



AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

**IN THE MATTER OF
DETERMINATION OF TARIFF FOR GROUND HANDLING SERVICES FOR
M/S GLOBEGROUND INDIA PRIVATE LIMITED AT
KEMPEGOWDA INTERNATIONAL AIRPORT, BENGALURU FOR
THE THIRD CONTROL PERIOD
(FY 2021-22 TO FY 2025-26)**

Date of Issue: 20th January, 2022

AERA Building
Administrative Complex
Safdarjung Airport
New Delhi – 110003



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List of Abbreviations:

AAI	Airports Authority of India
ACS	Annual Compliance Statement
AERA (AUTHORITY)	Airports Economic Regulatory Authority of India
AISATS	Air India SATS Airport Services Private Limited
ATM	Air Traffic Movement
ATP	Annual Tariff Proposal
BIAL	Bengaluru International Airport Limited
C&AG	Comptroller & Auditor General of India
CAPA	Centre for Asia Pacific Aviation
CAPEX	Capital Expenditure
CASIPL	Celebi Airport Services India Private Limited
CGF	Cargo, Ground Handling & Fuel Throughput
GGIPL	GlobeGround India Private Limited
GHS	Ground Handling Service
GSE	Ground Support Equipment
IATA	International Air Transport Association
ISP	Independent Service Provider
MOCA	Ministry of Civil Aviation
MYTP	Multi-Year Tariff Proposal
OPEX	Operating Expenditure
RAB	Regulatory Asset Base
SGHA	Standard Ground Handling Agreement
SPRH	Service Provider Right Holder
TCP	Third Control Period
YoY	Year on Year



CHAPTER 1: INTRODUCTION

- 1.1 M/s Globe Ground India Private limited (GGIPL) incorporated on 05.05.1999 as a subsidiary of Bird Consultancy Services Private Limited with a mandate to provide Ground Handling Services at various airports across India. Presently, GGIPL is the designated Ground Handling Service Provider and is engaged in the business of providing Ground Handling Services in respect of passenger handling and baggage handling services etc. for various Domestic & International Flights at the Bengaluru International Airport. The present shareholding pattern of GGIPL is given as below:

Table 1: Summary of Shareholding Structure of GGIPL

Name of Shareholder	Percentage of Stake (%)
M/s Bird Consultancy Services Pvt Ltd	51.00
Mrs. Radha Bhatia	41.83
Mr. Vijay Bhatia	0.01
Mr. Gaurav Bhatia	1.18
Mrs. Radha Bhatia and Mr. Gaurav Bhatia	2.99
Mrs. Radha Bhatia and Mr. Ankur Bhatia	2.99
TOTAL	100.00

- 1.2 GGIPL has been awarded the license for Ground Handling Services by BIAL for a second consecutive term at Kempegowda International Airport, Bengaluru through a competitive bidding process for a period of 10 years, effective from 01.08.2018 to 31.07.2028. Kempegowda International Airport has started levying the concession fee to GGIPL from 01.01.2019.
- 1.3 The Authority, vide order no. 21/2019-20 dated 17.01.2020 had determined Tariff of GGIPL for FY 2019-20 and FY 2020-21 of Second Control Period under “**Light Touch Approach**”.
- 1.4 In accordance with AERA’s Guidelines 2011 for determination of Tariff for Services provided for Cargo, Ground Handling and Fuel (CGF), GGIPL submitted Multi-Year Tariff Proposal (MYTP) and conducted the Stakeholder Consultation Meeting on 15.04.2021. The minutes of meeting were also submitted to the Authority along with MYTP. It is observed from the ‘Minutes of meeting’ that GGIPL has addressed all the queries of the stakeholders on the proposed Annual Tariff Proposal (ATP) for the third control period. As per the Minutes of meeting of Stakeholders Consultation, none of the stakeholders, including the participant from Lufthansa German Airlines, Oman Air, Air France etc. objected on the projected volume based Annual Tariff Proposal (ATP) of GGIPL.
- 1.5 The Authority carefully considered the Multi Year Tariff Proposal (MYTP) seeking revision of Tariffs for providing Ground Handling Services at Kempegowda International Airport, Bengaluru for the Third Control Period (FY 2021-22 to FY 2025-26) and issued its Consultation Paper No. 22/2021-22 dated 17.11.2021 inviting suggestions/comments from the stakeholders on the various proposals of the Authority with the following timelines:
- *Date of Issue of the Consultation Paper: 17th November, 2021.*
 - *Date for submission of written comments by Stakeholders: 08th December, 2021.*

- *Date for submission of counter comments: 17th December, 2021.*
- 1.6 The Authority received comments from M/s SpiceJet Ltd. on the Consultation Paper No. 22/2021-22. The comments received from SpiceJet Ltd. were uploaded on the AERA website vide Public Notice no. 37/2021-22 dated 09.12.2021.
- 1.7 The Authority, in response to Public Notice no. 37/2021-22 dated 09.12.2021, received counter comments from GGIPL on 09.12.2021. Thus, the consultation process on receipt of counter comments of GGIPL concluded on 9.12.2021.
- 1.8 The Authority, after examining the comments of M/s SpiceJet & counter comments of GGIPL and after considering all the relevant aspects has finalized this Tariff Order.



CHAPTER 2: PRINCIPLES FOR DETERMINATION OF AERONAUTICAL TARIFF UNDER "LIGHT TOUCH APPROACH"

- 2.1 The Authority vide its Order No. 12/2010-11 dated 10.01.2011 and Direction No. 04/2010-11 issued on 10.01.2011 finalized its approach in the matter of Regulatory Philosophy and Approach in Economic Regulation of the Services provided for Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft at the major airports and issued the Airports Economic Regulatory Authority of India (Terms and Conditions for Determination of Tariff for Services provided for Cargo Facility, Ground Handling and supply of Fuel to the Aircraft) Guidelines, 2011 ("the Guidelines").
- 2.2 In accordance with the above mentioned Guidelines and Directions, the following procedure has been followed for determination of Materiality Index & Competition Assessment:

Stage I: MATERIALITY ASSESSMENT:

$$\text{Materiality Index (MI}_G\text{)} = \frac{\text{Int. Aircraft Movement at Bangalore Airport}}{\text{Total Intl.Aircraft Movement at Major Airports}} \times 100$$

$$\begin{aligned}\text{The materiality index at Bengaluru Airport} &= 30311/431853 \\ &= 7.02\%\end{aligned}$$

The percentage share of Ground Handling for Kempegowda International Airport, Bengaluru for the FY 2019-20 is 7.02% which is more than 5% Materiality Index (MI_G) for the above subject service. Hence the regulated service is deemed as '**Material**' for the third control period.

Stage II: COMPETITION ASSESSMENT:

- 2.3 The Authority with regard to the provisions of the National Civil Aviation Policy (NCAP-2016), vide its Order No. 15/2016-17 dated 12th Jan, 2017 decided to consider three (3) Ground Handling Agencies (GHA) including Air India's subsidiary/JV for competition assessment at all major airports.
- 2.4 As per the information furnished by GGIPL on competition Assessment Form F1 (b), M/s Air India SATS Airport Services Private Limited (AISATS) and M/s Celebi Airport Services India Pvt. Ltd. (CASIPL) are the other service provider rendering similar services at Kempegowda International Airport, Bengaluru. Since, there are three Ground Handling agencies including GGIPL, the service is deemed as "**Competitive**".
- 2.5 The Authority also observed that GGIPL has submitted the copy of the user agreement with airlines such as Koninklijke Luchtvaart Maatschappij (KLM), Deutsche Lufthansa AG, Aerologic GmbH and Societe Air France (AF) etc. The Authority considers the user agreement(s) reasonable.

Stakeholders' Comments

2.6 M/s SpiceJet comments on review of tendering process:

- 2.6.1 M/s SpiceJet submitted that the Authority may review the length of award of Concession agreement, should not allow a monopolistic situation of repeated award of indefinitely



consecutive 10 year periods. License Agreement should be awarded in a fair and transparent manner to three-four parties who are providing GHS on competitive costs with best-in-class services. Awarding the contract by the airport operator on highest revenue share basis should be discouraged, as it breeds inefficiencies and tend to disproportionately increase the cost. It is general perception service providers has no incentives to reduce its expenses as any such increase will be passed on to the airlines.

2.6.2 M/s SpiceJet further submitted that there needs to be a mechanism for incentivizing the parties for increasing efficiencies and cost savings and not for increasing the royalty for the airport operator.

2.6.3 M/s SpiceJet for sake of transparency wanted to know whether GGIPL is subject to any audit by suitable Auditing Authority or is audited by Comptroller & Auditor General of India.

2.7 GGIPL's counter comments/response on SpiceJet Comments regarding review of tendering process:

2.7.1 As regard to the concern raised by M/s SpiceJet, GGIPL stated that they are complying with the approved mechanism set up by AERA for determination of Tariff.

2.7.2 GGIPL request the Authority to intimate Ms Spicejet Ltd. about the Tariff determination guidelines for the Ground Handling Industry and for others so that their concern is resolved.

2.7.3 GGIPL further stated that they are subject to audit as per the requirement of the Companies Act, 2013.

2.8 Authority's Examination regarding review of tendering process:

2.8.1 The Authority notes the comments of M/s SpiceJet and GGIPL's response thereon. The Authority observed that GGIPL has a valid Concession Agreement with Airport Operator namely Bengaluru International Airport Limited for a period of 10 years and same is effective from 01st August, 2018. The Authority is of the view that any capital intensive business, like Civil Aviation, requires investment with a long term perspective and if a significant CAPEX is to be recovered in a relatively shorter period, it would lead to higher burden in terms of Tariff to the end Users.

2.8.2 The Authority further notes that there are three Ground Handling Service providers including GGIPL at Kempegowda International Airport, Bengaluru, thereby ensuring enough competition among the service providers at Bengaluru airport.

2.8.3 The Authority also notes that C&AG audit is applicable to Government entities (Government Departments, Public Sector Undertakings etc.) only. However, GGIPL as being a Private Limited Company, their accounts are audited by their statutory auditor, appointed by the Board of Directors.

2.9 Authority's Decisions regarding Tariff determination principal:

2.9.1 Based on the material before it and its analysis, the Authority decides to adopt '**Light Touch Approach**' for determination of Tariff for the Third Control Period (FY 2021-22 to FY 2025-26).



CHAPTER 3: TRAFFIC VOLUME (FLIGHTS TO BE HANDLED)

GGIPL, Bengaluru submission on Traffic (Flights to be Handled) for the Third Control Period (TCP)

- 3.1 As per MYTP submitted by GGIPL, Bengaluru, the projected Traffic (Flights to be handled) for the Third Control Period (FY 2021-22 to FY 2025-26) is as under:

Table 2: Projected Flights to be Handled (in Nos.) by GGIPL for the Third Control Period

Year	Domestic (Landing)	International (Landing)	Total	As % of FY 2019-20		
				Domestic	International	Total
2019-20	12,985	5,145	18,130	-	-	-
2020-21	7,305	1,817	9,122	56	35	50
2021-22	7,634	2,244	9,878	59	44	54
2022-23	9,160	2,917	12,077	71	57	67
2023-24	10,993	3,792	14,785	85	74	82
2024-25	12,641	4,930	17,571	97	96	97
2025-26	14,538	6,409	20,947	112	125	116
TOTAL (2021-22 to 2025-26)	54,966	20,292	75,258			

3.2 Authority's Analysis regarding Traffic (Flights to be handled) for the Third Control Period at Consultation Stage:

- 3.2.1 The Authority noted that the traffic volume during FY 2021-22 is also adversely affected by Covid-19 pandemic. The aircraft traffic in second half of FY 2021-22 was seen recovering from the lowest traffic level witnessed during Covid-19 period; however in view of the emergence of fresh variant of Covid-19, the traffic volume, particularly in International traffic, is expected to recover marginally only, if any, during the remaining period of FY 2021-22.
- 3.2.2 The Authority also noted that as per GGIPL projection, it will reach around the traffic volume of FY 2019-20 in FY 2024-25 and is expected to surpass pre-covid Traffic level at the end of Third Control Period.
- 3.2.3 The Authority proposed to adopt Traffic Projections for the 3rd Control Period as submitted by GGIPL (ref. Table 2 above). During the stakeholder consultation process, the Authority received no comments/views from any stakeholders with respect to Traffic Projections (Flights to be handled) for the Third Control Period. The Authority proposes to maintain the same view on Traffic Projections (Flights to be handled) for 3rd Control Period as taken at CP stage.

3.3 Authority's Decisions regarding Traffic (Flights to be handled) for the Third Control Period

- 3.3.1 Based on the material before it and its analysis, the Authority decides to consider Traffic (Flights to be handled) for the Third Control Period as per Table-2.



