

फा. सं. ऐरा/20010/एमवाईटीपी/बीआईएएल/सीपी-IV/2025-26

F. No. AERA/20010/MYTP/HIAL/CP-IV/2025-26

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण

Airports Economic Regulatory Authority of India

तृतीय तल/ 3rd Floor,
उड़ान भवन/ Udaan Bhawan,
सफदरजंग हवाईअड्डा/ Safdarjung Airport
नई दिल्ली/New Delhi – 110003.

दिनांक: 29 जून, 2026

Public Notice No. 08/2026-27

Sub: Submission of ATP/Tariff Card by GMR Hyderabad International Airport Limited (GHIAL) for Rajiv Gandhi International Airport, Hyderabad as required under AERA Consultation Paper (CP) No. 02/2026-27 dated 19.06.2026 regarding the determination of Aeronautical Tariff for Rajiv Gandhi International Airport, Hyderabad for the Fourth Control Period (01.04.2026 - 31.03.2031).

Attention of all concerned is invited to Consultation Paper (CP) No. 02/2026-27 dated 19.06.2026 regarding the determination of Aeronautical Tariff for Rajiv Gandhi International Airport, Hyderabad for the Fourth Control Period (01.04.2026 - 31.03.2031).

2. In this regard, GMR Hyderabad International Airport Limited (GHIAL) has submitted the proposed ATP/Tariff Card to AERA as required under the Consultation Paper vide their letter no. GHIAL/2026-27/SPG/2220 dated 26.06.2026. Copy of the same is enclosed. **It is for information of all the Stakeholders that ATP/Tariff Card proposal is as submitted by the Airport Operator. However, the Authority does its own due diligence and rationalizes the tariff rates after exhaustive Consultation Process and finalises the tariff rate card considering the comments/views of all the Stakeholders. Final tariff rate card issued by the Authority is likely to be different from that submitted by the Airport Operator.**

3. The ATP/Tariff Card can be viewed alongside the Consultation Paper No. 02/2026-27 under "Public Notice" on the official website of AERA.

4. The above is for information of all Stakeholders.



(राम कृष्ण)

निदेशक (नीति एवं सांख्यिकी)



HYD RAJIV GANDHI
INTERNATIONAL
AIRPORT
GMR AERO ENTERPRISE

Ref: GHIAL/2026-27/SPG/2220

June 26, 2026

The Secretary
Airports Economic Regulatory Authority of India,
3rd Floor, Udaan Bhawan,
Safdarjung Airport, New Delhi - 110003

Sub: Filing of Annual Tariff Proposal ("ATP") of GHIAL for the 4th Control Period

Dear Sir,

We are submitting our ATP for Aggregate Revenue Requirement ("ARR") derived in line with section 14.4.30 the Consultation Paper 02/2026-27 dated June 19, 2026; as under:

1. It may please be noted that September 1, 2026 is considered as the tariff implementation date for the purpose of ATP.
2. The ATP has been computed keeping Net Aggregate Revenue Requirement as proposed by Authority in the Table 324 of the Consultation Paper. As per our submission, GHIAL is embarking on a major expansion project over the 4th Control Period to meet the growing traffic at RGIA, Hyderabad which is expected to reach 51 MPPA by FY'31. We are planning to spend about Rs 13,975 Cr over a period of 3-4 years to develop a new terminal and a new runway. Since it is imperative to generate internal accruals to meet the required capex, we have proposed continuation of the existing UDF charge, with segregation into departing and arriving UDF.

Such a segregation leads to a reduction for departing passengers UDF by 23% as the balance is charged to arriving passenger. Charging of arrival passengers has been approved by Authority for many of the major airports, and even GHIAL would like to propose the same. Further, we have proposed to reduce the UDF in 5th year, to match the Net Aggregate Revenue Requirement as proposed by Authority in the CP.

We are filing our rate card as "Annexure A" which is based on the traffic considered by the Authority in the Consultation Paper.

3. TDSAT Judgement dated February 14, 2024:

Although the Authority has challenged in said Judgment in the Hon'ble Supreme Court of India ("SCI"), in the absence of any stay order by the SCI, it is submitted that the Authority should have implemented the referred TDSAT Judgement.

