फाइल सं. ऐरा/20010/एमवाईटीपी/भोगापुरम/सीपी-I/2027-32
File No. AERA/20010/MYTP/Bhogapuram/CP-I/2027-32

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण
Airports Economic Regulatory Authority of India

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आदेश संख्या 10/2026-27
Order No. 10/2026-27

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

जारी करने की तारीख/ Date of Issue: 27.07.2026

विषय: भोगापुरम अंतर्राष्ट्रीय हवाईअड्डा (बीआईए) पर जीएमआर विशाखापट्टनम इंटरनेशनल एयरपोर्ट लिमिटेड (जीवीआईएएल) द्वारा प्रदान की जाने वाली वैमानिक सेवाओं के लिए वाणिज्यिक प्रचालन की तारीख ("सीओडी") से तदर्थ टैरिफ, लागू होने के मामले में।

Sub: In the matter of *ad-hoc* tariff for aeronautical services to be provided at Bhogapuram International Airport (BIA) by GMR Vishakhapatnam International Airport Ltd. (GVIAL), w.e.f. the Commercial Date of Operation ("COD").

This is a revised order in supersession of order no. 09/2026-27 dated 12.06.2026 issued by the Authority on the above captioned subject.

2. The Authority, vide Order No. 09/2026-27 dated 12.06.2026, allowed GMR Visakhapatnam International Airport Limited (GVIAL) to levy and collect the Tariff for Aeronautical Services, on an Ad-hoc basis w.e.f. the Commercial Date of Operation ("COD") until the determination of the regular aeronautical tariff for the First Control Period. This Order was issued in response to the Multi Year Tariff Proposal (MYTP) submitted by GMR Visakhapatnam International Airport Limited (GVIAL) on 9th July, 2025 for Bhogapuram International Airport with a pre-control period of 9 months from the tentatively planned Commercial Operation Date on 30th June, 2026 till 31st March, 2027, and for the five-year 1st Control Period from 2027 to 2032.

2.1 Subsequent to the issuance of the aforesaid Ad-hoc Tariff Order, the Airport Operator, vide its representation dated 15.06.2026, requested the Authority to review the said Ad-hoc Tariff Order which was based on traffic projections given in the MYTP submitted in July 2025, since in the meantime a material development has happened in terms of traffic evolution during 2026-27 due to geopolitical disruptions and hence the projected traffic for FY 2026-27 as was submitted in the MYTP has undergone significant downward variation which has significantly impacted the Ad-hoc tariff to be made effective from COD.

2.2 The Airport Operator has, inter alia, submitted that the anticipated traffic for the period from the COD until 31.03.2027 is expected to be significantly lower than earlier projections. According to GVIAL, airlines have substantially reduced their capacity under the Summer Schedule 2026 compared to the Winter Schedule 2025 and that the airlines have further reduced flight frequencies from 01.06.2026, reportedly due to prevailing geopolitical disruptions. Airport Operator has submitted that the original traffic projection of 2.69 Mn. given in the MYTP for the period from the COD until 31.03.2027 is now revised to 1.89 Mn. due to prevailing geopolitical disruptions. GVIAL has further submitted that, under the tariff approved vide the aforesaid Ad-hoc Tariff Order and in view of the revised traffic projections, the projected aeronautical revenue may not be sufficient to meet essential mandatory cash outflows, including debt servicing obligations and operational expenditure. GVIAL has expressed concerns that consequently this may adversely affect the financial sustainability of the airport during the initial phase of its operations.

2.3 The Authority notes that the aforesaid Ad-hoc Tariff Order is intended to apply only for an interim period, until the issuance of the regular Aeronautical Tariff Order for the 1st Control Period. The Authority further observes that traffic levels and the economic viability of the airport's operations are expected to stabilise over the coming months. Accordingly, the concerns raised by GVIAL regarding the potential impact on the airport's economic viability are primarily relevant to the initial interim period during which the Ad-hoc Tariff Order remains in force.