CHAPTER 4: CAPITAL EXPENDITURE

GGIPL, Bengaluru submission on Capital Expenditure (CAPEX) for the Third Control Period as part of MYTP

- 4.1 As per MYTP submission, GGIPL had projected total capital expenditure (CAPEX) of ₹ 3286.73 lakhs for the procurement of various assets for the third control period (FY 2021-22 to FY 2025-26). The asset wise capital expenditure projected by GGIPL, Bengaluru for the third control period is given as below:

Table 3: Projected Capital Expenditure submitted by GGIPL for the Third Control Period
(₹ in Lakhs)

Particulars	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL
Ground Handling Equipments	-	300.00	200.00	-	-	500.00
Leasehold Improvement	2212.37	-	-	-	-	2212.37
Furniture & Fixtures	413.09	-	-	-	-	413.09
Electrical Equipment	161.27	-	-	-	-	161.27
TOTAL	2786.73	300.00	200.00	NIL	NIL	3286.73

Table 4: Break up of Projected Capital Expenditure submitted by GGIPL for TCP
(₹ in lakhs)

YEAR	Particulars	Qty.	Rate	Amount
Tariff Year 1 - 2021-22	Construction of GSE 3			
	Architectural Design /Civil, Plumbing, Fire & Electrical work / GSE3 Office Building Interior And HVAC works / HT Cabling Work for New Building	1	1,436.29	1,436.29
	PO for additional work	1	361.48	361.48
	GSE3 office bldg. interior	1	354.00	354.00
	GSE 3 statutory approvals (pre-construction) service charges	1	35.40	35.40
	GSE 3 statutory approvals (post construction) service charges	1	22.42	22.42
	Oil water separator systems	1	1.52	1.52
	Debris removal from gse3 site	1	1.26	1.26
	Furniture & fixtures	1	413.09	413.09
	Transformer	1	49.70	49.70



	Supply of HT and LT panels and ups for GSE3	1	68.59	68.59
	CCTV camera	1	9.72	9.72
	Single Girder EOT Crane with Electric Wire rope Hoist GSE3	1	12.98	12.98
	LED Sign Board for GSE 3	1	4.03	4.03
	Sign Board for GSE 3 City Side	1	2.62	2.62
	Safety equipment	1	13.63	13.63
	Total - 2021-22			2,786.73
Tariff Year 2 - 2022-23	Lower Deck Loader	1	200.00	200.00
	Electric Baggage Tractors	4	25.00	100.00
	Total - 2022-23			300.00
Tariff Year 3 - 2023-24	Lower Deck Loader	1	200.00	200.00
	Total - 2023-24			200.00
Tariff Year 4 - 2024-25				N I L
Tariff Year 5 - 2025-26				N I L
PROJECTED CAPEX FOR THE THIRD CONTROL PERIOD				3,286.73

4.2 Authority's Analysis regarding CAPEX for the Third Control Period at Consultation stage:

- 4.2.1 The Authority during the analysis of CAPEX had observed that GGIPL proposed 85% of CAPEX to be incurred in the first tariff year. In this regard, the Authority sought clarification from GGIPL towards the utilization of such CAPEX plan. In response to that GGIPL stated that the CAPEX proposed is essential to construct new workshop namely GSE-3 and maintenance/ repairing of the existing ground handling equipment's at Kempegowda International Airport, Bengaluru during the first year of the Control Period.
- 4.2.2 Further, the Authority observed from the SPRH agreement that GGIPL should construct the Ground Support Equipment Maintenance Building Site and the CAPEX proposed therein for the said facility has to be incurred for efficient operation at Kempegowda International Airport, Bengaluru.
- 4.2.3 The Authority also observed that GGIPL has proposed expenditure of ₹ 2786.73 lakhs for construction of new workshop namely GSE-3 (workshop) and other allied works as part of the workshop. The balance CAPEX proposed to be incurred in FY 2022-23 and FY 2023-24. GGIPL has not proposed any CAPEX for FY 2024-25 and FY 2025-26 of the TCP.
- 4.2.4 GGIPL in its submission also stated that the capital expenditure would be required to meet the projected growth in business at Kempegowda International Airport, Bengaluru.
- 4.2.5 The Authority, as regard to CAPEX proposed by GGIPL for Third Control Period, had



observed that the significant portion of CAPEX of ₹ 2786.73 lakh had been proposed by GGIPL in first year itself. Therefore, the Authority considering the CAPEX plan and its utility, proposed to elicit the specific views/comments of stakeholders on the CAPEX proposed by GGIPL for the third control period.

Stakeholders' comments

4.3 M/s SpiceJet Comments on Deferment of Capital Expenditure for the Third Control Period:

- 4.3.1 *M/s SpiceJet submitted that as per CAPA and IATA projections, it will take around 2-3 years for flight operations to reach its pre-Covid 19 peak level operations. Hence to support/ sustain airlines operations, all non-essential CAPEX proposed by GGIPL should be deferred to 4th Control Period or put on hold, unless such CAPEX deemed critical/essential from safety compliance perspective.*
- 4.3.2 *M/s SpiceJet further stated that the Authority allows the significant amount of proposed CAPEX in first tariff year, such proposed CAPEX, to be made between the FY 2022 to FY 2024 or may be pushed to the end of the Third Control Period or deferred to the 4th Control Period.*

4.4 GGIPL counter comment/response on M/s SpiceJet Comments regarding Deferment of Capital Expenditure for the Third Control Period:

- 4.4.1 *GGIPL stated that it has to introduce Ground Handling Equipment that is acceptable to User Airlines, further these Airlines do Audit (of equipment/facilities) before signing SGHA.*
- 4.4.2 *GGIPL has confirmed that in order to provide the Ground Handling Services which meets the service level expected by the Airlines & Airport Operator and for better passenger experience, it has to incur the proposed CAPEX.*

4.5 Authority's Examination regarding Capital Expenditure for the Third Control Period:

- 4.5.1 The Authority notes the comments of M/s SpiceJet and GGIPL's response thereon. The Authority observes that GGIPL has projected total capital expenditure of ₹ 3286.73 lakhs to be incurred during the Third Control Period and as per its submission; the proposed capital expenditure would be required to meet the service level expectations of User Airlines & Airport Operator.
- 4.5.2 The Authority further notes the concerns of M/s SpiceJet regarding the projection of ATM, based on various estimates of Traffic published by CAPA and IATA and feels that GGIPL needs to incur capital expenditure commensurate with the level of operations projected for the Control Period at Kempegowda International Airport, Bengaluru.

4.6 Authority's Decisions regarding Capital Expenditure for the Third Control Period

- 4.6.1 Based on the material before it and its analysis, the Authority decides to consider the Capital Expenditure for the Third Control Period as per Table 3.



CHAPTER 5: OPERATING EXPENDITURE

GGIPL, Bengaluru submission on Operating Expenditure for the Third Control Period as part of MYTP

- 5.1 As provided in Clause 9.4 of the CGF Guidelines mentioned in Direction No. 04/2010-11, the operational and maintenance expenditure incurred by the Service provider(s) include expenditure incurred on security, operating costs, other mandated operating costs and statutory operating costs.
- 5.2 Operation and Maintenance (O&M) Expenditure submitted by GGIPL has been segregated into the following categories:
- Payroll Costs;
 - Concession Fees;
 - Utility and Outsourcing Costs;
 - Repair and Maintenance Expenditure and
 - Admin and General Expenses

- 5.3 GGIPL, Bengaluru submitted the Annual Compliance Statement for F.Y. 2019-20 & F.Y. 2020-21 and projected Revenue & Operating Expenditure for TCP as under:

Table 5: Actual (FY 2019-20) and Projected Revenue & Operating Expenditure and PBIDT submitted by GGIPL

Particulars	₹ in Laacs							CAGR	YoY % Change					
	2019-20*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Revenue (A)	8381.59	4108.71	5,139.61	6,382.68	7,626.27	8,747.15	9,609.34	17%	-51%	25%	24%	19%	15%	10%
Operating Exp. (B)	7527.49	3970.74	4,687.73	5,536.63	6,489.84	7,388.79	8,082.04	15%	-47%	18%	18%	17%	14%	9%
Payroll Costs	3765.74	1988.56	2,278.86	2,717.05	3,241.13	3,716.67	4,018.69	15%	-47%	15%	19%	19%	15%	8%
Concession Fees	1393.40	939.30	931.38	1,007.26	1,088.58	1,177.12	1,273.54	8%	-33%	-1%	8%	8%	8%	8%
Utility & Outsourcing	331.93	218.97	262.77	315.32	378.38	454.06	544.87	20%	-34%	20%	20%	20%	20%	20%
Repairs & Maintenance	190.59	122.15	134.37	146.55	161.20	177.32	195.05	10%	-36%	10%	9%	10%	10%	10%
Admin & General	1845.83	701.75	1,080.36	1,350.45	1,620.54	1,863.62	2,049.89	17%	-62%	54%	25%	20%	15%	10%
PBIDT (A-B)	854.10	137.97	451.88	846.05	1,136.43	1,358.36	1,527.29		-84%	228%	87%	34%	20%	12%
Interest and Finance Cost	22.12	86.81	77.63	69.58	62.49	56.25	50.74	-10%	292%	-11%	-10%	-10%	-10%	-10%
Depreciation	127.75	127.48	121.11	115.05	109.3	103.84	98.64	-5%	0%	-5%	-5%	-5%	-5%	-5%
Profit Before Tax	704.23	-76.32	253.14	661.42	964.64	1198.27	1377.91		-111%	432%	161%	46%	24%	15%

* 2019-20 audited figures

- 5.4 Authority's analysis regarding Operating Expenditure for the third control period at Consultation stage:

- 5.4.1 The Authority sought clarification on increase in revenue and operating expenditure from GGIPL. In response thereto, GGIPL had stated that the projected increase in revenue is due to increase in volume of business (flight handling), which is resulting in increase of operational cost. Further, the projected increase in operational cost is also due to factors like annual salary increments, inflation impact.



- 5.4.2 The Authority noted from the submission of GGIPL that ISP will reach pre-covid level Profit before Tax (PBT) in FY 2023-24.
- 5.4.3 The Authority further analysed the profit & loss account statement provided in Form F3 and observed that GGIPL will earn return on RAB ranging from 2.70% to 12.60% as mentioned below in Table-6. The Authority also noted that the average return on RAB is 8.36% and that is well within the range of 14% which is generally considered by the Authority on Equity portion.

Table 6: Return on Average Regulated Asset Base (RAB)

Amount (in Lakhs)						
Particulars	2021-22	2022-23	2023-24	2024-25	2025-26	Total
Profit Before Tax	253.14	661.42	964.64	1198.27	1377.91	4455.38
Tax	18.98	49.61	72.35	89.87	103.34	334.15
Profit After Tax (A)	234.16	611.81	892.29	1108.4	1274.57	4121.23
Average RAB (B)	8660.84	10086.13	10223.94	10217.38	10116.14	49304.43
Return on Avg. RAB (%) C = A/B	2.70%	6.07%	8.73%	10.85%	12.60%	8.36%

- 5.4.4 The Authority had taken a cognizance of significant projected increase in certain O&M components such as Payroll, Utility & Outsourcing and R&M Expenses during the Third Control Period. Further, in respect of R&M cost, the Authority also believed that GGIPL had proposed procurement of new ground handling equipment at Kempegowda International Airport, Bengaluru and all such equipment must be under warranty period, which should result in lesser R&M expenses. Therefore, the Authority proposed to elicit the views/comments of stakeholders on the projected increase in Operating Expenditure.

Stakeholders' Comments

5.5 M/s SpiceJet Comments on Operating Expenditure for the Third Control Period:

- 5.5.1 *M/s SpiceJet submitted that they are unaware about the cost cutting measures, including renegotiations of all cost items on its profit and loss account, taken by GGIPL. M/s SpiceJet further stated that the cost incurred by service provider impacts airlines as such cost is passed on to the airlines. M/s SpiceJet also stated that various industry reports from IATA and CAPA projected pre-Covid flight operations level to be achieved in next 2-3 years.*

M/s SpiceJet requested the Authority to:

- (i) Put on hold any increase in OPEX*
- (ii) There shouldn't be any increase in manpower till the existing manpower is effectively utilised.*
- (iii) GGIPL should restructure its payroll, utility & outsourcing expenses and R&M expenses, and hold any revision at least for the next three (3) years.*

- 5.5.2 *As regard to Royalty Charges/Concession Fee, M/s SpiceJet submitted that the royalty is in the nature of market access fee, charged (by any name or description) by the Airport*

operator under various headings without any underlying services. It may be pertinent to note that market access fee by any name or description is not practiced in most of the global economies, including European Union, Australia etc. These charges are passed on to airlines by GGIPL. M/s SpiceJet urged the Authority to abolish such royalty, which may be included in any of the cost items.

