

फा. सं. ऐरा/20010/एमवाईटीपी/हियाल/सीपी- IV/2025-26  
F. No. AERA/20010/MYTP/HIAL/CP-IV/2025-2026

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण  
Airports Economic Regulatory Authority of India  
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आदेश संख्या 12/2021-22 में संशोधन  
Amendment to Order No. 12/2021-22

तृतीय तल, उड़ान भवन,  
सफदरजंग हवाई अड्डा,  
नई दिल्ली-110003.

जारी करने की तारीख /Date of Issue: 31.10.2025

Amendment to Order No. 12/2021-22 dated 31<sup>st</sup> August 2021 – Continuation for the last quarter of FY 2025-26 i.e. from 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026, the existing Tariff as applicable from 01.04.2025 to 31.12.2025 for Hyderabad International Airport.

**1. Background**

1.1 The Airports Economic Regulatory Authority (AERA), vide Order No. 12/2021-22 dated 31<sup>st</sup> August 2021, had determined the aeronautical tariffs for Rajiv Gandhi International Airport (RGIA), Hyderabad for the 3<sup>rd</sup> Control Period (FY 2021-22 to FY 2025-26).

1.2 In this context, the Authority in the third Control period Tariff Order had approved the Aggregate Revenue Requirement (ARR) of Rs. 4,835.99 Cr. (In NPV Terms). However, due to the impact of COVID-19, the Authority had carried forward 13.84% of ARR amounting to Rs. 669.26 Cr. (in NPV Terms), to the fourth Control period to maintain reasonable aeronautical tariffs in the interest of all stakeholders.

1.3 As per the approved Rate card, the UDF and landing Parking Charges were fixed as shown in Annexure I for FY 2025-26. It can be seen from the approved Tariff Rate Card, that the aeronautical charges namely Landing Charges, Parking Charges and User Development Fee (UDF) for the period 01.01.2026 to 31.03.2026 were maintained at slightly lower levels as compared to the earlier quarters of FY 2025-26 due to the following considerations:

- (i) It was observed during earlier control period that the Airport Operators tend to submit their tariff proposal (MYTP) for the successive control period very late even after the Control Period has begun due to which the Regulator had to continue the tariff of the last quarter for the successive control period till the regular tariff was finalized by the Authority based on the MYTP submitted by the Airport Operator. When the anticipated capex for the succeeding control period is low, this was leading to over-recovery thereby





distorting the overall tariff framework for the succeeding Control Period. Thus, the tariff was kept at little lower levels in the last quarter of the 5<sup>th</sup> year of Control Period in order to encourage the Airport Operator to submit timely the Multi-Year Tariff Proposal (MYTP) for the upcoming Control Period.

- (ii) Anticipated low CAPEX for the 4<sup>th</sup> Control Period since substantial investments in the capacity expansion were already proposed for incurrence in the 3<sup>rd</sup> Control Period.
- (iii) AERA had considered traffic projections of the Airport Operator in the 3<sup>rd</sup> Control Period. In view of the fast pace growth potential of traffic in the Hyderabad Region, it was expected that actual traffic at Hyderabad airport and the corresponding Aeronautical revenue will be higher than the projections for the 3<sup>rd</sup> Control Period. To factor in this aspect, the tariffs were rationalized slightly downwards in the last quarter of the FY 2025-26 to avoid any possible over recovery.

## 2. Submission of the Airport Operator

2.1 GMR Hyderabad International Airport Limited (GHIAL), vide its letter no. GHIAL/AERA/2025-26/2131 dated 14.08.2025, requested the Authority to maintain the aeronautical tariff for the 4<sup>th</sup> Quarter of FY 2025-26 (January–March 2026) at the same level as applicable till December 2025, citing the following justifications:

- (i) **High Capital Expenditure (Capex) Requirements:** The airport is reaching full design capacity (34 million passengers) in FY 2025-26 as the airport has achieved the actual passenger throughput of 29.16 MPPA in FY 2024-25 and expected to reach the traffic level of 33 MPPA in the last tariff year i.e. FY 2025-26 of 3<sup>rd</sup> Control Period thereby necessitating immediate capacity augmentation in the 4<sup>th</sup> Control Period.
- (ii) **Carry-forward Shortfall:** To address the accumulated Under-recovery in the 3<sup>rd</sup> Control Period due to higher transfer passenger traffic.
- (iii) **Operational Efficiency:** Avoiding frequent tariff changes and to streamline billing and reconciliation processes.
- (iv) **Deferred ARR:** Some portion of ARR i.e. Rs. 669.26 crore deferred from the 3<sup>rd</sup> Control Period (as per Order No. 12/2021-22) which provide sufficient headroom to maintain the prevailing tariff levels.
- (v) **Timely Tariff determination for the 4<sup>th</sup> Control Period:** GHIAL has already submitted MYTP for the 4<sup>th</sup> Control period for timely tariff determination.

## 3. Authority's Analysis

3.1 GHIAL submitted its MYTP for the 4<sup>th</sup> Control Period (FY 2026-27 to FY 2030-31) on 26<sup>th</sup> June 2025. AERA has already appointed an Independent Consultant M/s. PricewaterhouseCoopers Pvt. Ltd. (PwC) to examine the MYTP submitted by the Airport Operator.