2.4 The Authority is conscious of the fact that Bhogapuram International Airport, being a Greenfield Airport, is likely to encounter peculiar challenges and uncertainties during the initial phase of its operations, particularly with respect to traffic evolution, airline response, and operational stabilisation. In view of the submissions made by the Airport Operator subsequent to the issuance of the Ad-hoc Tariff Order, the Authority has revisited and reviewed the Ad-hoc Tariff Order of 12.06.2026 and has undertaken a prudence check and due diligence of the revised traffic projections and examined their impact on the overall economic and viable airport operations at GVIAL. AERA has also independently reassessed the traffic projections and, based on its analysis, estimated the passenger traffic at approximately 2.20 million for the period from the Commercial Operation Date (COD) to 31.03.2027 as against 1.89 million as given by GVIAL.

2.5 In view of the above, and having undertaken a detailed examination of the submissions made by the Airport Operator, including the revised traffic projections and their likely impact on the financial viability of the airport during the interim period, the Authority considers it appropriate to revise the aeronautical charges as an interim arrangement. While doing so, the Authority has carried out requisite due diligence and prudence check of the relevant facts placed before it and has taken a balanced view, keeping in consideration the need to ensure economic and viable airport operations of the Greenfield Airport, while also safeguarding the interests of passengers, airlines and other stakeholders.

2.6 Accordingly, the Authority decides to revise the aeronautical charges on an Adhoc basis until the determination of regular tariff order, as per **Annexure B (B1 & B2).**

3. Background:

GMR Visakhapatnam International Airport Limited(GVIAL) entered into a Concession Agreement with Andhra Pradesh Airports Development Corporation Limited (APADCL) on 12th June 2020 to establish a greenfield airport at Bhogapuram Mandal, Vizianagaram District, Visakhapatnam, Andhra Pradesh to Design, Build, Finance, Operate and Transfer (DBFOT) basis for a period of 40 years commencing from the Appointed Date i.e 14th December 2023, further extendable for another 20 years subject to the terms of the Concession Agreement.

GVIAL, a 100% subsidiary of GMR Airports Limited, is a special purpose vehicle established for construction, operation and maintenance of the Greenfield international airport at Bhogapuram, Andhra Pradesh on a Design, Build, Finance, Operate and Transfer (DBFOT) basis

The existing airport in Visakhapatnam is a civil enclave currently owned and operated by the Navy (INS Dega) while the passenger terminal is operated by Airports Authority of India. Commercial operations at the existing Vizag Naval Airfield will be stopped once the operations commence at Bhogapuram International Airport.

4. Multi Year Tariff Proposal submission by GVIAL:

4.1 GVIAL vide letter dated 9th July 2025, submitted the Mutli-Year Tariff Proposal (MYTP) for Bhogapuram International Airport.

4.2 The Airport Operator, in its MYTP submission, has indicated to achieve Commercial Operation Date ("COD") by 30th June 2026 and the First Control Period will be from April 1, 2027 to March 31, 2032 (5 years), while also requesting to consider a pre-control period from COD (30th June 2026) until 31st March 2027 (period of 9 months).

4.3 Subsequently, in its Ad-hoc Request submission the Airport Operator has submitted that its COD is expected to be 8th July 2026 (1 week after the scheduled COD as per MYTP submission).

4.4 Airport Operator has submitted details pertaining to Master Plan, Concession requirements, traffic projections, Capital Expenditure (Passenger Terminal building, Runways and Taxiways, Apron, etc.), Depreciation, Regulatory Asset Base, Fair Rate of Return, Operation and Maintenance Expenditure, Non-aeronautical Revenue, Taxation and Aggregate Revenue Requirement etc. A brief on regulatory components of MYTP proposed by the Airport Operator are given under:

i) Capital Outlay Plan: The Airport Operator has proposed the development of airport facilities in the Bhogapuram International Airport in a planned manner. During the first phase, it has been proposed to spend an amount of Rs. 4,918 crores as capital expenditure.

ii) Design capacity: The phase-wise capacity envisaged at the Bhogapuram International Airport Limited as per the master plan is given hereunder:

