



AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

**IN THE MATTER OF
DETERMINATION OF TARIFF FOR GROUND HANDLING CHARGES FOR
GSEC BIRD AIRPORT SERVICES PRIVATE LIMITED AT
CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT, LUCKNOW FOR
THE THIRD CONTROL PERIOD
(FY 2021-22 TO FY 2025-26)**

Date of Issue: 07/10/2021

AERA Building
Administrative Complex
Safdarjung Airport
New Delhi – 110003

STAKEHOLDERS' COMMENTS

The Authority is aware of the fact that the Aviation Sector is undergoing unprecedented turbulence and uncertainty on account of the COVID 19 PANDEMIC and the associated lockdown situation in the major cities around the world has resulted in restrictions in air travel, both domestic and international. The Authority has released this Consultation Paper, after examining the impact of COVID 19 PANDEMIC on the various assumptions stipulated in the Multi Year Tariff Proposal ('MYTP') submitted by the ISPs. Accordingly, the Authority's opinion on the various aspects forming part of the tariff determination process have been explained in detail in this Consultation Paper.

Thus, in accordance with the provisions of Section 13(4) of the AERA Act, the written comments on Consultation Paper No. 18/2021-22 dated 07/10/2021 are invited from the Stakeholders, preferably in electronic form, at the following address:

Director (P&S, Tariff)
Airports Economic Regulatory Authority of India
(AERA), AERA Administrative Complex,
Safdarjung Airport, New Delhi – 110003, India
Email: rajan.guptal@aera.gov.in
Copy to: director-ps@aera.gov.in ; secretary@aera.gov.in

Last Date for submission of Stakeholders' comments: 21/10/2021

Last Date for submission of counter comments: 28/10/2021

Comments and counter comments will be posted on AERA's website www.aera.gov.in

For any clarification/information, Director (P&S, Tariff) may be contacted at Telephone No. +91-11-24695048

1. BRIEF BACKGROUND:

- 1.1 M/s GSEC Bird Airport Services Private Limited (M/s GBAS), a SPV, appointed by M/s. Adani Lucknow International Airport Limited (ALIAL) for carrying out Ground Handling Service (GH) at Chaudhary Charan Singh International Airport (CCSIA), Lucknow through license agreement dated 26th July 2021, for five years effective from 01.04.2021, which is valid up to 31.03.2026. The shareholding structure of the SPV as on September, 2021 is given as below:

Table-1: Summary of shareholding structure of M/s. GBAS

Holding Company	Percentage of Stake (%)
*M/s BWFS India Pvt. Ltd	51
M/s GSEC Ltd**	26
M/s Globe Ground India Pvt. Ltd	23
Total	100

*Bird Worldwide Flight Service India Pvt. Ltd.

** Gujarat State Export Corporation

- 1.2 As per the provisions of the CGF Guidelines 2011, M/s GBAS vide letter dated 09.06.2021 has submitted the Multi Year Tariff Proposal ('MYTP') seeking approval of tariffs for providing Ground Handling Services at CCSIA, Lucknow for the 3rd Control Period (FY 2021-22 to FY 2025-26) on 09.06.2021.
- 1.3 M/s GBAS has submitted the Minutes of Meeting of the user consultation for ground handling services at CCSIA, Lucknow held by GBAS through video conferencing on 11th June, 2021.

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 to above mentioned AERA Guidelines and Directions the following procedure is followed:

Stage I: MATERIALITY:

$$\text{Materiality Index (MIg)} = \frac{\text{Int. Aircraft Movement at Lucknow Airport}}{\text{Total Intl. Aircraft Movement at major airports}} \times 100$$

$$\text{The materiality index at Lucknow Airport} = 4901/431853$$

$$= 1.13\%$$

The percentage share of Ground Handling for CCSIA, Lucknow for the FY 2019-20 is 1.13% which is less than 5% Materiality Index (MIg) for the above subject service. Hence the regulated service is deemed as ‘ **Not Material**’ for the third control period.

Stage II: COMPETITION:

- 2.3 AERA with regard to the provisions of the National Civil Aviation Policy (NCAP- 2016), vide AERA 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. Subsequently, as per the Gazette Notification on ‘Ground Handling Regulations’ dated 15.12.2017 the Government has decided that “at all airports having annual passenger throughput of less than 10 MPPA, the Airport Operator may decide on the number of Ground Handling Agencies, not exceeding three”.
- 2.4 As per the information furnished by M/s GBAS on Competition Assessment [Form F1(b)] M/s Air India Airport Services Ltd. (AIASL) is the other service provider rendering similar services at Chaudhary Charan Singh International Airport, Lucknow. Since, there are two Ground Handling agencies including M/s. GBAS the service is deemed as ‘**Competitive**’.

Stage III: REASONABLENESS OF EXISTING USER AGREEMENT(S):

- 2.5 M/s GBAS has submitted the copies of the LOI with M/s. Flydubai, SpiceJet Limited and TATA SIA Airlines for appointment of GHA at Lucknow Airport.
- 2.6 Authority sought the clarification from M/s. GBAS vide mail dated 16.08.2021 for submission of user agreement with above mentioned three airlines.
- 2.7 In response to above, M/s. GBAS submitted the copy of the agreement with Dubai Aviation Corporation flydubai and TATA SIA Airlines Ltd., vide their mail dated 03.09.2021 and 18.09.2021 respectively. M/s. GBAS stated that SpiceJet has submitted LOI however, the copy of the agreement is still awaited.

However, considering the facts as stated above, the Authority noted that the Ground Handling Services at CCSIA, Lucknow are “Not Material and Competitive”. Therefore, the Authority decided to determine the Ground Handling Services for CCSIA, Lucknow under “Light Touch” approach for the Third Control Period.

Authority’s Examination and Analysis:

Based on the guiding principles of AERA’s CGF Guidelines 2011 relating to Ground Handling Services, the Authority proposes to consider tariff determination exercise of M/s.GBAS for providing Ground Handling Services at CCSIA, Lucknow under “**Light Touch Approach** for the 3rd Control Period as the service is ‘**Not Material**’.

3. TRAFFIC (FLIGHTS HANDLING)

GBAS, Lucknow submission on Traffic (Flights to be Handled) for the Third Control Period as part of MYTP.

3.1 As per MYTP submission made by M/s GBAS, Lucknow, the projected Traffic (Flights to be Handled) for the third control period (FY 2021-22 to FY2025-26) is given as below:

Table 2: Projected Aircraft Movements (in Nos.) by M/s GBAS for the Third control period.

Year	Domestic (Landing)	International (Landing)	Total	YoY % Change		
				Domestic	International	Total
2021-22	20551	2029	22580	-	-	-
2022-23	26716	3247	29963	30	60	33
2023-24	30723	5195	35918	15	60	20
2024-25	35332	6234	41556	15	20	16
2025-26	40631	7480	48111	15	20	16

Authority's Examination and Analysis:

- 3.2 M/s. GBAS submitted the Projected Traffic Movements as part of their MYTP submission along with the clarifications vide mail dated 04.09.2021 that projected aircraft movements of Domestic and International Airports has been arrived based on aircraft data published by Airports Authority of India, and the same has been escalated for marginal growth in FY 2021-22 and considering the normalcy may come back at FY 2019-20 level in next two years and industry may further grow from that level and overcome with prevailing impact on industry by them.
- 3.3 The Authority proposed to consider the growth in traffic (Flights to be Handled) as submitted by M/s GBAS, Lucknow for the third control period as proposed by M/s. GBAS (Ref. Table-2 above).

4. CAPITAL EXPENDITURE

GBAS, Lucknow submission on Capital Expenditure for the Third Control Period as part of MYTP.

4.1 As per MYTP submission, M/s GBAS has projected total capital expenditure (CAPEX) of Rs. 1650.00 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 M/s GBAS, Lucknow for the third control period is given as below:

Table 3: Projected Capital Expenditure by M/s GBAS for the Third control period

Amount (Rs. in Lakhs)

Particulars	2021-22	2022-23	2023-24	2024-25	2025-26	Total
Ground Handling Equipment's	1,200.00	96.00	96.00	96.00	96.00	1,584.00
Furniture & Fixtures	20.00	1.60	1.60	1.60	1.60	26.40
Vehicles	25.00	2.00	2.00	2.00	2.00	33.00
Office Equipment's & Computers etc.	5.00	0.40	0.40	0.40	0.40	6.60
TOTAL	1,250.00	100.00	100.00	100.00	100.00	1,650.00

4.2 M/s. GBAS has also submitted the breakup of the capital expenditure of Rs. 1250 Lakhs proposed for the F.Y. 2021-22 as given below:

Table 4: Projected Capital Expenditure on Ground Handling Equipment's for the F.Y. 2021-22.

