

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण  
Airports Economic Regulatory Authority of India

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**आदेश संख्या 08/2021-22 में संशोधन**  
**Amendment to Order No. 08/2021-22**

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

जारी करने की तारीख /Date of Issue: 28.11.2025

Amendment to Order No. 08/2021-22 dated 24<sup>th</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 Cochin International Airport.

**1 Background**

1.1 The Airports Economic Regulatory Authority (AERA), vide Order No. 08/2021-22 dated 24<sup>th</sup> August 2021, had determined the aeronautical tariffs for Cochin International Airport, Kochi (CIAL) for the 3<sup>rd</sup> Control Period (FY 2021-22 to FY 2025-26).

1.2 In this context, the Authority in the 3<sup>rd</sup> Control Period Tariff Order had approved the Aggregate Revenue Requirement (ARR) of Rs. 2621.70 Cr. (In NPV Terms). However, due to the impact of COVID-19, the Authority had carried forward 11.22% of ARR amounting to Rs. 294.12 Cr. (in NPV Terms), to the fourth Control Period to keep the aeronautical tariffs at reasonable levels in the interest of all stakeholders.

1.3 As per the approved Tariff Rate card, the Landing Charges, Parking and Night Parking Charges, User Development Fee, Aerobridge Charges, In-Line X-Ray Screening Charges, and Cargo Service Tariffs 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 as mentioned above for last quarter of the Control Period viz. 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 proposals (MYTPs) 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. AERA had considered traffic projections of the Airport Operator in the 3<sup>rd</sup> Control Period. In view of the fast-paced growth potential of traffic in the Cochin Region, it was expected that actual traffic at Cochin airport and the corresponding Aeronautical revenue would be higher than the projections for the 3<sup>rd</sup> Control Period. To factor in this aspect, the tariffs were rationalized slightly downwards for the last quarter of the FY 2025-26 to avoid any possible over recovery.

## 2 Submission of the Airport Operator

2.1 Cochin International Airport Limited (CIAL), vide its letter no. CIAL/FIN/AERA/MYTP/CP4/2 dated 14.11.2025, 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:** CIAL has projected significant capital expenditure of Rs. 3981 Cr. in the 4<sup>th</sup> Control Period to support anticipated infrastructure needs and future traffic growth.
- (ii) **Actual traffic in Third Control Period is lower than approved projections:** Actual traffic at CIAL remains below projections due to slower than expected recovery from COVID-19, resulting in lower aeronautical revenue in the 3<sup>rd</sup> Control Period. Maintaining current tariff levels will help reduce under recovery for the 3<sup>rd</sup> Control Period and consequently, lessen the impact on the Aggregate Revenue Requirement (ARR) for the 4<sup>th</sup> Control period.
- (iii) **Operational efficiency:** Limiting tariff revisions will support operational efficiency by streamlining billing and reconciliation processes.
- (iv) **Timely Tariff determination for the 4<sup>th</sup> Control Period:** CIAL has already submitted its MYTP on 29.10.2025 for the 4<sup>th</sup> Control Period for timely tariff determination.

## 3 Authority's Analysis

3.1 CIAL submitted its MYTP for the 4<sup>th</sup> Control Period (FY 2026-27 to FY 2030-31) on 29<sup>th</sup> October 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:** CIAL has already submitted MYTP timely for the 4<sup>th</sup> Control Period (2027-31) on 29<sup>th</sup> October 2025 i.e. almost 5 months before the commencement of the 4<sup>th</sup> Control Period.
- (ii) **Higher Capex proposed for the 4<sup>th</sup> Control Period:** CIAL has projected CAPEX for parking bays, development of northern side of T3 pier, T1 expansion and associated airside works, airside projects, IT projects etc. amounting to Rs. 3981 Cr. This comprehensive Capex proposal is currently under review of AERA and the Independent Tariff Consultant engaged by AERA.
- (iii) **Lower Passenger Traffic with limited impact on revenue:** The actual traffic at CIAL during the 3<sup>rd</sup> Control Period (2021-26) will remain around 7.00% below the approved projections made in the Tariff Order of 3<sup>rd</sup> Control Period. This shortfall is primarily attributable to the COVID-19 disruption, which substantially suppressed passenger demand and consequently resulted in lower aeronautical revenue for the above period.