Phase	Cumulative Capacity (MPPA) as per Concession Agreement	Expected Timeline
Phase I	6	FY 27
Phase II	12	Expansion shall start immediately when the traffic reaches 80% of MPPA for Phase -1 i.e. 6 Mn.
Phase III	18	Expansion shall start immediately when the traffic reaches 80% of MPPA for Phase -2 i.e. 12 Mn
Subsequent Phases	As per assessed capacity	Expansion shall start immediately when the traffic reaches 80% of MPPA for Phase -3 i.e. 18 Mn

iii) Traffic Projection: Airport Operator has made the following traffic projections for the 1st Control Period:

(Million passengers)

Particulars	FY27*	FY28	FY29	FY30	FY31	FY32	Total
Domestic	3.37	3.89	4.45	4.92	5.46	6.11	**28.20**
International	0.21	0.24	0.27	0.35	0.46	0.54	**2.07**
Total	**3.58**	**4.13**	**4.72**	**5.27**	**5.92**	**6.65**	**30.27**

*Considers 12 months traffic

iv) O&M Expenses: The Airport Operator has proposed the following aeronautical O&M expenses for the First Control Period.

(Fig. in Crore)

Particulars	FY27	FY28	FY29	FY30	FY31	FY32	Total
Airport related OPEX	307.90	429.87	460.73	495.20	533.29	577.91	**2,804.90**

v) Non-aeronautical Revenue: The Airport Operator has made the following non-aeronautical revenue projections for the First Control Period:

(Fig. in Crore)

Particulars	FY27	FY28	FY29	FY30	FY31	FY32	Total
Total Non-aeronautical revenue	24.90	39.30	46.10	53.60	63.00	74.00	**300.90**

4.5 To process the MYTP, the Authority had engaged an Independent Tariff Consultant for review of the MYTP submission and for carrying out cost analysis and prudence check of the regulatory building blocks viz CAPEX, O&M, Depreciation, Tax, Non-Aero Revenue etc. The process for determination of regular aeronautical tariff for Bhogapuram International Airport is presently ongoing and at an advanced stage based on which a Consultation Paper is to be issued and Stakeholder Consultation process would be undertaken as per the standard timelines.

5. Tariff Determination Process of AERA:

Following facts are relevant with regard to the Tariff Determination Process of AERA:

5.1 As per clause (i) of Section 2 of the AERA Act, 2008 (read with subsequent amendment of 2019 and 2021), 'Major Airport' means any airport which has, or is designated to have, annual passenger throughput in excess of three and a half million or any other airport or group of airports as the Central Government may, by notification, specify as such. As the designated capacity of Bhogapuram International Airport (as per Concession Agreement) is **6 million**, AERA in terms of Sec 2 (i) of AERA Act 2008 has notified Bhogapuram International Airport as a Major Airport vide its Public Notice No. 07/2025-26 dated 29.08.2025.

5.2 Section 13 of the AERA Act, 2008 pertaining to the 'Functions of the Authority', inter-alia, includes 'determination of tariff for the aeronautical services in respect of the Major Airport'. In view of the mandate given under AERA Act, 2008, (read with subsequent amendment of 2019 and 2021), the Authority has initiated the tariff determination process on the proposals submitted by GVIAL in their MYTP submissions for tariff determination.

5.3 The Tariff Determination process for the aeronautical services is a very comprehensive and exhaustive exercise involving the following major steps:

i) Detailed analysis of Capex proposed by the Airport Operator vis-à-vis the proposed capacity of the airport and likely traffic to be handled, to ensure that only efficient Capex is allowed.

ii) To determine the Aggregate Revenue Requirement for the Regulated Service for the First Control Period taking into consideration 'Regulatory Asset Base', 'Fair Rate of Return', 'Depreciation', 'Efficient Operation and Maintenance Expenditure', 'Taxation', 'Non-aeronautical Revenue' and 'Yield Per Passenger' for the Control Period.

iii) To place in public domain the proposals of the Authority in the form of Consultation Paper for soliciting feedback/comments/views of the stakeholders, analysis of all the stakeholders' comments and counter comments.

iv) To issue Multi Year Tariff Order for the Control Period upon due consideration of stakeholders' comments and counter comments on the Consultation Paper.