Amount (Rs. in Lakhs)

Particulars	Qty	Rate	Amount
Pax step towable – (B737/ A320 height).	2	612,500	1,225,000
ACU – (150 TR)	1	15,000,000	15,000,000
GPU - 140 KVA	1	4,500,000	4,500,000
ASU	1	21,000,000	21,000,000
Pushback narrow body	1	11,000,000	11,000,000
Tugs – (Diesel).	4	3,000,000	12,000,000
Tugs – (Electric). (with Cabin / battery / Charger)	6	2,100,000	12,600,000
Towable BFL – Narrow body	4	450,000	1,800,000
Pallet dollies with brakes	15	150,000	2,250,000
Container dollies with brakes	15	150,000	2,250,000
Baggage carts with brakes	15	85,000	1,275,000
Toilet Cart (Motorised)-3000 ltr	1	2,500,000	2,500,000
Water Cart (Motorised)- 3000 ltr	1	2,600,000	2,600,000
Miscellaneous (Chokes and cones, head sets, wheel chairs, ramp vehicles, marshalling equip, fire extinguishers etc.)	1	2,500,000	2,500,000
Office Equipment (Laptops--9, Printers-4, Mobiles etc.)	1	500,000	500,000

Office Furniture & Fixtures (furniture, electrical fittings, electrical equipments, storage space, security cameras etc.)	1	2,000,000	2,000,000
			125,000,000

Authority's Examination and Analysis:

4.3 Authority noted that M/s GBAS is a new entity at CCSIA, Lucknow for Ground handling Services, and projected total capital expenditure of Rs. 1650.00 lakhs for 3rd control period, out of that Rs.1584.00 lakhs is proposed for procurement of Ground Handling Equipment's. (Refer Table 3 above).

4.4 The Authority also observed from the above submission that M/s GBAS (as being new entrant at CCSIA, Lucknow) has proposed to incur the capital expenditure of about 70% of the total capital expense in the 1st year of the Control Period.

4.5 M/s GBAS in its submission also stated that the capital expenditure would be required to meet the projected growth in business at CCSIA, Lucknow. Hence, the Authority proposed to consider the CAPEX as proposed by M/s GBAS for the 3rd Control Period.

5. OPERATING EXPENDITURE

M/s GBAS, Lucknow 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 As per the submission of M/s GBAS, Lucknow, the Operation and Maintenance (O&M) expenditure has been segregated into the following categories:
- Payroll Costs;
 - Administrative and general expenditure;
 - Utility & Outsourcing Costs
 - Concession fees
 - Repair and maintenance expenditure;
- 5.3 As per GBAS, Lucknow submission, projected Revenue and Operating expenditure (OPEX) for the third control period (FY 2021-22 to FY 2025-26), as table given below:

Table 5: Projected Revenue and Operating Expenditure by M/s GBAS. (Rs. in Lakhs)

Particulars	Amount (Rs. in Lacs)					CAGR	YoY % Change			
	2021-22	2022-23	2023-24	2024-25	2025-26		2022-23	2023-24	2024-25	2025-26
Revenue	1039	1383	1527	1641	1762	14.12	33	10	7	7
Payroll Costs	370	415	457	503	554	10.62	12	10	10	10
Administrative & General Costs	195	277	300	322	345	15.33	42	8	7	7
Utilities & Outsourcing Costs	0	0	0	0	0		0	0	0	0
Concession fees	312	415	458	492	529	14.11	33	10	7	7
Repair & Maintenance Costs	34	41	44	47	50	10.12	20	7	7	6
Total Operating Expenditure	911	1148	1259	1364	1478	12.86	26	10	8	8

Authority's Examination and Analysis:

- 5.4 The Authority analyzed the Total Operating Expenditure proposed for Third Control Period by M/s GBAS and noted that there is an increase of 26% in FY 2022-23 and 8% to 10% YoY in the remaining period of the 3rd Control Period in each of the particular segment of the operating expenditure.
- 5.5 **Payroll Costs:-** The Authority noted that M/s. GBAS has consider the pay roll costs of Rs.370.00 lakhs for FY 2021-22 and Rs. 415.00 lakhs for FY 2022-23 which is 12% increase over FY 2021-22 and 10% increase YoY from FY 2023-24 onwards.
- 5.6 **Administrative and General Costs:** The Authority noted that M/s. GBAS has consider the Administrative and General costs expenditure of Rs.195.00 lakhs for FY 2021-22 and Rs.

277.00 lakhs for FY 2022-23 which is 42% increase as compared to FY 2021-22 and 7% to 8% increase YoY from FY 2023-24 to FY 2025-26.

- 5.7 **Repair and Maintenance Costs:-** The Authority also noted that M/s. GBAS has consider the Repair and Maintenance Costs expenditure is Rs.34.00 lakhs for FY 2021-22 and Rs.41.00 19lakhs for FY 2022-23, which is 20% increase as compared to FY 2021-22 and 6% to 7% increase YoY% from FY 2023-24 to FY 2025-26.
- 5.8 **Concession fees:-** The Authority noted that M/s. GBAS has considered 30% concession fees on gross revenue. Authority sought the clarification on concession fees and increase of revenue and operational cost during the 3rd Control Period FY 2021-22 to FY 2025-26 vide mail dated 15.09.2021.
- 5.9 M/s GBAS submitted that they have to share 45.5% of the gross revenue with Airport operator as per agreement, and GBAS has itself proposed to increase 30% as Concession Fees, as per AERA order No.01/2018-19, dated 05.04.2018 in their ATP for the 3rd Control Period FY 2021-22 to FY 2025-26. M/s. GBAS stated that the increase in revenue is due to increase in volume of business (flight handling) year on year basis and subsequently, operational cost is also increase on account of increase volume of flight handling and inflation in costs.
- 5.10 The Authority has taken a cognizant view on drastic increase on certain O&M components such as payroll, admin & general and R&M expenses over FY2021-22. Further, in respect of R&M cost, the Authority also believes that M/S GBAS has proposed procurement of new ground handling equipment's as being the new entrant at CCSIA, Lucknow and all such equipment's must be under warranty period leading to less R&M expense. Hence, AERA proposes to elicit the views/comments of stakeholders in this regard.
- 5.11 The Authority, considering the above facts, proposes to consider the OPEX as submitted by M/s GBAS for the consultation purpose of 3rd Control Period as per table-5 above.

6. ANNUAL TARIFF PROPOSAL

M/s GBAS, Lucknow's submissions on Annual Tariff Proposal for the Third Control Period as part of MYTP.

6.1 M/s GBAS submitted the Multi Year Tariff Proposal for the third control period (FY 2021-22 to FY 2025-26) on 14.06.2021 and proposed a tariff increase as per Table- 6 below.

Table 6: Annual Tariff Proposal for Scheduled Flights to be handled by M/s GBAS for Third Control period.

Amount (in Rs.)

	FY 2021-22			FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight															
CODE C	8,750	26,250	35,000	9,363	28,088	37,450	9,831	29,492	39,323	10,322	30,966	41,289	10,838	32,515	43,353
CODE D	11,813	35,438	47,250	12,639	37,918	50,558	13,271	39,814	53,085	13,935	41,805	55,740	14,632	43,895	58,527
CODE E	26,775	80,325	1,07,100	28,649	85,948	1,14,597	30,082	90,245	1,20,327	31,586	94,757	1,26,343	33,165	99,495	1,32,660
International Passenger Flight															
CODE C	30,000	90,000	1,20,000	32,100	96,300	1,28,400	33,705	1,01,115	1,34,820	35,390	1,06,171	1,41,561	37,160	1,11,479	1,48,639
CODE D	42,788	1,28,363	1,71,150	45,783	1,37,348	1,83,131	48,072	1,44,215	1,92,287	50,475	1,51,426	2,01,901	52,999	1,58,997	2,11,996
CODE E	75,000	1,75,000	2,50,000	66,875	2,00,625	2,67,500	70,219	2,10,656	2,80,875	73,730	2,21,189	2,94,919	77,416	2,32,249	3,09,665
CODE F	93,555	2,18,295	3,11,850	83,420	2,50,260	3,33,680	87,591	2,62,773	3,50,363	91,970	2,75,911	3,67,882	96,569	2,89,707	3,86,276
Domestic Cargo Flight															
CODE C	NA	30,000	NA	NA	32,100	NA	NA	33,705	NA	NA	35,390	NA	NA	37,160	NA
CODE D	NA	50,000	NA	NA	53,500	NA	NA	56,175	NA	NA	58,984	NA	NA	61,933	NA
CODE E	NA	85,000	NA	NA	90,950	NA	NA	95,498	NA	NA	1,00,272	NA	NA	1,05,286	NA
International Cargo Flight															
CODE C	NA	1,08,000	NA	NA	1,15,560	NA	NA	1,21,338	NA	NA	1,27,405	NA	NA	1,33,775	NA
CODE D	NA	1,54,035	NA	NA	1,64,817	NA	NA	1,73,058	NA	NA	1,81,711	NA	NA	1,90,797	NA
CODE E	NA	2,01,285	NA	NA	2,15,375	NA	NA	2,26,144	NA	NA	2,37,451	NA	NA	2,49,323	NA
CODE F	NA	2,80,665	NA	NA	3,00,312	NA	NA	3,15,327	NA	NA	3,31,093	NA	NA	3,47,648	NA