GMR HYDERABAD INTERNATIONAL AIRPORT LIMITED

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In this regard, we would like to bring to your notice that unless there is an interim stay order against the impugned judgment, mere pendency of an appeal before the Supreme Court will not amount to a stay on the operation of the order passed by the Court/Tribunal below and the order has to be implemented in letter and spirit.

Hence, we humbly request Authority to consider the TDSAT judgement for issuing tariff order for 4th Control Period.

4. RGIA is continuously growing into a major hub in South India, with further growth potential. In order to attract both long-haul international connections as well as further expand domestic routes, GHIAL intends to introduce Variable Tariff Plan primarily to support airlines for new route development, growth of air travel and faster bounce back of air traffic. Details of the Variable Tariff Plan are enclosed herewith as "Annexure B".

As part of the stakeholder consultation process, GHIAL will be submitting detailed responses with respect to the various proposals put forth by the Authority in the Consultation Paper. In case there is a variation between the ARR on which current tariff is worked out and the final tariff approved ARR by the Authority, we request the Authority to allow us to resubmit the ATP as the change in ARR may require us to rework on the recovery strategy.

It may kindly be noted that we are submitting the above ATP for Control Period 4 (FY 2027 – FY 2031) without prejudice to the decision from TDSAT on various legal matters.

Thanking you

Yours Sincerely,

For GMR Hyderabad International Airport Limited


K Narayana Rao
Authorized Signatory

End: Annexure A - Annual Tariff Proposal.

Annexure B - Variable Tariff Plan.

Annexure C - Calculation of projected revenue based on the rate card

Annual Tariff Proposal**I. Landing Charges:****Applicable Rate for the period from September 01, 2026 to March 31, 2031****Landing Charges: Domestic (in Indian rupees)**

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 to March 31, 2031
>100 MT	590 per MT	590 per MT	590 per MT	590 per MT	450 per MT
<=100 MT	440 per MT	440 per MT	440 per MT	440 per MT	330 per MT

Landing Charges: International (in Indian rupees)

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 to March 31, 2031
>100 MT	635 per MT	635 per MT	635 per MT	635 per MT	480 per MT
<=100 MT	470 per MT	470 per MT	470 per MT	470 per MT	360 per MT

Notes:

- Weight of an aircraft mean Maximum Take-Off Weight (MTOW) in MT (i.e., 1,000 kgs) as indicated in the Certificate of Airworthiness (CoA) issued by competent authority.
- Landing Charges shall be calculated on the basis of next rounded off MT.
- Landing charge of Rs. 7,000/- (up to 21 Metric tonne for Domestic and 16 Metric tonne for International) shall be levied per single unscheduled landing.
- Domestic legs of international routes operated by Scheduled Indian Airline Operator to be treated as domestic flights as far as landing charges are concerned, irrespective of the flight numbers assigned to such flights. For all Hub and Spoke flights as per the new Hub policy issued by the Ministry of Civil Aviation (MoCA) via OM dated 27th April 2026, they shall be treated as international flights.
- No landing charges shall be payable in respect of
 - Aircrafts with a maximum certified passenger capacity of less than 80 seats, being operated by domestic scheduled operators at the RGI Airport as per the prevailing policy;

- b. Military Aircraft (Government of India) including para-military forces such as BSF, Coast Guard etc.

II. Parking Charges:

Applicable Rate for the period from September 01, 2026 to March 31, 2031

Parking Charges: Contact Stands (in Indian rupees per hour per MT)

Particulars	September 01, 2026 To March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 To March 31, 2030	April 01, 2030 To March 31, 2031
> 100 MT	34	34	34	34	34
< = 100 MT	34	34	34	34	34

Parking Charges: Remote Stands (in Indian rupees per hour per MT)

Particulars	September 01, 2026 To March 31, 2027	April 01, 2027 To March 31, 2028	April 01, 2028 To March 31, 2029	April 01, 2029 To March 31, 2030	April 01, 2030 To March 31, 2031
> 100 MT	17	17	17	17	17
< = 100 MT	17	17	17	17	17

Notes:

1. The above tables shall be referred as Parking Charges for Contact Stands and Parking Charges for Remote Stands respectively and collectively referred as Parking Charges.
2. Weight of an aircraft mean Maximum Take-Off Weight (MTOW) in MT (i.e., 1,000 kgs) as indicated in the Certificate of Airworthiness (CoA) issued by competent authority.
3. Parking Charges shall be calculated on the basis of next rounded off MT and for calculating chargeable parking time, part of an hour shall be rounded off to the next hour.
4. HIAL shall allow two (2) hours of free parking. The time of 15 minutes shall be added to the free parking time of two hours mentioned herein, on account of time taken between touch down time and actual parking time on the stand for the calculation of free parking period.
5. Another standard time of 15 minutes shall be added on account of taxing time of aircraft from parking stand to take off point. These periods shall be applicable for each aircraft irrespective of actual time taken in the movement of aircraft after landing and before take-off.
6. Parking Charges shall be calculated as follows:
 - a. 0 hours to 12 hours after free parking : Rate as per Parking Charges
 - b. 12 hours to 24 hours after free parking : 2 times of rates as per Parking Charges
 - c. More than 24 hours after free parking : 4 times of rates as per Parking Charges

The Parking Charges for Aircrafts on Ground (AoG) as on March 31, 2026 shall be charged in accordance with the point 6.a referred above only.

III. User Development Fee (UDF):

Applicable Rate for the period from September 01, 2026, to March 31, 2031

Domestic Passengers (in Indian rupees per Passenger) :

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 To March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 to March 31, 2031
Embarking	580	580	580	580	400
Disembarking	170	170	170	170	120

International Passengers (in Indian rupees per Passenger):

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 to March 31, 2031
Embarking	1,150	1,150	1,150	1,150	880
Disembarking	350	350	350	350	260

Notes:

1. Collection Charges:

If the payment is made within in 15 days of receipts of invoice, then collection charges per billable departing & arrival passenger shall be paid by HIAL as per the agreement to such charges between the HIAL and the airlines. No collection charges shall be paid in case the airlines fails to pay the UDF invoice to HIAL within the credit period of 15 days or in case of part payment.

2. Applicability of UDF Charges:

Above UDF Charges shall be applicable for the tickets issued on or after September 01, 2026.

3. Exemption in payment of 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-age of 2 years).
- b. Holders of Diplomatic Passport.
- c. Airlines crew on duty including sky marshals & 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 tour United Nations Peace keeping Missions.
- f. Transit/transfer passengers (this exemption may be granted to all the passengers transiting up to 24 hours. "A passenger is treated in transit only if onward travel journey is within 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 embarking from the RGI Airport, Hyderabad due to involuntary re-routing i.e., technical problems or weather conditions.

IV. ICT Charge

Applicable from September 01, 2026 to March 31, 2031

Per Embarking Passenger	USD 1.25
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Notes:

1. ICT services are being concessioned to Concessionaire on revenue share model. The Charges mentioned above are collected by Concessionaire from Airlines.
2. ICT charges shall be applicable on the embarking passengers.
3. For converting the USD to ₹, the RBI reference conversion rate as on last day of the previous month for tickets issued in first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.

V. Fuel Infrastructure Charges

The following fuel infrastructure charges per KL of fuel will be charged:

Applicable rates from September 01, 2026 to March 31, 2031

Charges per KL of Fuel	Amount in Rs. Per KL
Infrastructure Charges	Rs 1500/-

KL – Kilo litres 1 KL = 1000 Litres

VI. Bridge Mounted Equipment Services

Domestic

(Rate in Rs. Per Hour)

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 To March 31, 2031
Narrow Body	5,700	5,900	6,100	6,400	6,700
Wide Body	10,000	10,400	10,800	11,200	11,700

International

(Rate in Rs. Per Hour)

Particulars	September 01, 2026 to March 31, 2027	April 01, 2027 to March 31, 2028	April 01, 2028 to March 31, 2029	April 01, 2029 to March 31, 2030	April 01, 2030 to March 31, 2031
Narrow Body	7,100	7,400	7,700	8,000	8,400
Wide Body	11,000	11,400	11,900	12,400	12,900