3.2 As per the preliminary scrutiny and inputs provided by the Independent Consultant, (M/s. PwC), the Authority notes that:





- (i) **Timely Submission of MYTP:** GHIAL has already submitted very timely the MYTP for the 4<sup>th</sup> Control period (2026-31) on 26<sup>th</sup> June 2025 i.e. almost 9 months before the commencement of the 4<sup>th</sup> Control Period.
- (ii) **Higher Capex proposed for the 4<sup>th</sup> Control Period:** Terminal Building Capacity at Hyderabad Airport is 34 MPPA. As per the airport passenger traffic (in MPPA) data available on AAI website, the traffic at Hyderabad Airport has shown a 13.94% increase for the first 5 months of FY 2025-26 as compared to the corresponding period of FY 2024-25. Estimated Traffic in the last year (FY 2025-26) of 3<sup>rd</sup> Control period i.e. by 31<sup>st</sup> March 2026 is 33 MPPA. Hence, the airport is nearing saturation of its existing passenger handling capacity and there is a need to augment capacity. Airport Operator based on traffic study by M/s. CAPA has projected traffic of 52 MPPA in the last year of 4<sup>th</sup> Control Period. Accordingly, the Airport Operator has proposed a substantial Capex of approximately ₹14,000 crore during the 4<sup>th</sup> Control Period for the expansion/modification of terminal building, new runway development, and various associated activities, which is under scrutiny by the Independent Consultant appointed by AERA.
- (iii) **Increase in Passenger Traffic with limited impact on revenue:** The actual traffic during the 3<sup>rd</sup> Control Period marginally exceeded the projections but this was primarily due to increased transit passengers (who are exempted from UDF). Actually, the share of transit passengers in the overall embarking traffic at the airport is ~20%. Therefore, the overall recovery of Aeronautical Revenue will not undergo much changes from the projected Aeronautical Revenue.

3.3 In accordance with the tariff rate Card for the 3<sup>rd</sup> Control period issued by AERA on 31.08.2021, GHIAL has worked out huge under recovery till 3<sup>rd</sup> Control Period as elaborated in their MYTP submission which is under examination by the Independent Consultant engaged by the Authority. In view of the aforesaid stated in Para 3.2 (ii) and 3.2 (iii) above, if the Aeronautical charges (Landing, Parking, and UDF) at Rajiv Gandhi International Airport, Hyderabad as applicable on 31<sup>st</sup> December 2025 (as per Annexure I), are allowed to be maintained even for the 4<sup>th</sup> quarter beginning 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026, then the under recovery and carrying cost would actually come down thereby reducing the quantum of loading on the ARR of the 4<sup>th</sup> Control Period (2026-31) which in turn would enable moderation of airport charges for the upcoming 4<sup>th</sup> Control Period as the Airport Operator has proposed significant capex for the 4<sup>th</sup> Control Period. Based on the preliminary analysis by the Independent Consultant on the basis of the information available in MYTP and subsequent clarifications thereon, even if the aeronautical tariff for the 4<sup>th</sup> Quarter of FY 2025-26 (January–March 2026) is maintained at the same level as applicable till December, 2025 then also there would be no likelihood of over recovery as there would actually be under recovery.

The Authority also takes cognizance of Para 14.4 of Tariff Order No. 12/2021-22 dated 31.08.2021 which stipulates as under:





“ .....

#### 14.4 Reduction in tariffs in the final year of Third Control Period (FY 2026)

14.4.1 The Authority has agreed for tariff increases and additional charges in the form of UDF but at the same time it believes that the subsequent control period would be better in the context of lesser capital requirements and larger passenger base owing to the recovery in aviation sector and revival of the economy from the COVID-19 pandemic. Hence, the tariff rates for the subsequent control period are expected to be lower. In view of this, the Authority has reduced the tariff rates in the last quarter of the final year of the Third Control Period, i.e., FY 2026, which may also continue till tariff determination for the Fourth Control Period, due to following factors:

(a) To prevent abrupt correction in the tariffs starting next (Fourth Control Period) rather following a graded decrease for benefit of all stakeholders.

(b) To avoid legal complications as faced by AERA in the past under circumstances where significant decrease in tariffs was expected in the succeeding control period and tendency of some stakeholders to use delaying tactics in tariff determination.

(c) Authority has taken a conservative view on the airport traffic and financial projections (have largely agreed with Airport Operator) projections and believes the actual recovery is likely to be better leading to higher revenue recovery than projections for the Third Control period.

(d) Also, by the second half of the last year of the Third Control Period (FY 2026), the tariff determination exercise for the Fourth Control Period would be well underway. Therefore, the Authority would be able to appropriately reconcile the actual recoveries against the current projections and suitable decisions as per AERA's Tariff determination methodology can be taken for the Fourth Control period.

.....”