6.2 M/s. GBAS has proposed the following % increase in the tariff for scheduled flights at Lucknow airport as stated in the table below:

Table 7: Statement of YoY Percentage (%) Change in Tariff for Different Category of Flights

Particulars	FY 2021-22			FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26			CAGR (%)		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight																		
CODE C	-	-	-	7.00%	7.00%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	4.37%	4.37%	4.37%
CODE D	-	-	-	7.00%	7.00%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	4.37%	4.37%	4.37%
CODE E	-	-	-	7.00%	7.00%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	4.37%	4.37%	4.37%
International Passenger Flight																		
CODE C	-	-	-	7.00%	7.00%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	4.37%	4.37%	4.37%
CODE D	-	-	-	7.00%	7.00%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	4.37%	4.37%	4.37%
CODE E	-	-	-	10.83%	14.64%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	0.64%	5.82%	4.37%
CODE F	-	-	-	10.83%	14.64%	7.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	0.64%	5.82%	4.37%
Domestic Freight Flight																		
CODE C	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
CODE D	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
CODE E	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
International Freight Flight																		
CODE C	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
CODE D	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
CODE E	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%
CODE F	NA	-	NA	NA	7.00%	NA	NA	5.00%	NA	NA	5.00%	NA	NA	5.00%	NA			4.37%

6.3 M/s GBAS has also submitted separate tariff card for General Aviation Operation(s).

Table 8 - Annual Tariff Proposal for Non Scheduled and General Aviation Operations (s)

A/C Category	Year 1		Year 2		Year 3		Year 4		Year 5	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
MTOW	INR	USD	INR	USD	INR	USD	INR	USD	INR	USD
0-5000	23,500	600	25,145	642	26,402	674	27,722	708	29,108	743
5001-10000	30,000	1,100	32,100	1,177	33,705	1,236	35,390	1,298	37,160	1,363
10001- 20000	36,500	1,750	39,055	1,873	41,008	1,966	43,058	2,064	45,211	2,168
20001- 35000	61,500	2,000	65,805	2,140	69,095	2,247	72,550	2,359	76,178	2,477
35001- 40000	63,000	2,250	67,410	2,408	70,781	2,528	74,320	2,654	78,036	2,787
40001- 50000	63,000	2,500	67,410	2,675	70,781	2,809	74,320	2,949	78,036	3,097
50001- 100000	85,000	3,250	90,950	3,478	95,498	3,651	1,00,272	3,834	1,05,286	4,026
100001 - 200000	2,00,000	4,500	2,14,000	4,815	2,24,700	5,056	2,35,935	5,309	2,47,732	5,574
200001- 300000	2,50,000	5,400	2,67,500	5,778	2,80,875	6,067	2,94,919	6,370	3,09,665	6,689
300001 and above	3,00,000	6,500	3,21,000	6,955	3,37,050	7,303	3,53,903	7,668	3,71,598	8,051

Note :

- The above rates are for basic Handling Services. As per requirement, airlines/users ask for additional services. Estimated Revenue from such additional services are considered while computing the revenue for each Tariff Year.
- M/s. GBAS also submitted a separate tariff rate card for additional services for scheduled and non scheduled and General Aviation as per Annexure-‘III’ in addition to tariff proposal at Table No.6 and 8.

Authority’s Examination and Analysis:

- 6.4 The Authority analyzed the tariff Proposal submitted by M/s GBAS and noted that tariff proposed for FY 2021-22 and further increase YoY in the range of 5% to 7% for Domestic & International Passenger Flights and for Cargo Flights, which shows an uniform CAGR 4.37% for the entire period for different category of Passenger and Freight Flights.
- 6.5 The Authority also noted that the tariff proposed by M/s GBAS is lower for Domestic Passenger flights & Cargo flights but higher for International Passenger flights for Third Control Period (FY 2021-22 to FY 2025-26) as compared to the existing tariff of AIASL, who is providing similar services at CCSIA, Lucknow.
- 6.6 The Authority also sought the clarification regarding higher tariff proposed for International scheduled flights vide mail 15.09.2021 while M/s. GBAS wrote that the proposed rates are reasonable, the Authority notes that the tariff hike proposed for international schedule flights are quite high and therefore inviting specific views/comments of the stakeholders in this regards.
- 6.7 The Authority based on Minutes of Meeting of the stakeholder consultation (AUCC) held on 11th June 2021 noted that M/s GBAS has explained to the stakeholders that the proposed tariff in case of Domestic schedule flights is lesser than even after considering the Year on Year WPI/CPI increases, further this also clarified that the revenue share payable to Airport Operator is factored in the ATP. The Authority based on the ‘Minutes’ of the AUCC noted that none of the participants opposed the tariff hike proposed by M/s GBAS, Lucknow for the 3rd control period.

6.8 The Authority also noted that M/s. GBAS proposed charges for additional services over and above the standard pattern of tariff rate card proposed for Pax., Ramp and Full. In this regard, The Authority sought clarification from M/s GBAS, whether the equipment's/items as stated under additional services are part of Comprehensive/full services. In response to this, M/s. GBAS vide its mail dated 0110.2021 clarified that the additional services are not included in Full. However, the Authority considered the additional service charges at this stage as proposed by M/s GBAS and also proposed to elicit the views of stakeholders before taking the final decision (Tariff charges may be Ref. Annexure-'III')

6.9 The Authority also noted that M/s. GBAS has proposed separate charges for Non Scheduled and General Aviation Operations, the Authority is of the view that the charges for Non Scheduled and General Aviation Operations should not be more than the relevant scheduled operations. However, the Authority has considered the separate proposal of M/s GBAS in case of International flights and also proposes to elicit the views of Stakeholders before taking the final decision.

6.10 The revised annual tariff proposal for Non schedule flight and General Aviation in case of international flights proposed as below:

**Table 9 - Annual Tariff Proposal for Non Scheduled and General Aviation Operations (s)
- International flights**

A/C Category	Year 1		Year 2		Year 3		Year 4		Year 5	
	Foreign	IN INR	Foreign		Foreign		Foreign		Foreign	
MTOW	USD	INR	USD	INR	USD	INR	USD	INR	USD	INR
0-5000	600	44694	642	47823	674	50206	708	52739	743	55346
5001-10000	1,100	81939	1,177	87675	1,236	92070	1,298	96688	1,363	101530
10001- 20000	1,750	130357	1,873	139520	1,966	146447	2,064	153747	2,168	161494
20001- 35000	2,000	148980	2,140	159409	2,247	167379	2,359	175722	2,477	184512
35001- 40000	2,250	167602	2,408	179372	2,528	188310	2,654	197696	2,787	207604
40001- 50000	2,500	186225	2,675	199260	2,809	209242	2,949	219671	3,097	230695
50001- 100000	3,250	242092	3,478	259076	3,651	271963	3,834	285595	4,026	299897
100001 - 200000	4,500	335205	4,815	358669	5,056	376621	5,309	395467	5,574	415207
200001- 300000	5,400	402246	5,778	430403	6,067	451930	6,370	474501	6,689	498264
300001 and above	6,500	484185	6,955	518078	7,303	544000	7,668	571189	8,051	599719

Note: - USD conversion rate equivalent to INR of Rs. 74.49 has been considered for conversion of USD to INR.

