

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO. : 1622
TO BE ANSWERED ON THE 3rd August 2026

AIRPORT INFRASTRUCTURE AND CONGESTION

1622. SHRI IMRAN PRATAPGARHI

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

- (a) the names of airports currently operating beyond their designed passenger handling capacity;
- (b) measures taken to reduce congestion and improve operational efficiency at major metro airports;
- (c) airport-wise status and expected timeline for expansion and capacity augmentation projects; and
- (d) State/UT-wise status of greenfield airport projects approved under the greenfield airports policy, indicating the stage of implementation and expected date of operationalisation?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION (Shri Murlidhar Mohol)

(a) to (c): Passenger traffic varies across airports depending on factors such as seasonal demand, festivals, holidays and airline schedules, which may lead to temporary congestion during peak periods. Airport operators continuously monitor traffic and take necessary operational measures to ensure smooth passenger facilitation. Further, capacity augmentation and modernization projects are undertaken from time to time by the Airports Authority of India (AAI) and other airport operators based on traffic growth, operational requirements, airline demand, financial viability and techno-economic considerations. As a result of these initiatives, the total passenger-handling capacity at airports across the country has been enhanced to over 580 million passengers per annum (MPPA), while passenger traffic handled during 2025-26 was about 420 million.

(d): Ministry of Civil Aviation (MoCA) has granted 'In-Principle' approval for setting up of 25 Greenfield Airports across the country, namely, Doloo in Assam, Puri in Odisha, Parandur in Tamil Nadu, Kota in Rajasthan, Mopa in Goa, Navi Mumbai, Shirdi and Sindhudurg in Maharashtra, Kalaburagi, Vijayapura, Hassan and Shivamogga in Karnataka, Dabra (Gwalior) in Madhya Pradesh, Kushinagar and Noida (Jewar) in Uttar Pradesh, Dholera and Rajkot (Hirasar) in Gujarat, Karaikal in Puducherry, Dagadarthi, Bhogapuram and Orvakal (Kurnool) in Andhra Pradesh, Durgapur in West Bengal, Pakyong in Sikkim, Kannur in Kerala and Itanagar in Arunachal Pradesh.

Out of these, 14 Greenfield airports, namely Durgapur, Shirdi, Kannur, Pakyong, Kalaburagi, Orvakal (Kurnool), Sindhudurg, Kushinagar, Itanagar, Mopa, Shivamogga, Rajkot (Hirasar), Navi Mumbai and Noida (Jewar), have been operationalised.

The implementation timeline for Greenfield airport projects depend upon various factors such as land acquisition, statutory clearances, removal of obstacles, financial closure and other project-specific considerations. The responsibility for implementation of these projects, including funding, rehabilitation and resettlement, rests with the respective airport developer, including the concerned State Government wherever it is the project proponent.