1. Ground / Bridge Mounted Equipment's (Equipment) are owned by GHIAL and operated by a Third Party. The above charges for Ground/ Bridge Mounted Equipment services are combined charges of both GPU & PCA services at the PBB.
2. Charges will be billed to Airlines by Airport Operator or the concessionaire as the case may be.
3. The rate for the usage at Remote Stands will be 20% higher of the corresponding tariff.
4. 50% charges on above mentioned tariff will be applicable for long halt flights (whose usage time is > 3.0 Hrs).
5. The above tariff will be Invoiced to the user at a flat rate for the first One Hour of the usage and then rounded to next 30 (Thirty) minutes thereafter.
6. Classification of Aircrafts:
 - a. Wide Body Aircrafts refers to Code D, Code E and Code F as defined in Annex 14 of ICAO.
 - b. Narrow Body Aircrafts refers to Code A, Code B and Code C as defined in Annex 14 of ICAO and includes Helicopters handled by non-schedule operators.

VII. General Condition:

1. Flights operating under Regional Connectivity Scheme are exempted from the charges as mentioned in the Order No. 20/2016-17 dated March 31, 2017 of the Authority from the date the scheme is operationalised by the Government of India (GoI) as amended from time to time.
2. Airlines operating at RGIA must sign the Airport Charges Agreement (ACA) to operate at the Airport. All benefits (VTP, KPP, collection charges, etc.) shall be applicable only to the airlines that have signed a formal ACA with HIAL to use the services provided at the Airport.
3. All the above charges and fee are exclusive of applicable taxes and the taxes as payable from time to time shall be levied in addition to the above charges.
4. Aviation Security Fee (ASF) shall be applicable as prescribed by MOCA from time to time.
5. For all the above charges, the Airlines will be allowed a credit period in accordance with the agreement between HIAL and Aircraft Operators.

Variable Tariff Plan

1. Variable Tariff Plan International Operations

Scheduled Passenger International Airlines (Foreign and Indian Carriers)

1.1. Variable Tariff Plan (VTP) Based on Stage Length (New International Unserved Routes):

VTP for landing charges	Year 1	Year 2	Year 3
More than 4000 KM	0.00*RR	0.00*RR	0.00*RR
Up to 4000 KM	0.00*RR	0.50*RR	0.50*RR

*RR means Rack Rate

VTP for UDF Charges	Year 1	Year 2	Year 3
More than 4000 KM	0.00*RR	0.50*RR	0.50*RR
Up to 4000 KM	0.00*RR	0.50*RR	0.75*RR

1.2. Terms and Conditions:

- a) Above VTP shall be provided to any new flight introduced on unserved route/s; strictly defined as international routes which have remained unserved from RGI Airport by any scheduled Indian or foreign passenger airline in last 4 IATA seasons. The list of destinations which were served through direct flight by the RGI Airport in last 4 IATA seasons would be provided to such airline operators upon request.
- b) First airline to commence the operations on these unserved routes will only be eligible to avail this VTP.
- c) The VTP is applicable based on-stage length of great circle, also the unit of Kilometres refers to air kilometres for calculating the qualifying distance as per great circle path.
- d) RR (Rack Rate) shall be equivalent to the applicable Rate as per the respective year Rate Card approved by the Authority.
- e) The VTP on Landing charge and UDF are applicable for 3 consecutive years from the start of the 1st flight of their operations at RGI Airport.
- f) Airlines which had started a new unserved route in Third control period (CP III) based on the AERA Order No. 12/2021-22 are eligible to continue with the old VTP rate till the time the Airline is completing 3 years from the start of their operations at RGI Airport. In this case Landing Charge and UDF rate as applicable during the relevant year of the Fourth Control Period.

- g) Airlines enrolled in the above VTP will continue benefiting until the expiration of their respective scheme. Airlines already benefiting from a particular scheme cannot switch to the new VTP for the same operation.

For E.g.: if an Airline AB commences operations on new Long-Haul International/Short-Haul International route in Nov 2030, then the VTP applicable as of the commencement date shall apply throughout the next three years. Any new VTP scheme launched subsequently will not apply to them.

- h) VTP on UDF will be applied on Embarking and Disembarking passengers as per existing criteria.

This Variable Tariff Plan (VTP) shall also apply to any additional frequency in that route introduced during the three 3 years from the launch of the 1st initial service.

