

**GOVERNMENT OF INDIA**  
**MINISTRY OF CIVIL AVIATION**  
**Lok Sabha**  
**UNSTARRED QUESTION NO. : 1490**  
**( TO BE ANSWERED ON THE 13th February 2025 )**  
**OCCUPANCY RATE OF AIRPORTS**

**1490. DR. GANAPATHY RAJKUMAR P**

**Will the Minister of CIVIL AVIATION**

**be pleased to state:-**

- (a) the occupancy rate of airports in the country, State-wise;**
- (b) whether it is true that the occupancy rate of airports in Tamil Nadu like, Coimbatore, Madurai and Tiruchirappalli and the air connectivity of major cities of Tamil Nadu are less in comparison to that of Kerala; and**
- (c) if so, the details thereof and the reasons therefor?**

**ANSWER**

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

**(a): The State/ UT wise details of passenger handling terminal capacity as on 31.12.2024, along with the traffic handled during FY 2023-24 at the operational airports across the country, are at Annexure.;**

**(b) & (c): The capacity utilization of Coimbatore, Madurai, and Tiruchirappalli airports in Tamil Nadu is 80.02%, 44.34%, and 39.64% respectively. In comparison, the capacity utilization of Kannur, Kochi, Kozhikode, and Thiruvananthapuram airports in Kerala is 13.09%, 41.46%, 50.31%, and 97.90% respectively.;**

**With the repeal of the Air Corporation Act in March 1994, Indian domestic aviation has been fully deregulated. Airlines are free to select markets and routes, induct any aircraft type, and operate in compliance with the Routes Dispersal Guidelines (RDG) issued by the government. Therefore, the decision to introduce air services to or from**

**any airport depends on the airline operator's operational and commercial viability.;**

**The international operations of airlines are governed by the bilateral Air Services Agreement (ASA) between India and the respective country. In accordance with ASA, Indian designated carriers are free to mount operations to/from any international airport to foreign destinations as per mutually agreed capacity limits, while any designated foreign airline can operate to/from a point in India if it is designated as a point of call in the ASA. The commencement of direct international flights from any point in India is purely a commercial decision of scheduled airlines on the basis of passenger demand, availability of slots, economic viability of the route and other associated factors.**

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**Annexure to Statement referred in reply of Lok Sabha USQ No. 1490 for  
answer on 13.02.2025**

**State-wise Total Passenger Handling Capacity in Million Passenger Per Annum  
(MPPA) at operational airports on 31.12.2024 and Total Passenger handled (In  
MPPA) during 2023-24 as per available information**

S.No.	State/UT	Total Capacity (MPPA) as on 31.12.2024	Total Passenger handled (MPPA) during 2023-24
1	A & N ISLAND	4.00	1.45
2	ANDHRA PRADESH	10.17	5.25
3	ARUNACHAL PRADESH	1.31	0.17
4	ASSAM	4.95	7.39
5	BIHAR	3.45	4.29
6	CHANDIGARH	6.00	3.72
7	CHHATTISGARH	3.75	2.52
8	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	0.11	0.07
9	DELHI	100.02	73.67
10	GOA	19.00	11.28
11	GUJARAT	27.90	15.70
12	HARYANA	-	0.00
13	HIMACHAL PRADESH	0.51	0.24
14	JAMMU AND KASHMIR	7.20	5.66
15	JHARKHAND	3.70	2.75

16	KARNATAKA	56.81	40.53
17	KERALA	45.10	19.27
18	LADAKH	0.48	1.07
19	LAKSHADWEEP ISLAND	0.05	0.05
20	MADHYA PRADESH	11.25	5.50
21	MAHARASHTRA	74.72	67.07
22	MANIPUR	1.39	1.27
23	MEGHALAYA	0.50	0.15
24	MIZORAM	1.20	0.40
25	NAGALAND	0.50	0.32
26	ODISHA	5.02	4.87
27	PUDUCHERRY	0.20	0.05
28	PUNJAB	4.92	3.10
29	RAJASTHAN	9.50	8.24
30	SIKKIM	0.40	0.01
31	TAMILNADU	41.35	27.40
32	TELANGANA	34.00	25.05
33	TRIPURA	3.00	1.47
34	UTTAR PRADESH	17.44	11.30
35	UTTARAKHAND	4.86	1.71
36	WEST BENGAL	29.81	23.42
	<b>Total</b>	<b>534.57</b>	<b>376.42</b>

