

फा. सं. ऐरा/20010/एमवाईटीपी/ग्लोबल फ्लाइट/जीएच/पटना/सीपी-III/2021-26
F.N. AERA/20010/MYTP/GLOBAL FLIGHT/GH/PATNA/CP-III/2021-26

आदेश संख्या 14/2023-24

Order No. 14/2023-24



सत्यमेव जयते

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण
Airports Economic Regulatory Authority of India

सत्यमेव जयते

ग्लोबल फ्लाइट हैंडलिंग सर्विसेज (पटना) प्राइवेट लिमिटेड (जी.एफ.एच.एस.पी.पी.एल) के संबंध में जय प्रकाश नारायण अंतर्राष्ट्रीय हवाईअड्डा, पटना में प्रथम नियंत्रण अवधि (वित्त वर्ष 2023-24 से वित्त वर्ष 2027-28) के लिए ग्राउंड हैंडलिंग सेवाओं के लिए टैरिफ निर्धारित करने के मामले में]

IN THE MATTER OF
DETERMINATION OF TARIFF FOR GROUND HANDLING SERVICES FOR
GLOBAL FLIGHT HANDLING SERVICES (PATNA) PRIVATE LIMITED (GFHSPPL)
AT JAY PRAKASH NARAYAN INTERNATIONAL AIRPORT,
PATNA FOR THE FIRST CONTROL PERIOD
(FY 2023-24 TO FY 2027-28)

जारी करने की तारीख : 30.08.2023

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List of Abbreviations

AERA / Authority	Airports Economic Regulatory Authority of India
GFHSPL	Global Flight Handling Services Private Limited
GFHSPPL	Global Flight Handling Services (Patna) Private Limited
ATM	Air Traffic Movement
ATP	Annual Tariff Proposal
AUP	All-Up-Weight
CAPEX	Capital Expenditure
COD	Commercial Operations Date
CGF	Cargo Facility, Ground Handling & Supply of Fuel to the Aircraft
GHA	Ground Handling Agencies
GHS	Ground Handling Services
INR/₹	Indian Rupees
ISP	Independent Service Provider
LOA	Letter of Award
MTOW	Maximum Take Off Weight
MYTP	Multi-Year Tariff Proposal
OPEX	Operating Expenditure
O&M	Operation and Maintenance
PAT	Profit After Tax
PBIDT	Profit Before Interest, Depreciation and Tax
P&L	Profit & Loss
SPC	Special Purpose Company
SPRH	Service Provider Right Holder
YoY	Year on Year



CHAPTER 1: INTRODUCTION

- 1.1 Global Flight Handling Services Private Limited (GFHSPL) was awarded Concession to provide Ground Handling Services at Jay Prakash Narayan International Airport, Patna by the Airport Operator i.e. Airports Authority of India (AAI), vide Letter of Award (LOA) dated 13.04.2021.
- 1.2 The Authority notes the Letter of Award dated 13.04.2021, inter-alia, stipulates that M/s GFHSPL was required to form Special Purpose Company (SPC) within 30 days from issuance of LOA. Global Flight Handling Services (Patna) Private Limited (GFHSPPL), a SPC, was incorporated on 14.05.2021.
- 1.3 Subsequently, a License Agreement dated 20th September, 2021 was executed between AAI (airport operator) and GFHSPPL (SPC) in respect of the aforesaid concession for provision of Ground Handling Services at Patna Airport for a period of ten years from the COD.
- 1.4 The shareholding structure of the GFHSPPL is tabulated as below:

Table-1: Summary of Shareholding Structure of GFHSPPL:

Name of Shareholder	No. of Equity Shares	Equity Holding (%)
M/s Global Flight Handling Services Private Limited	1,11,000	74
M/s Bags Ground Services Co. Limited	39,000	26
Total	1,50,000	100.00

- 1.5 Bureau of Civil Aviation Security (BCAS) has granted security clearance to GFHSPPL on 27.08.2021, vide letter no. 1245-85/65/2021-PATNA-BCAS(E-202324), which is valid for a period of five years from the date of issue of security clearance or the period of validity of contract with the Airport Operator, whichever is earlier.
- 1.6 The Authority, vide Order No. 40/2021-22 dated 11.02.2022, had approved ad-hoc Tariff for M/s Global Flight Handling Services (Patna) Private Limited, based on the then existing tariff as approved by the Authority for the other Ground Handling Service Provider, namely, AI Airport Services Limited, at Patna Airport. The ad-hoc tariff to the ISP was initially approved for the period from 15.02.2022 to 31.03.2022.
- 1.7 The Authority, vide Order no. 46/2021-22 dated 17.03.2022 allowed the continuation of the ad-hoc tariff as on 31.03.2022 for a further period of six months w.e.f. 01.04.2022 to 30.09.2022. Subsequently, the Authority vide Order No.24/2022-23 dated 23.09.2022 extended the same tariff up to 31.03.2023. Thereafter, the Authority, vide order No. 42/2022-23 dated 23.03.2023 extended the ad-hoc tariff applicable as on 31.03.2023 up to 30.09.2023 or till the determination of regular tariff, whichever is earlier.
- 1.8 As per the provisions of 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 (CGF Guidelines), GFHSPPL

submitted the Multi-Year Tariff Proposal ('MYTP') on 31.03.2023 for determination of Tariff in respect of the Ground Handling Services provided at Jay Prakash Narayan International Airport, Patna.

The Authority, after initial scrutiny of the MYTP/ATP submission of GFHSPPL observed some shortcomings/information gaps. The matter was discussed & clarifications were sought from ISP from time to time. Subsequently, in light of AERA's observation/queries, GFHSPPL submitted revised MYTP on 13.06.2023 for the First Control Period (FY 2023-24 to FY 2027-28).

- 1.9 The Authority, carefully examined the MYTP for the First Control Period submitted by GFHSPPL in respect of Ground Handling Services and issued Consultation Paper (CP) No. 03/2023-24 dated 28.06.2023, inviting suggestions/comments from the Stakeholders on the various proposals of the Authority with the following timelines:
- *Date for submission of written comments by Stakeholders: 18th July, 2023*
 - *Date for submission of counter comments by ISP: 27th July, 2023*
- 1.10 The Authority received comments from the stakeholders namely, M/s SpiceJet Ltd. and Business Aircraft Operations Associations (BAOA) on the various proposals of the Authority contained in Consultation Paper No. 03/2023-24 and the same were uploaded on the AERA's website vide Public Notice No. 04/2023-24 dated 19.07.2023.
- 1.11 The Authority, after considering the comments of the Stakeholders i.e., M/s SpiceJet Ltd. and Business Aircraft Operations Associations (BAOA) on the CP No. 03/2023-24 dated 28.06.2023 received within the stipulated timeframe for consultation process, and taking into account the relevant aspects of the case, has finalized this Tariff Order.

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CHAPTER 2: PRINCIPLES FOR DETERMINATION OF TARIFF FOR THE AERONAUTICAL SERVICES

- 2.1 The Authority, vide its Order No. 12/2010-11 dated 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. Accordingly, the Authority 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"), vide Direction No. 04/2010-11 issued on 10.01.2011.
- 2.2 In accordance with the above mentioned AERA Guidelines (clause 4.4), the following procedure is adopted for the determination of the Materiality Index of the Regulated Service:

MATERIALITY ASSESSMENT:

2.3
$$\text{Materiality Index (MI}_G\text{)} = \frac{\text{Int. Aircraft Movements at Patna Airport}}{\text{Total Intl. Aircraft Movements at Major Airports}} \times 100$$

The Materiality Index for Patna Airport = 06/420772

= 0.0014%

The percentage share of Patna International Airport for FY 2019-20 in respect of International Aircraft Movements is less than 5% Materiality Index (MI_G) for the subject regulated service. Hence, the Regulated Service is deemed '**Not Material**' for the First Control Period of the ISP. In view of the aviation industry getting severely affected by the unprecedented event of covid-19, the Authority has considered pre-pandemic year i.e., FY 2019-20 for determining the Materiality Index of Regulated Service.