5.6 GGIPL response on M/s SpiceJet Comments regarding Operating Expenditures for the Third Control Period:

- 5.6.1 GGIPL does not agree with M/s SpiceJet's contentions and submitted that the observations made are very generic in nature, lacks substance to support their claims and as per the ISP; M/s SpiceJet is unaware about the facts/ground realities.
- 5.6.2 GGIPL stated that they are providing Ground Handling Services at major Airports in India for the last 12 years and have sufficient control over their Operational Expenditure. The ISP further added that increase in headcount is commensurate with the increase in Aircraft Movements. The ISP highlighted that the Ground Handling Services are not something which can be automated without incurring substantial investments which will adversely impacts the charges. It is further brought out by GGIPL that Ground Handling Services are provided by a team of trained and qualified staff under sufficient supervisions which is followed globally as well as during self-handling process by Indian domestic carriers.
- 5.6.3 GGIPL submitted that it pays staff according to the "minimum wages" published by the regulatory Authority twice a year and there is little scope of material savings, without compromising on quality and safety aspects of the total service package.
- 5.6.4 In response to M/s SpiceJet comments pertaining to abolishing of Royalty Charges/Concession Fee, GGIPL stated that the Royalty Charges/Concession Fee on the Ground Handling Services is considered as Aero Revenue of the Airport Operator; hence, it directly helps the Airlines in having subsidized Aero Charges levied by Airport operator to the Airlines.

5.7 Authority's Examination regarding Operating expenses for the Third Control Period:

- 5.7.1 The Authority notes the comments of M/s SpiceJet and response of GGIPL thereon. The Authority observes from the P&L Statement submitted by GGIPL that there is a projected increase in the range of 8-19% YoY in Payroll Cost for the Control Period. A clarification on the projected increase in payroll expenses were obtained from GGIPL, wherein the ISP stated that the increase in payroll cost is commensurate with increase in operating volumes and it factors in the impact of annual inflation, salary increments etc.
- 5.7.2 The Authority is also aware of the fact that the Payroll Cost in respect of contract workers for Ground Handling Services predominately comprises of Minimum Wages, as notified by relevant Authorities, from time to time, and it includes statutory components i.e. EPF and ESI.
- 5.7.3 The Authority, from the Form I(b) of MYTP notes that there are three players providing Ground Handling Services at Kempegowda International Airport, Bengaluru which ensures competition among the ISPs, resulting in moderation of Tariff for Users.
- 5.7.4 As regard to SpiceJet's comments on Royalty, the Authority believes that the bidding



process to award such contracts is a non-regulatory issue and such matters may be dealt appropriately between stakeholders and the concerned service providers.

5.8 Authority's Decisions regarding Operating Expenditure for the Third Control Period

- 5.8.1 Based on the material before it and its analysis, the Authority decides to consider Operating Expenditure for the Third Control Period as per Table 5.



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CHAPTER 6: ANNUAL TARIFF PROPOSAL

GGIPL, Bengaluru submissions on Annual Tariff Proposal for the Third Control Period as part of MYTP

6.1 GGIPL submitted the Multi Year Tariff Proposal for both Domestic and International Scheduled Flights (to be handled) for the third control period (FY 2021-22 to FY 2025-26) as given in Table-7 below:

Table 7: Annual Tariff Proposal submitted by GGIPL for Scheduled Flights Handling for Third Control Period

Amount (in ₹)

Category	Scheduled Passenger Flights for F.Y. 2021-22									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	38,519	34,282	18,874	16,425	14,618	8,048	54,944	48,900	26,923
	401 TO 800	37,749	33,596	18,497	16,097	14,326	7,887	53,845	47,922	26,384
	801 TO 1200	36,616	32,588	17,942	15,614	13,896	7,651	52,230	46,484	25,593
	1201 TO 1600	27,462	24,441	13,456	11,710	10,422	5,738	39,172	34,863	19,194
	1601 & above	26,089	10,754	5,921	5,152	4,586	2,525	31,242	15,340	8,446
Category C	1 TO 400	65,735	58,778	32,368	32,944	18,033	13,872	98,679	76,811	46,239
	401 TO 800	64,421	57,602	31,720	32,285	17,673	13,594	96,705	75,275	45,315
	801 TO 1200	62,488	55,874	30,769	31,316	17,143	13,187	93,804	73,017	43,955
	1201 TO 1600	46,866	41,906	23,077	23,487	12,857	9,890	70,353	54,763	32,966
	1601 & above	44,523	18,439	10,154	10,334	5,657	4,352	54,857	24,096	14,505
Category D	1 TO 400	70,633	60,661	38,816	34,128	18,583	14,064	1,04,761	79,245	52,880
	401 TO 800	69,220	59,448	38,040	33,446	18,212	13,783	1,02,666	77,660	51,823
	801 TO 1200	67,836	58,259	37,279	32,777	17,847	13,507	1,00,612	76,106	50,786
	1201 TO 1600	66,479	57,094	36,534	32,121	17,491	13,237	98,600	74,584	49,771
	1601 & above	65,149	55,952	35,803	31,479	17,141	12,972	96,628	73,093	48,775
Category E	1 TO 400	1,95,885	1,26,026	96,943	85,094	54,011	41,547	2,80,979	1,80,036	1,38,490
	401 TO 800	1,92,947	1,19,724	92,096	83,817	51,310	39,470	2,76,764	1,71,035	1,31,565
	801 TO 1200	1,90,053	1,10,745	85,188	82,560	47,462	36,509	2,72,613	1,58,207	1,21,698
	1201 TO 1600	1,71,048	99,670	76,670	74,304	42,716	32,858	2,45,352	1,42,386	1,09,528
	1601 & above	1,53,943	89,703	69,003	66,874	38,444	29,573	2,20,817	1,28,148	98,575
Category F	1 TO 400	2,88,489	1,87,518	1,44,244	1,23,638	80,365	61,819	4,12,127	2,67,882	2,06,063
	401 TO 800	2,74,064	1,78,142	1,37,032	1,17,456	76,346	58,728	3,91,520	2,54,488	1,95,760
	801 TO 1200	2,60,361	1,69,235	1,30,181	1,11,583	72,529	55,792	3,71,944	2,41,764	1,85,972
	1201 TO 1600	2,40,834	1,56,542	1,20,417	1,03,215	67,089	51,607	3,44,049	2,23,632	1,72,024
	1601 & above	2,16,751	1,40,888	1,08,375	92,893	60,381	46,447	3,09,644	2,01,268	1,54,822

Category	Scheduled Freighter Flights for F.Y. 2021-22							
	FLIGHTS PER ANNUM	Freighter Flights			FLIGHTS PER ANNUM	Transit Flights		
		Ramp Service				Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	67,488	43,867	33,744	1 TO 400	50,616	33,744	26,995
	401 TO 800	66,138	42,990	33,069	401 TO 800	49,604	33,069	26,455
	801 TO 1200	64,154	41,700	32,077	801 TO 1200	48,116	32,077	25,662
	1201 TO 1600	48,116	31,275	24,058	1201 TO 1600	36,087	24,058	19,246
	1601 & above	21,171	13,761	10,585	1601 & above	15,878	10,585	8,468
Category D	1 TO 400	1,84,932	1,77,535	92,466	1 TO 400	1,38,699	88,767	36,986
	401 TO 800	1,75,685	1,14,195	87,843	401 TO 800	1,35,925	86,992	36,247
	801 TO 1200	1,66,901	1,08,486	83,451	801 TO 1200	1,33,206	85,252	35,522
	1201 TO 1600	1,58,556	1,03,061	79,278	1201 TO 1600	1,30,542	83,547	34,811
	1601 & above	1,55,385	1,01,000	77,692	1601 & above	1,27,931	81,876	34,115
Category E	1 TO 400	1,92,133	1,82,527	96,067	1 TO 400	1,44,100	96,067	76,853
	401 TO 800	1,89,251	1,23,013	94,626	401 TO 800	1,36,895	91,263	73,011
	801 TO 1200	1,86,413	1,21,168	93,206	801 TO 1200	1,26,628	84,419	67,535
	1201 TO 1600	1,71,500	1,11,475	85,750	1201 TO 1600	1,13,965	75,977	60,781
	1601 & above	1,54,350	1,00,327	77,175	1601 & above	1,02,569	68,379	54,703



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Category	Scheduled Passenger Flights for F.Y. 2022-23									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 to 400	38,519	34,282	18,874	16,425	14,618	8,048	54,944	48,900	26,923
	401 to 800	37,749	33,596	18,497	16,097	14,326	7,887	53,845	47,922	26,384
	801 to 1200	36,616	32,588	17,942	15,614	13,896	7,651	52,230	46,484	25,593
	1201 to 1600	27,462	24,441	13,456	11,710	10,422	5,738	39,172	34,863	19,194
	1601 & above	26,089	10,754	5,921	5,152	4,586	2,525	31,242	15,340	8,446
Category C	1 to 400	65,735	58,778	32,368	32,944	18,033	13,872	98,679	76,811	46,239
	401 to 800	64,421	57,602	31,720	32,285	17,673	13,594	96,705	75,275	45,315
	801 to 1200	62,488	55,874	30,769	31,316	17,143	13,187	93,804	73,017	43,955
	1201 to 1600	46,866	41,906	23,077	23,487	12,857	9,890	70,353	54,763	32,966
	1601 & above	44,523	18,439	10,154	10,334	5,657	4,352	54,857	24,096	14,505
Category D	1 to 400	70,633	60,661	38,816	34,128	18,583	14,064	1,04,761	79,245	52,880
	401 to 800	69,220	59,448	38,040	33,446	18,212	13,783	1,02,666	77,660	51,823
	801 to 1200	67,836	58,259	37,279	32,777	17,847	13,507	1,00,612	76,106	50,786
	1201 to 1600	66,479	57,094	36,534	32,121	17,491	13,237	98,600	74,584	49,771
	1601 & above	65,149	55,952	35,803	31,479	17,141	12,972	96,628	73,093	48,775
Category E	1 to 400	1,95,885	1,26,026	96,943	85,094	54,011	41,547	2,80,979	1,80,036	1,38,490
	401 to 800	1,92,947	1,19,724	92,096	83,817	51,310	39,470	2,76,764	1,71,035	1,31,565
	801 to 1200	1,90,053	1,10,745	85,188	82,560	47,462	36,509	2,72,613	1,58,207	1,21,698
	1201 to 1600	1,71,048	99,670	76,670	74,304	42,716	32,858	2,45,352	1,42,386	1,09,528
	1601 & above	1,53,943	89,703	69,003	66,874	38,444	29,573	2,20,817	1,28,148	98,575
Category F	1 to 400	2,88,489	1,87,518	1,44,244	1,23,638	80,365	61,819	4,12,127	2,67,882	2,06,063
	401 to 800	2,74,064	1,78,142	1,37,032	1,17,456	76,346	58,728	3,91,520	2,54,488	1,95,760
	801 to 1200	2,60,361	1,69,235	1,30,181	1,11,583	72,529	55,792	3,71,944	2,41,764	1,85,972
	1201 to 1600	2,40,834	1,56,542	1,20,417	1,03,215	67,089	51,607	3,44,049	2,23,632	1,72,024
	1601 & above	2,16,751	1,40,888	1,08,375	92,893	60,381	46,447	3,09,644	2,01,268	1,54,822

Category	Scheduled Freighter Flights for F.Y. 2022-23							
	Freighter Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	67,488	43,867	33,744	1 TO 400	50,616	33,744	26,995
	401 TO 800	66,138	42,990	33,069	401 TO 800	49,604	33,069	26,455
	801 TO 1200	64,154	41,700	32,077	801 TO 1200	48,116	32,077	25,662
	1201 TO 1600	48,116	31,275	24,058	1201 TO 1600	36,087	24,058	19,246
	1601 & above	21,171	13,761	10,585	1601 & above	15,878	10,585	8,468
Category D	1 TO 400	1,84,932	1,77,535	92,466	1 TO 400	1,38,699	88,767	36,986
	401 TO 800	1,75,685	1,14,195	87,843	401 TO 800	1,35,925	86,992	36,247
	801 TO 1200	1,66,901	1,08,486	83,451	801 TO 1200	1,33,206	85,252	35,522
	1201 TO 1600	1,58,556	1,03,061	79,278	1201 TO 1600	1,30,542	83,547	34,811
	1601 & above	1,55,385	1,01,000	77,692	1601 & above	1,27,931	81,876	34,115
Category E	1 TO 400	1,92,133	1,82,527	96,067	1 TO 400	1,44,100	96,067	76,853
	401 TO 800	1,89,251	1,23,013	94,626	401 TO 800	1,36,895	91,263	73,011
	801 TO 1200	1,86,413	1,21,168	93,206	801 TO 1200	1,26,628	84,419	67,535
	1201 TO 1600	1,71,500	1,11,475	85,750	1201 TO 1600	1,13,965	75,977	60,781
	1601 & above	1,54,350	1,00,327	77,175	1601 & above	1,02,569	68,379	54,703