5.4 The MYTP submitted by GVIAL is under examination at AERA and in the backdrop of comprehensive tariff determination process, as brought out above, issuance of final Tariff Order in respect of Bhogapuram International Airport may take some time.

6. Request for ad-hoc tariff for interim period by GVIAL:

6.1 GVIAL vide letter dated 4th June,2026, has submitted a proposal for ad- hoc tariff till the time approval for regular/final tariff is granted by the Authority. The Airport Operator submitted Variable Tariff Proposal (VTP) along with the same. The Tariff Rate Card submitted by the Airport Operator is attached at **Annexure-A.**

7. Ad-hoc Tariff considered by AERA:

7.1 The Authority notes that as Bhogapuram International Airport is a Greenfield Airport, there are no prevailing tariff rates available to be levied on the date of commencement of actual Commercial Operation likely to happen by end July / early August, 2026. Determination of regular tariff as per AERA Tariff Guidelines requires a thorough, comprehensive and in-depth examination of each regulatory building block followed by stakeholder consultation meeting allowing reasonable time for comments, counter comments etc. and thus this entire exercise of regular tariff determination will take some more time. In the background of the above, need arises for issuance of ad-hoc tariff order to avoid regulatory vacuum. AERA has issued ad-hoc tariff orders in the past also and shall continue to do so in future, as and when need arises, particularly for Greenfield Airports.

The clause 3.2.5 of the Memorandum of Understanding (MoU) executed between GoI and the concessionaire (GVIAL) dated March 10, 2023 also stipulates as under:

"..... the concessionaire shall be entitled to levy, collect and appropriate the aeronautical charges with effect from COD for Phase I from Users of the Airport, at the initial/ ad-hoc rates of the tariff approved by AERA. Such initial/ ad-hoc rates of tariff shall be applicable and valid until the approval of aeronautical charges by AERA in accordance with the provisions of the AERA Act"

7.2 The Airport Operator has asked for regular tariff based on the various building blocks as listed in para 4 above. The Authority is conscious of the fact that Airport Operator has projected its proposal based on building blocks as per their own assessment/estimates while AERA does its thorough prudence check and due diligence while deciding its approach on each building block during tariff determination exercise based on efficiency, cost relatedness, etc. in terms of Capital Expenditure and Operation & Maintenance Expenses and other building blocks. Experience shows that there is a difference between projections provided in MYTP and those decided by AERA after going through the scrutiny.

7.3 After consideration of all the relevant facts and figures and for the interest of all stakeholders, Authority decides:

7.3.1 Proposal of the Airport Operator for Aeronautical Charges needs to be rationalized and moderated.

7.3.2 Further, these charges and line items (considered on ad-hoc basis) will be rationalized based on the stakeholders' comments/ feedback received during the regular tariff determination process of Bhogapuram International Airport with the objective of enabling growth and efficiency.

7.3.3 The Airport Operator has also submitted Variable Tariff Plan (VTP) in respect of Landing Charges and the Authority observes that the VTP is to bring additional flights at the new Greenfield Airport. The Authority considers the same as ad-hoc tariff. However, the same will be examined in detail during the regular tariff determination exercise. In this regard, the Authority directs GVIAL, to ensure that the principles of non-discrimination prescribed by ICAO are not violated.

7.3.4 Accordingly, the Authority after analyzing on a broad basis each of the regulatory building block as contained in the MYTP of the Airport Operator and after deliberations and consultations with the Independent Consultant who has been engaged by the Authority for GVIAL regular tariff determination exercise, had decided the aeronautical tariff for landing, parking and UDF, etc. on ad-hoc basis vide ad-hoc tariff order no. 09/2026-27 dated 12.06.2026.