- 2.4 As per the information furnished by GFHSPL in Form F1 (b) on competition Assessment, M/s AI Airport Services Limited (AIASL) is the other service provider rendering similar services at Jay Prakash Narayan International Airport, Patna.
- 2.5 Therefore, as per Clause 3.2 (i) of the Guidelines, wherever the Regulated Service provided is 'Not Material', the Authority shall determine Tariff(s) for Service Provider(s) based on a '**Light Touch Approach**' for the duration of the Control Period, as per the provisions of Chapter V of the Guidelines.
- 2.6 As per clause 11.2 of the AERA (CGF) Guidelines 2011, the Annual Tariff Proposal (ATP) is required to be submitted in the manner and form provided in AI 8.2 of Appendix-I to the Guidelines and should be supported by the following:
- Form B and Form 14 (b) (Proposed Tariff Card);
 - Evidence of Consultation with Stakeholders;
 - Evidence of User Agreement(s), if any, between the Service Provider and the User of Regulated Service(s) clearly indicating the Tariff proposed by the Service Provider.

- 2.7 Subsequent to issuance of CP, GFHSPPL conducted the stakeholders' consultation meeting on 19.08.2023 and submitted Minutes of Meeting (MoM) to AERA vide email dated 25.08.2023. As per the MoM, the representatives from M/s SpiceJet Ltd. and Vistara Airline participated in the consultation meeting.

The Authority, from the minutes of meeting notes that the ISP made a presentation before the stakeholders regarding their company's ground handling operations in India, including Patna airport and briefed the stakeholders the key points of CP issued by the AERA in respect of GHS at Patna Airport, including proposed increase in tariff rates. Further, the ISP in context of stakeholder's comments on the CP, in the consultation meeting proposed to include few more services, including services pertaining to 'Aircraft Marshalling', 'Passenger Manifest' etc. in their proposed Rate Card (Item-wise Charges for Ground Handling Services). The Authority observes that the none of stakeholders raised any concern relating to the proposed tariff, including item-wise charges.

- 2.8 GFHSPPL has not submitted the Audited Financial Statement for FY 2022-23, as the audit of FY 2022-23 has not yet completed.

Authority's decision regarding Methodology of Tariff Determination of GFHSPPL:

- 2.9 Based on the material before it and its analysis, the Authority decides to consider the Tariff determination exercise for GFHSPPL, in respect of the Ground Handling Services provided by the ISP, at Patna International Airport, under the '**Light Touch Approach**' for the First Control Period.

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CHAPTER 3: AIRCRAFT TRAFFIC (FLIGHTS TO BE HANDLED)

GFHSPPL's submission on Projected Aircraft Traffic (Flights to be Handled) for the First Control Period

3.1 Actual Aircraft Traffic (Nos. of landings) handled at Patna Airport, from FY 2019-20 to FY 2022-23 is given below:

Table 2: Actual Aircraft Traffic handled at Patna Airport during FY 2019-20 to FY 2022-23

Year	Total number of Landings at Patna Airport			Y-o-Y % increase		
	Domestic	International	Total	Domestic	International	Total
2019-20	15477	3	15480	-	-	-
2020-21	10786	-	10786	-30%	-100%	-30%
2021-22	12751	-	12751	18%	-	18%
2022-23	13966	-	13966	10%	-	10%

3.2 Projected Aircraft Traffic (flights to be handled) for the First Control Period (FY 2023-24 to FY 2027-28) submitted by GFHSPPL is given below in Table 3.

Table 3: Projected Aircraft Traffic (Flights to be handled by the ISP) submitted by GFHSPPL for the First Control Period (FY 2023-24 to FY 2027-28).

Year	Flights to be handled for the First Control Period		Total (No. of Landings)	Y-o-Y % increase		
	Domestic (No. of Landings)	International (No. of Landings)		Domestic	International	Total
2022-23 (Actual)	2,902	-	2902	-	-	-
2023-24	2,896	-	2,896	0%	-	0%
2024-25	3,040	-	3,040	5%	-	5%
2025-26	3,192	-	3,192	5%	-	5%
2026-27	3,351	-	3,351	5%	-	5%
2027-28	3,518	-	3,518	5%	-	5%
Total*	15,997	-	15,997			

*Total for the control period (FY 2023-24 to FY 2027-28)

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

- 3.3 The Authority noted that GFHSPPL is a new entrant at Patna Airport and commenced its commercial operations at Patna Airport in March, 2022. The Authority observed from the above Table 2 & 3 that the GFHSPPL held a market share around 21% in FY 2022-23 at Patna International Airport.
- 3.4 The Authority noted that the ISP has not projected any increase in Air craft traffic for FY 2023-24 over FY 2022-23. The Authority sought clarification and in response thereto, ISP submitted that the number of flights for FY 2023-24 has been projected equivalent or lessor to previous because of following reasons:
- a) Three months of FY 2023-24 have already been completed and there is no increase visible in the business;
 - b) Many scheduled flight operators have cancelled their flights at Patna Airport;
 - c) Non-Scheduled flight business is not expected much at Patna Airport in line with previous year.
- 3.5 The Authority further observed that for the FY 2024-25 onwards, the GFHSPPL has projected the nominal Y-o-Y growth rate of 5% in the aircraft traffic to be handled by the ISP.
- 3.6 The Authority, based on the clarification submitted by the ISP, observed that 79% flights at Patna Airport are being handled either by the airlines on the self-handling basis or by M/s AIASL (other service provider). The balance 21% flights are being handled by the ISP at Patna Airport.
- 3.7 The Authority observed that GFHSPPL has not proposed any international flights to be handled during the First Control period.
- 3.8 As per the statistics available at AAI website, the total Aircraft Traffic (Domestic and International) at Patna International Airport for FY 2022-23 has reached to 90% of Aircraft Traffic in corresponding pre-Covid period (FY 2019-20).
- 3.9 The Authority, considering that the aircraft traffic at Patna Airport has not yet fully recovered from the adverse effects of the covid pandemic and taking into account market competition among the two service providers at Patna Airport, noted that aircraft traffic projected by the ISP for the First Control Period seemed to be reasonable. Accordingly, Authority proposed to adopt Aircraft Traffic Volume for the First Control Period as submitted by the ISP as per Table 3.

Stakeholders' Comments

- 3.10 The Authority received no comments/ views from stakeholders in respect of the projected aircraft Traffic Volume (Flights to be handled) for the First Control Period.
- 3.11 The Authority notes from the AAI statistics that the aircraft movements from April to June, 2023 have reduced by 23% as compared to the corresponding period of FY 2022-23.
- 3.12 Considering the above, the Authority decides to maintain same view on the projected aircraft traffic for the First Control Period of the ISP, as was taken at CP Stage.

Authority's Decision regarding Projected Traffic Volume for the First Control Period

- 3.13 Based on the material before it and its analysis, the Authority decides to consider the projected Aircraft Traffic (Flights to be handled) for the First Control Period as per Table 3.



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CHAPTER 4: CAPITAL EXPENDITURE

GFHSPPL Submission on Capital Expenditure for the First Control Period

- 4.1 GFHSPPL projected a total Capital Expenditure (CAPEX) of ₹38.08 lakhs for the First Control Period (FY 2023-24 to FY 2027-28). Year-wise & Asset-wise Capital Expenditure projected by the ISP is given below:

Table 4: Projected Capital Expenditure submitted by GFHSPPL for the First Control Period.

