



Ref No: MIAL/ATP/2025/1

17th March 2025

To,
The Chairperson,
Airports Economic Regulatory Authority of India,
AERA Building, New Administrative Block,
Safdarjung Airport
New Delhi- 110003

Sub: Submission of the Annual Tariff Proposal (ATP) for the Forth Control Period (FoCP) of Mumbai International Airport Limited, Mumbai (MIAL).

Reference: Consultation Paper no 08/2024-25 dated March 10, 2025 (CP)

Dear Sir,

This has reference to the subject CP published by the Authority, in the matter of determination of aeronautical tariffs for MIAL for the FoCP beginning from 1st April 2024 to 31st March 2029.

At the outset, MIAL and Adani group would like to appreciate the hard work put in by the Authority while conducting the due diligence of Multi Year Tariff Proposal (MYTP) submitted by MIAL for the FoCP and releasing the CP in a timebound manner.

MIAL would be submitting detailed responses w.r.t the proposals put forth by the Authority in the CP as part of the stakeholder's consultation process within the stipulated period including but not limited to non-consideration of TDSAT judgement which is sub-judice in Supreme Court. MIAL requests Authority to kindly consider submissions/responses while finalizing the Target Revenue (TR) for the FoCP and provide MIAL an opportunity to revise the ATP, prior to issuing the tariff order based on the final decision of the Authority.

After detailed planning, with the vision to transform Mumbai region, we hereby submit ATP for Mumbai Airport considering the following underlying factors as listed below: -

- The effective date for the revised tariff implementation has been considered as 1st June 2025.
- While setting the tariff, complying with Section 13 of the AERA Act, it is essential for AERA to ensure the economic and viable operations of the airport.
- To ensure funding of capital expenditure, which is evenly spread throughout the Control Period, we request authority to allow one time increase in charges rather than staggered increase based on CPI inflation for each year of the Control Period. Needless to say, total aeronautical revenues in net present value terms will be within the Target Revenue as approved by the Authority.
- Aeronautical revenues have been proposed to be collected through a mix of Landing, Parking, User Development Fees (UDF), and Unauthorized overstay charges.



- The proposed ATP (refer Annexure A) is based on billable traffic (refer Annexure B) which is derived basis the total traffic as proposed in the CP.

We would be pleased to provide clarification and information in this regard, if any.

Thanking You,

Yours Sincerely,

On behalf of Mumbai International Airport Limited

A handwritten signature in blue ink, appearing to read "Ashu", written over a light pink rectangular stamp.

Ashu Madan
Authorised Signatory

Enclosed: -

1. Annexure A – ATP
2. Annexure B – Traffic calculation



Annexure A – Tariff Rate Card

A. Landing Charges

Applicable rates from June 1, 2025 to March 31, 2029

Flight	Weight of an aircraft/Code	Rate per landing (Rs.)
Domestic	UPTO 100 MT	Rs. 421 per MT
	>100 MT	Rs. 42,100 + Rs. 565 above 100 MT
International	Min charges on GA aircrafts	Rs. 37,160
	Code C	Rs. 61,064
	Code D	Rs. 67,172
	Code E	Rs. 1,22,114
	Code F	Rs. 1,95,394

Notes:

1. Weight of an aircraft means Maximum Take-Off Weight (MTOW) in MT (i.e. 1,000 Kg) as indicated in the Certificate of Airworthiness (CoA).
2. Landing charges shall be calculated based on next MT (i.e., 1000 kg)
3. All domestic legs of International routes flown by Indian Operators will be treated as domestic flights as far as landing fees is concerned, irrespective of the flight number assigned to such flights.
4. No landing charges shall be payable in respect of:
 - a. Aircrafts with a maximum certified passenger capacity of less than 80 seats, being operated by domestic scheduled operators at the airport.
 - b. Training flights operated by DGCA approved flying schools/flying training institutes.
 - c. Helicopters of all types (not applicable to non-scheduled operators).
 - d. Military aircraft (Government of India) including para-military forces such as BSF, Coast Guard etc.

**B. Parking Charges for all aircrafts****Applicable rates from June 1, 2025 to March 31, 2029**

Type of Parking	Weight of the Aircraft	Parking Charges (Rate per MT per hour)	
		For 2 to 3 Hrs.	> 3 Hrs.
Remote	Upto 100 MT	Rs. 7.88 per MT	Rs. 11.82 per MT
	Above 100 MT	Rs. 788 per MT + Rs. 10.44 per MT	Rs. 1,182 + Rs. 15.65 per MT
Contact	Upto 100 MT	Rs. 7.88 per MT	Rs. 23.65 per MT
	Above 100 MT	Rs. 788 per MT + Rs. 10.44 per MT	Rs. 2,365 + Rs. 31.31 per MT

Notes:

1. Parking time will be calculated based on On-Blocks and Off-Blocks time as recorded at the Airport Operations Control Centre. (CC).
2. No Parking Charges shall be levied for the first two hours.
3. The charges set forth herein shall be calculated based on the next rounded off MT.
4. For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.
5. Weight of an aircraft means MTOW in MT (1000 kg) as indicated in the certificate of airworthiness filed with DGCA.
6. The charges set forth herein shall be calculated based on the nearest rounded off MT.