3.3 In accordance with the tariff rate Card for the 3<sup>rd</sup> Control Period issued by AERA on 24.08.2021, CIAL 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 Charges, Parking and Night Parking Charges, User Development Fee, Aerobridge Charges, In-Line X-Ray Screening Charges and Cargo Service Tariffs) at Cochin International Airport, Kochi 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 (2027-31) 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 15.4 of Tariff Order No. 08/2021-22 dated 24.08.2021 which stipulates as under:

“.....

*15.4. Reduction in tariffs in the final year of Third Control Period (FY 2026)*

*15.4.1. 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, Le., 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's projections) and believes the actual recovery is likely to be better leading to higher revenue recovery 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 CIAL that there is requirement for huge Capex in the 4th Control Period to cater to the growing passenger demand. Also, it is noted that actual Traffic during the 3<sup>rd</sup> Control Period was lower than the Traffic approved in the Tariff order for 3<sup>rd</sup> Control Period 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 Charges, Parking and Night Parking Charges, User Development Fee, Aerobridge Charges, In-Line X-Ray Screening Charges as well as Cargo Service Tariffs (since, Cargo is being done by Airport Operator and 100% revenue from it factored as aero revenue) 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 (the Landing Charges, Parking and Night Parking Charges, User Development Fee, Aerobridge Charges, In-Line X-Ray Screening Charges and Cargo Service Tariffs) at Cochin International Airport, Kochi, 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 Revised UDF rates for the tickets issued for the period 01.01.2026 to 31.03.2026 will be applicable only after issuance of AIC by DGCA.

4.3 All other charges and conditions shall remain unaltered as approved under Order No. 08/2021-22 dated 24<sup>th</sup> August 2021.

4.4 The Airport Operator shall ensure compliance of this Order.

प्राधिकारी के आदेश से और उसके नाम पर

By Order and in the Name of the Authority



(सुयश नारायण / Suyash Narain)

सचिव/ Secretary

To:

Mr. S Suhas, IAS  
Managing Director,  
Cochin International Airport,  
Ernakulam – 683111, Kerala, India.

सत्यमेव जयते

**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.

AERA





## Annexure I

Tariff Rate Card pertaining to Cochin International Airport, Kochi for the Third Control Period (FY 2021-22 to 2025-26) as approved by the Authority vide Order No. 08/2021-22 dated 24<sup>th</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	Domestic Flight	International Flight
Up to 100 MT	INR 480.00 per MT	INR 705.00 per MT
Above 100 MT	INR 48,000 + INR 640.00 per MT in excess of 100 MT	INR 70,500 + INR 950.00 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	Domestic Flight	International Flight
Up to 100 MT	INR 405.00 per MT	INR 580.00 per MT
Above 100 MT	INR 40,500 + INR 545.00 per MT in excess of 100 MT	INR 58,000 + INR 770.00 per MT in excess of 100 MT

#### Parking Charges:

Weight of Aircraft	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Up to 100 MT	INR 10.00 per MT per hour	INR 9.00 per MT per hour
Above 100 MT	INR 1,000/- plus INR 13.00 per MT per hour in excess of 100 MT	INR 900/- plus INR 11.00 per MT per hour in excess of 100 MT

#### Night Parking Charges (between 2200 hours to 0600 hours):

Weight of Aircraft	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Up to 100 MT	INR 5.50 per MT per hour	INR 4.50 per MT per hour
Above 100 MT	INR 550/- plus INR 6.50 per MT per hour in excess of 100 MT	INR 450/- plus INR 5.50 per MT per hour in excess of 100 MT





**Aerobridge Charges:****Domestic**

Duration	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Up to 90 minutes	INR 2965	INR 2520
For every 30 minutes beyond 90 minutes	INR 1185	INR 1010

**International**

Duration	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
<b>Single Aerobridge used by an aircraft</b>		
Up to 90 minutes	USD 70	USD 60
For every 30 minutes beyond 90 minutes	USD 23	USD 20
<b>Two Aerobridge used by an aircraft</b>		
Up to 90 minutes	USD 105	USD 89
For every 30 minutes beyond 90 minutes	USD 35	USD 30

**Inline X ray screening charges:****Domestic**

Aircraft Capacity	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
1-100	INR 5935	INR 5045
101-150	INR 8310	INR 7065
151-180	INR 10685	INR 9080
181-300	INR 13060	INR 11100
Above 300	INR 15435	INR 13120