7. AUTHORITY'S PROPOSAL

- 7.1 The services rendered by M/s GBAS for providing Ground Handling facilities at Lucknow Airport are aeronautical.
- 7.2 In terms of section 2(a) of the Airports Economic Regulatory Authority of India Act, 2008 (Act), the Authority under section 13 (1)(a) of the Act, is required to determine the tariffs for aeronautical services rendered by the ISP's/AO's at Major Airports. The Authority, after careful consideration of the proposals submitted by M/s GBAS for the third control period (FY 2021-22 to FY 2025-26), makes the following proposals for the stakeholder consultation.
- 7.3 The services for ground handling being provided by M/s GBAS India Pvt. Ltd. at Chaudhary Charan Singh International Airport, is “**Not Material**”. Therefore, the Authority proposes to adopt ‘**Light Touch Approach**’ for determination of tariffs for the third control period (FY 2021-22 to FY2025-26).
- 7.4 The Authority proposes to take a final decision on the Tariff Rates as proposed by M/s GBAS for the Third Control Period as given in Table-6 above, after considering the comments / views of stakeholders.
- 7.5 The Authority proposes that the Tariff Rates proposed as above shall be maximum tariff to be charged. No other charge is to be levied over and above the proposed Tariff Rates.
- 7.6 M/s GBAS shall not exceed the Tariff Rates for its Non-Schedule Operations as approved by AERA for its schedule operations for similar class of aircraft(s).
- 7.7 M/s. GBAS has also proposed quite hike in the tariff for the international scheduled flights, thereby, the Authority seeks specific views/comments of the stakeholders in this regards.
- 7.8 The Authority also proposed to elicit the views of stakeholders specifically on additional service charge and charges for Non Scheduled and General Aviation Operations in case of international scheduled flights as being proposed separately by M/s. GBAS before taking the final decision. The tariff rate card attached at “Annexure-III”.

8. STAKEHOLDER CONSULTATION

- 8.1 In **accordance** with the provisions of Section 13(4) of the AERA Act, the proposal contained in chapter 7 above is hereby put forth for stakeholder consultation. To assist the stakeholders in making their submissions in a meaningful and constructive manner, necessary documents are enclosed to the consultation paper (Annexures-I, II&III). For removal of doubts, it is clarified that the contents of this Consultation Paper may not be construed as any Order or Direction of this Authority. The Authority shall pass an Order, in the matter, only after considering the submissions of the stakeholders in response here to and by making such decision fully documented and explained in the tariff order in terms of the provisions of the Act.
- 8.2 The Authority welcomes written evidence-based feedback, comments and suggestions from stakeholders on the proposal made in Chapter 7 above, latest by 21/10/2021.

Secretary,
Airports Economic Regulatory Authority of India
AERA Building, Administrative Complex
Safdarjung Airport, New Delhi -110003
Tel: 011-24695044-47, Fax: 011-24695048
Email: rajan.gupta1@era.gov.in
secretary@era.gov.in; director-ps@era.gov.in

(Chairperson)

Annual Tariff Proposal for Scheduled Flights to be handled by M/s GBAS for Third Control period

	FY 2021-22			FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight															
CODE C	8,750	26,250	35,000	9,363	28,088	37,450	9,831	29,492	39,323	10,322	30,966	41,289	10,838	32,515	43,353
CODE D	11,813	35,438	47,250	12,639	37,918	50,558	13,271	39,814	53,085	13,935	41,805	55,740	14,632	43,895	58,527
CODE E	26,775	80,325	1,07,100	28,649	85,948	1,14,597	30,082	90,245	1,20,327	31,586	94,757	1,26,343	33,165	99,495	1,32,660
International Passenger Flight															
CODE C	30,000	90,000	1,20,000	32,100	96,300	1,28,400	33,705	1,01,115	1,34,820	35,390	1,06,171	1,41,561	37,160	1,11,479	1,48,639
CODE D	42,788	1,28,363	1,71,150	45,783	1,37,348	1,83,131	48,072	1,44,215	1,92,287	50,475	1,51,426	2,01,901	52,999	1,58,997	2,11,996
CODE E	75,000	1,75,000	2,50,000	66,875	2,00,625	2,67,500	70,219	2,10,656	2,80,875	73,730	2,21,189	2,94,919	77,416	2,32,249	3,09,665
CODE F	93,555	2,18,295	3,11,850	83,420	2,50,260	3,33,680	87,591	2,62,773	3,50,363	91,970	2,75,911	3,67,882	96,569	2,89,707	3,86,276
Domestic Cargo Flight															
CODE C	NA	30,000	NA	NA	32,100	NA	NA	33,705	NA	NA	35,390	NA	NA	37,160	NA
CODE D	NA	50,000	NA	NA	53,500	NA	NA	56,175	NA	NA	58,984	NA	NA	61,933	NA
CODE E	NA	85,000	NA	NA	90,950	NA	NA	95,498	NA	NA	1,00,272	NA	NA	1,05,286	NA
International Cargo Flight															
CODE C	NA	1,08,000	NA	NA	1,15,560	NA	NA	1,21,338	NA	NA	1,27,405	NA	NA	1,33,775	NA
CODE D	NA	1,54,035	NA	NA	1,64,817	NA	NA	1,73,058	NA	NA	1,81,711	NA	NA	1,90,797	NA
CODE E	NA	2,01,285	NA	NA	2,15,375	NA	NA	2,26,144	NA	NA	2,37,451	NA	NA	2,49,323	NA
CODE F	NA	2,80,665	NA	NA	3,00,312	NA	NA	3,15,327	NA	NA	3,31,093	NA	NA	3,47,648	NA

Annual Tariff Proposal for Non Scheduled and General Aviation Operations (s) – International Flights

A/C Category	Year 1		Year 2		Year 3		Year 4		Year 5	
	Foreign	IN INR	Foreign		Foreign		Foreign		Foreign	
MTOW	USD	INR	USD	INR	USD	INR	USD	INR	USD	INR
0-5000	600	44694	642	47823	674	50206	708	52739	743	55346
5001-10000	1,100	81939	1,177	87675	1,236	92070	1,298	96688	1,363	101530
10001- 20000	1,750	130357	1,873	139520	1,966	146447	2,064	153747	2,168	161494
20001- 35000	2,000	148980	2,140	159409	2,247	167379	2,359	175722	2,477	184512
35001- 40000	2,250	167602	2,408	179372	2,528	188310	2,654	197696	2,787	207604
40001- 50000	2,500	186225	2,675	199260	2,809	209242	2,949	219671	3,097	230695
50001- 100000	3,250	242092	3,478	259076	3,651	271963	3,834	285595	4,026	299897
100001 - 200000	4,500	335205	4,815	358669	5,056	376621	5,309	395467	5,574	415207
200001- 300000	5,400	402246	5,778	430403	6,067	451930	6,370	474501	6,689	498264
300001 and above	6,500	484185	6,955	518078	7,303	544000	7,668	571189	8,051	599719

Note: - USD conversion rate equivalent to INR of Rs. 74.49 has been considered for conversion of USD to INR.

Annexure-‘III’