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2023-24									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	39,289	34,968	19,252	16,754	14,911	8,209	56,043	49,878	27,461
	401 TO 800	38,504	34,268	18,867	16,418	14,612.40	8,045	54,922	48,881	26,912
	801 TO 1200	37,348	33,240	18,301	15,926	14,174	7,804	53,274	47,414	26,104
	1201 TO 1600	28,011	24,930	13,726	11,944	10,631	5,853	39,956	35,561	19,578
	1601 & above	26,611	10,969	6,039	5,256	4,677	2,575	31,866	15,647	8,614
Category C	1 TO 400	67,050	59,954	33,015	33,603	18,394	14,149	1,00,653	78,348	47,164
	401 TO 800	65,709	58,754	32,355	32,931	18,026	13,866	98,640	76,781	46,221
	801 TO 1200	63,738	56,992	31,384	31,943	17,485	13,450	95,680	74,477	44,834
	1201 TO 1600	47,803	42,744	23,538	23,957	13,114	10,088	71,760	55,858	33,626
	1601 & above	45,413	18,807	10,357	10,541	5,770	4,439	55,954	24,577	14,795
Category D	1 TO 400	72,045	61,874	39,593	34,811	18,955	14,345	1,06,856	80,829	53,938
	401 TO 800	70,604	60,637	38,801	34,115	18,576	14,059	1,04,719	79,213	52,859
	801 TO 1200	69,192	59,424	38,025	33,432	18,204	13,777	1,02,625	77,629	51,802
	1201 TO 1600	67,808	58,236	37,264	32,764	17,840	13,502	1,00,572	76,076	50,766
	1601 & above	66,452	57,071	36,519	32,108	17,484	13,232	98,561	74,555	49,751
Category E	1 TO 400	1,99,803	1,28,546	98,882	86,796	55,091	42,378	2,86,599	1,83,637	1,41,259
	401 TO 800	1,96,806	1,22,119	93,937	85,494	52,337	40,259	2,82,300	1,74,455	1,34,196
	801 TO 1200	1,93,854	1,12,960	86,892	84,211	48,411	37,240	2,78,065	1,61,371	1,24,132
	1201 TO 1600	1,74,469	1,01,664	78,203	75,790	43,570	33,516	2,50,259	1,45,234	1,11,719
	1601 & above	1,57,022	91,497	70,383	68,211	39,213	30,164	2,25,233	1,30,711	1,00,547
Category F	1 TO 400	2,94,258	1,91,268	1,47,129	1,26,111	81,972	63,055	4,20,369	2,73,240	2,10,185
	401 TO 800	2,79,546	1,81,705	1,39,773	1,19,805	77,873	59,903	3,99,351	2,59,578	1,99,675
	801 TO 1200	2,65,568	1,72,619	1,32,784	1,13,815	73,980	56,907	3,79,383	2,46,599	1,89,692
	1201 TO 1600	2,45,651	1,59,673	1,22,825	1,05,279	68,431	52,639	3,50,929	2,28,104	1,75,465
	1601 & above	2,21,086	1,43,706	1,10,543	94,751	61,588	47,375	3,15,837	2,05,294	1,57,918

Category	Scheduled Freighter Flights for F.Y. 2023-24							
	Freighter Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	68,838	44,745	34,418.86	1 TO 400	51,628.29	34,418.86	27,535.09
	401 TO 800	67,461	43,850	33,730	401 TO 800	50,596	33,730	26,984
	801 TO 1200	65,437	42,534	32,719	801 TO 1200	49,078	32,719	26,175
	1201 TO 1600	49,078	31,901	24,539	1201 TO 1600	36,808	24,539	19,631
	1601 & above	21,594	14,036	10,797	1601 & above	16,196	10,797	8,638
Category D	1 TO 400	1,88,631	1,81,085	94,315	1 TO 400	1,41,473	90,543	37,726
	401 TO 800	1,79,199	1,16,479	89,600	401 TO 800	1,38,643	88,732	36,972
	801 TO 1200	1,70,239	1,10,655	85,120	801 TO 1200	1,35,871	86,957	36,232
	1201 TO 1600	1,61,727	1,05,123	80,864	1201 TO 1600	1,33,153	85,218	35,508
	1601 & above	1,58,493	1,03,020	79,246	1601 & above	1,30,490	83,514	34,797
Category E	1 TO 400	1,95,976	1,86,177	97,988	1 TO 400	1,46,982	97,988	78,390
	401 TO 800	1,93,036	1,25,474	96,518	401 TO 800	1,39,633	93,089	74,471
	801 TO 1200	1,90,141	1,23,592	95,070	801 TO 1200	1,29,161	86,107	68,886
	1201 TO 1600	1,74,930	1,13,704	87,465	1201 TO 1600	1,16,244	77,496	61,997
	1601 & above	1,57,437	1,02,334	78,718	1601 & above	1,04,620	69,747	55,797



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2024-25									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	40,075	35,667	19,637	17,089	15,209	8,373	57,164	50,876	28,010
	401 TO 800	39,274	34,954	19,244	16,747	14,904.65	8,206	56,020	49,858	27,450
	801 TO 1200	38,095	33,905	18,667	16,244	14,458	7,960	54,340	48,362	26,627
	1201 TO 1600	28,572	25,429	14,000	12,183	10,843	5,970	40,755	36,272	19,970
	1601 & above	27,143	11,189	6,160	5,361	4,771	2,627	32,504	15,960	8,787
Category C	1 TO 400	68,391	61,153	33,675	34,275	18,762	14,432	1,02,666	79,915	48,108
	401 TO 800	67,023	59,930	33,002	33,589	18,387	14,144	1,00,612	78,316	47,145
	801 TO 1200	65,012	58,132	32,012	32,581	17,835	13,719	97,594	75,967	45,731
	1201 TO 1600	48,759	43,599	24,009	24,436	13,376	10,289	73,195	56,975	34,298
	1601 & above	46,321	19,183	10,564	10,752	5,886	4,527	57,073	25,069	15,091
Category D	1 TO 400	73,486	63,112	40,384	35,507	19,334	14,632	1,08,993	82,446	55,017
	401 TO 800	72,016	61,850	39,577	34,797	18,947	14,340	1,06,813	80,797	53,916
	801 TO 1200	70,576	60,613	38,785	34,101	18,569	14,053	1,04,677	79,181	52,838
	1201 TO 1600	69,165	59,400	38,010	33,419	18,197	13,772	1,02,584	77,598	51,781
	1601 & above	67,781	58,212	37,249	32,751	17,833	13,496	1,00,532	76,046	50,746
Category E	1 TO 400	2,03,799	1,31,117	1,00,859	88,532	56,193	43,225	2,92,331	1,87,310	1,44,085
	401 TO 800	2,00,742	1,24,561	95,816	87,204	53,383	41,064	2,87,946	1,77,944	1,36,880
	801 TO 1200	1,97,731	1,15,219	88,630	85,896	49,380	37,984	2,83,627	1,64,599	1,26,614
	1201 TO 1600	1,77,958	1,03,697	79,767	77,306	44,442	34,186	2,55,264	1,48,139	1,13,953
	1601 & above	1,60,162	93,327	71,790	69,575	39,997	30,767	2,29,738	1,33,325	1,02,558
Category F	1 TO 400	3,00,144	1,95,093	1,50,072	1,28,633	83,611	64,316	4,28,777	2,78,705	2,14,388
	401 TO 800	2,85,136	1,85,339	1,42,568	1,22,201	79,431	61,101	4,07,338	2,64,770	2,03,669
	801 TO 1200	2,70,880	1,76,072	1,35,440	1,16,091	75,459	58,046	3,86,971	2,51,531	1,93,485
	1201 TO 1600	2,50,564	1,62,866	1,25,282	1,07,384	69,800	53,692	3,57,948	2,32,666	1,78,974
	1601 & above	2,25,507	1,46,580	1,12,754	96,646	62,820	48,323	3,22,153	2,09,400	1,61,077

Category	Scheduled Freighter Flights for F.Y. 2024-25							
	Freighter Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	70,214	45,639	35,107.24	1 TO 400	52,661	35,107	28,086
	401 TO 800	68,810	44,727	34,405	401 TO 800	51,608	34,405	27,524
	801 TO 1200	66,746	43,385	33,373	801 TO 1200	50,059	33,373	26,698
	1201 TO 1600	50,059	32,539	25,030	1201 TO 1600	37,545	25,030	20,024
	1601 & above	22,026	14,317	11,013	1601 & above	16,520	11,013	8,810
Category D	1 TO 400	1,92,403	1,84,707	96,202	1 TO 400	1,44,302	92,354	38,481
	401 TO 800	1,82,783	1,18,809	91,392	401 TO 800	1,41,416	90,506	37,711
	801 TO 1200	1,73,644	1,12,869	86,822	801 TO 1200	1,38,588	88,696	36,957
	1201 TO 1600	1,64,962	1,07,225	82,481	1201 TO 1600	1,35,816	86,922	36,218
	1601 & above	1,61,662	1,05,081	80,831	1601 & above	1,33,100	85,184	35,493
Category E	1 TO 400	1,99,896	1,89,901	99,948	1 TO 400	1,49,922	99,948	79,958
	401 TO 800	1,96,897	1,27,983	98,449	401 TO 800	1,42,426	94,950	75,960
	801 TO 1200	1,93,944	1,26,063	96,972	801 TO 1200	1,31,744	87,829	70,263
	1201 TO 1600	1,78,428	1,15,978	89,214	1201 TO 1600	1,18,569	79,046	63,237
	1601 & above	1,60,585	1,04,381	80,293	1601 & above	1,06,712	71,142	56,913



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2025-26									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	40,877	36,380	20,030	17,430	15,513	8,541	58,307	51,893	28,570
	401 TO 800	40,059	35,653	19,629	17,082	15,203	8,370	57,141	50,855	27,999
	801 TO 1200	38,857	34,583	19,040	16,569	14,747	8,119	55,427	49,330	27,159
	1201 TO 1600	29,143	25,937	14,280	12,427	11,060	6,089	41,570	36,997	20,369
	1601 & above	27,686	11,412	6,283	5,468	4,866	2,679	33,154	16,279	8,962
Category C	1 TO 400	69,759	62,376	34,349	34,960	19,137	14,721	1,04,719	81,513	49,070
	401 TO 800	68,364	61,128	33,662	34,261	18,754	14,426	1,02,625	79,883	48,088
	801 TO 1200	66,313	59,294	32,652	33,233	18,192	13,994	99,546	77,486	46,646
	1201 TO 1600	49,735	44,471	24,489	24,925	13,644	10,495	74,659	58,115	34,984
	1601 & above	47,248	19,567	10,775	10,967	6,003	4,618	58,215	25,570	15,393
Category D	1 TO 400	74,956	64,374	41,192	36,217	19,721	14,925	1,11,173	84,095	56,117
	401 TO 800	73,457	63,087	40,368	35,493	19,326	14,626	1,08,950	82,413	54,995
	801 TO 1200	71,988	61,825	39,561	34,783	18,940	14,334	1,06,771	80,765	53,895
	1201 TO 1600	70,548	60,588	38,770	34,087	18,561	14,047	1,04,635	79,150	52,817
	1601 & above	69,137	59,377	37,994	33,406	18,190	13,766	1,02,543	77,567	51,761
Category E	1 TO 400	2,07,875	1,33,739	1,02,876	90,302	57,317	44,090	2,98,177	1,91,056	1,46,966
	401 TO 800	2,04,757	1,27,052	97,733	88,948	54,451	41,885	2,93,705	1,81,503	1,39,618
	801 TO 1200	2,01,686	1,17,523	90,403	87,613	50,367	38,744	2,89,299	1,67,891	1,29,147
	1201 TO 1600	1,81,517	1,05,771	81,362	78,852	45,330	34,870	2,60,369	1,51,102	1,16,232
	1601 & above	1,63,365	95,194	73,226	70,967	40,797	31,383	2,34,332	1,35,991	1,04,609
Category F	1 TO 400	3,06,147	1,98,995	1,53,073	1,31,206	85,284	65,603	4,37,352	2,84,279	2,18,676
	401 TO 800	2,90,839	1,89,045	1,45,420	1,24,645	81,019	62,323	4,15,485	2,70,065	2,07,742
	801 TO 1200	2,76,297	1,79,593	1,38,149	1,18,413	76,969	59,207	3,94,710	2,56,562	1,97,355
	1201 TO 1600	2,55,575	1,66,124	1,27,787	1,09,532	71,196	54,766	3,65,107	2,37,320	1,82,554
	1601 & above	2,30,017	1,49,511	1,15,009	98,579	64,076	49,289	3,28,596	2,13,588	1,64,298