(₹ in Lakhs)

Particulars	2023-24	2024-25	2025-26	2026-27	2027-28	Total
Plant & Machinery	10.40	-	-	-	-	10.40
Furniture and Fittings	6.63	-	-	-	-	6.63
Office Equipment	1.20	-	-	-	-	1.20
Data Processing Equipment	4.75	-	-	-	-	4.75
Motor Vehicles	15.10	-	-	-	-	15.10
Total	38.08	-	-	-	-	38.08

- 4.2 The ISP provided the further details of the proposed CAPEX for the First Control Period as under:

Sl. No.	Particulars	Cost (Rs. in Lakhs)
1.	Plant & Machinery	
1.a	Chocks (12), Marshalling torches (10 pairs*5), Head set (2), By Pass pin for A320/B737 (2), Safety cones (12), Vacuum cleaners (3), Fire extinguisher (2)	10.40
2.	Furniture and Fittings	
2.a	Wheel chairs	0.63
2.b	Office New Cabins Set Up / Modification	6.00
3	Office Equipment	
3.a	Mobile Phone	1.00
3.b	LaserJet Black & White Printer	0.20
4	Data Processing Equipment	
4.a	Laptop	2.75
4.b	Desktop	2.00
5.	Motor Vehicles	
5.a	Vehicle GSE Maintenance	15.10
	Total	38.08

Authority's Examination regarding CAPEX for the First Control Period at CP Stage:

- 4.3 The Authority noted that GFHSPPL started its operations at Patna Airport w.e.f. 15.03.2022 and projected a CAPEX of ₹ 38.08 lakhs for the First Control Period (FY 2023-24 to FY 2027-28). GFHSPPL, being a new entrant at Patna Airport, the Authority expected a significant CAPEX requirement on procurement of Ground Handling Equipment and allied infrastructure etc. by the new entrant, particularly during the initial years of the Control Period, for smooth operations and to provide good quality services to the Users.

In this context, the Authority sought clarification from the ISP regarding procurement of ground handling equipment and related costs. In response thereto, GFHSPPL vide email dated 08.06.2023 stated that they have taken the requisite capital items through Leasing Arrangement, from M/s Updater Services limited, instead of outright purchase of the equipment.

On the requisition of the Authority, GFHSPPL vide email dated 14.06.2023 and 21.06.2023 submitted a list of Ground Handling Equipment & Other Assets taken on rental basis as under:

S. No.	Particulars	Qty.
1	Ground Power Unit GPU - AC/DC	1
2	Air Conditioning Unit -ACU	1
3	Air Start Unit - ASU	1
4	Push Back	1
5	Electrical Tug	6
6	Towbar - A320 & 737	3
7	Towbar -ATR72 ONLY HEAD	1
8	Towbar - Q400	1
9	Passenger Big Coach	4
10	Baggage Conveyor	6
11	Passenger Step Ladder	6
12	Baggage Trolley Closed with Curtain	17
13	Baggage Trolley Closed Lockable	25
14	Baggage Trolley Open	10
15	Water Cart Towable	1
16	Toilet Cart Towable	1
17	Electrical Water Cart	1
18	Electrical Toilet Cart	1
19	Small Water Cart	1
20	Small Toilet Cart	1
21	Vacuum Cleaner Roots	6
22	Bfl Battery Charger	3
23	Ebt Batterys Charger	3
24	3 Step Ladder	2
25	Wheel Chock Big	18
26	Wheel Chair Cabin	15

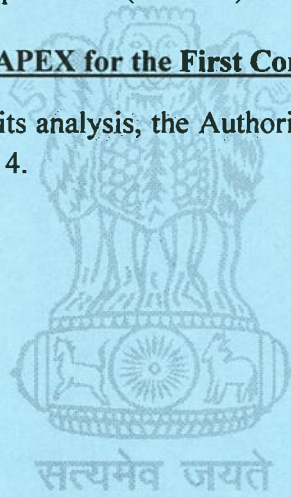
- 4.4 The Authority also sought clarification regarding the proposed Vehicle costing Rs. 15.10 lakhs. In response, ISP submitted that two vehicles costing Rs. 7.55 lakhs each has been proposed to be procured during FY 2023-24, and, to be used for transportation of spares and engineers for maintenance activities to be carried out as Ground Handler.
- 4.5 Considering that the GFHSPPL is a new entrant at Patna International Airport and has proposed modest CAPEX for the Patna Airport during the current control period, the Authority proposed to consider CAPEX for the First Control Period as submitted by the ISP, as per Table 4.

Stakeholders' Comments

- 4.6 During the stakeholder consultation process, the Authority received no comments/ views from stakeholders in respect of Capital Expenditure (CAPEX) for the First Control Period.

Authority's Decision regarding CAPEX for the First Control Period

- 4.7 Based on the material before it and its analysis, the Authority decides to consider the CAPEX for the First Control Period as per Table 4.



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CHAPTER 5: OPERATING EXPENDITURE AND PROFITABILITY

GFHSPPL Submission on Operating Expenditure for the First Control Period

- 5.1 As provided in Clause 9.4 of the Guidelines mentioned in Direction No. 04/2010-11, the Operation and Maintenance (O&M) Expenditure shall include all expenditures incurred by the Service Provider(s) including expenditure incurred on security operating costs, other mandated operating costs and statutory operating costs.
- 5.2 Operation and Maintenance Expenditures of GFHSPPL for its ground handling operations at Patna Airport have been broadly categorized as under:
- Payroll Costs;
 - Admin and General Expenses;
 - Concession Fees;
 - Repairs and Maintenance; and
 - Utilities & Outsourcing Costs

- 5.3 As per the MYTP submission, Revenue, Operating Expenditure (OPEX) and Profitability projected by the ISP for the First Control Period (FY 2023-24 to FY 2027-28) is as under:

Table 5: Revenue, Operating Expenditure and Profitability submitted by GFHSPPL for the First Control Period.

(₹ in lakhs)

Particulars	FY 2022-23*	First Control Period					TOTAL**
		FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
Revenue from Regulated Services (A)	392.25	434.40	478.80	527.88	581.88	641.42	2,664.38
Operating Expenditure							
i. Payroll Cost	233.60	249.95	267.45	286.17	306.20	327.63	1,437.39
ii. Administrative and General Expenditure	314.75	335.81	353.55	372.26	391.96	412.74	1,866.33
iii. Concession Fees	74.83	60.00	48.00	38.40	30.72	24.58	201.70
iv. Repairs & Maintenance Expenses	1.80	1.92	2.06	2.20	2.35	2.52	11.05
v. Utilities & Outsourcing Costs	10.99	15.87	16.83	17.84	18.93	20.09	89.56
Total OPEX (i+ii+iii+iv+v) = (B)	635.96	663.56	687.88	716.87	750.17	787.56	3,606.02
Earnings Before Interest, Tax, Depreciation and Amortization (EBITDA) (A-B)	-243.71	-229.16	-209.08	-188.99	-168.28	-146.13	-941.65
Depreciation and Amortization	0.78	7.97	7.19	7.19	6.46	6.46	35.26

Particulars	FY 2022-23*	First Control Period					TOTAL**
		FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
Interest & Finance Charges	-	11.85	15.47	16.92	6.29	6.29	56.82
Profit Before Tax (PBT)	-244.49	-248.98	-231.74	-213.10	-181.03	-158.88	-1033.72
Provision for Tax	-	-	-	-	-	-	-
Profit After Tax (PAT)	-244.49	-248.98	-231.74	-213.10	-181.03	-158.88	-1033.72

* Actual (unaudited).

