR)	ANGUL	85° 15' 01" E 20° 54' 42" N

AIR STRIP OWNED BY STATE GOVT.			
SL.NO.	NAME OF AIR STRIP	DISTRICT	CO-ORDINATES
1	JAYPORE	KORAPUT	85° 11' 17" E 19° 12' 37" N
2	SPHOLA	BAWIPUR	84° 08' 28.01" E 22° 56' 23.81" N
3	BHARUA	BAWIPUR	84° 08' 28.01" E 22° 56' 23.81" N
4	TUMBA	BOLANGIR	84° 08' 28.01" E 22° 56' 23.81" N
5	HARAGUDA(SANGAPUR)	SANGAPUR	84° 08' 28.01" E 22° 56' 23.81" N
6	NUAPADA(GOVT)	NUAPADA	84° 08' 28.01" E 22° 56' 23.81" N
7	PAUNAPUR(KATKATA)	BARANGARH	84° 08' 28.01" E 22° 56' 23.81" N
8	PHULBAG(SUGUDA)	KANDHAMAL	84° 08' 28.01" E 22° 56' 23.81" N
9	BARANGARH(SANGAPUR)	BARANGARH	84° 08' 28.01" E 22° 56' 23.81" N
10	RANGELI(SANGAPUR)	SANGAPUR	84° 08' 28.01" E 22° 56' 23.81" N
11	BAUGAN	KENDRAPADA	84° 08' 28.01" E 22° 56' 23.81" N
12	BABUL	KENDRAPADA	84° 08' 28.01" E 22° 56' 23.81" N

LEGEND

- DISTRICT HQ
- BLOCK HQ
- DISTRICT BOUNDARY
- BLOCK BOUNDARY
- MAJOR RIVER
- N.H. / S.H.
- RAILWAY LINE
- AIRPORT - OWNED BY AAI
- AIR STRIP OWNED BY GOVT. OF ODISHA
- AIRSTRIPT LOCATION - RCS UDAN
- AIRSTRIPT LOCATION - GATI
- AIRSTRIPT LOCATION - GENERAL
- AIR STRIP OWNED BY OTHER AGENCIES