3.4 It is noted from the MYTP submission of GHIAL that there is requirement for huge Capex in the 4<sup>th</sup> Control period to cater to the growing passenger demand, since the existing terminal is getting saturated. Also, it is noted that although there is an increase in the passenger numbers during 3<sup>rd</sup> Control Period, but the increase is largely on account of increase in the transit passenger numbers at the airport resulting in lesser aeronautical revenue vis-a-vis what was projected in the 3<sup>rd</sup> Control period.

3.5 In view of the above, there is a likelihood of spike in tariff in the 4<sup>th</sup> control period on account of substantial carry forward of shortfall along with carrying cost coupled with huge Capex. Hence, with the objective of reducing under recovery and balancing the tariff in the interest of passengers for succeeding control period, the Authority decides to maintain the Landing, Parking and UDF charges as applicable from 01.04.2025 to 31.12.2025 (as per Annexure I) even for the last quarter of FY 2025-26 i.e. 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026, so that the burden on the passengers is reduced on account of reduction in under recovery and its carrying cost and there is smooth transition without steep rise in tariff.





#### 4. Order

In exercise of powers conferred under Section 13(1)(a) of the Airports Economic Regulatory Authority of India Act, 2008, the Authority, based on detailed reasons/analysis as brought out at para 3 above, hereby decides as follows:

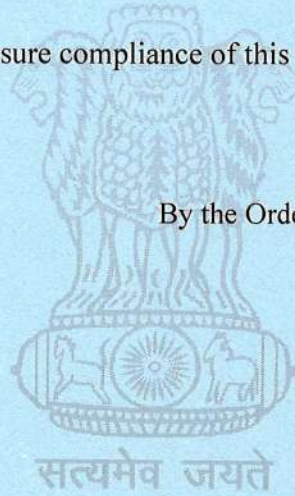
4.1 Airport Operator is allowed to levy and collect Aeronautical charges (Landing, Parking, and UDF) at Rajiv Gandhi International Airport, Hyderabad, at the same rates as applicable from 01.04.2025 to 31.12.2025 (as per Annexure I), even for the last quarter of FY 2025-26 i.e. 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026.

4.2 All other charges and conditions shall remain unaltered as approved under Order No. 12/2021-22 dated 31<sup>st</sup> August 2021.

4.3 The Airport Operator shall ensure compliance of this Order.

प्राधिकारी के आदेश से और उसके नाम पर

By the Order of and in the Name of the Authority



(सुयश नारायण / Suyash Narain)

सचिव / Secretary

सेवा में / To,

Mr. Pradeep Panicker, CEO,  
GMR Hyderabad International Airport Limited (GHIAL),  
RGIA, Shamshabad, Hyderabad – 500108, Telangana.

#### Copy to:

i) सचिव, नागर विमानन मंत्रालय, राजीव गांधी भवन, सफदरजंग हवाई अड्डा, नई दिल्ली-110003

Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi-110003.

ii) नागर विमानन महानिदेशालय (डी.जी.सी.ए.) द्वारा ए.आई.सी. जारी करने हेतु

Directorate General of Civil Aviation (DGCA) for issuance of the AIC





### Annexure I

Tariff Card pertaining to Rajiv Gandhi International Airport, Hyderabad for the Third Control Period (FY 2021-22 to 2025-26) as approved by the Authority vide Order No. 12/2021-22 dated 31<sup>st</sup> August 2021.

#### Tariff Rate Card for FY 2025-26

##### **Landing Charges:**

**Applicable rates from 1<sup>st</sup> April 2025 to 31<sup>st</sup> December 2025**

Weight of Aircraft	International Flight	Domestic Flight
Upto 100 MT	INR 470.00 per MT	INR 440.00 per MT
Above 100 MT	INR 47,000 + INR 635.00 per MT in excess of 100 MT	INR 44,000 + INR 590.00 per MT in excess of 100 MT

**Applicable rates from 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026**

Weight of Aircraft	International Flight	Domestic Flight
Upto 100 MT	INR 330.00 per MT	INR 310.00 per MT
Above 100 MT	INR 33,000 + INR 445.00 per MT in excess of 100 MT	INR 31,000 + INR 415.00 per MT in excess of 100 MT

##### **Parking Charges:**

Weight of Aircraft	FY 2026	
	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Upto 100 MT	INR 14.10 per hour per MT	INR 9.90 per hour per MT
Above 100 MT	INR 1,410/- plus INR 17.10 per hour per MT in excess of 100 MT	INR 990/- plus INR 12.00 per hour per MT in excess of 100 MT

##### **User Development Fee (UDF):**

**Applicable rates from 1<sup>st</sup> April 2025 to 31<sup>st</sup> December 2025**

Type of Passenger	Rates per embarking passenger (Tickets issued on or after 1 <sup>st</sup> April, 2025)
International Embarking Passenger	INR 1,500.00 per pax
Domestic Embarking Passenger	INR 750.00 per pax

**Applicable rates from 1<sup>st</sup> January 2026 to 31<sup>st</sup> March 2026**

Type of Passenger	Rates per embarking passenger (Tickets issued on or after 1 <sup>st</sup> January, 2026)
International Embarking Passenger	INR 1,000.00 per pax
Domestic Embarking Passenger	INR 500.00 per pax

