GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO. : 2407
TO BE ANSWERED ON THE 10th August 2026

ACHIEVEMENTS UNDER RCS-UDAN SCHEME

2407. SHRI SANJAY SETH

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

(a) the operational milestones achieved under the RCS-UDAN Scheme nationwide as of 2026;

(b) the total capital expenditure utilized for upgrading brownfield airports during the last three fiscal years;

(c) whether Government has formulated a policy to incentivize domestic production of Sustainable Aviation Fuel;

(d) the details of modern safety and anti-collision technologies mandated for commercial airliners recently; and

(e) steps taken to address seasonal surges in passenger airfares?

ANSWER

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

(a) As on date, under the UDAN scheme, 679 routes have been operationalised, connecting 95 airports, including 17 heliports and 2 water aerodromes. More than 168 lakh passengers have availed the benefits of the Scheme through over 3.58 lakh UDAN flights.

(b) A capital expenditure of Rs.1,470.12 crore has been incurred for airport development under the Airport Revival and Development Scheme of the Government of India during the period FY 2023-24 to FY 2025-26.

(c) The Government has approved indicative blending targets of 1% by 2027, 2% by 2028, and 5% by 2030 for Sustainable Aviation Fuel (SAF) in conventional Aviation Turbine Fuel for international operations. In June 2026, financial assistance was approved under the Pradhan Mantri Jaiv Indhan-Vatavaran Anukool Fasal Awashesh Nivaran (PM JI-VAN) Yojana for three commercial-scale and two demonstration-scale SAF projects.

(d) The Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirement (CAR), Section 8, Series O, Part II, prescribing the mandatory requirements for the installation and operation of Traffic Collision Avoidance System (TCAS) as an anti-collision technology in aircraft.

(e) With the repeal of the Air Corporations Act in March 1994, airfares are not subject to regulation by the Government. Airlines have the autonomy to establish airfare based on their operational & economic viability on a particular route while adhering to Rule 135 of the Aircraft Rules, 1937. The pricing of airfares is subject to dynamic fluctuations influenced by the fundamental economic forces of supply and demand. Various determinants such as current seat occupancy, fuel costs, aircraft capacity, seasonal fluctuations and other relevant factors significantly impact airline ticket pricing.

The Government generally refrains from regulating airfares to maintain market competitiveness, however, it retains a vigilant oversight role, intervening in exceptional circumstances by redistributing capacity across various sectors and imposing temporary fare caps, such as during the COVID pandemic, festivals like Maha Kumbh or other extraordinary instances like the Pahalgam incident & the Indigo flight disruptions.

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