

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 774
(TO BE ANSWERED ON THE 23rd July 2026)
SECOND AIRPORT FOR BENGALURU

774. SHRI P C MOHAN

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) the current status of the proposal for a second airport for Bengaluru, including the sites under consideration on Kanakapura Road and Kunigal Road and the extent of land identified at each site;
- (b) the status and expected completion date of the feasibility study being conducted for the said project;
- (c) the expected timeline for according final approval to the project and commencement of construction thereof;
- (d) whether any expansion is planned at the existing Kempegowda International Airport, Bengaluru and if so, the details thereof including the status of Terminal 2 Phase 2;
- (e) the present annual and average daily passenger handling capacity of the existing airport along with the actual current average daily passenger footfall; and
- (f) the steps being taken to ensure that the existing airport keeps pace with the growing air traffic in Bengaluru till the new airport becomes operational?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

(Shri Murlidhar Mohol)

(a) to (f): Airports Authority of India (AAI) has conducted Pre-feasibility Studies of three sites for development of a second airport in Bengaluru, on the request of Government of Karnataka (GoK). The Pre-feasibility study report has been sent to GoK. Government of India (GoI) has not received any proposal thereafter under Greenfield Airports Policy either from GoK or any airport developer for development of a second Greenfield Airport near Bengaluru.

The current annual and average daily Passenger Handling Capacity of Bengaluru airport is 51.5 million and 141 thousand respectively. The average daily passenger footfall in FY 26-27 till June, 2026 is approximately 123.8

thousand. The terminal capacity at Bengaluru airport is expected to reach 80 Million Passenger per Annum (MPPA) by 2030. This is inclusive of Terminal 2 Phase 2 to increase its capacity from existing 25 MPPA to 45 MPPA.

Concession agreements executed by the Concessioneing Authorities and Concessionaires typically specify capacity expansion triggers, where airport expansion needs to be initiated once traffic exceeds certain limit of installed capacity. Further, airport operators prepare master plans and development plans relating to their expansion projects.