Additional Service charges for Scheduled Flight

EQUIPMENTS		Year 1		Year 2		Year 3		Year 4		Year 5	
		Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
		INR	USD	INR	USD	INR	USD	INR	USD	INR	USD
Ambulift	Per Usage	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Ground Power Unit 90 KV	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Ground Power Unit 140 KV	Per Hour	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Hook on power	Per flight	872	18	933	20	980	21	1,029	22	1,080	23
Air Conditioner unit	Per Hour	17,270	364	18,479	389	19,403	409	20,373	429	21,392	451
Ramp to Flight Deck Communication	Per Turnaround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Step Ladder (remote bay) Towable	Per Turnaround	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Step Ladder - Narrow Body	Per Hour	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Step Ladder - Wide Body	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Passenger Coach	Per Trip	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Crew Coach	Per Turnaround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Crew Coach	Per Turnaround	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Conveyor belt loader	Per hour	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Lower Deck Loader	Per Hour	23,987	506	25,666	541	26,949	568	28,296	596	29,711	626
Main Deck Loader	Per Hour	27,476	579	29,399	620	30,869	651	32,412	683	34,033	717
Fork Lift 10 Ton	Per Hour	8,897	188	9,520	201	9,996	211	10,495	221	11,020	232
Fork Lift 5 Tons	Per Hour	6,280	132	6,720	142	7,056	149	7,409	156	7,779	164
Fork Lift 3 Tons	Per Hour	4,536	96	4,853	102	5,096	107	5,351	113	5,618	118
Air Start Unit (ASU)	Per start	12,648	267	13,533	285	14,209	299	14,920	314	15,666	330
Air Start Unit (ASU)	Per start	13,520	285	14,466	305	15,189	320	15,949	336	16,746	353
Towbar	Per push / tow	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Push Back Narrow Body	per service	10,467	221	11,200	236	11,760	248	12,348	260	12,965	273
Push Back Wide Body	per service	19,189	404	20,533	433	21,559	454	22,637	477	23,769	501
Tow Inter Stand - Narrow Body	Per Tow	15,264	322	16,333	344	17,149	361	18,007	379	18,907	398
Tow Inter Stand - Wide Body	Per Tow	24,423	515	26,132	551	27,439	578	28,811	607	30,252	638
Wing Walkers	Per Turnaround	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Toilet service	per service	6,542	138	7,000	148	7,350	155	7,717	163	8,103	171
Water service	per service	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Passenger/Terminal Side and Manpower related.											
Unaccompanied minor handling	per child	2,364	50	2,529	53	2,656	56	2,789	59	2,928	62
Wheel Chair WCHR OR WCHS	per service	2,355	50	2,520	53	2,646	56	2,778	59	2,917	61

WCHC	per service	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
VIPs	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Transit w/o visa pax	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Deportees	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Floor Walkers/Welcome staff	per personnel/8hrs	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Manpower (White collar)	per personnel/8 hr.	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Manpower (Blue collar)	per personnel/8 hr.	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Excess Baggage Fee (% of collection)	per flight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Val Handling	per std. sz. container	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Ballast Bags Refill	Per refill - per Bag	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Interior cleaning (Transit)-Narrow Body	per service	12,211	257	13,066	275	13,720	289	14,405	304	15,126	319
Interior cleaning (Transit)-Wide Body	per service	21,806	460	23,332	492	24,499	516	25,724	542	27,010	569
Interior cleaning (Transit) - ATR & like	per service	7,065	149	7,560	159	7,938	167	8,335	176	8,751	184
Deep Cleaning - Narrow Body	per service	17,445	368	18,666	393	19,599	413	20,579	434	21,608	455
Deep Cleaning - Wide Body	per service	31,139	656	33,319	702	34,985	737	36,734	774	38,571	813
Deep Cleaning - ATR & like	per service	10,031	211	10,733	226	11,270	238	11,833	249	12,425	262
Flight Deck cleaning	per service	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Waste Disposal		1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Arrange non-scheduled Crew HOTAC	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Arrange non-scheduled Crew Tpt	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
C.I.Q. assistance/Direct crew thru airport facilities	per arr or dep clearance	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Cargo Supervision services	per flight	6,530	138	6,987	147	7,336	155	7,703	162	8,088	170
Cargo Supervision services	Per flight	10,012	211	10,713	226	11,249	237	11,811	249	12,402	261
Live Animal Handling	per AVI	1,273	27	1,362	29	1,430	30	1,502	32	1,577	33
LD3,	per day	523	11	560	12	588	12	617	13	648	14
LD11	per day	1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Stacking of Pallets	per stack/day	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Miscellaneous services											
Valet Service		1,818	38	1,946	41	2,043	43	2,145	45	2,252	47
Baggage Trolley	per two hour	523	11	560	12	588	12	617	13	648	14
Container Dollies	per two hour	436	9	467	10	490	10	514	11	540	11
Pallet Dollies	per two hour	611	13	653	14	686	14	720	15	756	16

Diesel / Battery Tractor	per hour	3,838	81	4,107	87	4,312	91	4,527	95	4,754	100
Ramp Car	per hour	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46

Annexure-‘III’ (Contd)

Annual Tariff Proposal-Additional Service(s) to Non-Scheduled and General Aviation Operations

EQUIPMENTS		Year 1		Year 2		Year 3		Year 4		Year 5	
		Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
		INR	USD	INR	USD	INR	USD	INR	USD	INR	USD
Ambulift	Per Usage	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Ground Power Unit (GPU) 90 KV	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Ground Power Unit (GPU) 140 KV	Per Hour	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Hook on power	Per flight	872	18	933	20	980	21	1,029	22	1,080	23
Air Conditioner unit (ACU)	Per Hour	17,270	364	18,479	389	19,403	409	20,373	429	21,392	451
Ramp to Flight Deck Communication	Per Turnround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Step Ladder (remote bay) Towable	Per Turnround	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Step Ladder (remote bay) Motorized - Narrow Body	Per Hour	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Step Ladder (remote bay) Motorized - Wide Body	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Passenger Bus	Per Trip	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Crew Bus	Per Turnround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Crew Bus	Per Turnround	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Conveyor belt loader	Per hour	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Lower Deck Loader (LDL)	Per hour	23,987	506	25,666	541	26,949	568	28,296	596	29,711	626
Main Deck Loader (MDL)	Per hour	27,476	579	29,399	620	30,869	651	32,412	683	34,033	717
Fork Lift 10 Ton	Per hour	8,897	188	9,520	201	9,996	211	10,495	221	11,020	232
Fork Lift 5 Tons	Per hour	6,280	132	6,720	142	7,056	149	7,409	156	7,779	164
Fork Lift 3 Tons	Per hour	4,536	96	4,853	102	5,096	107	5,351	113	5,618	118
Air Start Unit (ASU)	Per start	12,648	267	13,533	285	14,209	299	14,920	314	15,666	330
Air Start Unit (ASU)	Per start	13,520	285	14,466	305	15,189	320	15,949	336	16,746	353
Towbar	Per push / tow	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Push Back (Tow Bar included) Narrow Body	per service	10,467	221	11,200	236	11,760	248	12,348	260	12,965	273

Push Back (Tow Bar included) Wide Body	per service	19,189	404	20,533	433	21,559	454	22,637	477	23,769	501
Tow Inter Stand - Narrow Body	Per Tow	15,264	322	16,333	344	17,149	361	18,007	379	18,907	398
Tow Inter Stand - Wide Body	Per Tow	24,423	515	26,132	551	27,439	578	28,811	607	30,252	638
Wing Walkers	Per turnaround	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Toilet service	per service	6,542	138	7,000	148	7,350	155	7,717	163	8,103	171
Water service	per service	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Passenger/Terminal Side and Manpower related.											
Unaccompanied minor handling	per child	2,364	50	2,529	53	2,656	56	2,789	59	2,928	62
Wheel Chair WCHR OR WCHS	per service	2,355	50	2,520	53	2,646	56	2,778	59	2,917	61
WCHC	per service	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
VIPs	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Transit w/o visa pax	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Deportees	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Floor Walkers/Welcome staff	per personnel/ 8hrs	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Manpower (White collar)	per personnel/ 8 hr.	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Manpower (Blue collar)	per personnel/ 8 hr.	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Excess Baggage_ % of Collection	per flight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Val Handling	per std. sz. container	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Ballast Bags Refill	Per refill - per Bag	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Interior cleaning (Transit) - Narrow Body	per service	12,211	257	13,066	275	13,720	289	14,405	304	15,126	319
Interior cleaning (Transit) - Wide Body	per service	21,806	460	23,332	492	24,499	516	25,724	542	27,010	569
Interior cleaning (Transit) - ATR & like	per service	7,065	149	7,560	159	7,938	167	8,335	176	8,751	184
Deep Cleaning - Narrow Body	per service	17,445	368	18,666	393	19,599	413	20,579	434	21,608	455
Deep Cleaning - Wide Body	per service	31,139	656	33,319	702	34,985	737	36,734	774	38,571	813
Deep Cleaning - ATR & like	per service	10,031	211	10,733	226	11,270	238	11,833	249	12,425	262
Flight Deck cleaning	per service	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Waste Disposal	per service	1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Arrange non-scheduled Crew Hotel accommodation	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34