C. User Development Fee (UDF)**Applicable rates for travel date from June 1, 2025 to March 31, 2029***(Rate Per Passenger in INR)*

Type of Passenger	Domestic Flight	International Flight
Embarking Passenger	325	650

Notes:

1. Collection Charges:- If payment is made within 15 days from receipt of invoice, then collection charges per departing domestic/international passenger shall be paid by MIAL as per the policy pertaining to such charges between the Airport Operator and the airlines. No collection charges shall be paid in case the airline fails to pay the UDF invoice to MIAL within the credit period of 15 days or in case of any part payment
2. UDF (Domestic / International) will be determined and levied based on the ultimate destination in particular ticket / PNR.
3. Revised UDF charges will be applicable on the tickets issued on or after June 1, 2025.



4. **Exemptions in Payment of User Development Fee (UDF)** - In terms of DGCA AIC No. 14/2019 dated 16.05.2019 and AIC No. 20/2019 dated 06.11.2019 (decision of Ministry of Civil Aviation, Govt. of India vide order no. AV 29012/39/2018-AD dated 30.10.2019) the following categories of persons are exempted from levy and collection of UDF:
- a. Children (Under the age of 2 years)
 - b. Holders of Diplomatic Passport.
 - c. Airlines crew on duty including sky marshals and airline crew on board for the particular flight only (this would not include Dead Head Crew, or ground personnel),
 - d. Persons travelling on official duty on aircraft operated by Indian Armed Forces.
 - e. Persons travelling on official duty for United Nations Peace Keeping Missions.
 - f. Transit/transfer passengers (this exemption may be granted to all the passengers transiting up to 24 hours from arrival into airport and is part of the same ticket, in case 2 separate tickets are issued it would not be treated as transit passenger)
 - g. Passengers departing from the Indian airports due to involuntary re-routing i.e. technical problems or weather conditions.

D. Unauthorized Stay Charges:

Applicable from 1st June 2025 to 31st March 2029

Charges for unauthorized overstay to be levied, for unauthorized stay beyond the parking slot time approved by MIAL before the aircraft departs from the previous station in case General Aviation Aircraft (including non-scheduled operators) do not have CSMIA as usual station.

Schedule of charges for Unauthorized Overstay

Aircraft Type	Charges for Unauthorized Overstay Per Hour (Rs. in INR)
Airbus 319 – 115	11,250
ERJ 190 - 100 EC Lineage 1000	9,750
Global Express XRS B0700 -IA-IO	6,750
Global 5000 Model BD700 -IAII	6,750
Gulfstream G V	6,750
Falcon 900 EX	4,500
Challenger CL - 600 - 2B 16 (CL-604)	4,500
Challenger 605	4,500
HS7	4,500
Embraer 600	3,750
Falcon 2000 EX Easy	3,750
BD 100-1 A IO Challenger 300	3,750
Hawker Beechcraft 4000	3,750
Falcon 2000	3,750

Aircraft Type	Charges for Unauthorized Overstay Per Hour (Rs. in INR)
Gulfstream – 200	3,750
Hawker 800XP	3,750
Hawker 850XP	3,750
HSI2570002500	3,750
Gulfstream G-1 00 (Astra SPX)	3,000
Learjet 60 XR	3,000
Cessna Citation 560 XL5	3,000
Beech 1900-0	3,000
Cessna Citation 550 Bravo	1,500
Hawker 400 XP- (400A)	1,500
Beechcraft Super King Air B300	1,500
Cessna 525A	1,500
Cessna Citation 556	1,500
King Air B 200	1,500
Premier I A 390	1,500
PIAGGIQ P-180 Avanti II	1,500
Pilatus PC 12/45	1,500
Beechcraft King Air C-90B	1,500
King Air C-90 A	1,500
Beechcraft Super King Air 8200	1,500
PIAGGIO P-180 Avanti II	1,500

Notes:

1. The rates specified above are applicable to all the categories of aircraft excluding the aircraft having CSMIA as usual station.
2. Charges for unauthorized overstay are inclusive of parking charges for unauthorized stay beyond the slot time allotted in case of non-scheduled aircraft not having CSMIA as its usual station. Time provided by AOCC will be considered as final for billing purpose.
3. Cargo flights, non-scheduled flights operated by scheduled airlines shall be considered as scheduled flights for levying charges.
4. Charges for unauthorized overstay per hour shall be collected as follows:
 - a. Slot time allotted - normal parking charges as per point B above
 - b. for initial 2 days (48 hours) of Unauthorised Overstay at rates proposed above.
 - c. For next 5 days (120 hours) beyond initial Unauthorised overstay of 2 days at 1.5 times of the rates proposed above
 - d. For period beyond 7 days (168 hours) or Unauthorised Overstay at 2 times or the rates proposed above.
5. Any Aircraft type not listed above will be subject to charges for Unauthorized Overstay as may be applicable to nearest equivalent MTOW of aircraft listed above.