The above charges shall be applicable only if the scheduled airline operator and GHIAL enter into a formal Airport Charges Agreement (ACA) agreement.

2. VTP for Served connected International Route/s:

VTP for landing	Year 1	Year 2
More than 4000 KM	0.25*RR	0.50*RR

*RR means Rack Rate

2.1. Terms and Conditions:

- a) Above VTP shall be provided to all scheduled passenger Airlines, Indian or foreign operating on Existing served Route/s; strictly defined as international routes which have remained served from Hyderabad Airport by any Scheduled Indian or foreign passenger airline during the last two IATA seasons. The list of destinations which were served through direct flight by the RGI Airport in the previous 2 IATA season would be provided to such airline operators upon request.
- b) Eligibility under this VTP shall be determined with reference to:
- i. An airline newly commences scheduled operations on an existing served international route from RGIA; or
 - ii. An airline already operating on the long-Haul route introduces additional scheduled frequencies on the same route. The VTP is applicable based on-stage length of great circle, also the unit of Kilometres refers to air kilometres for calculating the qualifying distance as per great circle path.
- c) RR (Rack Rate) shall be equivalent to the applicable Rate as per the respective year Rate Card approved by the Authority.
- d) Airlines once enrolled in the VTP will continue benefiting until the expiration of their respective scheme. Airlines already benefiting from a particular scheme cannot switch to the new VTP for the same operation.

- e) For E.g.: if an Airline AB commences operations on a Long-Haul International route in Nov 2030, then the VTP applicable as of the commencement date shall apply throughout the next two years. Any new VTP scheme launched subsequently will not apply to them.
- f) The above VTP shall be applicable only if the scheduled airline operator and GHIAL are entered into a formal Airport Charges Agreement (ACA) and applicable from the date of signing of the formal Airport Charges Agreement (ACA).

3. Key Partnership Program (KPP) for International Flights:

Landing Charges	Year 1	Year 2	Year 3
VTP on Incremental Flights	0.25*RR	0.50*RR	0.75*RR

Qualifying Criteria for ‘Key partnership Program’

Existing International Airlines – Multiple Factor Increase Compared to Base Month			
Target Parameters	Year 1	Year 2	Year 3
Departure Flights Growth	1.25X	1.5X	1.7X
International Routes	+4 routes	+5 routes	+6 routes

New Airline Connecting to Existing International Routes			
Target Parameters	Year 1	Year 2	Year 3
Departure flights Per Week	6	12	18
Number of International Routes	2	3	4

3.1. Terms and Conditions:

- a) Existing International Airline means, scheduled passenger airline (Indian or Foreign Airline) that had scheduled international flight(s) to/from RGIA during the last two IATA seasons.

- b) New Airline Connecting to Existing International Routes means scheduled passenger airline (Indian or Foreign Airline) that starts international flight(s) to/from RGIA in 4th Control period (CP IV) and, the Airline which has never operated before from RGI Airport in international segment will be eligible for this KPP.
- c) For qualification under the international KPP scheme, scheduled passenger airlines must achieve both Departure flight growth and meet the International Route criteria in each year as mentioned in the above table 3.
- d) The reference base month for evaluating eligibility under the KPP shall be based on average of last two IATA seasons.
- e) KPP for airline will be triggered once the Airline achieves year 1 target and will continue to receive the benefits as per the above year wise criteria mentioned under table 3. KPP can be availed by more than one qualified airline.
- f) Eligibility and continued applicability under KPP shall be evaluated financial year (April – March), While evaluating the monthly targets eligibility for the applicable airline total departures and total routes operated by that airline to/ from RGI Airport will be taken into consideration both for base month and applicable period. If above criteria as cited in the table 3 is not achieved in any month during the applicable three-year period, KPP for these months will be nil.
- g) An airline shall be eligible for KPP Year when achieves, in any calendar month, the above criteria of departure growth and international route connectivity targets for that year, compared to the based on average of last two IATA seasons.
- h) Any applicable airline can avail this KPP benefit only once in CP IV.
- i) The above KPP shall be applicable only if the scheduled airline operator and GHIAL are entered into a formal Airport Charges Agreement ACA and applicable from the date of signing of the formal ACA.
- j) Airlines once enrolled in the KPP scheme will continue benefiting until the expiration of their respective scheme. Airlines already benefiting from a particular scheme cannot switch to the new VTP/KPP for the same operation.