Arrange for non-scheduled Crew Transportaion	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
C.I.Q. assistance / Direct crew thru airport facilities	per arr or dep clearance	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Cargo Supervision services	per flight	6,530	138	6,987	147	7,336	155	7,703	162	8,088	170
Cargo Supervision services	Per flight	10,012	211	10,713	226	11,249	237	11,811	249	12,402	261
Live Animal Handling	per AVI	1,273	27	1,362	29	1,430	30	1,502	32	1,577	33
LD3,	per day	523	11	560	12	588	12	617	13	648	14
LD11	per day	1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Stacking of Pallets	per stack per day	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Miscellaneous services											
Valet Service		1,818	38	1,946	41	2,043	43	2,145	45	2,252	47
Baggage Trolley	per two hour	523	11	560	12	588	12	617	13	648	14
Container Dollies	per two hour	436	9	467	10	490	10	514	11	540	11
Pallet Dollies	per two hour	611	13	653	14	686	14	720	15	756	16
Diesel / Battery Tractor	per hour	3,838	81	4,107	87	4,312	91	4,527	95	4,754	100
Ramp Car	per hour	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Luxury Vehicle		-	3,500	-	3,745	-	3,932	-	4,129	-	4,335
Standard Vehicle for NSOP		-	1,100	-	1,177	-	1,236	-	1,298	-	1,363
Trip Charges above second vehicle		-	3,500	-	3,745	-	3,932	-	4,129	-	4,335
Drop from Airprot (City Side)		-	3,000	-	3,210	-	3,371	-	3,539	-	3,716



Dated: 9th June 2021

Bird Worldwide Flight Services

Director (Planning & Strategy)

AERA Building
Administrative Complex
Safdarjung Airport
New Delhi 110 003

Subject: Submission of Form B in connection with submission of MYTP for Third Control Period (FY2021-22 to FY 2025-26) and Annual Tariff Proposal (ATP) for Tariff Two Tariff Years i.e. FY 2021-22 & FY 2022-23 by Bird Worldwide Services India Private Limited as the Lead Member of consortium of GSEC Bird Airport Services Private Limited for its operations at Chowdhury Charan Singh International Airport (CCSIA), Lucknow.

Respected Sir,

Greetings from Bird Worldwide Flight Services India Private Limited.

We have been awarded the Ground Handling concession at Chaudhary Charan Singh International Airport (CCSIA), Lucknow through an RFP selection process by the Airport Operator. In accordance with the requirements of the RFP, we have incorporated a Special Purpose Vehicle/Company (SPV/SPC) named M/s GSEC Bird Airport Services Private Limited. The operations will be carried out by the SPV/SPC once Security Clearance is issued. To ensure continuity of operations, being an essential service at the airport, the Lead Member of Consortium i.e. Bird Worldwide Flight Services India Private Limited is given a Letter of Award to continue the operations in the interim. Therefore the forms contained in MYTP are prepared in name of GSEC Bird Airport Services Private Limited.

We regret that our Multi-year Tariff Proposal (MYTP) and Annual Tariff Proposal (ATP) were not filed before starting the operations at CCSIA, Lucknow due to COVID pandemic situation wherein most of our senior management was either directly or indirectly within family suffered from the infection. There have been personal losses in families and hence, the due filing got delayed. The operations were commenced to safe guard the essential services at the airport and to avoid any inconveniences to passengers.

We are submitting the below mentioned documents through email and also submit a set of hard copies of submission in your good office today.

BIRD WORLDWIDE FLIGHT SERVICES (INDIA) PVT. LTD.
E-9, Connaught House, Connaught Place
New Delhi - 110 001 India

www.bird.in
Tel: +91 11 2341 8199
Fax: +91 11 2341 5679
CIN: U62200DL2008PTC184155

A handwritten signature in blue ink, appearing to read 'Dane', is written over a faint, circular official stamp or watermark.

1. Form B
2. Copy of an award letter from Airport operator
3. Copy of concession agreement (the process of signing is in progress)
4. Copies of signed agreements/ arrangements with the users
5. Copy of Office Allotment Letter
6. MYTP documents duly signed and stamped
7. Form 14 b - ATP Form (for each category/type of tariffs)
8. Invitation to Stakeholders for discussion on ATP
9. Minutes of the Meeting along with presentation

Due to prevailing COVID situation, a face-to-face stakeholders' meeting could not be arranged. However, we are in the process of organizing the stakeholders' meetings and trade bodies through an online platform as per convenience of each individual stakeholder. The copies of invitations sent to the stakeholders are attached herewith for your ready reference. We shall submit the minutes of the meeting during next week.

We assure the Authority that in future, such meetings will be held in the manner it is prescribed by AERA guideline since the situation will get normalized by then.

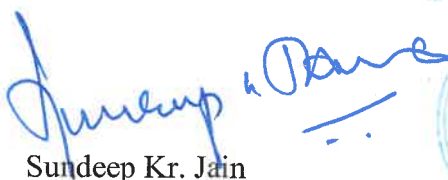
Considering the prevailing unprecedented situation on account of COVID from last one and a half years, the aviation, travel, tourism and hospitality industries have been adversely impacted all across the globe and also severally impacted lives of people during the second wave. We humbly request the Authority to have a considerate/lenient approach for delays in submissions and kindly accept our submissions for reviewing and allowing us an interim approval (since final approval may take some time) for annual tariff proposal as annexed herewith for next two years i.e. FY 2021-22 and FY 2022-23. We hope that the authority shall find our enclosed submission as per AERA guidelines.

Please do let us know in case you need any information or clarification in this matter.

Thanking you

Yours sincerely,

For Bird Worldwide Flight Services (India) Private Limited


Sundeep Kr. Jain



Authorized Signatory

Form B: (ref: Section A1.8 of Appendix I)

BEFORE THE AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

AT NEW DELHI

Subject: Submission of Form B in connection with submission of MYTP for Third Control Period and Annual Tariff Proposal for Tariff Years FY 2021-22 & FY 2022-23 on behalf of Bird Worldwide Flight Services India Private Limited for its operations at Chowdhury Charan Singh International Airport (CCSIA), Lucknow.

I, Sundeep Jain aged 53 years resident of C-78, Sector 47, Noida, acting in my official capacity as Chief Commercial Officer in M/s Bird Worldwide Services India Private Limited having its registered office at , E-9, Connaught House, Connaught Place, New Delhi -1100 01 do hereby state and affirm as under that:

- a) That I am duly authorized to act for and on behalf of M/s Bird Worldwide Flight Services India Private Limited in the matter of making this submission before the Airports Economic Regulation Authority of India, New Delhi('AERA');
- b) I am competent to make this submission before AERA;
- c) I am making this submission in my official capacity and the facts stated herein are based on official records;
- d) The Contents of the Annual Tariff Proposal submission which includes inter-alia
 - (i) ~~Estimated Maximum Allowed Yield per Unit and the proposed detailed break up of Tariff(s) (in context to Estimated Maximum Allowed Yield per Unit where determined by the Authority) where the Authority has specified a price cap approach for the duration of the Control Period pursuant to Clause 3.2;~~

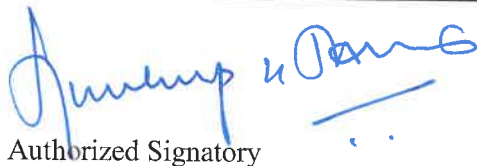
Or

Proposed detailed breakup of tariff(s) based on clause 11.2 where the Authority has specified a light touch approach for the duration of the Control Period, pursuant to clause 3.2.

- e) Justifications are fair and true to my knowledge and belief and nothing material has been concealed there-from.

Yours sincerely

for Bird Worldwide Flight Services India Private Limited



Authorized Signatory



Place: New Delhi

BIRD WORLDWIDE FLIGHT SERVICES (INDIA) PVT. LTD.
E-9, Connaught House, Connaught Place
New Delhi - 110 001 India

www.bird.in
Tel: +91 11 2341 8199
Fax: +91 11 2341 5679
CIN: U62200DL2008PTC184155

To,

Director (Planning & Strategy)

प्राप्त
डायरी न० 16293
तारीख 01/10/2021

AERA Building
Administrative Complex
Safdarjung Airport
New Delhi 110 003

Subject: Submission of Form B in connection with submission of MYTP for Third Control Period (FY2021-22 to FY 2025-26) and Annual Tariff Proposal (ATP) for Tariff Two Years FY 2021-22 & FY 2022-23 of GSEC Bird Airport Services Private Limited for its operations at Chowdhury Charan Singh International Airport (CCSIA), Lucknow.

Dear Sir,

In reference to caption subject and as desired by your good office, we are submitting below mentioned documents duly signed & stamped on company letter head.

