

Fwd: Comments on Consultation Paper No. 01/2026-27 on Tariff Determination for Kempegowda International Airport Bengaluru for the Fourth Control Period

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Subject: Comments on Consultation Paper No. 01/2026-27 on Tariff Determination for Kempegowda International Airport Bengaluru for the Fourth Control Period

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Respected Sir,

We, Menzies Aviation (Bengaluru) Private Limited and Menzies Aviation (India) Private Limited, as the cargo terminal operator and one of the leading ground handling service providers at Kempegowda International Airport Bengaluru ("KIAB"), appreciates the opportunity to submit its comments on the Authority's Consultation Paper No. 01/2026-27.

At the outset, Menzies appreciates the Authority's proposal to recognise the development of twelve dedicated cargo aircraft stands as part of the capital programme for the Fourth Control Period. The creation of additional cargo stands is an important investment that will enhance the airport's cargo handling capability and support the growing demand for domestic and international air freight through Bengaluru.

However, Menzies respectfully submits that the effectiveness of these investments must be assessed as part of an integrated cargo and logistics ecosystem rather than as standalone airside infrastructure. In our view, the operational benefits of the proposed cargo expansion can only be fully realised when supported by efficient landside connectivity.

In this regard, we request the Authority to reconsider its proposed treatment of the Eastern Connectivity Tunnel (Project C1), the KIA West Metro Station (Project C2.2), and the road widening works connecting the cargo terminals with the airport logistics park (Project C5). These projects are not independent of commercial developments but constitute critical enabling infrastructure that supports efficient cargo movement within the airport campus.

Cargo logistics is inherently time-sensitive, with operational performance measured through parameters such as truck turnaround time, cargo dwell time, transfer efficiency and schedule reliability. Efficient connectivity between cargo terminals, logistics facilities, aircraft stands and the external transport network is therefore essential for maintaining service quality and operational resilience.

As cargo volumes continue to increase, the absence of adequate internal connectivity is likely to result in congestion, longer vehicle movement cycles, increased logistics costs and avoidable operational inefficiencies. Such constraints would diminish the benefits expected from the proposed expansion of cargo handling infrastructure.

From a competitive perspective, Bengaluru Airport operates in an increasingly dynamic market where airports such as Chennai, Hyderabad and Cochin are actively strengthening their cargo infrastructure and logistics capabilities. Airlines, freight forwarders, express operators and shippers evaluate airports based on the overall efficiency of the logistics ecosystem rather than the availability of aircraft parking positions alone. Infrastructure that facilitates seamless movement of cargo across the airport campus is therefore a critical determinant of an airport's ability to attract and retain cargo traffic from its wider catchment area.

Accordingly, Menzies respectfully submits that the Authority may consider evaluating the above connectivity projects as integral components of the cargo infrastructure programme. Their contribution should be assessed based on the operational efficiencies they enable and the long-term competitiveness they support, rather than in isolation from the cargo facilities they are intended to serve.

We request the Authority to reconsider its proposed approach towards the Eastern Connectivity Tunnel (Project C1), the KIA West Metro Station (Project C2.2) and the road connectivity enhancement project (Project C5), recognising that these investments collectively strengthen the airport's cargo and logistics ecosystem and enhance KIAB's competitiveness as a premier air cargo gateway.

Menzies appreciates the transparent consultative process adopted by the Authority and thanks it for the opportunity to provide these comments.

Regards,

Venkata Reddy

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