4. Variable Tariff Plan Domestic Operations

Scheduled Passenger Domestic Airlines

Variable Tariff Plan (VTP) for (New Domestic Unserved Routes):

VTP for landing	Year 1
New unserved domestic routes	0.00*RR

4.1 The scheduled airline operators are required to satisfy all the following terms and conditions:

- a) Schedule domestic airline operator shall operate a direct non-stop flight to new unserved domestic destination (schedule flights only) which was unserved at the RGI Airport in the previous 2 IATA seasons. The flight should start during CP IV and will be eligible for a 1-year VTP from the start of the

operations. The list of destinations which were served through direct flight by the RGI Airport in the previous 2 IATA season would be provided to such airline operators upon request.

- b) Any new direct flight for a given destination can avail landing charges at Nil rate for one year.
- c) Airlines once enrolled in the above VTP will continue benefiting until the expiration of their respective scheme. Airlines already benefiting from a particular scheme cannot switch to the new VTP for the same operation.

For E.g.: if an Airline AB commences operations to a new route in Nov 2030, then the VTP applicable as of the commencement date shall apply throughout the next one year. Any new VTP scheme launched subsequently will not apply to them.

- d) The above VTP shall be applicable only if the scheduled airline operator and GHIAL are entered into a formal Airport Charges Agreement ACA and applicable from the date of signing of the formal ACA.

For avoidance of doubt following above tariff plan in case of following scenarios:

1. The discount once availed for a direct flight referred above, cannot avail discount for the given destination for any of the IATA seasons in the remaining control period.
2. In case any airline has availed the above-mentioned tariff plan in the last IATA season of 4th Control Period, then the discount to those applicable airlines shall continue till the period of 12 month form the start of the operations.

5. VTP for Incremental Domestic Flights

Target Parameters	Year 1	Year 2
Incremental Weekly Domestic seat additions (vs. baseline)	+36,000 seats	+54,000 Seats
Incremental Minimum Departure Flights per day	+14	+21
Landing Charge Rate (Applied to Incremental Domestic Landing Only)	0.75*RR	0.75*RR

*Rack Rate (RR)

5.1 Terms and Conditions:

- a) Incremental weekly domestic additional seat capacity shall be calculated as the weekly average of total domestic seats operated by the Airline during the evaluation month. The baseline shall be determined based on the weekly average domestic seat capacity operated by such airline from RGIA during the last two IATA seasons.
- b) Incremental daily departure flights shall be assessed based on the monthly average of daily departure flights operated by the Airline during the evaluation month, with the baseline determined using the average daily departures flights from RGIA during the last two IATA seasons.

- c) An Airline shall qualify for the applicable VTP upon achievement and verification of all above criteria. The VTP shall become effective from the first day of the calendar month immediately following the evaluation month in which all above criteria are met. Such date shall be treated as “Qualifying Date”, which shall mark the commencement of the VTP period.
- d) Multiple airlines may avail this VTP concurrently during the applicable period.
- e) Incremental departure flights and seat additions shall be calculated yearly, derived as an average over the relevant calendar month, based on scheduled and operated flights by the airline.
- f) The VTP shall apply only to incremental domestic scheduled passenger departure flights operated from RGIA during the relevant VTP Year.
- g) VTP benefits under the qualified year shall remain valid for two VTP Year, being 24 consecutive months from the “Qualifying Date”. The benefits shall automatically expire at the end of this period and shall not be carried forward to any subsequent period or until 31st March 2029 (whichever comes first).
- h) If an Airline does not meet the above requirements in any calendar month during the VTP Year period, the VTP benefit shall remain suspended for that month. During such suspension, all domestic flights shall be charged at the full Rack Rate. The benefit shall resume automatically from the month in which the Airline again meets the required criteria for that year.
- i) Airlines once enrolled under an VTP scheme shall continue to avail benefits under that scheme for two years from the “Qualification date”. Airlines already availing benefits for the same operations under any other scheme shall not be eligible to switch to this VTP during the applicable period.