**Total of FY 2023-24 to FY 2027-28.

Authority's Examination regarding Operating Expenditure for the First Control Period at CP stage:

- 5.4 The Authority examined the Operating Expenditure provided in Form F3 (P&L) of the MYTP for the First Control Period and observed following Y-o-Y % increase in Revenue & OPEX considered by the ISP as per Table 6 below:

Table 6: Year on Year Percentage (%) increase in the Revenue and Operation & Maintenance Expenditure during the First Control Period.

Particulars	FY 2023-24	FY 2024-25 to FY 2027-28
Revenue	10.7%	10.00%
Payroll Expenses	7.0%	7.0%
Administrative and General Expenses	6.7%	5.3%
Concession Fees	-19.8%	-20%
Repairs and Maintenance Expenses	7%	7%
Utilities and Outsourcing Expenses	44.5%	6.1%

The Authority's examination of Y-o-Y % growth considered by the GFHSPPL for projected OPEX from FY 2023-24 onward is given in the following sections:

- a) **Payroll Expenses:** The Authority noted that the ISP projected 7% Y-o-Y increase in the payroll expenses from FY 2023-24 onward. The Authority noted that projected increase in payroll expenses considered by the GFHSPPL is commensurate with the projected increase in aircraft traffic. The ISP, while projecting payroll expenses, further considered the periodic increase in minimum wages & annual salary increments and related increase in statutory component like EPF etc., including the impact of additional manpower requirement to meet the projected growth in aircraft traffic. The Authority, considering the above, viewed the Y-o-Y increase projected by the ISP in Payroll expenses for the First Control Period as reasonable.
- b) **Administrative & General Expenses:** The Authority noted that the Y-o-Y increase considered by GFHSPPL in the Administrative and General Expenses for the Control period is 5.3% except for FY 2023-24, where percentage (%) increase is slightly higher i.e. 6.7%. The Authority's examination in this regard is given as under:

b.1 Equipment Hire Expenses: The Authority noted that as GFHSPPL had hired most of the equipment pertaining to its ground handling services on lease. Accordingly, Equipment Hire Expenses is one of the major components of Administrative & General Expenses (which almost accounts for 67% of total Admin. & General Expenses). The Authority further noted that as per the Equipment User Agreement entered between GFHSPPL and M/s Updater Services Limited commencing from 1st April 2022, GFHSPPL is required to pay the services charges @ Rs. 17.83 lakhs per month. The Authority further noted that 5% Y-o-Y increase in the equipment hire expenses has been projected by the ISP from FY 2023-24 onwards.

b.2 Lease/ Space Rent: The Authority further noted that lease / rent is another major component of Administrative & General expenses (which almost accounts for 11% to 12% of total Admin. & General Expenses)

The Authority noted from the clause no. 7.2 of concession agreement with the Airport Operator (AAI) that ISP is required to pay Space & Land Rent to the Airport Operator. The relevant extract is reproduced below:

"Concessionaire shall execute a separate space and Land Agreement, substantially as per the format provided in Schedule VIII, for the space and land provided to the concessionaire at the Airport."

The Authority, noted from the Schedule VIII of the Concession Agreement that Space/ Land Rent to be escalated @ 7.5% Y-o-Y basis.

The Authority, in view of the projected increase in aircraft traffic, the impact of general inflation and taking into account impact of projected increase in Land/ Space Rent as per concession agreement, considered the Y-o-Y increase projected by ISP in respect of Administrative and General Expenses for the First Control Period as reasonable.

c) **Concession Fees:** The Authority noted from the clause 7.1.1 of concession agreement executed between AAI and GFHSPPL, Revenue Share payable by the ISP to the airport operator (AAI) to be calculated as under:

- i) 3% of the Actual Gross Revenue from the scheduled Domestic Passenger Flights.
- ii) 15% of the Actual Gross Revenue from users other than "scheduled Domestic Passenger Flights and RCS flights".
- iii) 0% for RCS flights.

The Authority further noted from the clause 7.1.2 of above said agreement, that every year the ISP shall pay premium which is maximum of "Minimum Annual Guarantee" (MAG) or the Revenue Share as calculated as per clause 7.1.1 of the concession agreement.

The ISP vide email dated 07.06.2023 submitted that as the GFHSPPL emerged as H1, accordingly MAG for the concessionaire from the second year onward will be 80% of the previous year's premium.

Considering clause 7.1.2 of the concession agreement and clarification submitted by ISP, the Authority proposed to consider the concession fee as projected by ISP (80% of the previous year



concession fee) for the First Control Period.

d) **Repairs and Maintenance Expenses:** The Authority observed that the YoY increase proposed by GFHSPPL in the Repair and Maintenance Expenses for the Control period is 7% p.a. for the First Control Period. In view of the above and taking into account the impact of annual general inflation, including annual increase in labour component of Repair & Maintenance Expenses, the Authority considered the 7% Y-o-Y increase in Repair and Maintenance Expenses for the First Control Period as projected by ISP as reasonable.

e) **Utilities and Outsourcing Expenses:** The Authority observed that the YoY increase proposed by GFHSPPL in the Utilities and Outsourcing Expenses for the Control Period is 6.1%, except for FY 2023-24 (first tariff year), where percentage (%) increase is appearing higher i.e. 44.5 %. The Authority sought clarifications on YoY increase considered by the ISP in Utility & Outsourcing Expenses for FY 2023-24. In response thereto, the ISP vide email dated 14.06.2023 informed that utility and outsourcing costs comprise of fuel charges, electricity expenses and potable water expenses. ISP further submitted that Utility and Outsourcing expenses are higher in FY 2023-24, mainly on account of potable water expenses. In FY 2022-23, GFHSPPL initially handled non-schedule flights only and accordingly the usage of potable water was minimum. Further, 6% YoY increase has been projected to meet inflation and increased consumption as utility and outsourcing expenses are directly linked with number of flights handled.

The Authority noted that Utility & Outsourcing Expenses and YoY increase projected in Utility & Outsourcing Expenses for FY 2024-25 to FY 2027-28 is commensurate with the increase in aircraft traffic projected for the Control Period. Considering the above & taking into account the clarifications furnished by the ISP, the Utility & Outsourcing Expenses projected for the Control Period seemed reasonable.

5.5 The Authority also noted that as per the projected profitability statement for the First Control Period (Table no. 5), GFHSPPL is likely to suffer losses for the entire First Control Period. The Authority sought clarification regarding the feasibility of business in such scenario. In response thereto, ISP vide email dated 08.06.2023 submitted that GFHSPPL is incurring losses from FY 2022-23 and does not seem to achieve break even at Patna Airport in near future, as in domestic sector most of the flights (79% approx.) are being handled on self-basis or by AIASL. However, there can be turnaround only if the traffic at Patna Airport increases for airlines who are more dependent on GHA i.e. Akasa Air, Vistara etc.

Considering the fact that ISP has projected the losses for entire First Control Period, the Authority expects that GFHSPPL should adopt aggressive cost control measures on operating cost expenses to bring in more efficiency in its working for optimizing the operational and maintenance expenses and should also make all the endeavor to increase its market share to have economy of scale in its operations to improve profitability.

Stakeholders' Comments

5.6 During the stakeholders' consultation process, the Authority received no comments/ views from stakeholders in respect of Operating Expenditure and Profitability for the First Control Period.



Authority's decisions regarding Operation and Maintenance Expenses for the First Control Period:

- 5.7 Based on the available material and its analysis, the Authority decides to consider the OPEX for the First Control Period as per Table 5.



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CHAPTER 6: ANNUAL TARIFF PROPOSAL

GFHSPPL Submissions on Annual Tariff Proposal for the First Control Period

6.1 GFHSPPL submitted a Tariff Proposal for Ground Handling Services in respect of Scheduled Flights at Jay Prakash Narayan International Airport, Patna for the First Control Period (FY 2023-24 to FY 2027-28) as per Table given below:

Table 7: Proposed Tariff Rates for Scheduled Flights submitted by GFHSPPL for the First Control Period.