**International**

Aircraft Capacity	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
1-100	USD 178	USD 151
101-150	USD 214	USD 182
151-180	USD 261	USD 222
181-300	USD 297	USD 252
Above 300	USD 356	USD 303

**User Development Fee (UDF):**

Type of Passenger	(01.04.2025 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Domestic embarking passenger	INR 270	INR 230
International embarking passenger for tickets issued against INR tariff	INR 570	INR 480
International embarking passenger for tickets issued against foreign currency tariff	USD 7.60	USD 6.40





**Tariff Rate Card for Cargo Services:**

Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
Rate Card - Domestic Cargo				
Departure Cargo				
1	Terminal Storage & Processing (TSP) Charges (chargeable to the consignor)			
	General Cargo / perishable Cargo / Courier / PO mails etc.	Minimum Rate INR per Consignment	150	128
		INR per KG	1	0.85
	Special Cargo	Minimum Rate INR per Consignment	300	255
		INR per KG	2	2
	Valuable	Minimum Rate INR per Consignment	1000	850
		INR per KG	6	5
2	Demurrage Charges (chargeable to the consignor)			
	First day	Free	0	0
	Second day onwards:			
	General cargo / Special cargo / Perishable cargo	Minimum Rate INR per Consignment	200	170
		INR per KG	1.5	1.3
	Valuable cargo	Minimum Rate INR per Consignment	400	340
		INR per KG	3	2.6
3	X Ray Machine Usage Charges (chargeable to Airline)			
	For all cargo	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25
4	X-Raying Charges if screening done by CIAL (Chargeable to Airline)			
	For all cargo	Minimum Rate INR per Consignment	200	170
		INR per KG	2.5	2.1
Arrival Cargo				
1	Terminal Storage & Processing (TSP) Charges (chargeable to the consignee)			
	General Cargo / perishable Cargo / Courier / PO mails etc.	Minimum Rate INR per Consignment	150	128
		INR per KG	1	0.85
	Special Cargo	Minimum Rate INR per Consignment	300	255
		INR per KG	2	2





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
	Valuable	Minimum Rate INR per Consignment	1000	850
		INR per KG	6	5
2	<b>Demurrage Charges (chargeable to the consignee)</b>			
	First day	Free	0	0
	Second day onwards:			
	General cargo / Special cargo / Perishable cargo	Minimum Rate INR per Consignment	200	170
		INR per KG	1.5	1.3
	PO Mail	Minimum Rate INR per Consignment	200	170
		INR per KG	1.5	1.3
	Valuable cargo	Minimum Rate INR per Consignment	2000	1700
		INR per KG	3	2.6
	<b>Other Charges</b>			
1	<b>Stuffing / De-stuffing Charges (Chargeable to Airlines)</b>			
	Stuffing/De-stuffing Charges	Minimum Rate INR per Consignment	200	170
		INR per KG	2	1.7
2	<b>Handling charges on transit and misrouted cargo, PO mail and company store (Chargeable to the Airline)</b>			
	For Company store	Minimum Rate INR per Consignment	150	128
		INR per KG	1	0.85
	For Mis-routed / transit / PO Mail	Minimum Rate INR per Consignment	150	128
		INR per KG	1	1
3	<b>Demurrage charges on Transit and Misrouted cargo, PO mail and Company store (Chargeable to the Airline)</b>			
	First day	Free	0	0
	Second day onwards:			
	For all types of company cargo	Minimum Rate INR per Consignment	170	150
		INR per KG	1.2	1
	For Transit cargo, Misrouted cargo and PO mail	Minimum Rate INR per Consignment	170	150
		INR per KG	1.2	1
4	<b>Documentation Charges for Arrival (segregation report) and Departure (manifestation &amp; envelope) (chargeable</b>	INR per flight	250	213