Category	Scheduled Freighter Flights for F.Y. 2025-26							
	Freighter Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	71,619	46,552	35,809.38	1 TO 400	53,714.07	35,809.38	28,647.51
	401 TO 800	70,186	45,621	35,093	401 TO 800	52,640	35,093	28,075
	801 TO 1200	68,081	44,253	34,040	801 TO 1200	51,061	34,040	27,232
	1201 TO 1600	51,061	33,189	25,530	1201 TO 1600	38,295	25,530	20,424
	1601 & above	22,467	14,603	11,233	1601 & above	16,850	11,233	8,987
Category D	1 TO 400	1,96,251	1,88,401	98,126	1 TO 400	1,47,188	94,201	39,250
	401 TO 800	1,86,439	1,21,185	93,219	401 TO 800	1,44,245	92,317	38,465
	801 TO 1200	1,77,117	1,15,126	88,558	801 TO 1200	1,41,360	90,470	37,696
	1201 TO 1600	1,68,261	1,09,370	84,130	1201 TO 1600	1,38,533	88,661	36,942
	1601 & above	1,64,896	1,07,182	82,448	1601 & above	1,35,762	86,888	36,203
Category E	1 TO 400	2,03,894	1,93,699	1,01,947	1 TO 400	1,52,920	1,01,947	81,557
	401 TO 800	2,00,835	1,30,543	1,00,418	401 TO 800	1,45,274	96,849	77,480
	801 TO 1200	1,97,823	1,28,585	98,911	801 TO 1200	1,34,379	89,586	71,669
	1201 TO 1600	1,81,997	1,18,298	90,998	1201 TO 1600	1,20,941	80,627	64,502
	1601 & above	1,63,797	1,06,468	81,899	1601 & above	1,08,847	72,564	58,052

6.2 GGIPL had also submitted a separate Tariff Rate card for Non-Scheduled Flights as per Table-8, in addition to tariff rate card proposed for Scheduled Flights in Table-7 above.



Table 8: Annual Tariff Proposal for Non-Scheduled Flights for Third Control Period

Domestic Rates						% Increase YoY			
Aircraft MTOW	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
	Amount (in ₹)								
Upto 07 tons	25,714	25,714	27,000	28,350	29,768	0%	5%	5%	5%
07 - 10 tons	25,714	25,714	27,000	28,350	29,768	0%	5%	5%	5%
10 - 20 tons	28,393	28,393	29,813	31,303	32,868	0%	5%	5%	5%
20-30 tons	34,821	34,821	36,563	38,391	40,310	0%	5%	5%	5%
30 - 40 tons	51,000	51,000	53,550	56,228	59,039	0%	5%	5%	5%
40 - 50 tons	58,286	58,286	61,200	64,260	67,473	0%	5%	5%	5%
50 - 100 tons	78,857	78,857	82,800	86,940	91,287	0%	5%	5%	5%
100 - 200 tons	4,05,321	4,05,321	4,25,588	4,46,867	4,69,210	0%	5%	5%	5%
200 - 300 tons	5,37,321	5,37,321	5,64,188	5,92,397	6,22,017	0%	5%	5%	5%
Above 300 tons	6,14,786	6,14,786	6,45,525	6,77,801	7,11,691	0%	5%	5%	5%
International Rates						% Increase YoY			
Aircraft MTOW	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
	Amount (in ₹)								
Upto 07 tons	44,464	44,464	46,688	49,022	51,473	0%	5%	5%	5%
07 - 10 tons	68,357	68,357	71,775	75,364	79,132	0%	5%	5%	5%
10 - 20 tons	78,321	78,321	82,238	86,349	90,667	0%	5%	5%	5%
20-30 tons	94,286	94,286	99,000	1,03,950	1,09,148	0%	5%	5%	5%
30 - 40 tons	1,00,714	1,00,714	1,05,750	1,11,038	1,16,589	0%	5%	5%	5%
40 - 50 tons	1,09,714	1,09,714	1,15,200	1,20,960	1,27,008	0%	5%	5%	5%
50 - 100 tons	1,49,143	1,49,143	1,56,600	1,64,430	1,72,652	0%	5%	5%	5%
100 - 200 tons	4,05,321	4,05,321	4,25,588	4,46,867	4,69,210	0%	5%	5%	5%
200 - 300 tons	5,37,321	5,37,321	5,64,188	5,92,397	6,22,017	0%	5%	5%	5%
Above 300 tons	6,14,786	6,14,786	6,45,525	6,77,801	7,11,691	0%	5%	5%	5%

6.3 GGIPL had also submitted a separate Tariff Rate card for Additional Service Charges as per 'Annexure-III' in addition to the Tariff proposed at Table No.7 and 8.

6.4 Authority's Analysis regarding ATP for the Third Control Period at Consultation stage:

6.4.1 The Authority noted that GGIPL has adopted volume based Tariff Rate card to be applicable for Ground Handling Services at Bengaluru Airport. In this regard, the Authority sought clarifications regarding the application of volume based Tariff Rate card. In response to that GGIPL submitted following:

- Volume Based Tariff Structure creates transparency between all the stakeholders such as airlines, airport operator and Ground Handler.
- It helps in volume based pricing rather than single service price as airlines request discount with new flight addition and to accommodate this request every time used to be a challenge.
- Pricing are based on services rendered such as Comprehensive, Ramp or Pax only. For clarification it can be noted that most of the domestic carrier takes only Ramp services.
- Cross utilization and better optimization of the resources for Indian Carrier as compared to



International Carriers.

- Business Volume from Indian Carrier (Domestic Airlines) is higher vis-a-vis International Carrier (International Airlines) wherein Indian Carrier will give a business of 95% to 97% more as compared with International Carriers.

In view of the above, the Authority proposed to consider the Volume based Tariff Rate Card for Ground Handling Services for the Third Control Period at Kempegowda International Airport, Bengaluru.

- 6.4.2 GGIPL had also stressed that they would like to adopt the same volume based Tariff structure in future submissions of MYTP in case of other airports to maintain uniformity across all the airports handled by them.
- 6.4.3 The Authority also analysed the Tariff Proposal for Scheduled Flights submitted by GGIPL and noted that GGIPL has adopted existing Tariff Rates as applicable as on 31.03.2021 for FY 2021-22 and FY 2022-23 and thereafter has proposed an increase of 2% YoY from FY 2023-24 onwards.
- 6.4.4 The Authority, in respect of Tariff Proposal for Non-Scheduled Flights submitted by GGIPL had noted that GGIPL proposed an increase of 5% YoY from FY 2022-23 onwards, both in case of Domestic and International Flights.
- 6.4.5 The Authority also noted that GGIPL had proposed separate charges for Non-Scheduled Flights. The Authority proposed that the Tariff Rates of GGIPL for its Domestic Non-Scheduled Flights shouldn't exceed the proposed Tariff for its relevant Domestic Scheduled Flights. However, the Authority invites specific views/comments of Stakeholders on Tariff proposed in respect of Non-Scheduled Flights of International Operations.
- 6.4.6 The Authority also noted that GGIPL had proposed separate charges for Additional Services over and above the standard pattern of Tariff rate card proposed for Pax., Ramp and Comprehensive Services. In this regard, the Authority sought clarification from GGIPL, whether the equipment/items as stated under additional services are part of Comprehensive/full services. In response to this, GGIPL clarified that the Additional Services are not included under Full (Comprehensive) Services. However, the Authority considered the additional service charges at CP stage as proposed by GGIPL and sought the views/ comments of Stakeholders before taking the final decision.
- 6.4.7 Further, in accordance to the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021; GGIPL should ensure compliance towards Standardization of Ground Handling Equipment at Major Airports.

Stakeholders' Comments

6.5 M/s SpiceJet comments on tariff rates for the Third Control Period:

- 6.5.1 M/s SpiceJet submitted their following comments on Tariff proposed by GGIPL:

- Annual Tariff for Schedule Flights:-

M/s SpiceJet submitted that increases in Tariff are very high especially in the backdrop of COVID-19. It is in the interest of all the Stakeholders not to increase the Tariff in order to encourage the middle class people to travel by air, which will help in sharp post Covid-19 recovery of aviation sector. They humbly requested the Authority that no hike should be granted to GGIPL.



- Volume Based Tariff Card :-

It is not clear why GGIPL has proposed to adopt the volume based Tariff card, as they are of the view that it is best left to carrier and service provider to come to a mutual agreement on volume based rates and discounts. Approval by the Authority of a structure of rates (and discounts) inhibits the carrier's ability to optimise the rates as per its operations.

- Separate charges for Non-Schedule Operations:-

As regard to separate charges proposed in respect of Non-Schedule Operations, M/s SpiceJet submitted that in the back drop of COVID-19, most of the operation in FY 2020-21 (and continuing in the uncertain future) were in the nature of charters and special flights with special approvals from DGCA, and were Non-Schedule in nature. Hence, in their view, the rates chargeable for Non-Schedule should be no higher than that proposed for the Schedule Operations. Further, M/s SpiceJet stated that not only the proposed hike in International Scheduled Flights is too high, but also hike in Domestic Flights are also too high. In our view, no hike should be granted to GGIPL.

- Separate charges for Additional Services :-

It is not clear why GGIPL has proposed to include the additional services at this stage as the reason for proposing the same has not been mentioned in the CP. Hence, in our view the same should not be considered in the present CP until the reason for the same, as well as detailed analysis is done by the Authority of the proposed rates and the justification thereof.

6.6 GGIPL response to M/s SpiceJet Comments regarding Tariff Rates for the Third Control Period:

6.6.1 GGIPL does not agree with M/s SpiceJet contentions and submitted that the observations made are very generic and lacks substance to support the observation.

6.6.2 GGIPL stated that at point no. 6.7 (of CP), the Authority itself has mentioned that for Scheduled Flights, GGIPL proposed no Tariff increase in FY 2021-22 and FY 2022-23 and thereafter proposed an increase of 2% YoY from FY 2023-24 onwards.

GGIPL also submitted that proposed increase is after taking effect of:-

- Increase in the minimum wages rates;
- General inflation linked increase in the operational cost.

All this can be corroborated through inflation data published by the Government.

6.6.3 GGIPL further stated that at point no. 6.8 (of CP), the Authority, in respect of Non Scheduled Flights has mentioned that GGIPL proposed no Tariff increase in FY 2021-22 and proposed 5% increase YoY from FY 2022-23 onwards. Further, GGIPL stated that in case of Non-Schedule Operations, they as a Ground Handling Service Provider have to keep certain additional set of equipment and manpower ready to provide Ground Handling Services on short notice.

6.6.4 The ISP further stated that the rates proposed are the ceiling rates and Airlines can always negotiate with them for the rates lower than the approved Tariff, based on the volume, service required etc.

6.6.5 As regard to M/s SpiceJet's comment on volume based Tariff structure, GGIPL submitted that for bringing more transparency in our Tariff card, they submitted volume based Tariff for approval by the Authority.



6.6.6 In addition to above submission, GGIPL also submitted followings pertaining to Ground Handling Agencies:

- a) ISP have to keep their workforce and equipment running to ensure 24/7 availability of services;
- b) Their major users are International Airlines which are currently operating at only 30% capacity of pre-Covid level. The fixed cost is mainly recovered from International operations. At present, their operations are mainly affected as international operations are running at 30% capacity only;
- c) Revenue from Ground Handling Services from domestic flights recovers mainly their variable cost only;
- d) Domestic airlines have a choice of doing self-handling of their flights, which they do where they have large operations and can achieve economy of scale. Airports, where the airlines do not have large operations then they appoint a Ground Handling Agency to handle their Flights;
- e) While appointing a Ground Handling Agency, they have a choice of GHAs, who compete with each other to get the business.