(Rates in ₹)

	FY 2023-24			FY 2024-25			FY 2025-26			FY 2026-27			FY 2027-28		
	Pax	Ramp	Full services	Pax	Ramp	Full services	Pax	Ramp	Full service	Pax	Ramp	Full service	Pax	Ramp	Full service
Domestic Passenger Flight															
Code B	5,400	12,600	18,000	5,778	13,482	19,260	6,182	14,426	20,608	6,615	15,436	22,051	7,078	16,517	23,595
Code C	8,400	19,600	28,000	8,988	20,972	29,960	9,617	22,440	32,057	10,290	24,011	34,301	11,010	25,692	36,702
Code D	19,800	46,200	66,000	21,186	49,434	70,620	22,669	52,894	75,563	24,256	56,597	80,852	25,954	60,559	86,512
International Passenger Flight															
Code C	38,100	88,900	1,27,000	40,767	95,123	1,35,890	43,621	1,01,782	1,45,402	46,674	1,08,907	1,55,580	49,941	1,16,530	1,66,471
Code D	71,100	1,65,900	2,37,000	76,077	1,77,513	2,53,590	81,402	1,89,939	2,71,341	87,100	2,03,235	2,90,335	93,197	2,17,461	3,10,658
Code E	81,000	1,89,000	2,70,000	86,670	2,02,230	2,88,900	92,737	2,16,386	3,09,123	99,229	2,31,533	3,30,762	1,06,175	2,47,740	3,53,915
Domestic Cargo Flight															
Code C	N/A	N/A	64,800	N/A	N/A	69,336	N/A	N/A	74,190	N/A	N/A	79,383	N/A	N/A	84,940
Code D	N/A	N/A	1,14,300	N/A	N/A	1,22,301	N/A	N/A	1,30,862	N/A	N/A	1,40,022	N/A	N/A	1,49,824
International Cargo Flight															
Code C	N/A	N/A	1,37,500	N/A	N/A	1,47,125	N/A	N/A	1,57,424	N/A	N/A	1,68,444	N/A	N/A	1,80,235
Code D	N/A	N/A	1,92,500	N/A	N/A	2,05,975	N/A	N/A	2,20,393	N/A	N/A	2,35,821	N/A	N/A	2,52,328

Note: 1. Any flight where either its arrival or departure are international, will also be considered as an International Flight for the purposes of applying above rates.

2. The above rates are for basic Handling Services. As per requirement, airlines/users ask for additional services. The rates for such additional services are given in Annexure-III.

3. The above rates are exclusive of GST and any other applicable Government taxes.

6.2 GFHSPPL proposed the following % increase in the Tariff for Schedule Flights at Patna Airport as stated in the table below:

Table 8: Statement of YoY Percentage (%) Change in Tariff Rates for the Different Category of Scheduled Flights for the First Control Period.

	FY 2024-25			FY 2025-26			FY 2026-27			FY 2027-28		
	Ramp	Pax	Full	Ramp	Pax	Full	Ramp	Pax	Full	Ramp	Pax	Full
Domestic Passenger Flight												
Code B	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Code C	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Code D	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
International Passenger Flight												
Code C	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Code D	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Code E	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%

Domestic Cargo Flight												
Code C	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%
Code D	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%
International Cargo Flight												
Code C	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%
Code D	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%

6.3 GFHSPPL has also submitted separate Tariff Rate Card for Non-Scheduled and General Aviation Operation(s) as per the table given below: -

Table 9: Proposed Tariff Rates for Non-Scheduled Flights submitted by GFHSPPL for the First Control Period.

(Rates in ₹)

A/C Category	FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27		FY 2027-28	
	Domestic	Intl.	Domestic	Intl.	Domestic	Intl.	Domestic	Intl.	Domestic	Intl.
Maximum Take Off Weight (MTOW)	INR	INR	INR	INR	INR	INR	INR	INR	INR	INR
0-5000	23,500	45,000	25,145	48,150	26,905	51,521	28,788	55,127	30,803	58,986
5001-10000	30,000	82,500	32,100	88,275	34,347	94,454	36,751	1,01,066	39,324	1,08,141
10001- 20000	36,500	1,31,250	39,055	1,40,438	41,789	1,50,269	44,714	1,60,788	47,844	1,72,043
20001- 35000	61,500	1,50,000	65,805	1,60,500	70,411	1,71,735	75,340	1,83,756	80,614	1,96,619
35001- 40000	63,000	1,68,750	67,410	1,80,563	72,129	1,93,202	77,178	2,06,726	82,580	2,21,197
40001- 50000	63,000	1,87,500	67,410	2,00,625	72,129	2,14,669	77,178	2,29,696	82,580	2,45,775
50001- 100000	85,000	2,43,750	90,950	2,60,813	97,317	2,79,070	1,04,129	2,98,605	1,11,418	3,19,507
100001 – 200000	2,25,335	4,61,250	2,41,108	4,93,538	2,57,986	5,28,086	2,76,045	5,65,052	2,95,368	6,04,606
200001 - 300000	5,15,052	5,43,750	5,51,106	5,81,813	5,89,683	6,22,540	6,30,961	6,66,118	6,75,128	7,12,746
300001 and above	6,18,062	6,56,250	6,61,326	7,02,188	7,07,619	7,51,341	7,57,152	8,03,935	8,10,153	8,60,210

Note: 1. The above rates are for basic Handling Services. As per requirement, airlines/users ask for additional services. The rates for which are given in Annexure-III.

2. The above rates are exclusive of GST and any other applicable Government taxes.

Authority's Examination and Analysis on Annual Tariff Proposal for the First Control Period at CP stage:

6.4 The Authority noted that in the case of Scheduled Flights (Domestic & International), the ISP has proposed 7% YoY increase in Tariff Rates from FY 2024-25 onwards (Table 8).

6.5 The Authority also noted that GFHSPPL has proposed a separate Tariff Rate card for Non-Scheduled Flights and proposed an increase of 7% YoY from FY 2024-25 onward (Table 9).

6.6 The Authority, taking into consideration of Aircraft Traffic projected by the ISP for the Control Period & projected increase in Operating Expenditure, due to factors like increase in number of manpower, annual increase in salary & wages, general inflation etc., noted that ISP requires adequate revenues to cover up the Operating Costs and get reasonable return on its investments. The Authority, further

noted that even with 7% increase in rates for FY 2024-25 onward, ISP is projected to suffer losses for the whole First Control Period. In view of the above, the Authority noted that 7% increase in Tariff Rates considered by the ISP on YoY basis from FY 2024-25 onward appears as reasonable.

- 6.7 The Authority is of the view that the Tariff for Domestic Non-Scheduled and General Aviation Operations, including Item-wise Charges for Ground Handling Services, should not be more than the Tariff of relevant Domestic Scheduled Flights for a similar class of Aircraft(s). However, the Authority proposed to consider the separate Tariff in case of International “Non-Scheduled & General Aviation Operations” only as per **Annexure-II**.
- 6.8 The Authority proposed 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 the rate as on the 15th of the month will be applicable for the second fortnight.
- 6.9 Further, GFHSPPL should ensure compliance towards Standardization of Ground Handling Equipment at Jay Prakash Narayan International Airport, Patna in accordance with the directives issued by the Ministry of Civil Aviation, vide its letter no. AV-24011/10/2021-AAI-MOCA dated 27.10.2022.

Stakeholders’ Comments

M/s SpiceJet Ltd.