7.4 Pursuant to the representation dated **15.06.2026** submitted by GVIAL, the Authority, as elaborated at para 2 above, has revisited the Ad-hoc Tariff Order dated **12.06.2026** by undertaking a prudence check and due diligence of the revised traffic assumptions furnished by GVIAL. Based on the outcome of this review, the Authority has determined the revised ad hoc tariffs for Landing Charges, Parking Charges, User Development Fee (UDF) and other applicable aeronautical services, as provided in **Annexure–B (B1 & B2)**.

7.5 The Tariff Rate Card approved under this Ad-hoc order shall be applicable until the implementation of the regular aeronautical tariff for the 1st Control Period as determined by the Authority. The revenue to be collected by GVIAL on ad-hoc basis in the interim period, shall be accounted for by the Authority during the regular tariff determination exercise of GVIAL.

7.6 Any concession offered by Airport Operator to Airport Users from the approved ad-hoc tariff rate card by the Authority as per Annexure-B would be on their own volition, and are not accounted for in tariff determination exercise as per Tariff Determination methodology of AERA.

Order

8. In exercise of powers conferred by Section 13(1)(a) of the Airports Economic Regulatory Authority of India Act, 2008, the Authority hereby orders that:

i) GMR Visakhapatnam International Airport Limited (GVIAL), is allowed to levy and collect the tariff for Aeronautical Services on ad-hoc basis as per **Annexure-B (B1 & B2)**, w.e.f. Commercial Operation date ("COD") until the implementation of the regular aeronautical tariff for the 1st control period as determined by the authority.

ii) In exercise of powers conferred by Section 13(1)(b) of the AERA Act, 2008, read with Rule 89 of the Aircraft Rules, 1937, the Authority hereby determines the rate of UDF on ad-hoc basis as indicated in the tariff rate card at **Annexure-B (B1).**

iii) This order shall be made effective subject to receipt of all the requisite regulatory and statutory approvals before the commencement of operations at GVIAL.

iv) Tariff determined, as above, is the maximum Tariff(s) to be charged from the Users and no other charges are to be levied over and above the approved Tariff.

v) The Tariff approved, as above, is excluding all applicable Govt. taxes, if any.

vi) This revised order is in supersession of Order No. 09/2026-27.

By the Order and in the name of the Authority

(Suyash Narain)
Secretary

To,

Shri K Narayana Rao,
Director,
GMR Visakhapatnam International Airport Limited, Visakhapatnam– 530 003

Copy to:

i) Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi – 110003
ii) Director General of Civil Aviation- for issuance of AIC.

Tariff Rate Card (Ad-hoc)- As per GVIAL

Ad-hoc Tariff proposal submitted by GVIAL vide letter dt. June 04, 2026.

Annexure A1

Landing, Parking, UDF, CUTE / CUSS Charges, BME Charges

Rate Card

i. Landing charges from COD until notification of final tariff

(Rate in Rs. per MT)

Flight	Weight of aircraft	Rate
Domestic	Upto 100 MT	1,775
	Above 100 MT	1,975
International	Upto 100 MT	1,975
	Above 100 MT	2,275

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) issued by competent authority.
2. Landing charges shall be calculated on the basis of next rounded off MT.
3. 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.
4. No landing charges shall be payable in respect of:
    a. Aircraft with a maximum certified passenger capacity of less than 80 seats, being operated by domestic scheduled operators at the Bhogapuram International Airport (BIA);
    b. Helicopters of all types (not applicable to non-scheduled operators).
    c. Training flights operated by DGCA approved flying schools/flying training institutes.
    d. Military aircraft (Government of India) including para-military forces such as BSF, Coast Guard etc.
    e. Minimum Landing charges are Rs. 1,25,000/- for Non-Scheduled (NSOP)/ General Aviation (GA) aircraft.

ii. Parking charges from COD until notification of final tariff

(Rate per hour in Rs. per MT)

Particulars	From CoD till Final Tariff
>100MT	Rs. 30 per MT per Hour
< = 100 MT	Rs. 24 per MT per Hour

Notes:

