

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO : 2576**  
(TO BE ANSWERED ON THE 24<sup>th</sup> March 2025)

**CRITERIA FOR GRANTING POINT OF CALL STATUS TO AN AIRPORT**

2576. SHRI HARIS BEERAN

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

- (a) the criteria for granting point of call status to an airport
- (b) the details of number of airports listed with point of call status
- (c) particular reason for denying point of call status to Kannur airport
- (d) provision of law, under which the private airport operator has the right to charge exorbitant user fee from passengers and whether Government is doing anything to control such exploitation by the airport operators and
- (e) if so, the details thereof?

**ANSWER**

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Murlidhar Mohol)

(a) & (b): Grant of point of call (PoC) to the designated carriers of foreign countries is a continuous process and is done through bilateral agreements on air services signed between India and foreign countries from time to time. The grant of PoC to the designated carriers of foreign countries depends on factors which include benefits to the Indian aviation sector, presence of Indian diaspora in that country, plans of Indian carriers, elements of reciprocity, balance of benefits and other relevant factors between two countries. In the Air Services Agreements, Ahmedabad, Amritsar, Aurangabad, Bagdogra, Bangalore, Bhubaneshwar, Calicut, Chennai, Cochin, Coimbatore, Dehradun, Delhi, Gaya, Goa, Gorakhpur, Guwahati, Hyderabad, Jaipur, Khajuraho, Kolkata, Lucknow, Madurai, Mumbai, Nagpur, Patna, Port Blair, Pune, Thiruvananthapuram, Tiruchirappalli, Varanasi, and Vishakhapatnam have been specified as point of calls.

(c) At present, the Government of India promotes more international operations by Indian carriers from non-metro points either directly or through their own domestic operations. Accordingly, new non-metro points including Kannur are not being granted as PoC in the ASA to any foreign country.

(d) & (e): Airports Economic Regulatory Authority of India (AERA) determines aeronautical tariff of all the major airports including User Development Fee (UDF), landing and parking charges inter-alia considering the factors such as Return on Investment for aeronautical assets, Operating expenditure, Depreciation, Tax, etc. AERA aims to optimally balance the interest of service provider and the end user and ensures that the airport operator maintains and operates the airport with reasonable return on investment considering the risk profile by following the statute provisions and tariff guidelines which protects the interests of Airport Operator, Airlines and passengers, at large.

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