- 6.10 *“While we appreciate the proposals of AERA for the Tariff Rates for GFHSPPL as indicated in Annexure I, II & III of the Consultation Paper, it appears that the basis of the same has not been mentioned in the Consultation Paper. May we kindly request that the approved Tariff Rates for GFHSPPL do not exceed the rates as approved by the Authority for M/s AI Airport Services Limited (AIASL) for similar services being rendered by them at Patna for the relevant periods.”*

Business Aircraft Operations Associations (BAOA)

- 6.11 i. *Refer para 6.5. It has been seen that the ‘authority’ considered the reasons for annual incremental increase of 7% for the various GH services provided at the airport and, proposes to keep it at 7%. In this regard, it is submitted that the ‘yearly increase’ is aimed at matching the expected inflation rate and ensuring to keep a constant agreed ‘return on investment’. It is, therefore, requested to keep the yearly incremental increase at 5% to align with the RBI’s targeted inflation rate of 5% or below. It is submitted that this is a standard practice globally by all the OEM’s and other ‘maintenance service providers’ for the five-year contract. ‘Authority’ is requested to reconsider the 7% annual increase proposal and keep it at 5%.*
- ii. *It is seen that, some basic GH services, like marshalling, have not been included in the itemized rate list for small aircraft. The GH services list has been given in Schedule - 1 of GH policy issued by GOI. ‘Authority’ is requested to prescribe itemised rates of all these services at Schedule 1 that are part of Ground Handling at a public airport.*
- iii. *It is submitted that ‘authority’ to mention in its order that very small aircraft, less than 2000 Kgs AUW, have the option, especially at small airports having limited GH services, to also opt for none of the GH services, other than preparation of ‘passenger manifest’ at the public airport.*
- 6.12 The Authority received no counter comments from GFHSPPL within the stipulated timeframe of consultation process.

Authority's Analysis regarding Stakeholders' comments

6.13 On the BAOA's Comments:

- (a) As regard to the comments of BAOA relating to yearly increase in tariffs for ground handling services may be restricted to 5% in line with target inflation rate of 5% or below; in this regard it mentioned that the Authority, while deciding on the tariff rates and YoY % escalations in tariff rates, considers relevant factors, including impact of general inflation on the operating costs etc. There are other factors which have bearing on the tariff rates, including projected traffic growth, depreciation, concession agreement driven increases in operating costs such as Land / Space Rent, which are being increased @ 7.5% p.a. etc. The Authority takes a wholistic view of operating costs, projected Revenues, CAPEX etc. while deciding tariff rates.
- (b) In the instant case, it is pertinent to mention that even with the proposed tariff rates with yearly 7% increase on Y-o-Y basis, ISP is projected to incur losses throughout the Control Period. Hence, considering the above, the Authority decides to maintain same view regarding Tariff rates and YoY escalations therein, as was taken at CP stage.
- (c) As regard to stakeholder's suggestion that the Authority may consider giving an option to very small aircrafts (less than 2000 Kgs AWW especially at small airports), to opt for services pertaining to 'passenger manifest' and 'Aircraft Marshaling' on standalone basis. In this regard, the ISP was advised to discuss this matter in the Stakeholders' Consultation Meeting.

The Authority notes that the ISP has conducted stakeholders' consultation meeting on 19.08.2023. Pursuant to the BAOA's suggestion on the CP, the ISP in the consultation meeting discussed the matter relating to the item-wise charges for few additional services, including services pertaining to 'passenger manifest' & 'aircraft marshalling' etc. and has proposed to include item-wise charges for these services in its Tariff Rate Card (Item-wise Charges for Ground Handling Services). Accordingly, the ISP vide email dated 28.08.2023 has submitted the Item-wise Charges for the referred Additional Services. Based on the above, the Authority decides to include the Item-wise Charges for above referred Additional Services etc. (in the Annexure – III of this Order), in addition to Item-wise Charges for various ground handling services proposed at CP stage.

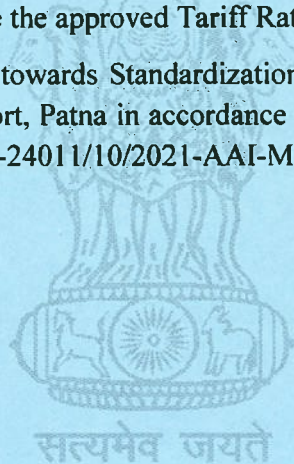
6.14 As regard to SpiceJet's comments regarding the basis for the proposed tariffs for the ISP, it is mentioned that tariff increase for the service provider was proposed after review & analysis of MYTP submission of the ISP, including assessment of pertinent regulatory building blocks such as projected CAPEX, OPEX, Traffic Volume and projected Profitability etc. (also refer to point nos. (a) & (b) of para 6.13 above). In the instant case, it is observed that at the prevailing tariff, ISP is not able to recover even its Operating Costs; hence, the tariff increase for the service provider, as was proposed at CP stage, has been decided for the service provider.

Authority's Decisions regarding Tariff for Ground Handling Services for the First Control Period:

Based on the available material and its analysis, the Authority decides the followings in respect of Tariff structure and Annual Tariff Proposal for the First Control Period:



- 6.15 To consider the Tariff Rates for Ground Handling Services provided by GFHSPPL at Patna Airport in respect of Scheduled Flights, International “Non-Scheduled & General Aviation Flights” and Item-wise Tariff Rate Card for Scheduled & Non-Scheduled Operators, for the First Control Period as per **Annexures (I, II & III)**.
- 6.16 The Tariff for Domestic Non-Scheduled and General Aviation Operations, including Item-wise Charges for Ground Handling Services, shall not exceed the approved Tariff(s) for relevant Domestic Scheduled Flights for similar class of Aircraft(s).
- 6.17 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 the rate prevailing as on the 15th of the month will be applicable for the second fortnight.
- 6.18 The Tariff Rates indicated in **Annexures (I, II & III)** shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- 6.19 GFHSPPL shall ensure compliance towards Standardization of Ground Handling Equipment at Jay Prakash Narayan International Airport, Patna in accordance with the directives issued by Ministry of Civil Aviation, vide its letter no. AV-24011/10/2021-AAI-MOCA dated 27.10.2022.



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CHAPTER 7: SUMMARY OF AUTHORITY'S DECISIONS

The Summary of the Authority's decisions (given under each chapter) regarding the Tariff determination of GFHSPPL, for the First Control Period is as under:

Chapter	Para	Summary of Authority's Decisions	Page No.
Chapter No.2	2.9	The Authority decides to consider the Tariff determination exercise for GFHSPPL, in respect of the Ground Handling Services provided by the ISP, at Patna International Airport, under the ' Light Touch Approach ' for the First Control Period.	8
Chapter No. 3	3.13	The Authority decides to consider the projected Aircraft Traffic (Flights to be handled) for the First Control Period as per Table 3.	11
Chapter No. 4	4.7	The Authority decides to consider the CAPEX for the First Control Period as per Table 4.	14
Chapter No. 5	5.7	The Authority decides to consider the OPEX for the First Control Period as per Table 5.	19
Chapter No. 6	6.15	The Authority decides to consider the Tariff Rates for Ground Handling Services provided by GFHSPPL at Patna Airport in respect of Scheduled Flights, International "Non-Scheduled & General Aviation Flights" and Item-wise Tariff Rate Card for Scheduled & Non-Scheduled Operators, for the First Control Period as per Annexures (I, II & III) .	24
	6.16	The Authority decides that the Tariff for Domestic Non-Scheduled and General Aviation Operations, including Item-wise Charges for Ground Handling Services, shall not exceed the approved Tariff(s) for relevant Domestic Scheduled Flights for similar class of Aircraft(s).	
	6.17	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 the rate prevailing as on the 15th of the month will be applicable for the second fortnight.	
	6.18	The Authority decides that the Tariff Rates indicated in Annexures (I, II & III) shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.	
	6.19	The Authority decides that GFHSPPL shall ensure compliance towards Standardization of Ground Handling Equipment at Jay Prakash Narayan International Airport, Patna in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 27.10.2022.	



