GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 790
(TO BE ANSWERED ON THE 23rd July 2026)

AIRPORT REVENUE OPERATIONS

790. SHRI NAVEEN JINDAL

Will the Minister of CIVIL AVIATION

be pleased to state:-

(a) the details of the Domestic User Development Fee (UDF) per passenger and International UDF at each of the ten major airports during 2022;
(b) whether both these fees have been revised upwards/downwards since 2022 and if so, the details thereof, year and airport-wise;
(c) whether the Airports Economic Regulatory Authority (AERA) pointed out any discrepancies/shortcomings in the joint ventures for non-aero revenue being operated by the concessionaires at any of these airports during the post privatisation period and if so, the details thereof along with the action taken by the Government in pursuance of the AERA reports; and
(d) whether the AERA has also pointed out in its reports that some of the practices used by the concessionaires leading to impact on tariffs and ultimately to extra burden on the airport users including the passengers viz. large CAPEX plan leading to higher RAB and depreciation, OPEX escalation leading to raised ARR, conservative tariff forecast leading to rise in passenger tariff and conservative non-aero revenue leading to reduced subsidy and UDF increase and if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

(Shri Murlidhar Mohol)

(a) & (b): Airports Economic Regulatory Authority of India (AERA) determines tariffs, including User Development Fees (UDF) for aeronautical services provided at major airports. The details of per passenger UDF levied at ten major airports in March, 2022 and March, 2026 is at Annexure.

(c) AERA does not regulate non-aeronautical services. However, 30% of the Non-Aeronautical Revenue (NAR) is considered for cross-subsidisation of aeronautical charges. AERA determines appropriate level of NAR based on regulatory prudence, benchmarking and other due diligence measures.

(d) AERA follows a uniform tariff determination methodology, irrespective of the ownership or management of the airport, taking into account factors such as return on investment on aeronautical assets, operating expenditure, depreciation, taxes, etc. After detailed technical, financial and commercial scrutiny, only prudently and efficiently incurred costs are admitted for tariff determination. AERA ensures that aeronautical tariff, including UDF remain reasonable and reflective of efficient airport operations while balancing the interest of all stakeholders.

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Statement referred in reply to Lok Sabha Unstarred Question No. 790 regarding "Airport Revenue Operations" to be answered on 23.07.2026.

<u>Annexure</u>

<u>Per Passenger User Development Fee (UDF) levied at 10 major airports in March 2022 and March 2026</u>

Sl. No.	Name of Airport	PAX Type	FY 2021-22		FY 2025-26		
			Dom.	Intl.	Dom.	Intl.	
						Economy	Busines
1	**DELHI**	Emb.	130	130	129	650	810
		Disemb.	-	-	56	275	345
2	**MUMBAI**	Emb.	0	171	175	615	695
		Disemb.	-	-	75	260	304
3	**BENGALURU**	Emb.	184	839	550	1500	
4	**HYDERABAD**	Emb.	281	393	750	1500	
5	**KOLKATA**	Emb.	583	1402	547	1315	
6	**CHENNAI**	Emb.	69	69	410	625	
7	**AHMEDABAD**	Emb.	85	85	600	1190	
8	**GOA-DABOLIM**	Emb.	301	604	570	900	
9	**COCHIN**	Emb.	70	70	270	570	
10	**PUNE**	Emb.	400	793	387	745	