1. Weight of an aircraft means MTOW in MT (1000 kg) as indicated in the certificate of airworthiness (CoA) issued by competent authority.
2. 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 the next hour.
3. No Parking Charges are levied for the first 2 hours. While calculating the free parking time, standard time of 15 minutes is added on account of time taken between touchdown and actual parking time on the parking stand. Another standard time of 15 minutes is added on account of taxing time of aircraft from parking stand to take off point and collectively referred to as free parking.
4. Parking Charges shall be calculated as follows:

a. 0 hours to 4 hours after free parking	: Rate as per Parking Charges
b. 4 hours to 12 hours after free parking	: 1.5 times of rate as per Parking Charges
c. 12 hours to 24 hours after free parking	: 4 times of rate as per Parking Charges
d. More than 24 hours after free parking	: 5 times of rate as per Parking Charges

iii. User Development Fee from COD until notification of final tariff

Domestic Embarking Passengers

(Distance shall be calculated based on stage length of great circle as per GVIAL Airport Predictive Operations Centre; the unit of Kilometres refers to air kilometres for calculating the qualifying distance as per great circle path.)

(Rate per passenger in Rs.)

Particulars	From COD until Final Tariff
<=500 KM	840
>500 KM but <=1000 KM	1,820
>1000 KM	2,300

Domestic Dis-embarking Passengers

(Rate per passenger in Rs.)

Particulars	From COD until Final Tariff
<=500 KM	380
>500 KM but <=1000 KM	850
>1000 KM	1,000

International Passengers

(Rate per passenger in Rs.)

Type of Passenger	From COD until Final Tariff
Embarking passenger	3,200
Disembarking passenger	1,250

Passengers travelling through non-scheduled domestic flights/general aviation shall be charged as follows:

(Rate per passenger in Rs.)

Type of Passenger	From COD until Final Tariff
Embarking passenger	3,500
Disembarking passenger	1,500

Notes:

1. Collection charges: If payment is made within 15 days of receipt of invoice, then the collection charges per departing passenger shall be paid by GVIAL per the policy pertaining to such charges between GVIAL and the airlines. No collection charges shall be paid in case the airline fails to pay the UDF invoice to GVIAL within the credit period of 15 days or in case of part payment.
2. Above UDF Charges shall be applicable for the tickets issued on or after the date of the ad-hoc tariff order
3. 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/PSF:
    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. "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 Indian airports due to involuntary re-routing i.e. technical problems or weather conditions.

iv. General Conditions:

1. All the charges referred above are collectively called as 'Aeronautical Charges'.
2. Flights operating under Regional Connectivity Scheme will be completely exempted from aeronautical charges as per Order No. 20/2016-17 dated March 31, 2017, of the Authority from the date the scheme is operationalized by the Government of India (GoI) as amended from time to time.
3. All the above aeronautical charges are excluding Goods and Services Tax (GST). GST at the applicable tax rates is payable in addition to the above charges.
4. For all the above aeronautical charges, the Airlines will be allowed a credit period in accordance with the agreement between GVIAL and Aircraft Operators.

v. ICT (CUTE/CUSS/BRS) Charges from COD till Final Tariff

Passenger	Amount
Per Embarking International passenger	USD 1.25
Per Embarking Domestic passenger	Rs. 75

Notes:

1. ICT charges shall be applicable on to the UDF paying passengers on scheduled flights and passengers on non-scheduled chartered flights.
2. For converting the USD in INR the RBI reference conversion Rate as on the last day of the previous month for tickets issued in 1st fortnight & rate as on 15th of the month tickets issued in the 2nd fortnight shall be adopted. Above charges are exclusive of applicable taxes.

vi. Bridge Mounted Equipment (BME) Services:

Applicable from COD till final tariff

Fixed Electrical Ground Power (FEGP) – INR/ Hour

Flight	Aircraft Code		Amount
Domestic	Code B & C		2,743
	Code D		3,291
	Code E		3,665
International	Code C	Single Cable	6,314
	Code D	Single Cable	6,314
	Code E	Double Cable	7,283

Pre-Conditioned Air (PCA) – INR/ Hour

Flight	Aircraft Code		Amount
Domestic	Code B & C		4,120
	Code D		4,389
	Code E		4,456
International	Code C	Up to 60T	6,423
	Code D	Up to 90T	7,161
	Code E	Up to 90T	7,161

Notes:

1. Charges for BME Services indicated above is excluding of Govt. taxes if any
2. BME services licensed to licensee on revenue share model. The charges mentioned above will be collected by licensee from Airlines.
3. The tariff for GPU & PCA usage for remote stand shall be 15% higher of corresponding tariff of PBB stand.