6.7 Authority's Examination regarding Annual Tariff Proposal for the Third Control Period:

- 6.7.1 The Authority notes that GGIPL has not proposed any Tariff increase for FY 2021-22 & FY 2022-23 over the existing tariff as applicable for FY 2020-21. Thereafter, the ISP has proposed only a nominal increase of 2% YoY for the remaining period of the control period both for Domestic and International Scheduled Flights.
- 6.7.2 Further, GGIPL, in case of Non-Scheduled Operations, has not proposed any increase for FY 2021-22 and thereafter proposed an increase of 5% YoY from FY 2022-23 onwards.
- 6.7.3 On the issue of separate rates for Non-Schedule Flights, the Authority notes the submission of GGIPL that they are required to keep certain additional set of equipment and manpower ready all the times to provide Ground Handling Services on short notice; whereas, in case of Non-Schedule Operations, the ISP doesn't have any guarantee of recovering the associated costs due to the nature of Non-Scheduled Flights.
- 6.7.4 As regard to separate rates in respect of Additional Services in the Tariff Rate Card, the matter got clarified from the GGIPL that Additional Services are not part of Comprehensive (Full) Services. The Authority, feels that such services are required by airlines occasionally; however, Service Provider is required to maintain the associated equipment all the times to meet the operational requirement of airlines.
- 6.7.5 The Authority took note of M/s SpiceJet's comments on volume based Tariff structure & the GGIPL response thereto. The Authority notes that ISP proposed volume based Tariff structure to bring in more transparency in Tariff structure for airlines operating with high volume of operations.
- 6.7.6 The Authority notes the clarification of GGIPL regarding proposed nominal increase in Tariff; wherein, the ISP submitted that increase in Tariff is considered after factoring in the effect of increase in the minimum wages rates, general inflation and increase in the operational cost.
- 6.7.7 The Authority further notes that GGIPL has proposed separate Tariff for Non-Schedule Flights. The Authority is of the view that the Tariff for Domestic Non Schedule Flights shall not be more than the Tariff of relevant Domestic Schedule Operations for similar class of

aircraft(s). However, the Authority decides to consider the separate Tariff Rate in case of International Non-Scheduled Flights.

6.8 Authority's Decisions regarding Annual Tariff Proposal for the Third Control Period

- 6.8.1 Based on the material before it, and its analysis, the Authority decides to adopt the Tariff Rates for Ground Handling Services provided by GGIPL, Bengaluru in respect of Schedule Flights, International Non-Schedule Flights and Additional Services for the Third Control Period as per **Annexures (I to III)**.
- 6.8.2 The Authority decides that the Tariff Rates indicated in **Annexures (I to III)** shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- 6.8.3 The Authority decides that Tariff for Domestic Non Schedule Flights shall not exceed the approved Tariff for relevant Domestic Schedule Flights for similar class of Aircraft(s).
- 6.8.4 The Authority decides to adopt separate Tariff Rate Cards in case of International Non-Schedule Flights and Additional Services.
- 6.8.5 The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.
- 6.8.6 The Authority also decides that GGIPL should ensure compliance towards Standardization of Ground Handling Equipment at Major Airports, in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.



CHAPTER-7: SUMMARY OF AUTHORITY'S DECISIONS

The summary of the Authority's decisions (given under each chapter) regarding the tariff determination of GGIPL, for the 3rd Control Period is as under:

Chapter	Para	Summary of Authority's Decisions	Page No.
Chapter No 2	2.9.1	The Authority decides to adopt ' Light Touch Approach ' for determination of Tariff for the Third Control Period (FY 2021-22 to FY 2025-26).	8
Chapter No 3	3.3.1	The Authority decides to consider Traffic (Flights to be handled) for the Third Control Period as per Table-2.	9
Chapter No 4	4.6.1	The Authority decides to consider the Capital Expenditure for the Third Control Period as per Table 3.	12
Chapter No 5	5.8.1	The Authority decides to consider Operating Expenditure for the Third Control Period as per Table 5.	16
Chapter No 6	6.8.1	The Authority decides to adopt the Tariff Rates for Ground Handling Services provided by GGIPL, Bengaluru in respect of Schedule Flights, International Non-Schedule Flights and Additional Services for the Third Control Period as per Annexures (I to III) .	26
	6.8.2	The Authority decides that the Tariff Rates indicated in Annexures (I to III) shall be maximum rates to be charged. No other charge is to be levied over and above the approved Tariff Rates.	
	6.8.3	The Authority decides that Tariff for Domestic Non Schedule Flights shall not exceed the approved Tariff for relevant Domestic Schedule Flights for similar class of Aircraft(s).	
	6.8.4	The Authority decides to adopt separate Tariff Rate Cards in case of International Non-Schedule Flights and Additional Services.	
	6.8.5	The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.	
	6.8.6	The Authority also decides that GGIPL should ensure compliance towards Standardization of Ground Handling Equipment at Major Airports, in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.	



CHAPTER 8: ORDER

Upon careful consideration of the material available on record, as well as submission made by GGIPL, the Authority, in exercise of powers conferred upon it by Section 13(1)(a) of the AERA Act, 2008 hereby orders that:

- (i) The service for Ground Handling being provided by M/s Globe Ground India Pvt. Ltd. at Kempegowda International Airport, Bengaluru is **“Material but Competitive”**. Therefore, the Authority decides to adopt **‘Light Touch Approach’** for determination of Tariff for the Third Control Period (FY 2021-22 to FY 2025-26).
- (ii) The Tariff Order shall be made effective from **1st February, 2022**.
- (iii) The Authority decides that the Tariff Rates indicated in **Annexure (I to III)** shall be maximum rates to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- (iv) The Authority decides that Tariff for Domestic Non Schedule Flights shall not exceed the approved Tariff for Domestic Schedule Flights for similar class of aircraft(s).
- (v) The Authority decides to adopt separate Tariff Rate cards in case of International Non-Scheduled Flights and Additional Services.
- (vi) The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.
- (vii) The Authority also decides that GGIPL, should ensure compliance of directives issued by Ministry of Civil Aviation vide its letter No. AV-24011/10/2021-AAI-MOCA dated 01.11.2021, on Standardization of Ground Handling Equipment at Major Airports.
- (viii) The Airport operator shall ensure the compliance of the Order.

By the Order of and in the
Name of the Authority

(Col. Manu Soodan)
Secretary

To

M/s Globe Ground India Private Limited
E-9, Connaught House, Connaught Place
New Delhi – 110001, India
(Through: Shri Sanjay Sawant, Chief Financial Officer)

Copy to:

- i) Secretary, Ministry of Civil Aviation,
Rajiv Gandhi Bhawan,
Safdarjung Airport, New Delhi-110003
- ii) Shri Javed Malik, COO
Bangalore International Airport Limited,
Administrative Block, Alpha 2
Kempegowda International Airport,
Bengaluru – 560300, India



ANNEXURE-I

TARIFF RATE CARD

APPROVED TARIFF CARD FOR M/S GLOBEGROUND INDIA PRIVATE LIMITED PROVIDING GROUND HANDLING SERVICES AT KEMPEGOWDA INTERNATIONAL AIRPORT, BENGALURU

Maximum rate to be levied for Domestic* and International Schedule Flights in respect of Ground Handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)

APPROVED TARIFF CARD WILL BE EFFECTIVE FROM 1ST FEBRUARY, 2022

(Rates in ₹)

Category	FLIGHTS PER ANNUM	Scheduled Passenger Flights for F.Y. 2021-22								
		Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	38,519	34,282	18,874	16,425	14,618	8,048	54,944	48,900	26,923
	401 TO 800	37,749	33,596	18,497	16,097	14,326	7,887	53,845	47,922	26,384
	801 TO 1200	36,616	32,588	17,942	15,614	13,896	7,651	52,230	46,484	25,593
	1201 TO 1600	27,462	24,441	13,456	11,710	10,422	5,738	39,172	34,863	19,194
	1601 & above	26,089	10,754	5,921	5,152	4,586	2,525	31,242	15,340	8,446
Category C	1 TO 400	65,735	58,778	32,368	32,944	18,033	13,872	98,679	76,811	46,239
	401 TO 800	64,421	57,602	31,720	32,285	17,673	13,594	96,705	75,275	45,315
	801 TO 1200	62,488	55,874	30,769	31,316	17,143	13,187	93,804	73,017	43,955
	1201 TO 1600	46,866	41,906	23,077	23,487	12,857	9,890	70,353	54,763	32,966
	1601 & above	44,523	18,439	10,154	10,334	5,657	4,352	54,857	24,096	14,505
Category D	1 TO 400	70,633	60,661	38,816	34,128	18,583	14,064	1,04,761	79,245	52,880
	401 TO 800	69,220	59,448	38,040	33,446	18,212	13,783	1,02,666	77,660	51,823
	801 TO 1200	67,836	58,259	37,279	32,777	17,847	13,507	1,00,612	76,106	50,786
	1201 TO 1600	66,479	57,094	36,534	32,121	17,491	13,237	98,600	74,584	49,771
	1601 & above	65,149	55,952	35,803	31,479	17,141	12,972	96,628	73,093	48,775
Category E	1 TO 400	1,95,885	1,26,026	96,943	85,094	54,011	41,547	2,80,979	1,80,036	1,38,490
	401 TO 800	1,92,947	1,19,724	92,096	83,817	51,310	39,470	2,76,764	1,71,035	1,31,565
	801 TO 1200	1,90,053	1,10,745	85,188	82,560	47,462	36,509	2,72,613	1,58,207	1,21,698
	1201 TO 1600	1,71,048	99,670	76,670	74,304	42,716	32,858	2,45,352	1,42,386	1,09,528
	1601 & above	1,53,943	89,703	69,003	66,874	38,444	29,573	2,20,817	1,28,148	98,575
Category F	1 TO 400	2,88,489	1,87,518	1,44,244	1,23,638	80,365	61,819	4,12,127	2,67,882	2,06,063
	401 TO 800	2,74,064	1,78,142	1,37,032	1,17,456	76,346	58,728	3,91,520	2,54,488	1,95,760
	801 TO 1200	2,60,361	1,69,235	1,30,181	1,11,583	72,529	55,792	3,71,944	2,41,764	1,85,972
	1201 TO 1600	2,40,834	1,56,542	1,20,417	1,03,215	67,089	51,607	3,44,049	2,23,632	1,72,024
	1601 & above	2,16,751	1,40,888	1,08,375	92,893	60,381	46,447	3,09,644	2,01,268	1,54,822

Category	FLIGHTS PER ANNUM	Scheduled Freight Flights for F.Y. 2021-22						
		Freight Flights			Transit Flights			
		Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	67,488	43,867	33,744	1 TO 400	50,616	33,744	26,995
	401 TO 800	66,138	42,990	33,069	401 TO 800	49,604	33,069	26,455
	801 TO 1200	64,154	41,700	32,077	801 TO 1200	48,116	32,077	25,662
	1201 TO 1600	48,116	31,275	24,058	1201 TO 1600	36,087	24,058	19,246
	1601 & above	21,171	13,761	10,585	1601 & above	15,878	10,585	8,468
Category D	1 TO 400	1,84,932	1,77,535	92,466	1 TO 400	1,38,699	88,767	36,986
	401 TO 800	1,75,685	1,14,195	87,843	401 TO 800	1,35,925	86,992	36,247
	801 TO 1200	1,66,901	1,08,486	83,451	801 TO 1200	1,33,206	85,252	35,522
	1201 TO 1600	1,58,556	1,03,061	79,278	1201 TO 1600	1,30,542	83,547	34,811
	1601 & above	1,55,385	1,01,000	77,692	1601 & above	1,27,931	81,876	34,115
Category E	1 TO 400	1,92,133	1,82,527	96,067	1 TO 400	1,44,100	96,067	76,853
	401 TO 800	1,89,251	1,23,013	94,626	401 TO 800	1,36,895	91,263	73,011
	801 TO 1200	1,86,413	1,21,168	93,206	801 TO 1200	1,26,628	84,419	67,535
	1201 TO 1600	1,71,500	1,11,475	85,750	1201 TO 1600	1,13,965	75,977	60,781
	1601 & above	1,54,350	1,00,327	77,175	1601 & above	1,02,569	68,379	54,703