CHAPTER 8: ORDER

Upon careful consideration of the material available on record, as well as submission made by GFHSPPL, 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 Global Flight Handling Services (Patna) Private Limited (GFHSPPL) at Jay Prakash Narayan International Airport, Patna, is “**Not Material**”. Therefore, the Authority decides to adopt ‘**Light Touch Approach**’ for determination of Tariff for the First Control Period (FY 2023-24 to FY 2027-28).
- (ii) The Authority decides that the Tariff Rates indicated in **Annexures (I, II & III)** shall be maximum Tariff(s) to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- (iii) The Authority decides that Tariff for Domestic “Non-Scheduled Flights & General Aviation”, including Item-wise Charges for GHS, shall not exceed the approved Tariff for relevant Domestic Scheduled Flights for similar class of aircraft(s).
- (iv) 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.
- (v) The Tariff determined herein above is excluding of applicable taxes, if any.
- (vi) M/s GFHSPPL shall maintain the separate accounts for its Ground Handling Operations at Patna Airport, and at the end of each tariff year submit Annual Compliance Statement (ACS), including annual audited accounts, as per AERA CGF Guidelines, 2011 (clause 11.4).
- (vii) M/s GFHSPPL shall also ensure compliance of all requisite statutory requirements etc. during the currency of the First Control Period for which the tariffs have been approved by the Authority.
- (viii) The Tariff Order shall be effective from **01.09.2023**.
- (ix) The Airport Operator shall ensure the compliance of this Order.

By the Order of and in the name of the Authority

(Col Manu Sooden)
Secretary

To

Wing CDR Arivazhagan

Global Flight Handling Services (Patna) Pvt Ltd.

Jayprakash Narayan International Airport, Shaheed Pir Ali Khan Marg,
Bhatpura Village, Sheikhpura, Patna, Bihar 800014

Copy for information to:

1. Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi - 110003
2. Airport Director, Airports Authority of India, Jay Prakash Narayan International Airport, Patna - 800014

ANNEXURE I

**APPROVED TARIFF RATE CARD FOR GFHSPPL IN RESPECT OF DOMESTIC* &
INTERNATIONAL SCHEDULED FLIGHTS FOR THE FIRST CONTROL PERIOD
(FY 2023-24 to FY 2027-28) AT PATNA AIRPORT**

Revised Tariff Rates for Ground Handling Services is effective from 01.09.2023

(Rates in ₹)

	FY 2023-24			FY 2024-25			FY 2025-26			FY 2026-27			FY 2027-28		
	Pax	Ramp	Full services	Pax	Ramp	Full services	Pax	Ramp	Full service	Pax	Ramp	Full service	Pax	Ramp	Full service
Domestic Passenger Flight															
Code B	5,400	12,600	18,000	5,778	13,482	19,260	6,182	14,426	20,608	6,615	15,436	22,051	7,078	16,517	23,595
Code C	8,400	19,600	28,000	8,988	20,972	29,960	9,617	22,440	32,057	10,290	24,011	34,301	11,010	25,692	36,702
Code D	19,800	46,200	66,000	21,186	49,434	70,620	22,669	52,894	75,563	24,256	56,597	80,852	25,954	60,559	86,512
International Passenger Flight															
Code C	38,100	88,900	1,27,000	40,767	95,123	1,35,890	43,621	1,01,782	1,45,402	46,674	1,08,907	1,55,580	49,941	1,16,530	1,66,471
Code D	71,100	1,65,900	2,37,000	76,077	1,77,513	2,53,590	81,402	1,89,939	2,71,341	87,100	2,03,235	2,90,335	93,197	2,17,461	3,10,658
Code E	81,000	1,89,000	2,70,000	86,670	2,02,230	2,88,900	92,737	2,16,386	3,09,123	99,229	2,31,533	3,30,762	1,06,175	2,47,740	3,53,915
Domestic Cargo Flight															
Code C	N/A	N/A	64,800	N/A	N/A	69,336	N/A	N/A	74,190	N/A	N/A	79,383	N/A	N/A	84,940
Code D	N/A	N/A	1,14,300	N/A	N/A	1,22,301	N/A	N/A	1,30,862	N/A	N/A	1,40,022	N/A	N/A	1,49,824
International Cargo Flight															
Code C	N/A	N/A	1,37,500	N/A	N/A	1,47,125	N/A	N/A	1,57,424	N/A	N/A	1,68,444	N/A	N/A	1,80,235
Code D	N/A	N/A	1,92,500	N/A	N/A	2,05,975	N/A	N/A	2,20,393	N/A	N/A	2,35,821	N/A	N/A	2,52,328

* Tariff for Domestic Scheduled Flights is also applicable to Domestic Non-Scheduled Flights and General Aviation Flights.

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff indicated above 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 the rate as on 15th of the month will be applicable for the second fortnight.

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ANNEXURE II

**APPROVED TARIFF RATE CARD FOR GFHSPPL IN RESPECT OF INTERNATIONAL
“NON-SCHEDULED & GENERAL AVIATION FLIGHTS” FOR THE FIRST CONTROL PERIOD
(FY 2023-24 to FY 2027-28) AT PATNA AIRPORT**

Revised Tariff Rates for Ground Handling Services is effective from 01.09.2023

(Rates in ₹)

A/C Category	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
MTOW					
0-5000	45,000	48,150	51,521	55,127	58,986
5001-10000	82,500	88,275	94,454	1,01,066	1,08,141
10001- 20000	1,31,250	1,40,438	1,50,269	1,60,788	1,72,043
20001- 35000	1,50,000	1,60,500	1,71,735	1,83,756	1,96,619
35001- 40000	1,68,750	1,80,563	1,93,202	2,06,726	2,21,197
40001- 50000	1,87,500	2,00,625	2,14,669	2,29,696	2,45,775
50001- 100000	2,43,750	2,60,813	2,79,070	2,98,605	3,19,507
100001 – 200000	4,61,250	4,93,538	5,28,086	5,65,052	6,04,606
200001 - 300000	5,43,750	5,81,813	6,22,540	6,66,118	7,12,746
300001 and above	6,56,250	7,02,188	7,51,341	8,03,935	8,60,210

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff indicated above 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 the rate as on 15th of the month will be applicable for the second fortnight.

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ANNEXURE III**APPROVED TARIFF RATE CARD FOR GFHSPPL IN RESPECT OF GROUND HANDLING SERVICES AT PATNA AIRPORT**

Item-wise Charges in respect of Domestic* & International Flights
for the First Control Period (FY 2023-24 to FY 2027-28) is effective from 01.09.2023

(Rates in ₹)