For example, if an airline commences operations on a route in November 2030, the VTP applicable at the time of commencement shall remain in effect for the entire VTP period. Any subsequent VTP schemes introduced thereafter shall not be applicable to such operations.

6. Variable Tariff Plan (VTP) for New Unserved Routes (Cargo Flights):

6.1

VTP for New Unserved Routes (Scheduled Cargo Flights)			
Landing Charges	Year 1	Year 2	Year 3
Domestic Cargo Flights	0.10*RR	0.15*RR	0.20*RR
International Cargo Flights	0.00*RR	0.00*RR	0.25*RR

*RR - Rack Rate

6.2 Terms and Conditions:

- a) Above VTP shall be provided to new flight introduced to a new route(s); strictly defined as routes which have remained unserved from Hyderabad Airport by any scheduled Indian and foreign cargo airline in the last 6 months

- b) The VTP shall apply only to dedicated cargo or freighter aircraft operations operating scheduled cargo flights on the eligible new route
- c) RR (Rack Rate) shall be equivalent to the applicable Rate as per the respective year Rate Card approved by the Authority.
- d) Scheduled Cargo airlines should operate a minimum of 20 weeks of operations within every 6 months to qualify for the VTP.
- e) For purpose of this VTP plan airline frequency means the number of arrival services in a week that an airline may provide
- f) Scheduled Freighter (Indian or Foreign) means dedicated cargo flight operations between two or more undertaken by an airline in accordance with a published schedule, operated on a regular, continuous, and systematic basis between designated origin and destination points, and offered for commercial air cargo transportation purposes.
- g) New route means a route that is currently unserved by a freighter aircraft from GHAL, by any airline (unserved by the qualifying airline for the previous 6 months)
- h) The above VTP shall be applicable only if the scheduled airline operator and GHAL are entered into a formal Airport Charges Agreement (ACA) and applicable from the date of signing of the formal ACA.

6.3

VTP for New Unserved Routes (Non -Scheduled Cargo Flights)	
Landing Charges	Y1
International Cargo Flights	0.25*RR
Domestic Cargo Flights	0.50*RR

6.4 Terms and Conditions:

- a) Above VTP shall be provided to any non - scheduled Indian and foreign network carrier on routes which have remained unserved from Hyderabad Airport by any scheduled Indian and foreign cargo airline in the last 6 months
- b) Non-Scheduled Freighter Operations shall mean cargo flight operations conducted by an airline, not forming part of a published schedule, and operated for commercial carriage of cargo to/from designated destinations.
- c) Non-Scheduled Cargo airlines should operate a minimum of 16 weeks of operations within every 6 months to qualify for the VTP.
- d) For eligibility under the VTP scheme, the airline/operator shall mandatorily handle a minimum cumulative cargo volume of 360 MT (Export) within 16 weeks from the date of commencement of operations at the airport
- e) RR (Rack Rate) shall be equivalent to the applicable Rate as per the respective year Rate Card approved by the Authority.

- f) The above VTP shall be applicable only if the scheduled airline operator and GHIAL are entered into a formal Airport Charges Agreement (ACA) and applicable from the date of signing of the formal ACA.

Other General Terms and Conditions to be eligible for the VTP:

- a. VTP is applicable only if scheduled passenger or freighter/cargo airlines have signed a formal ACA (Airport Charges Agreement) with GHIAL.
- b. Scheduled passenger airlines should operate a minimum of 22 weeks of operations within every 6 months to qualify for the VTP.
- c. The payment of landing charges should be done in full without any deductions, as per the invoicing by GHIAL. The settlement shall be provided in the form of a 'Credit Note' after completion of 12 months of operation at RGI Airport.
- d. GHIAL reserves the right to change any term or condition of this VTP and KPP, withdraw or replace any of the category, at any time at its absolute discretion, by way of prior notification through an appropriate channel.
- e. Landing charges as detailed in VTP plan will be applicable only after completion of 12 months of continuous operations, else the rate as per Annexure A will be applicable.
- f. VTP shall be applicable only if the scheduled airline operator and GHIAL are entered into a formal Airport Charges Agreement (ACA) and applicable from the date of signing of the formal ACA.