

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**LOK SABHA**  
**UNSTARRED QUESTION NO. : 3414**  
( TO BE ANSWERED ON THE 12th March 2026 )

**HIGH AIRFARE AT MUMBAI AIRPORT**

3414. PROF VARSHA EKNATH GAIKWAD  
SHRI SANJAY DINA PATIL

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) whether the Government has examined the impact of limited flight frequencies, route concentration and the dominance of a few airlines on consistently high airfares for short and medium-haul routes originating from Mumbai despite the city being the country's largest aviation hub and if so, the details thereof;
- (b) whether the Government is aware that passengers from non-metro districts of Maharashtra are routinely compelled to transit through Mumbai due to inadequate direct air connectivity, resulting in higher cumulative travel costs and overcrowding at Mumbai airport and if so, the details thereof;
- (c) whether any study has been conducted on the role of high airport charges, slot constraints at Mumbai, peak-hour congestion and seasonal capacity withdrawals in escalating fares and if so, the details thereof;
- (d) the steps taken to ensure affordable, transparent and predictable pricing on high-demand routes from Mumbai; and
- (e) whether any region-specific regulatory safeguards for air travellers from Mumbai and Maharashtra are under consideration and if so, the details thereof?

**ANSWER**

Minister of State in the Ministry of CIVIL AVIATION (Shri Murlidhar Mohol)

- (a) & (b): The commencement of flight operations from any airport in the country is a commercial decision of the airlines, based on the economic and operational viability of the route and other associated factors.

With the repeal of the Air Corporations Act in March 1994, the Indian domestic aviation sector was fully deregulated. Airlines are free to induct capacity with any type of aircraft and to determine the markets and routes they wish to serve. However, such operations are subject to compliance with the Route Dispersal

Guidelines (RDGs) issued by the Government, slot allocation by the respective airport operators, and approval of flight schedules by the Directorate General of Civil Aviation (DGCA).

(c) & (d) In a deregulated aviation market, airfares are not regulated by the Government. Airlines have the flexibility to determine fares based on their operational requirements, while adhering to Rule 135 of the Aircraft Rules, 1937. The Government of India has established the Airports Economic Regulatory Authority of India (AERA) to determine tariffs for aeronautical services provided at major airports. AERA follows a uniform tariff methodology for fixation of aeronautical charges across major airports.

Further to promote airfare transparency and strengthen passenger protection, all scheduled domestic airlines are required to publish the tariffs established by them on their respective websites in a conspicuous manner, in accordance with Sub-Rule (2) of Rule 135 of the Aircraft Rules, 1937. The Tariff Monitoring Unit (TMU), established under the DGCA, monitors airfares on selected routes on a monthly basis to ensure that airlines do not charge fares outside the range published on their websites.

(e): To ensure appropriate protection for air travellers, DGCA has issued the following passenger-centric regulations/circulars to safeguard the interests of the travelling public:

- a) Carriage by Air of Persons with Disability and/ or Persons with Reduced Mobility [Civil Aviation Requirement (CAR) Section 3, Series M, Part I]
- b) Facilities to be provided to passengers by airlines due to denied boarding, cancellation of flights and delays in flights (CAR Section 3, Series M, Part IV)
- c) Refund of Airline Tickets to Passengers (CAR Section 3, Series M, Part II)
- d) Air Transport Circular ATC 01 of 2024, titled "Unbundle of services and fees by scheduled airlines".

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