

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA

UNSTARRED QUESTION NO. : 818

TO BE ANSWERED ON THE 27th July 2026

**THE SPECIFIC POLICY RATIONALE FOR GRANTING POINT OF
CALL**

818. SHRI HARIS BEERAN

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

(a) the specific policy rationale for granting Point of Call (PoC) status to Manohar international airport, Goa, while denying the same to Kannur international airport;

(b) whether Government has conducted any economic assessment of the financial losses incurred by Kannur airport due to the denial of PoC status to foreign carriers;

(c) if so, the details and findings thereof; and

(d) the details of bilateral air service agreements revised since 2023 to include new non-metro airports as PoCs?

ANSWER

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

(a): The international operations of airlines are governed by bilateral Air Services Agreements (ASAs) between India and respective countries. Goa is available as a Points of Call (PoC) for various countries. Goa has also been included among the 18 tourist destinations in India from where Indian carriers, as well as carriers from ASEAN and SAARC countries (excluding Pakistan and Afghanistan), are permitted to operate unlimited air services. It is a usual practice to club nearby airports under one city as PoC. 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, non-metro airports, including Kannur, are not being designated as new PoCs for foreign carriers.

(b) & (c): No such study has been conducted by the Ministry of Civil Aviation to assess financial losses, if any, incurred by Kannur International Airport on account of non-designation as a PoC.

(d): No bilateral Air Services Agreement has been revised since 2023 to include any new non-metro airports in India as Points of Call.