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2022-23									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 to 400	38,519	34,282	18,874	16,425	14,618	8,048	54,944	48,900	26,923
	401 to 800	37,749	33,596	18,497	16,097	14,326	7,887	53,845	47,922	26,384
	801 to 1200	36,616	32,588	17,942	15,614	13,896	7,651	52,230	46,484	25,593
	1201 to 1600	27,462	24,441	13,456	11,710	10,422	5,738	39,172	34,863	19,194
	1601 & above	26,089	10,754	5,921	5,152	4,586	2,525	31,242	15,340	8,446
Category C	1 to 400	65,735	58,778	32,368	32,944	18,033	13,872	98,679	76,811	46,239
	401 to 800	64,421	57,602	31,720	32,285	17,673	13,594	96,705	75,275	45,315
	801 to 1200	62,488	55,874	30,769	31,316	17,143	13,187	93,804	73,017	43,955
	1201 to 1600	46,866	41,906	23,077	23,487	12,857	9,890	70,353	54,763	32,966
	1601 & above	44,523	18,439	10,154	10,334	5,657	4,352	54,857	24,096	14,505
Category D	1 to 400	70,633	60,661	38,816	34,128	18,583	14,064	1,04,761	79,245	52,880
	401 to 800	69,220	59,448	38,040	33,446	18,212	13,783	1,02,666	77,660	51,823
	801 to 1200	67,836	58,259	37,279	32,777	17,847	13,507	1,00,612	76,106	50,786
	1201 to 1600	66,479	57,094	36,534	32,121	17,491	13,237	98,600	74,584	49,771
	1601 & above	65,149	55,952	35,803	31,479	17,141	12,972	96,628	73,093	48,775
Category E	1 to 400	1,95,885	1,26,026	96,943	85,094	54,011	41,547	2,80,979	1,80,036	1,38,490
	401 to 800	1,92,947	1,19,724	92,096	83,817	51,310	39,470	2,76,764	1,71,035	1,31,565
	801 to 1200	1,90,053	1,10,745	85,188	82,560	47,462	36,509	2,72,613	1,58,207	1,21,698
	1201 to 1600	1,71,048	99,670	76,670	74,304	42,716	32,858	2,45,352	1,42,386	1,09,528
	1601 & above	1,53,943	89,703	69,003	66,874	38,444	29,573	2,20,817	1,28,148	98,575
Category F	1 to 400	2,88,489	1,87,518	1,44,244	1,23,638	80,365	61,819	4,12,127	2,67,882	2,06,063
	401 to 800	2,74,064	1,78,142	1,37,032	1,17,456	76,346	58,728	3,91,520	2,54,488	1,95,760
	801 to 1200	2,60,361	1,69,235	1,30,181	1,11,583	72,529	55,792	3,71,944	2,41,764	1,85,972
	1201 to 1600	2,40,834	1,56,542	1,20,417	1,03,215	67,089	51,607	3,44,049	2,23,632	1,72,024
	1601 & above	2,16,751	1,40,888	1,08,375	92,893	60,381	46,447	3,09,644	2,01,268	1,54,822

Category	Scheduled Freight Flights for F.Y. 2022-23							
	Freight Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	67,488	43,867	33,744	1 TO 400	50,616	33,744	26,995
	401 TO 800	66,138	42,990	33,069	401 TO 800	49,604	33,069	26,455
	801 TO 1200	64,154	41,700	32,077	801 TO 1200	48,116	32,077	25,662
	1201 TO 1600	48,116	31,275	24,058	1201 TO 1600	36,087	24,058	19,246
	1601 & above	21,171	13,761	10,585	1601 & above	15,878	10,585	8,468
Category D	1 TO 400	1,84,932	1,77,535	92,466	1 TO 400	1,38,699	88,767	36,986
	401 TO 800	1,75,685	1,14,195	87,843	401 TO 800	1,35,925	86,992	36,247
	801 TO 1200	1,66,901	1,08,486	83,451	801 TO 1200	1,33,206	85,252	35,522
	1201 TO 1600	1,58,556	1,03,061	79,278	1201 TO 1600	1,30,542	83,547	34,811
	1601 & above	1,55,385	1,01,000	77,692	1601 & above	1,27,931	81,876	34,115
Category E	1 TO 400	1,92,133	1,82,527	96,067	1 TO 400	1,44,100	96,067	76,853
	401 TO 800	1,89,251	1,23,013	94,626	401 TO 800	1,36,895	91,263	73,011
	801 TO 1200	1,86,413	1,21,168	93,206	801 TO 1200	1,26,628	84,419	67,535
	1201 TO 1600	1,71,500	1,11,475	85,750	1201 TO 1600	1,13,965	75,977	60,781
	1601 & above	1,54,350	1,00,327	77,175	1601 & above	1,02,569	68,379	54,703



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2023-24									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	39,289	34,968	19,252	16,754	14,911	8,209	56,043	49,878	27,461
	401 TO 800	38,504	34,268	18,867	16,418	14,612.40	8,045	54,922	48,881	26,912
	801 TO 1200	37,348	33,240	18,301	15,926	14,174	7,804	53,274	47,414	26,104
	1201 TO 1600	28,011	24,930	13,726	11,944	10,631	5,853	39,956	35,561	19,578
	1601 & above	26,611	10,969	6,039	5,256	4,677	2,575	31,866	15,647	8,614
Category C	1 TO 400	67,050	59,954	33,015	33,603	18,394	14,149	1,00,653	78,348	47,164
	401 TO 800	65,709	58,754	32,355	32,931	18,026	13,866	98,640	76,781	46,221
	801 TO 1200	63,738	56,992	31,384	31,943	17,485	13,450	95,680	74,477	44,834
	1201 TO 1600	47,803	42,744	23,538	23,957	13,114	10,088	71,760	55,858	33,626
	1601 & above	45,413	18,807	10,357	10,541	5,770	4,439	55,954	24,577	14,795
Category D	1 TO 400	72,045	61,874	39,593	34,811	18,955	14,345	1,06,856	80,829	53,938
	401 TO 800	70,604	60,637	38,801	34,115	18,576	14,059	1,04,719	79,213	52,859
	801 TO 1200	69,192	59,424	38,025	33,432	18,204	13,777	1,02,625	77,629	51,802
	1201 TO 1600	67,808	58,236	37,264	32,764	17,840	13,502	1,00,572	76,076	50,766
	1601 & above	66,452	57,071	36,519	32,108	17,484	13,232	98,561	74,555	49,751
Category E	1 TO 400	1,99,803	1,28,546	98,882	86,796	55,091	42,378	2,86,599	1,83,637	1,41,259
	401 TO 800	1,96,806	1,22,119	93,937	85,494	52,337	40,259	2,82,300	1,74,455	1,34,196
	801 TO 1200	1,93,854	1,12,960	86,892	84,211	48,411	37,240	2,78,065	1,61,371	1,24,132
	1201 TO 1600	1,74,469	1,01,664	78,203	75,790	43,570	33,516	2,50,259	1,45,234	1,11,719
	1601 & above	1,57,022	91,497	70,383	68,211	39,213	30,164	2,25,233	1,30,711	1,00,547
Category F	1 TO 400	2,94,258	1,91,268	1,47,129	1,26,111	81,972	63,055	4,20,369	2,73,240	2,10,185
	401 TO 800	2,79,546	1,81,705	1,39,773	1,19,805	77,873	59,903	3,99,351	2,59,578	1,99,675
	801 TO 1200	2,65,568	1,72,619	1,32,784	1,13,815	73,980	56,907	3,79,383	2,46,599	1,89,692
	1201 TO 1600	2,45,651	1,59,673	1,22,825	1,05,279	68,431	52,639	3,50,929	2,28,104	1,75,465
	1601 & above	2,21,086	1,43,706	1,10,543	94,751	61,588	47,375	3,15,837	2,05,294	1,57,918

Category	Scheduled Freight Flights for F.Y. 2023-24							
	Freight Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic			Comprehensive	Partial
Category C	1 TO 400	68,838	44,745	34,418.86	1 TO 400	51,628.29	34,418.86	27,535.09
	401 TO 800	67,461	43,850	33,730	401 TO 800	50,596	33,730	26,984
	801 TO 1200	65,437	42,534	32,719	801 TO 1200	49,078	32,719	26,175
	1201 TO 1600	49,078	31,901	24,539	1201 TO 1600	36,808	24,539	19,631
	1601 & above	21,594	14,036	10,797	1601 & above	16,196	10,797	8,638
Category D	1 TO 400	1,88,631	1,81,085	94,315	1 TO 400	1,41,473	90,543	37,726
	401 TO 800	1,79,199	1,16,479	89,600	401 TO 800	1,38,643	88,732	36,972
	801 TO 1200	1,70,239	1,10,655	85,120	801 TO 1200	1,35,871	86,957	36,232
	1201 TO 1600	1,61,727	1,05,123	80,864	1201 TO 1600	1,33,153	85,218	35,508
	1601 & above	1,58,493	1,03,020	79,246	1601 & above	1,30,490	83,514	34,797
Category E	1 TO 400	1,95,976	1,86,177	97,988	1 TO 400	1,46,982	97,988	78,390
	401 TO 800	1,93,036	1,25,474	96,518	401 TO 800	1,39,633	93,089	74,471
	801 TO 1200	1,90,141	1,23,592	95,070	801 TO 1200	1,29,161	86,107	68,886
	1201 TO 1600	1,74,930	1,13,704	87,465	1201 TO 1600	1,16,244	77,496	61,997
	1601 & above	1,57,437	1,02,334	78,718	1601 & above	1,04,620	69,747	55,797



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2024-25									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	40,075	35,667	19,637	17,089	15,209	8,373	57,164	50,876	28,010
	401 TO 800	39,274	34,954	19,244	16,747	14,904.65	8,206	56,020	49,858	27,450
	801 TO 1200	38,095	33,905	18,667	16,244	14,458	7,960	54,340	48,362	26,627
	1201 TO 1600	28,572	25,429	14,000	12,183	10,843	5,970	40,755	36,272	19,970
	1601 & above	27,143	11,189	6,160	5,361	4,771	2,627	32,504	15,960	8,787
Category C	1 TO 400	68,391	61,153	33,675	34,275	18,762	14,432	1,02,666	79,915	48,108
	401 TO 800	67,023	59,930	33,002	33,589	18,387	14,144	1,00,612	78,316	47,145
	801 TO 1200	65,012	58,132	32,012	32,581	17,835	13,719	97,594	75,967	45,731
	1201 TO 1600	48,759	43,599	24,009	24,436	13,376	10,289	73,195	56,975	34,298
	1601 & above	46,321	19,183	10,564	10,752	5,886	4,527	57,073	25,069	15,091
Category D	1 TO 400	73,486	63,112	40,384	35,507	19,334	14,632	1,08,993	82,446	55,017
	401 TO 800	72,016	61,850	39,577	34,797	18,947	14,340	1,06,813	80,797	53,916
	801 TO 1200	70,576	60,613	38,785	34,101	18,569	14,053	1,04,677	79,181	52,838
	1201 TO 1600	69,165	59,400	38,010	33,419	18,197	13,772	1,02,584	77,598	51,781
	1601 & above	67,781	58,212	37,249	32,751	17,833	13,496	1,00,532	76,046	50,746
Category E	1 TO 400	2,03,799	1,31,117	1,00,859	88,532	56,193	43,225	2,92,331	1,87,310	1,44,085
	401 TO 800	2,00,742	1,24,561	95,816	87,204	53,383	41,064	2,87,946	1,77,944	1,36,880
	801 TO 1200	1,97,731	1,15,219	88,630	85,896	49,380	37,984	2,83,627	1,64,599	1,26,614
	1201 TO 1600	1,77,958	1,03,697	79,767	77,306	44,442	34,186	2,55,264	1,48,139	1,13,953
	1601 & above	1,60,162	93,327	71,790	69,575	39,997	30,767	2,29,738	1,33,325	1,02,558
Category F	1 TO 400	3,00,144	1,95,093	1,50,072	1,28,633	83,611	64,316	4,28,777	2,78,705	2,14,388
	401 TO 800	2,85,136	1,85,339	1,42,568	1,22,201	79,431	61,101	4,07,338	2,64,770	2,03,669
	801 TO 1200	2,70,880	1,76,072	1,35,440	1,16,091	75,459	58,046	3,86,971	2,51,531	1,93,485
	1201 TO 1600	2,50,564	1,62,866	1,25,282	1,07,384	69,800	53,692	3,57,948	2,32,666	1,78,974
	1601 & above	2,25,507	1,46,580	1,12,754	96,646	62,820	48,323	3,22,153	2,09,400	1,61,077

Category	Scheduled Freight Flights for F.Y. 2024-25							
	Freight Flights				Transit Flights			
	FLIGHTS PER ANNUM	Ramp Service			FLIGHTS PER ANNUM	Transit Service		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	70,214	45,639	35,107.24	1 TO 400	52,661	35,107	28,086
	401 TO 800	68,810	44,727	34,405	401 TO 800	51,608	34,405	27,524
	801 TO 1200	66,746	43,385	33,373	801 TO 1200	50,059	33,373	26,698
	1201 TO 1600	50,059	32,539	25,030	1201 TO 1600	37,545	25,030	20,024
	1601 & above	22,026	14,317	11,013	1601 & above	16,520	11,013	8,810
Category D	1 TO 400	1,92,403	1,84,707	96,202	1 TO 400	1,44,302	92,354	38,481
	401 TO 800	1,82,783	1,18,809	91,392	401 TO 800	1,41,416	90,506	37,711
	801 TO 1200	1,73,644	1,12,869	86,822	801 TO 1200	1,38,588	88,696	36,957
	1201 TO 1600	1,64,962	1,07,225	82,481	1201 TO 1600	1,35,816	86,922	36,218
	1601 & above	1,61,662	1,05,081	80,831	1601 & above	1,33,100	85,184	35,493
Category E	1 TO 400	1,99,896	1,89,901	99,948	1 TO 400	1,49,922	99,948	79,958
	401 TO 800	1,96,897	1,27,983	98,449	401 TO 800	1,42,426	94,950	75,960
	801 TO 1200	1,93,944	1,26,063	96,972	801 TO 1200	1,31,744	87,829	70,263
	1201 TO 1600	1,78,428	1,15,978	89,214	1201 TO 1600	1,18,569	79,046	63,237
	1601 & above	1,60,585	1,04,381	80,293	1601 & above	1,06,712	71,142	56,913



(Contd.)