Annexure- A2

Variable Tariff Plan

The variable tariff plan with respect to Landing Charges are proposed for airline operator as follows:

Variable Landing Charges (VLC):

Particulars	From COD till Final Tariff
New Frequency – for both Domestic and International Airlines	80%* Rack Rate
New Routes – for both Domestic and International Airlines	60%*Rack Rate
All domestic flights landing between 23:00 hr to 06:00 hr	25%*Rack Rate
Freighters	0%*Rack Rate

To avail the Variable Landing Charges referred to in the table above, the scheduled airline operator(s) is/are required to satisfy all the following terms and conditions:

a) Scheduled airline operator(s) shall introduce additional frequency over and above prevailing IATA season schedule i.e., Summer '26-27 at Vizag Airport to get qualified for the VLC - New Frequency.

b) Scheduled airline operator(s) shall introduce new route over and above prevailing IATA season schedule routes i.e., Summer '26-27 at Vizag Airport to get qualified for the VLC - New Routes.

c) The airlines shall be passed on the benefit of VLC (for both New Frequency and New Routes) by way of credit note upon successful continuation of direct schedule flight for a continuous period of 120 days.

Other Terms:

a) The VLC is applicable from the date of commencement of scheduled flight referred to above on or after COD.

b) The VLC shall be applicable only if the scheduled airline operator and GVIAL are entered into a formal agreement / memorandum of understanding in this regard.

Annexure-B

Tariff Rate Card (Ad-hoc)- As per the Authority

Ad-hoc Tariff Rate Card approved by the Authority for Aeronautical Services provided at Bhogapuram International Airport by GVIAL.

The Tariff Rate Card approved under this Ad-hoc order shall be applicable w.e.f the commercial operation date ("COD") of the airport and shall continue to be in effect until the implementation of the regular aeronautical tariff for the 1st control period as determined by the authority.

Annexure B1

Landing, Parking, UDF, CUTE/CUSS charges, X-ray baggage & BME Charges

i. Landing charges

(Rate in Rs. per MT)

Flight	Weight of aircraft	Rate
Domestic	per MT	1900
International	per MT	2400

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) issued by competent authority.
2. Landing charges shall be calculated on the basis of nearest MT (i.e., 1000 kg).
3. The above mentioned rates are Rack Rates.
4. All domestic legs of international routes flown by Scheduled Indian Airline Operators will be treated as domestic flights as far as landing charges are concerned, irrespective of the flight numbers assigned to such flights.
5. Domestic leg of international routes of foreign carriers shall be treated as international flights.
6. No landing charges shall be payable in respect of:
    a. Aircraft 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.

ii. Parking charges

(Rs. per MT per hour)

Details	Domestic/ International
Parking charges (First two hours after free parking period)	19
Parking charges (beyond four hours)	23

Notes:

1. Parking time will be calculated based on On-Blocks and Off-Blocks time as recorded at the Airport Operations Control Centre (AOCC).
2. No Parking Charges are levied for the first 2 hours. While calculating the free parking time, standard time of 15 minutes is added on account of time taken between touchdown and actual parking time on the parking stand. Another standard time of 15 minutes is added on account of taxing time of aircraft from parking stand to take off point and collectively referred to as free parking.
3. The charges set forth herein shall be calculated based on the nearest rounded off MT.
4. For calculating chargeable parking time, 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 (CoA) issued by competent authority as indicated in the Certificate of Airworthiness (CoA).

iii. User Development Fee

(Rate per passenger in Rs).