1. Stakeholder meeting documents
 - Attendees and minutes of meeting
2. Index for MYTP along with forms

Thanking you

Yours sincerely,

For Bird Worldwide Flight Services (India) Private Limited


Authorized Signatory

GSEC Bird Airport Services Private Limited

Chowdhary Charan Singh International Airport, Lucknow
MYTP SUBMISSION FOR THIRD CONTROL PERIOD (2021-22 to 2025-26)

INDEX

S. No.	Form's No	Name of Forms
1 ✓	Form 1(a)	Materiality Assessment (ref Section AI,2 od appendix I)
2 ✓	Form F1 (a)	Historical and Proposed Aggregate Revenue Requirement (ref section AI.2 of Appendix i)
3 ✓	Form 1 (b) -	Competition Assessment (ref: Section AI.3 Appendix i)
4 ✓	Form F2	Historical and Projected Balance Sheet (ref: section AI 4 of Appendix i)
5 ✓	Form F3	Historical and Projected Profit and loss accounts (ref: Section AI 4 Appendix I)
6 ✓	Form F4	Historical and Projected Cash Flow Statement (ref: AI.4 of Appendix I)
7 ✓	Form F 5	Cost of equity and Post-tax Fror Forecst (ref: AI.5 of Appendix I)
8 ✓	Form F6 (a)	Loan Master (Ref; Section AI 5 Appendix I)
9 ✓	Form F-6b	Finance Cost
10 ✓	Form F6(c)	Contribution, Grants and subsidies Master (ref: Section AI 5 of Appendix I)
11 ✓	Form F7:	Format for identifying Initial Regulatory Asset Base (ref: Section AI.5 of Appendix I)
12 ✓	Form F8(a):	Format for providing asset-wise information stakeholder contributions (ref; Section AI 5 of
13 ✓	Form F8(b):	Format for providing proposed exclusions from RAB (ref; Section AI 5 of Appendix I)
12 ✓	Form F 9	Format for Forecast and Actual Roll-Forward Regulatory Asset Base (RAB) (ref: Section AI 5 OF
13 ✓	Form F10 (a):	Capital Projects Completed Before Current Review for Roll-Forward of RAB (ref: Section AI 5
14 ✓	Form F10 (b):	Capital Expenditure Projected Plan -10 Year (ref AI.5 Of Appendix)
13 ✓	Form F10 (c) :	Year wise Capital Expenditure Financing Plans for next 10,year (ref: section AI.5 of Appendix I)
14 ✓	Form F10 (d):	Summary Statement of Expennses Capitalised (ref; Section AI.5 OF Appendix I)
15 ✓	Form F10(e)	Additional Capital Project Summary (ref: Section AI.5 of Appendix I)
14 ✓	Form F11 (a)	Employee Strength (ref; Section AI.5 of Appendix I)
15 ✓	Form F11 (b)	Payroll Related Expenditure and Provisions (ref; Section AI.5 of Appendix I)
16 ✓	Form F11(c) :	Administration and General Expenditure (ref; Section AI.5 of Appendix I)
17 ✓	Form F11(d):	Repair and maintenance Expenditure (ref; Section AI.5 of Appendix I)
18 ✓	Form F11(e):	Utilities and Outsourcing Expenditure (ref; Section AI.5 of Appendix I)
19 ✓	Form F11(f)	Other Outflow (ref; Section AI.5 of Appendix I)
20 ✓	Form F12 (a):	Historical and Projected Cargo Volume in to tonnes (ref : Section AI .6 of Appendix I)
21 ✓	Form F12 (b) -	Historical Aircraft Movements (ref: Section AI.6 Appendix I)
22 ✓	Form F 12 c	Projected Aircraft Movements (ref: Section A I.6 of Appendix i)
23 ✓	From F12 (d) -	Historical and Projected fuel throughput in kilolitres (ref : Section AI 6 of Appendix I)
24 ✓	Form F13 (a) -	Historical Tariff (s) and Revenues from Regulated Services (ref : Section A I 7 of Appendix
25 ✓	Form F 13 b	Historical and Projected revenues from services other than Regulated Services (ref : Section
26 ✓	Form F 14 a	Annual Tariff Proposal For Tariff Year t-Format for providing information on EMAY (ref;
27 ✓	Form F14(b) :	Annual Tariff Proposal For Third Control Period (FY2021-22 to FY2025-26) (ref; Section



Bird Worldwide Flight Services India Pvt. Ltd., (BWFS)

Stakeholder Consultation Meeting with Trade bodies & Users

Subject : To discuss annual tariff proposal for ground handling services at CCSIA , Lucknow of FY 2021-22 & FY2022-23 of third control period

Date: 11th June 2021

Venue: Virtual Meeting, conducted via MS Teams due to Covid-19 Lockdown situation

Time: Morning Slot - 10.30 to 11.30 am & Afternoon Slot - 1.30 pm to 2.30 pm

Attendees and Absentees List

S.Nos.	Name of Participants	Designation	Representation from	Email Id	Signatures
1	Mr. Suresh seshadri	Regulatory team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
2	Mr. Madhur Arora	Regulatory team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
3	Mr. Imran Ahmed	Commercial team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
4	Mr. Pramod Sharma	Airport Services	Tata - SIA Airlines Vistara	pramod.sharma@airvistara.com	participation screenshot attached
5	Mr. Sabih Rizvi	Airport Services	Tata - SIA Airlines Vistara	sabih.rizvi@airvistara.com	participation screenshot attached
6	Mr. Abdul Raheem	Airport Services	Dubai Aviation - Fly Dubai	araheem.hyd@flydubai.com	participation screenshot attached
7	Mr. Nitin Dey	AOC - LKO Chairman	AOC - LKO	aoclucknow@gmail.com	participation screenshot attached
8	Mr. Satyendra Singh	Airport Services	Oman Air	lko.asm@omanair.com	participation screenshot attached
9	Mr. Surendra Jayan	Airport Services	Dubai Aviation - Fly Dubai	Surendran.Jayan@flydubai.com	participation screenshot attached
10	Mr. Anurag Srivastava	CEO	BWFS India	aus@bird.in	participation screenshot attached
11	Mr. D. Sathya Narayanan	VP Marketing	BWFS India	dsa@bird.in	participation screenshot attached
Absentees (Invited)					
1	Mr. Vijay Dalkoti	Airport Services	Spicejet	vijay.dalakoti@spicejet.com	
2	Mr. Manoj Jain	Airport Services	Spicejet	manoj.jain@spicejet.com	
3	Mr. Deepak Chugh	Airport Services	Spicejet	deepak.chugh@spicejet.com	
4	Mr. Pran Dasan	Airport Services	Dubai Aviation - Fly Dubai	pran.dasan@flydubai.com	

Minutes of Meeting

S. No.	Point Discussed	Speaker	Response by BWFS
1	and thanked them for joining the meeting to discuss the consultation paper on the ANNUAL TARIFF PROPOSAL FOR FY2021-22 AND FY2020-21 & FY2022-23 OF GSEC BIRD AIRPORT SERVICES PRIVATE LIMITED for Ground Handling Services at CCSIA	BWFS Representative	
2	all stakeholders, to explain the basis for the proposed Annual Tariff filed with AERA .	BWFS Representative	
3	A detailed explanation regarding the methodology used to derive the tariff matrix in the current filing	BWFS Representative	BWFS also showcased the existing tariff comparison from other similar Tier II airports and justified that the proposed rates are lesser even after considering the year-on-year WPI / CPI increases.
4	SLA methodology Explanation	BWFS Representative	
5	The benefits of the current filing was also presented which includes frequency inclusion and service bifurcation.	BWFS Representative	
6	Enquired about the percentage of revenue share and if the same were included in the ATP tariff presented	Mr. Pramod - Vistara and Mr. Nitin Dey - AOC	It was clarified that all the revenue share are included in the ATP tariff proposed.
7	Enquired about the Adhoc Prices being filed as part of ATP tariff	Mr. Abdul of Fly Dubai	it was clarified that the Adhoc rates are necessary for the reason of transparencies and for having a standard price list of items that are not covered in the Basic handling contracts
8	Why Air Conditioning Charge is high	Mr. Abdul of Fly Dubai	It was clarified that the capex of the ACU equipment vs the usage anticipated per annum drives the per hour usage cost of this equipment.
9	that since few airlines did not participate, AOC Chairman of LKO should be able to coordinate for any other questions from other users	Mr. Imran of Adani	Mr. Nitin Dey - AOC chairman of LKO airport concurred to the same.
10	Meeting ended with a thank you note.		