S. No.	SERVICES	UNIT	FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27		FY 2027-28	
			Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.
Equipment												
1	Ambulift	Per Usage	10,903	17,233	11,666	18,439	12,483	19,730	13,357	21,111	14,292	22,589
2	Ground Power Unit (GPU) 90 KV	Per Hour	8,461	13,373	9,053	14,309	9,687	15,311	10,365	16,383	11,091	17,530
3	Ground Power Unit (GPU) 140 KV	Per Hour	10,903	17,233	11,666	18,439	12,483	19,730	13,357	21,111	14,292	22,589
4	Hook on power	Per flight	872	1,379	933	1,476	998	1,579	1,068	1,690	1,143	1,808
5	Air Conditioner unit (ACU)	Per Hour	17,270	27,298	18,479	29,209	19,773	31,254	21,157	33,442	22,638	35,783
6	Ramp to Flight Deck Communication	Per Turnround	3,490	5,515	3,734	5,901	3,995	6,314	4,275	6,756	4,574	7,229
7	Step Ladder (remote bay) Narrow Body	Per Hour	5,670	8,961	6,067	9,588	6,492	10,259	6,946	10,977	7,432	11,745
8	Step Ladder (remote bay) - Wide Body	Per Hour	8,460	13,373	9,052	14,309	9,686	15,311	10,364	16,383	11,089	17,530
9	Passenger Bus	Per Trip	3,925	6,204	4,200	6,638	4,494	7,103	4,809	7,600	5,146	8,132
10	Crew Bus	Per Turnround	3,490	5,515	3,734	5,901	3,995	6,314	4,275	6,756	4,574	7,229
11	Conveyor belt loader	Per hour	9,090	14,371	9,726	15,377	10,407	16,453	11,135	17,605	11,914	18,837
12	Fork Lift 10 Ton	Per Hour	8,900	14,063	9,523	15,047	10,190	16,100	10,903	17,227	11,666	18,433
13	Fork Lift 5 Tons	Per Hour	6,280	9,926	6,720	10,621	7,190	11,364	7,693	12,159	8,232	13,010
14	Fork Lift 3 Tons	Per Hour	4,536	7,169	4,854	7,671	5,194	8,208	5,558	8,783	5,947	9,398
15	Air Start Unit (ASU)	Per start	13,520	21,369	14,466	22,865	15,479	24,466	16,563	26,179	17,722	28,012
16	Towbar	Per push / tow	3,490	5,515	3,734	5,901	3,995	6,314	4,275	6,756	4,574	7,229
17	Push Back - Narrow Body	per service	10,470	16,544	11,203	17,702	11,987	18,941	12,826	20,267	13,724	21,686
18	Tow Inter Stand - Narrow Body	Per Tow	15,265	24,127	16,334	25,816	17,477	27,623	18,700	29,557	20,009	31,626
19	Wing Walkers	Per turnaround	1,745	2,757	1,867	2,950	1,998	3,157	2,138	3,378	2,288	3,614
20	Toilet service	per service	6,542	10,340	7,000	11,064	7,490	11,838	8,014	12,667	8,575	13,554
21	Water service	per service	5,670	8,961	6,067	9,588	6,492	10,259	6,946	10,977	7,432	11,745

S. No.	SERVICES	UNIT	FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27		FY 2027-28	
			Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.
22	Aircraft Marshalling & Positioning of safety corks and chocks		3000	5000	3210	5350	3435	5725	3675	6125	3932	6554
23	Firefighting Service (while departure and arrival of aircraft)		1500	3000	1605	3210	1717	3435	1838	3675	1967	3932
24	ATC coordination service		1000	2000	1070	2140	1145	2290	1225	2450	1311	2622
25	Fuel coordination service		500	1000	535	1070	572	1145	613	1225	656	1311
26	Tug	Per Hour	3500	7000	3745	7490	4007	8014	4288	8575	4588	9175
27	Head Set Service		2500	5000	2675	5350	2862	5725	3063	6125	3277	6554
28	Baggage Trolley	Per Two Hour	1150	1725	1231	1846	1317	1975	1409	2113	1508	2261
Passenger/Terminal Side and Manpower related												
29	Manifest preparation and baggage tags	Per service	3000	5000	3210	5350	3435	5725	3675	6125	3932	6554
30	Assistance in receiving/ departing pax to complete airport formalities	Per Service	1500	2500	1605	2675	1717	2862	1838	3063	1967	3277
31	Luxury Vehicle for VIP		5000	10000	5350	10700	5725	11449	6125	12250	6554	13108
32	Unaccompanied minor handling	per child	2,365	3,737	2,531	3,999	2,708	4,279	2,898	4,579	3,101	4,900
33	Wheel Chair WCHR OR WCHS	per service	2,355	3,722	2,520	3,983	2,696	4,262	2,885	4,560	3,087	4,879
34	WCHC	per service	2,620	4,136	2,803	4,426	2,999	4,736	3,209	5,068	3,434	5,423
35	VIPs	per passenger	3,637	5,748	3,892	6,150	4,164	6,581	4,455	7,042	4,767	7,535
36	Transit w/o visa pax	per passenger	3,637	5,748	3,892	6,150	4,164	6,581	4,455	7,042	4,767	7,535
37	Deportees	per passenger	3,637	5,748	3,892	6,150	4,164	6,581	4,455	7,042	4,767	7,535
38	Floor Walkers/W elcome staff	per personnel/ 8hrs	1,745	2,757	1,867	2,950	1,998	3,157	2,138	3,378	2,288	3,614
39	Manpower (White collar)	per personnel/ 8 hr.	2,617	4,136	2,800	4,426	2,996	4,736	3,206	5,068	3,430	5,423
40	Manpower (Blue collar)	per personnel/ 8 hr.	1,745	2,757	1,867	2,950	1,998	3,157	2,138	3,378	2,288	3,614

S. No.	SERVICES	UNIT	FY 2023-24		FY 2024-25		FY 2025-26		FY 2026-27		FY 2027-28	
			Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.	Dom.	Intl.
41	Excess Baggage Collection	per flight	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection	10% of collection
42	Val Handling	per std. sz. container	9,092	14,371	9,728	15,377	10,409	16,453	11,138	17,605	11,918	18,837
43	Ballast Bags Refill	Per refill - per Bag	1,308	2,068	1,400	2,213	1,498	2,368	1,603	2,534	1,715	2,711
44	Interior cleaning (Transit) - Narrow Body	per service	12,210	19,301	13,065	20,652	13,980	22,098	14,959	23,645	16,006	25,300
45	Interior cleaning (Transit) - ATR & like	per service	7,065	11,167	7,560	11,949	8,089	12,785	8,655	13,680	9,261	14,638
46	Deep Cleaning - Narrow Body	per service	17,445	27,574	18,666	29,504	19,973	31,569	21,371	33,779	22,867	36,144
47	Deep Cleaning - ATR & like	per service	10,030	15,855	10,732	16,965	11,483	18,153	12,287	19,424	13,147	20,784
48	Flight Deck cleaning	per service	4,360	6,893	4,665	7,376	4,992	7,892	5,341	8,444	5,715	9,035
49	Waste Disposal		1,220	1,930	1,305	2,065	1,396	2,210	1,494	2,365	1,599	2,531
50	Arrange non-scheduled Crew Hotel accommodation	per service	1,308	2,068	1,400	2,213	1,498	2,368	1,603	2,534	1,715	2,711
51	Arrange for non-scheduled Crew Transportation	per service	1,308	2,068	1,400	2,213	1,498	2,368	1,603	2,534	1,715	2,711
52	C.I.Q. assistance / Direct crew thru airport facilities	per arr. or dep clearance	2,617	4,136	2,800	4,426	2,996	4,736	3,206	5,068	3,430	5,423
53	Cargo Supervision services	per flight	6,530	10,321	6,987	11,043	7,476	11,816	7,999	12,643	8,559	13,528
54	Cargo Supervision services	Per flight	10,012	15,826	10,713	16,934	11,463	18,119	12,265	19,387	13,124	20,744
55	Live Animal Handling	per AVI	1,273	2,012	1,362	2,153	1,457	2,304	1,559	2,465	1,668	2,638

Dom. = Domestic; Intl. = International

* Tariff for Domestic Flights is also applicable to Domestic Non-Scheduled Flights and General Aviation Flights.

Notes:

- Above Tariff Rates are excluding of all applicable taxes, if any.
- Tariff indicated above shall be the maximum Tariff to be charged No other Charge(s) 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 the rate as on the 15th of the month will be applicable for the second fortnight.