Type of Passenger	Domestic	International
Embarking passenger	835	1255
Disembarking passenger	355	545

The above charges are exclusive of applicable taxes.

Notes:

1. Collection charges: Collection charges shall be applicable as per the policy pertaining to such charges between the airport operator and the airlines.
2. For calculating UDF in Foreign currency, the RBI conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.
3. 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. "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").

iv. ICT (CUTE/CUSS/BRS) Charges

Passenger	Amount
Per Embarking Domestic passenger	Rs. 75
Per Embarking International passenger	USD 1.25

Notes:

1. CUTE / CUSS charge shall be applicable to the below embarking passengers:
    a. Passengers on scheduled flights
    b. Passengers on non-scheduled, charter flights
2. For conversion of US$ to INR, the RBI conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.

v. X-ray Baggage Charges

(Rate per flight in Rs.)

Particulars	No. of seats per aircraft	Amount
Scheduled Domestic Departing Flight	Up to 80 seats	4,500
	More than 80 seats	8,500
Scheduled International Departing Flight	All	12,000

vi. Bridge Mounted Equipment (BME)

Fixed Electrical Ground Power (FEGP) – INR/ Hour

Flight	Aircraft Code		Amount
Domestic	Code B & C		2,743
	Code D		3,291
	Code E		3,665
International	Code C	Single Cable	6,314
	Code D	Single Cable	6,314
	Code E	Double Cable	7,283

Pre-Conditioned Air (PCA) – INR/ Hour

Flight	Aircraft Code		Amount
Domestic	Code B & C		4,120
	Code D		4,389
	Code E		4,456
International	Code C	Up to 60T	6,423
	Code D & E	Up to 90T	7,161

Notes:

1. Charges for BME Services indicated above are excluding of Govt. taxes, if any.
2. BME Services licensed to licensee on revenue share model. The charges mentioned above will be collected by licensee from Airlines.

vii. General Conditions:

1. Aviation Security Fee (ASF) shall be applicable as prescribed by MoCA from time to time.
2. Flights operating under Regional Connectivity Scheme will be completely exempted from aeronautical charges as per Order No. 20/2016-17 dated March 31, 2017, of the Authority from the date the scheme is operationalized by the Government of India (GoI) as amended from time to time.
3. All the above aeronautical charges are excluding Goods and Services Tax (GST). GST at the applicable tax rates is payable in addition to the above charges.
4. For all the above aeronautical charges, the Airlines will be allowed a credit period in accordance with the agreement between the Airport Operator and the Airlines.

Annexure B2

Variable Tariff Plan

The variable tariff plan with respect to landing charges for airline operator are as follows:

Variable Landing Charges (VLC):

Particulars	From COD till Final Tariff
New Frequency – for both Domestic and International Airlines	80%* Rack Rate
New Routes – for both Domestic and International Airlines	60%*Rack Rate
All domestic flights landing between 23:00 hr to 06:00 hr	25%*Rack Rate
Freighters	0%*Rack Rate

Terms and conditions:

To avail the Variable Landing Charges referred to in the table above, the scheduled airline operator(s) is/are required to satisfy all the following terms and conditions:

a. Schedule airline operator(s) shall introduce additional frequency over and above prevailing IATA season schedule i.e., Summer '26-27 at Vizag Airport to get qualified for the VLC - New Frequency.

b. Schedule airline operator(s) shall introduce new route over and above prevailing IATA season schedule routes i.e., Summer '26-27 at Vizag Airport to get qualified for the VLC - New Routes.

c. The airlines shall be passed on the benefit of VLC (for both New Frequency and New Routes) by way of credit note upon successful continuation of direct schedule flight for a continuous period of 120 days.

Other Terms:

a) The VLC is applicable from the date of commencement of scheduled flight referred to above on or after CoD.

b) The VLC shall be applicable only if the scheduled airline operator and GVIAL are entered into a formal agreement / memorandum of understanding in this regard.

c) No discount over and above the variable tariff plan shall be applicable.