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
5	Cold room charges (if kept in International cargo cold storage with the permission of customs)	Minimum Rate INR per Consignment	700	595
		INR per KG	2.5	2.1
Rate Card - International Cargo				
Export Cargo				
1	Terminal Storage & Processing Charges			
	General Cargo	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.95
	Special Cargo	Minimum Rate INR per Consignment	330	300
		INR per KG	2	2
	Perishables	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.85
	Valuable cargo	Minimum Rate INR per Consignment	1200	1020
		INR per KG	6	5
2	Demurrage Charges			
	General Cargo / Perishable cargo	Minimum Rate INR per Consignment	180	153
		INR per KG	1	0.95
	Special Cargo	Minimum Rate INR per Consignment	360	306
		INR per KG	2	1.9
	Valuable cargo	Minimum Rate INR per Consignment	720	612
		INR per KG	4	3.8
3	X Ray machine usage charges			
	General Cargo	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25
	Perishable Cargo	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25
	P. O. Mails	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25
4	X-Raying Charges if screening done by CIAL			
	For all cargo	Minimum Rate INR per Consignment	200	170
		INR per KG	2.5	2.1
5	AWB Amendment charges	INR per AWS	150	128





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
<b>Import Cargo</b>				
1	<b>Delivery Order Charges</b>			
	MAWB General Cargo	INR	2000	1700
	MAWB Baggage	INR	2000	1700
	MAWB Baggage - Consolidation	INR	2000	1700
2	<b>Break Bulk Charges</b>	INR 1st HAWBs	2500	2500
		INR for each additional	1300	1105
3	<b>Terminal Storage &amp; Processing (TSP) Charges</b>			
	General Cargo/Unaccompanied Baggage/Courier/Perishables	Minimum Rate INR per Consignment	250	213
		INR per KG	6	5.1
	Special Cargo	Minimum Rate INR per Consignment	300	255
		INR per KG	12	10.2
	Valuable	Minimum Rate INR per Consignment	1200	1020
		INR per KG	15	13
4	<b>Strapping Charges</b>	INR per packet	10	10
5	<b>Demurrage Charges (chargeable to the consignee)</b>			
	General Cargo/Unaccompanied Baggage/Courier/Perishables	Minimum Rate INR per Consignment	320	295
	Up to 4 days including free period	INR per KG per day	1.5	1.3
	From 5th to 30th day	INR per KG per day	3	2.6
	Beyond 30 days	INR per KG per day	4.5	3.9
	<b>Special Cargo</b>	Minimum Rate INR per Consignment	640	580
	Up to 4 days including free period	INR per KG per day	3	2.6
	From 5th to 30th day	INR per KG per day	6	5.2
	Beyond 30 days	INR per KG per day	9	7.8
	<b>Valuable</b>	Minimum Rate INR per Consignment	1250	1160
	Up to 4 days including free period	INR per KG per day	6	5.2
	From 5th to 30th day	INR per KG per day	12	10.4
	Beyond 30 days	INR per KG per day	18	15.6
6	<b>AWB Amendment charges</b>	INR per AWB	150	128
	<b>Other Rates</b>			
1	<b>Palletisation / Depalletization &amp; Containerization / Decontainerization (Charges to Airline)</b>			
	Stuffing Charges	Rate per Kg	2.5	2.1
		Minimum Rate	650	553





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
	De-stuffing Charges	Rate per Kg	2.5	2.1
		Minimum Rate	650	553
2	<b>Cold storage charges</b>			
	For Company store	Minimum Rate INR per Consignment	700	595
		INR per KG per day	2.5	2.1
3	<b>Transshipment Cargo Handling</b>			
(a)	<b>Air to Road</b>			
	Storage Charges	Minimum Rate INR per Consignment	200	170
		INR per KG	2.2	2
	Stuffing	Minimum Rate INR per Manifest	1000	850
		INR per KG	3	2.6
	De-stuffing	Minimum Rate INR per Manifest	650	553
		INR per KG	2.5	2.1
	Demurrage charges	Minimum Rate INR per Consignment	300	255
		48 hours after completion of segregation (INR per KG per day)	1.5	1.3
(b)	<b>Road to Air</b>			
(i)	<b>Terminal storage and processing charges</b>			
	General cargo	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.95
	Special cargo	Minimum Rate INR per Consignment	330	300
		INR per KG	2	2
	Perishables	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.85
	Valuable cargo	Minimum Rate INR per Consignment	1200	1020
		INR per KG	6	5.1
(ii)	<b>X Ray usage charges</b>			
	General cargo	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25
	Perishable cargo	Minimum Rate INR per Consignment	100	100
		INR per KG	1.25	1.25





