AIR INDIA
A STAR ALLIANCE MEMBER

Letter No: AIHQ/GRC/2026/1283 Date: 13 July 2026

To,
The Chairman,
Airport Economic Regulatory Authority,
Safdarjung Airport,
New Delhi – 110003

Subject: Air India Group's Comments on AERA Consultation Paper No. 01/2026-27 on Determination of Aeronautical Tariff for Kempegowda International Airport (BLR) – Fourth Control Period (01.04.2026 – 31.03.2030)

Dear Sir,

Greetings from Air India.

Air India Group (Air India and Air India Express) sincerely appreciate the continued efforts of the Airport Economic Regulatory Authority (AERA) in regulating and strengthening the aviation sector. We have reviewed the proposal for determination of aeronautical tariffs for Kempegowda International Airport (BLR) for the forth control period (01.04.2025 – 31.03.2030), we commend AERA for improving on the consultation process and its approach in moderating the proposed increase in aeronautical charges.

We appreciate and support BIAL's pro-active approach, which has seen regular timely planned expansions and investments to support growth for airlines. BIAL's collaborative approach, such as through regular Airport User Consultative Committee (AUCC) meetings with stakeholders have led to a proposal that has a seen broad alignment. BIAL's focus on creating efficiency through effective implementation of digital solutions (Self Bag Drops, biometric solutions, etc) have also seen positive benefits to travellers, airlines and other stakeholders.

Air India Group's inputs/suggestions are as listed below:

1. **Reduction in landing rates:** we appreciate that both BIAL and AERA are considering reduction in landing rates. As mentioned in our past submissions, this is critical given the current geopolitical and economic situation plaguing the airline industry

2. **West Cross Taxiway (WCT) project:** we support this project, as it will reduce aircraft taxi times and reduce fuel burn, thus optimising operations & reducing costs

AIR INDIA
A STAR ALLIANCE MEMBER

3. **Landside connectivity**: - Landside connectivity from city needs to be improved to handle growth. Currently the sole access from the west side highway is constrained and there will need to have connectivity from the east, not just for business continuity purposes, but also alleviating traffic from the west within the airport area. Thus the East connectivity tunnel project is of vital importance. Airports such as Changi (Singapore) have planned and worked on cross airport connectivity tunnels way ahead of new terminal openings, as the cost of doing so later would be much greater

   On the West Metro station, these serve the airlines, groundhandlers, cargo, MRO and other important stakeholders. By improving the efficiency and ease of aviation operations, it benefits and helps to reduce the long term costs to the airlines and make air travel more affordable.

4. **Incremental ARR proposal:** in general, this will benefit user who pays for it. However, this may lead to challenges in implementing collection of such UDF from passengers, given that tickets may be purchased some time before the approved increase. We therefore request at at least a 3-month window for implementation of such increases, as per global airport best practices. For comparison, other airports have implemented a longer notification period, such as Changi (5 months), Dubai and Suvarnabhumi (4 months)

We request AERA to reconsider our above feedback.

We look forward to your support and a positive response.

Yours sincerely,

Dr. Amit Kumar Pandey
VP & Head
Government and Regulatory Affairs, International Relations
Tel: +91 93306 23608
Email: amit.pandey1@airindia.com