

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Rajya Sabha
STARRED QUESTION NO. : 13
TO BE ANSWERED ON THE 22nd July 2024
USER DEVELOPMENT FEES AT AIRPORTS

13. SHRI A. A. RAHIM

Will the Minister of CIVIL AVIATION be pleased to state:-

(a) whether Government has noticed that the user development fee at the airports is increasing exponentially, leading to an increase in airfares thereby resulting in difficulties for passengers;

(b) the amount of user development fee that has been increased in the airports in the last three years, year-wise, including the latest rate; and

(c) whether Government would take necessary measures to reduce the user development fee increased at Thiruvananthapuram International Airport?

ANSWER

Minister of CIVIL AVIATION (Shri Kinjarapu Rammohan Naidu)

(a) to (c): A statement is laid on the table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (A) to (C) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 13 FOR REPLY ON 22.07.2024 REGARDING USER DEVELOPMENT FEES AT AIRPORTS ASKED BY SHRI A. A. RAHIM.

(a) to (c): Government of India has established an Independent Economic Tariff Regulator i.e. Airports Economic Regulatory Authority of India (AERA) in 2009, under the Act of Parliament to determine tariff for aeronautics service provider at major airports.

AERA determines aeronautical charges of all the major airports such as landing, parking and UDF considering the following factors :-

- (i) Return on Investment for aeronautical assets,**
- (ii) Operating expenditure,**
- (iii) Depreciation,**
- (iv) Tax .**

AERA determines aeronautical tariff of major airports under price cap mechanism in accordance with AERA Act and AERA guidelines issued from time to time for the control period of 5 years, as a measure of the above factors and duly considering 30 percent of non- aeronautical revenue, under hybrid till mechanism for cross subsidization.

The Regulator aims to balance optimally the interest of service provider and the end user and ensures that the airport operator maintains and operates the airport with reasonable return investment consisting with risk profile and provide incentive along with. As each airport has different capital expenditure profile return on capital employed, operational expenditure traffic inflows under/ over- recovery in provision to control period of non- aeronautical revenue as well as revenue collection from cargo operators, Ground Handlers and Fuellers, AERA maintains balanced approach for ensuring reasonable tariff keeping interest of all stakeholders in mind and translates these factors to different entitled revenue requirements apportioning them reasonably to Landing, Parking and UDF charges for different airports.

AERA while determining the aeronautical tariff does wider consultation with all the stakeholders. Further, the revision in UDF and other aeronautical charges is mainly due to the factors like inflation, the CAPEX required for modification, expansion and creation of new facilities to cater to the current and future demand, AERA has passed 19 tariff orders for different airport operators in

the last 3 years from August 2021 to July 2024. Details of UDF Determined by AERA for last 3 years including current year is at Annexure.

ANNEXURE

Statement referred in reply of Rajya Sabha Starred Question No. 13 for answer on 22.07.2024

DETAILS OF USER DEVELOPMENT FEE DETERMINED BY AERA FOR LAST 3 YEARS INCLUDING CURRENT YEAR

Sr. No.	NAM E OF AIRP ORT	TYPE OF PASSENGER		FY 23	FY 24	FY 25
1	CHAN DIGA RH	Domestic	Upto 165 Nautical Miles (Embarking)	320	320	320
			Above 165 Nautical Miles (Embarking)	725	725	725
		International	Embarking	1550	1550	1550
2	Cochi n	Domestic	Embarking	180	230	270
		International	Embarking	400	500	570
3	Banga lore	Domestic	Embarking	350	450	550
		International	Embarking	1200	1400	1500
4	Hyder abad	Domestic	Embarking	480	700	750
		International	Embarking	700	1360	1500
5	Chenn ai	Domestic	Embarking	205	295	395
		International	Embarking	300	450	615
6	Calicu t	Domestic	Embarking	410	420	430
		International	Embarking	660	680	720
7	Kolkat a	Domestic	Embarking	598	613	628
		International	Embarking	1437	1473	1509
8	Pune	Domestic	Embarking	387	387	387
		International	Embarking	745	745	745
9	Goa	Domestic	Embarking	375	430	495
		International	Embarking	695	760	825
10	Mangalore	Domestic	Embarking	350	560	700
			Disembarking	150	240	300

		International	Embarking	770	1015	1050
			Disembarking	330	435	450
11	Trivandrum	Domestic	Embarking	506	506	770 (w.e.f 01.07.2024)
			Disembarking	-	-	330 (w.e.f 01.07.2024)
		International	Embarking	1069	1069	1540 (w.e.f 01.07.2024)
			Disembarking	-	-	660 (w.e.f 01.07.2024)
12	Ahmedabad	Domestic	Embarking	250	250	450
		International	Embarking	550	550	880
13	Lucknow	Domestic	Embarking	163	750	850
		International	Embarking	475	1350	1400
14	Srinagar	Domestic	Embarking	394	850	960
		International	Embarking	787	1100	1100
15	Jaipur	Domestic	Embarking	394	394	805 (w.e.f 01.08.2024)
			Disembarking	-	-	345 (w.e.f 01.08.2024)
		International	Embarking	1237	1237	980 (w.e.f 01.08.2024)
			Disembarking	-	-	420 (w.e.f 01.08.2024)
16	Mopa, Goa	Domestic	Embarking	-	820 (w.e.f. 01.01.2024)	820
			Disembarking	-	350 (w.e.f. 01.01.2024)	350
		International	Embarking	-	1120 (w.e.f. 01.01.2024)	1120
			Disembarking	-	480 (w.e.f. 01.01.2024)	480
17	Bhubaneswar	Domestic	Embarking	400	400	750
		International	Embarking	450	450	820
18	Kannur	Domestic	Embarking	320	320	750
		International	Embarking	1070	1070	1680
19	Patna	Domestic	Embarking	204	204	660