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
(iii)	<b>X Raying charges if screening done by CIAL</b>	Minimum Rate INR per Consignment	200	170
		INR per KG	2.5	2.1
(iv)	<b>Stuffing</b>	Minimum Rate INR	650	553
		INR per KG	2.5	2.1
(v)	<b>Demurrage</b>			
	General cargo	Minimum Rate INR per Consignment	180	153
		INR per KG per day	1	0.95
	Special cargo	Minimum Rate INR per Consignment	360	306
		INR per KG per day	2	1.9
	Valuable cargo	Minimum Rate INR per Consignment	720	612
		INR per KG per day	4	3.8
(c)	<b>Air to Air</b>			
	Storage Charges (Charges to First Carrier)	Minimum Rate INR per Consignment	200	170
		INR per KG	2.2	2
	Stuffing	INR per KG	2.5	2.1
		Minimum Rate INR per Manifest	650	553
	De-stuffing	INR per KG	2.5	2.1
		Minimum Rate INR per Manifest	650	553
	Demurrage charges (Charges to First Carrier)	Minimum Rate INR per Consignment	300	255
		INR per KG	1.5	1.3
(d)	<b>Road to Road (Import)</b>			
(i)	De-stuffing charges	Minimum Rate INR per Consignment	150	150
		INR per KG	2.5	2.5
(ii)	<b>Terminal Storage &amp; Processing (TSP) Charges</b>			
	General Cargo/Unaccompanied Baggage/Courier/Perishables	Minimum Rate INR per Consignment	250	213
		INR per KG	6	5.1
	Special Cargo	Minimum Rate INR per Consignment	300	255
		INR per KG	12	10.2
	Valuable	Minimum Rate INR per Consignment	1200	1020
		INR per KG	15	13
(iii)	Strapping Charges	INR per packet	10	10
(iv)	Demurrage Charges			





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
	<b>General Cargo/Unaccompanied Baggage/Courier/Perishables</b>	Minimum Rate INR per Consignment	320	295
	Up to 4 days including free period	INR per KG per day	1.5	1.3
	From 5th to 30th day	INR per KG per day	3	2.6
	Beyond 30 days	INR per KG per day	4.5	3.9
	<b>Special Cargo</b>	Minimum Rate INR per Consignment	640	580
	Up to 4 days including free period	INR per KG per day	3	2.6
	From 5th to 30th day	INR per KG per day	6	5.2
	Beyond 30 days	INR per KG per day	9	7.8
	<b>Valuable</b>	Minimum Rate INR per Consignment	1250	1160
	Up to 4 days including free period	INR per KG per day	6	5.2
	From 5th to 30th day	INR per KG per day	12	10.4
	Beyond 30 days	INR per KG per day	18	15.6
(e)	<b>Road to Road (Export)</b>			
	Stuffing (Supervision charges) – Chargeable to Truck operator	Minimum Rate INR per Manifest	500	425
		INR per KG	1.25	1
	Stuffing charge if done by CIAL	Minimum Rate INR per Manifest	650	553
		INR per KG	2.5	2.1
	<b>Terminal Storage and processing Charges</b>			
	General cargo	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.95
	Special cargo	Minimum Rate INR per Consignment	330	300
		INR per KG	2	2
	Perishables	Minimum Rate INR per Consignment	165	150
		INR per KG	1	0.85
	Valuable cargo	Minimum Rate INR per Consignment	1200	1020
		INR per KG	6	5.1
	<b>Demurrage Charges</b>			
	General cargo/Perishable cargo	Minimum Rate INR per Consignment	180	153
		INR per KG per day	1	0.95





Sr. No.	Particular	Unit	(01.04.2022 to 31.12.2025)	(01.01.2026 to 31.03.2026)
	Special cargo	Minimum Rate INR per Consignment	360	306
		INR per KG per day	2	1.9
	Valuable cargo	Minimum Rate INR per Consignment	720	612
		INR per KG per day	4	3.8
4	ULD Transfer	INR per ULD	500	500
5	Forklift charges			
	For works inside I-ACC			
	(To the exporters/ Importers only)	Minimum Rate INR per Consignment	300	300
		INR per KG	0.5	0.4
	For works outside within the Airport premises	INR per hour	2500	2125
6	Documentation charges (Export and Import Both)	INR per flight	500	500



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