Category	Scheduled Passenger Flights for F.Y. 2025-26									
	FLIGHTS PER ANNUM	Ramp Service			Pax Service			Full		
		Comprehensive	Partial	Basic	Comprehensive	Partial	Basic	Comprehensive	Partial	Basic
Category B	1 TO 400	40,877	36,380	20,030	17,430	15,513	8,541	58,307	51,893	28,570
	401 TO 800	40,059	35,653	19,629	17,082	15,203	8,370	57,141	50,855	27,999
	801 TO 1200	38,857	34,583	19,040	16,569	14,747	8,119	55,427	49,330	27,159
	1201 TO 1600	29,143	25,937	14,280	12,427	11,060	6,089	41,570	36,997	20,369
	1601 & above	27,686	11,412	6,283	5,468	4,866	2,679	33,154	16,279	8,962
Category C	1 TO 400	69,759	62,376	34,349	34,960	19,137	14,721	1,04,719	81,513	49,070
	401 TO 800	68,364	61,128	33,662	34,261	18,754	14,426	1,02,625	79,883	48,088
	801 TO 1200	66,313	59,294	32,652	33,233	18,192	13,994	99,546	77,486	46,646
	1201 TO 1600	49,735	44,471	24,489	24,925	13,644	10,495	74,659	58,115	34,984
	1601 & above	47,248	19,567	10,775	10,967	6,003	4,618	58,215	25,570	15,393
Category D	1 TO 400	74,956	64,374	41,192	36,217	19,721	14,925	1,11,173	84,095	56,117
	401 TO 800	73,457	63,087	40,368	35,493	19,326	14,626	1,08,950	82,413	54,995
	801 TO 1200	71,988	61,825	39,561	34,783	18,940	14,334	1,06,771	80,765	53,895
	1201 TO 1600	70,548	60,588	38,770	34,087	18,561	14,047	1,04,635	79,150	52,817
	1601 & above	69,137	59,377	37,994	33,406	18,190	13,766	1,02,543	77,567	51,761
Category E	1 TO 400	2,07,875	1,33,739	1,02,876	90,302	57,317	44,090	2,98,177	1,91,056	1,46,966
	401 TO 800	2,04,757	1,27,052	97,733	88,948	54,451	41,885	2,93,705	1,81,503	1,39,618
	801 TO 1200	2,01,686	1,17,523	90,403	87,613	50,367	38,744	2,89,299	1,67,891	1,29,147
	1201 TO 1600	1,81,517	1,05,771	81,362	78,852	45,330	34,870	2,60,369	1,51,102	1,16,232
	1601 & above	1,63,365	95,194	73,226	70,967	40,797	31,383	2,34,332	1,35,991	1,04,609
Category F	1 TO 400	3,06,147	1,98,995	1,53,073	1,31,206	85,284	65,603	4,37,352	2,84,279	2,18,676
	401 TO 800	2,90,839	1,89,045	1,45,420	1,24,645	81,019	62,323	4,15,485	2,70,065	2,07,742
	801 TO 1200	2,76,297	1,79,593	1,38,149	1,18,413	76,969	59,207	3,94,710	2,56,562	1,97,355
	1201 TO 1600	2,55,575	1,66,124	1,27,787	1,09,532	71,196	54,766	3,65,107	2,37,320	1,82,554
	1601 & above	2,30,017	1,49,511	1,15,009	98,579	64,076	49,289	3,28,596	2,13,588	1,64,298

Category	Scheduled Freight Flights for F.Y. 2025-26							
	FLIGHTS PER ANNUM	Freight Flights			FLIGHTS PER ANNUM	Transit Flights		
		Comprehensive	Partial	Basic		Comprehensive	Partial	Basic
Category C	1 TO 400	71,619	46,552	35,809.38	1 TO 400	53,714.07	35,809.38	28,647.51
	401 TO 800	70,186	45,621	35,093	401 TO 800	52,640	35,093	28,075
	801 TO 1200	68,081	44,253	34,040	801 TO 1200	51,061	34,040	27,232
	1201 TO 1600	51,061	33,189	25,530	1201 TO 1600	38,295	25,530	20,424
	1601 & above	22,467	14,603	11,233	1601 & above	16,850	11,233	8,987
Category D	1 TO 400	1,96,251	1,88,401	98,126	1 TO 400	1,47,188	94,201	39,250
	401 TO 800	1,86,439	1,21,185	93,219	401 TO 800	1,44,245	92,317	38,465
	801 TO 1200	1,77,117	1,15,126	88,558	801 TO 1200	1,41,360	90,470	37,696
	1201 TO 1600	1,68,261	1,09,370	84,130	1201 TO 1600	1,38,533	88,661	36,942
	1601 & above	1,64,896	1,07,182	82,448	1601 & above	1,35,762	86,888	36,203
Category E	1 TO 400	2,03,894	1,93,699	1,01,947	1 TO 400	1,52,920	1,01,947	81,557
	401 TO 800	2,00,835	1,30,543	1,00,418	401 TO 800	1,45,274	96,849	77,480
	801 TO 1200	1,97,823	1,28,585	98,911	801 TO 1200	1,34,379	89,586	71,669
	1201 TO 1600	1,81,997	1,18,298	90,998	1201 TO 1600	1,20,941	80,627	64,502
	1601 & above	1,63,797	1,06,468	81,899	1601 & above	1,08,847	72,564	58,052

*Tariff for Domestic Flights includes Domestic Non Schedule Flights.

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff determined shall be the maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.



ANNEXURE-II

**APPROVED TARIFF CARD FOR M/S GLOBEGROUND INDIA PRIVATE LIMITED PROVIDING
GROUND HANDLING SERVICES AT KEMPEGOWDA INTERNATIONAL AIRPORT, BENGALURU**

**Maximum rates to be levied for International Non-Schedule Flights in respect of Ground Handling
Services for the Third Control Period (FY 2021-22 to FY 2025-26)**

APPROVED TARIFF CARD WILL BE EFFECTIVE FROM 1ST FEBRUARY, 2022

(Rates in ₹)

Maximum Take-off Weight (MTOW)	2021-22	2022-23	2023-24	2024-25	2025-26
Upto 07 tons	44,464	44,464	46,688	49,022	51,473
07 - 10 tons	68,357	68,357	71,775	75,364	79,132
10 - 20 tons	78,321	78,321	82,238	86,349	90,667
20-30 tons	94,286	94,286	99,000	1,03,950	1,09,148
30 - 40 tons	1,00,714	1,00,714	1,05,750	1,11,038	1,16,589
40 - 50 tons	1,09,714	1,09,714	1,15,200	1,20,960	1,27,008
50 - 100 tons	1,49,143	1,49,143	1,56,600	1,64,430	1,72,652
100 - 200 tons	4,05,321	4,05,321	4,25,588	4,46,867	4,69,210
200 - 300 tons	5,37,321	5,37,321	5,64,188	5,92,397	6,22,017
Above 300 tons	6,14,786	6,14,786	6,45,525	6,77,801	7,11,691

Notes:

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- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.



ANNEXURE-III

**APPROVED TARIFF CARD FOR M/S GLOBEGROUND INDIA PRIVATE LIMITED PROVIDING
GROUND HANDLING SERVICES AT KEMPEGOWDA INTERNATIONAL AIRPORT, BENGALURU**

**Maximum rates to be levied for Additional Service Charges for Domestic and International Flights
in respect of Ground handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)**

APPROVED TARIFF CARD WILL BE EFFECTIVE FROM 1st FEBRUARY, 2022

(Rates in ₹)

ANNEX B SECTIONS	EQUIPMENTS	REMARKS		FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	
3.4.1(a)	Air Conditioner unit (ACU)	Narrow Body	Per Hour	21,214	21,214	22,275	23,389	24,558	
		Wide Body	Per Hour	31,286	31,286	32,850	34,493	36,217	
3.7.1(a)	Air Start Unit (ASU)	Narrow Body	Per start	24,429	24,429	25,650	26,933	28,279	
		Wide Body	Per start	26,786	26,786	28,125	29,531	31,008	
2.1.3(a)6	Ambulift		Per Usage	53,571	53,571	56,250	59,063	62,016	
3.6.3(a)	Conveyor belt loader	(non-operational use)	Per hour	11,143	11,143	11,700	12,285	12,899	
3.6.2(a)2	Crew Bus	(non-operational use)	Trip (Two Way)	11,786	11,786	12,375	12,994	13,643	
			Trip (one way)	6,429	6,429	6,750	7,088	7,442	
3.3.3(a)	Ground Power Unit (GPU)	90 KVA	Per Hour	12,857	12,857	13,500	14,175	14,884	
		140 KVA	Per Hour	17,893	17,893	18,788	19,727	20,713	
3.6.3(a)	Lower Deck Loader (LDL)	(non-operational use)	Per Hour	49,179	49,179	51,638	54,219	56,930	
3.6.3(a)/X	Main Deck Loader (MDL)	(non-operational use)	Per Hour	66,964	66,964	70,313	73,828	77,520	
3.6.2(a)1	Passenger Bus	(non-operational use)	Trip (One Way)	16,607	16,607	17,438	18,309	19,225	
3.9.3(a)	Push Back (Tow Bar included)	(1 free with flight handling)	per push	30,536	30,536	32,063	33,666	35,349	
3.6.1(a)	Step Ladder (remote bay)	(2.5 Hr free with flight handling))	Per Hour	17,893	17,893	18,788	19,727	20,713	
3.3.2(e)/X	Tail stand (B747)		Per Usage	26,786	26,786	28,125	29,531	31,008	
3.3.2(e)/Y	Aircraft tethering		Per Usage	26,786	26,786	28,125	29,531	31,008	
3.9.3(b)	Tow Inter Stand		Per Tow	43,821	43,821	46,013	48,313	50,729	
3.6.5(a)/Y	Fork Lift 5 Ton	(non-operational use)	Per Hour	20,143	20,143	21,150	22,208	23,318	
3.6.5(a)/Z	Fork Lift 12 Ton	(non-operational use)	Per Hour	24,536	24,536	25,763	27,051	28,403	
3.3.3(a)/X	Hook on power	at aerobridge bay	per flight	1,821	1,821	1,913	2,008	2,109	
3.12.1(a)	Toilet service	(1 svc free with flight handling))	per service	17,893	17,893	18,788	19,727	20,713	
3.13.1(a)	Water service	(1 svc free with flight handling))	per service	17,893	17,893	18,788	19,727	20,713	
Passenger/Terminal Side and Manpower related.									
ANNEX B SECTIONS	SERVICES	REMARKS							
2.1.3(a)7/U	Floor Walkers/Welcomer			464	29,036	29,036	30,488	32,012	33,612

	staff							
2.1.3(a)7/V	Live Animal Handling	AVIH	per AVI	1,607	1,607	1,688	1,772	1,860
2.1.3(a)7/W	Manpower (additional - UH)		per personnel/hr.	1,393	1,393	1,463	1,536	1,612
	Manpower (Executive)		per personnel/hr.	2,143	2,143	2,250	2,363	2,481
2.1.3(a)7/X	Porter assisting Pax.	at check-in counter	per porter/per flight	2,571	2,571	2,700	2,835	2,977
3.6.9(a)	Ballast Bags Refill		Per refill	4,500	4,500	4,725	4,961	5,209
7.4.3(a)	Security (additional)	per personnel/ T/A flight	per personnel/flight	4,929	4,929	5,175	5,434	5,705
3.6.10(a)1,2	Val Handling		per std. sz container	11,143	11,143	11,700	12,285	12,899
2.1.3(a)2	Wheel Chair WCHR OR WCHS		per service	2,893	2,893	3,038	3,189	3,349
	WCHC	Cabin Wheel chair	per service	3,536	3,536	3,713	3,898	4,093
2.1.3(a)1	Unaccompanied minor handling		per child	2,893	2,893	3,038	3,189	3,349
2.1.3(a)2	Disabled passengers		per passenger	2,893	2,893	3,038	3,189	3,349
2.1.3(a)3	VIPs		per passenger	4,500	4,500	4,725	4,961	5,209
2.1.3(a)4	Transit w/o visa pax	TWOVs	per passenger	4,500	4,500	4,725	4,961	5,209
2.1.3(a)5	Deportees		per passenger	4,500	4,500	4,725	4,961	5,209
	Valet Service	per valet/hour		1,607	1,607	1,688	1,772	1,860

Notes:

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