E. Variable Tariff Plan for Scheduled Passenger Airlines

Under the category listed below, MIAL proposes a Variable Tariff Plan (VTP), that will be applicable for scheduled international passenger airlines as follows:

VTP for Landing Charges for Scheduled Passenger Airlines

Particulars	01 st June 2025 to 31 st March 2029
International destination	Nil for the first year

Notes:

1. No discount over and above the Variable Tariff Plan is applicable.
2. Schedule airline operator shall operate a direct flight to the new international destination (schedule flights only) which was unserved at the CSMIA in the previous 2 IATA seasons i.e., Summer'24 and Winter'24-25. The list of destinations which were served by the CSMIA in the previous 2 IATA season would be provided to such airline operators upon request.
3. VTP should only be applicable for airlines operating on a new route for a minimum of 6 months. In case the airline withdraws the operations before the said period, the VTP will stand null and void.
4. The Variable International Landing Charges are applicable only for the first year for the period up to March 31, 2029, from the date of the commencement scheduled flight on or after April 01, 2025.
5. The payment of landing charges should be done by the airline in full without any deductions, as per the invoicing by MIAL. The settlement shall be provided in the form of a 'Credit Note' at the end of each 6-month period.
6. MIAL reserves the right to change any term or condition of this VTP, withdraw or replace any of the category, at any time at its absolute discretion, by way of prior notification through an appropriate channel.

General Notes:

1. All Bills shall be rounded up to the nearest higher of Rupee 1.00.
2. All minimum charges shall be rounded off to the nearest Rupee 1.00
3. All applicable taxes, including Goods and Services Tax, shall be payable over and above the above charges at the prevailing rates from time to time.
4. Flight operating under Regional Connectivity Scheme will be completely exempted from charges as per Order No. 20/2016-17 dated 31.03.2017 of the Authority from the date the scheme is operationalized by the GoI.
5. For all the above charges, Airlines will be allowed a credit period as may be decided by MIAL from time to time.



Annexure B – Billable traffic used for preparing the ATP.

A. ATM as per Consultation Paper

	FY24-25*	FY25-26	FY26-27	FY27-28	FY28-29	Total
Domestic	238,867	214,355	200,031	207,617	243,172	1,104,041
International	90,186	63,017	54,128	54,128	54,128	315,588
Total	329,053	277,372	254,159	261,745	297,300	1,419,629

* ATMs considered based on expected numbers for FY 24-25

ATM less than 80-seater where landing charges are exempted as per latest trends

Exempt	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29
Domestic	3%	3%	3%	3%	3%
International	0%	0%	0%	0%	0%

Billable ATM for landing charges

	FY24-25*	FY25-26	FY26-27	FY27-28	FY28-29	Total
Domestic	231,808	208,021	194,120	201,482	235,986	1,071,417
International	90,186	63,017	54,128	54,128	54,128	315,588
Total	321,994	271,038	248,248	255,610	290,114	1,387,005

Landing charges are applicable on Departing ATMs only, which is assumed to be 50% of the total Billable ATMs

* ATMs considered based on expected numbers for FY 24-25

B. Passenger as per Consultation Paper

	FY24-25*	FY25-26	FY26-27	FY27-28	FY28-29	Total
Domestic	39,000,000	33,609,148	31,493,402	32,825,864	38,625,736	175,554,150
International	15,000,000	11,007,550	9,542,414	9,629,851	9,717,508	54,897,323
Total	54,000,000	44,616,698	41,035,816	42,455,715	48,343,244	230,451,473

* Passengers considered based on expected numbers for FY 24-25

Expected passengers where UDF is exempt

	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29
Domestic	14%	14%	14%	14%	14%
International	18%	18%	18%	18%	18%

Billable Passengers considered for UDF

	FY24-25*	FY25-26	FY26-27	FY27-28	FY28-29	Total
Domestic	33,540,000	28,903,867	27,084,326	28,230,243	33,218,133	150,976,569
International	12,300,000	9,026,191	7,824,779	7,896,478	7,968,357	45,015,805
Total	45,840,000	37,930,059	34,909,105	36,126,721	41,186,489	195,992,374

* Passengers considered based on expected numbers for FY 24-25