

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 151**

(To be answered on the 29th January 2026)

UNDERUTILISED AIRPORTS UNDER UDAN SCHEME

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Will the Minister of CIVIL AVIATION **नागर विमानन मंत्री** be pleased to state:-

- (a) whether it is a fact that certain airports developed under the UDAN scheme are being underutilised or have limited commercial flight operations in various States across the country and if so, the details thereof, airport and State-wise including Maharashtra;
- (b) the details of the States including Maharashtra where commercial operations have either not commenced or have been discontinued;
- (c) whether the Government has conducted any review of the reasons for low participation of airlines and viability-related challenges under the UDAN routes and if so, the details thereof;
- (d) the measures being taken by the Government in different parts of the country to address issues such as low passenger demand and limited interest of private airlines; and
- (e) whether the Government proposes to make modifications to the UDAN model to ensure that regional airports do not become non-performing assets and if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Murlidhar Mohol)

(a) and (b): The Regional Connectivity Scheme -Ude Desh ka Aam Nagrik (RCS-UDAN) is an ongoing, market-driven scheme under which unserved and underserved airports are offered for bidding by airlines to enhance regional air

connectivity. Airlines submit bids based on demand and commercial viability, and valid bids are awarded for operationalisation of routes.

Currently, 15 airports are non-operational due to operational constraints such as weather limitations, VFR-only operations, aircraft shortages, airline related issues, and low passenger demand, including - Ludhiana, Pathankot (Punjab) Kushinagar, Aligarh, Azamgarh, Chitrakoot, Shravasti and Moradabad (Uttar Pradesh) Ambikapur (Chhattisgarh) Bhavnagar (Gujarat) Shimla (Himachal Pradesh) Kalaburagi (Karnataka) Datia (Madhya Pradesh) Pakyong (Sikkim) and Cooch Behar (West Bengal).

(c): Most scheduled Indian airlines have participated in the UDAN Scheme.

The Government undertakes periodic reviews with all stakeholders, including State/UT Governments, DGCA, BCAS, airlines, and AAI, to identify and address viability-related challenges such as low passenger demand, limited visibility, slot constraints, ATC watch hours, and availability of suitable aircraft.

(d) & (e): The Ministry continues to engage with operators and incorporates feedback from airlines, State Governments, and airport operators to refine scheme provisions, improve route viability, and enhance participation.

The Government has recently announced the launch of the modified UDAN Scheme to increase regional connectivity to 120 new destinations across the country, and to cater to 4 crore passengers in the next 10 years. The scheme will also support helipads and smaller airports in hilly, aspirational and North East region districts.