GSEC Bird Airport Services Pvt. Ltd.
E-9, Connaught House, Connaught Place
New Delhi - 110001 India
Tel: + 91 11 23418199
Fax: + 91 11 23415679
CIN: U74999DL2021PTC378947



Bird Worldwide Flight Services Pvt. Ltd.,

Stakeholder Consultation Meeting with Trade bodies & Users

Subject : To discuss annual tariff proposal for ground handling services at CCSIA , Lucknow of FY 2021-22 & FY2022-23 of third control period

Date: 11th June 2021

Venue: Virtual Meeting, conducted via MS Teams due to Covid-19 Lockdown situation

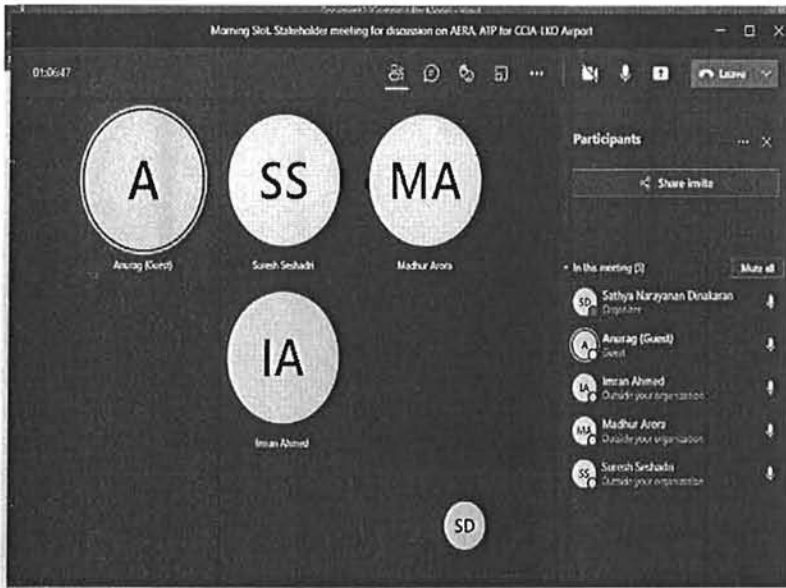
Time: Morning Slot - 10.30 to 11.30 am & Afternoon Slot - 1.30 pm to 2.30 pm

Attendees and Absentees List

S.Nos.	Name of Participants	Designation	Representation from	Email Id	Signatures
1	Mr. Suresh seshadri	Regulatory team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
2	Mr. Madhur Arora	Regulatory team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
3	Mr. Imran Ahmed	Commercial team	Adani Airports	imran.ahmed@adani.com	participation screenshot attached
4	Mr. Pramod Sharma	Airport Services	Tata - SIA Airlines Vistara	pramod.sharma@airvistara.com	participation screenshot attached
5	Mr. Sabih Rizvi	Airport Services	Tata - SIA Airlines Vistara	sabih.rizvi@airvistara.com	participation screenshot attached
6	Mr. Abdul Raheem	Airport Services	Dubai Aviation - Fly Dubai	araheem.hyd@flydubai.com	participation screenshot attached
7	Mr. Nitin Dey	AOC - LKO Chairman	AOC - LKO	aoclucknow@gmail.com	participation screenshot attached
8	Mr. Satyedra Singh	Airport Services	Oman Air	lko.asm@omanair.com	participation screenshot attached
9	Mr. Surendra Jayan	Airport Services	Dubai Aviation - Fly Dubai	Surendran.Jayan@flydubai.com	participation screenshot attached
10	Mr. Anurag Srivastava	CEO	BWFS India	aus@bird.in	participation screenshot attached
11	Mr. D. Sathya Narayana	VP Marketing	BWFS India	dsa@bird.in	participation screenshot attached
Absentees (Invited)					
1	Mr. Vijay Dalkoti	Airport Services	Spicejet	vijay.dalakoti@spicejet.com	
2	Mr. Manoj Jain	Airport Services	Spicejet	manoj.jain@spicejet.com	
3	Mr. Deepak Chugh	Airport Services	Spicejet	deepak.chugh@spicejet.com	
4	Mr. Pran Dasan	Airport Services	Dubai Aviation - Fly Dubai	pran.dasan@flydubai.com	



GSEC Bird Airport Services Pvt. Ltd.
 E-9, Connaught House, Connaught Place
 New Delhi - 110001 India
 Tel: + 91 11 23418199
 Fax: + 91 11 23415679
 CIN: U74999DL2021PTC378947



GSEC Bird Airport Services Pvt. Ltd.
 E-9, Connaught Place
 New Delhi - 110029
 Tel: + 91 11 23418199
 Fax: + 91 11 23415679
 CIN: U74999DL2021PTC378947



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
Form F1 (a) Historical and Proposed Aggregate Revenue Requirement (ref section AI.2 of Appendix i)

S No.	Aggregate Revenue Requirement	Last available audited year #	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
			Financial Year Before Tariff Year 1*	Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
1	Aggregate Revenue Requirement	##	##	10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719

Note:

- * Projected values are provided for each of the Tariff Years
- ## GSEC Bird, the Company, is a new company and hence, previous year(s) data doesn't exist



(Handwritten signature)

(Handwritten mark)

GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form 1 (b) - Competition Assessment (ref: Section AI.3 Appendix i)

S.No.	Details of competitive facilities
1	The Company is operating at Lucknow International Airport. It is an airport where annual traffic has been less than 10 million passengers per annum. As per Ground Handling Regulations, at such airports, two ground handling agencies should be appointed. In compliance with the Regulations, in addition to the Company, Air India Airport Transport Services Ltd. (AIATSL) is also providing Ground Handling Services.
2	The Company is providing services to its Airlines Customers based on multiple discussions on service levels, followed by commercial negotiations with them. During this discussions, the cost factors and the competitive prices available are always considered.
3	Due to this perfect competition, the rate(s) are competitive and have been determined by independent market forces.
4	All services desired by the customers are covered through signed contracts/arrangements with its customers.



A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke.

A small, simple handwritten mark or signature in the bottom right corner of the page.

GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F1 (C Historical and Proposed Aggregate Revenue Requirement (ref section AI.2 of Appendix i))

S.No.	Aggregate Revenue Requirement	Last available audited year	Financial Year before	Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
			Tariff Year 1#	2021-22	2022-23	2023-24	2024-25	2025-26
	Aggregate Revenue Requirement	##	##	10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719

Note:

- * Projected values are provided for each of the Tariff Years
- ## GSEC Bird, the Company, is a new company and hence, previous year(s) data doesn't exist



[Handwritten signature]

[Handwritten mark]

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F2 Historical and Projected Balance Sheet (ref: section AI 4 of Appendix i)

S No.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
1	LIABILITIES					
	A) Shareholders' Funds					
	a) Share Capital	6,44,00,000	6,74,00,000	7,04,00,000	7,34,00,000	7,64,00,000
	b) Share Application Money					
	c) Reserves and Surplus					
	...	6,44,00,000	6,74,00,000	7,04,00,000	7,34,00,000	7,64,00,000
	B) Loan Funds					
	a) Secured Loans	15,16,00,000	15,01,00,000	14,73,85,714	14,53,44,898	14,28,81,341
	b) Unsecured Loans					
	...	15,16,00,000	15,01,00,000	14,73,85,714	14,53,44,898	14,28,81,341
	C) Capital Grants					
	D) Reserve & surplus	(64,60,857)	(31,25,453)	8,43,267	52,73,695	1,01,41,218
	E) Current Liability Liability	65,09,420	77,68,591	83,48,919	89,56,955	96,05,817
	...					
	TOTAL Liabilities	21,60,48,563	22,21,43,137	22,69,77,900	23,29,75,548	23,90,28,376
2	ASSETS					
	a) Fixed Assets					
	a) Gross Block (Net of assets not in use)	12,50,00,000	13,50,00,000	14,50,00,000	15,50,00,000	16,50,00,000
	b) less; Accumulated Depreciation	80,20,833	1,74,70,833	2,76,20,833	3,84,70,833	5,00,20,833
	c) Net Block	11,69,79,167	11,75,29,167	11,73,79,167	11,65,29,167	11,49,79,167
	d) Capital Work In Progress					
	B) INVESTMENTS					
	C) Deferred Tax Assets					
	D) Current Assets, Loans and Advances					
	a) Sundry Debtors	1,28,10,837	1,70,50,939	1,88,22,529	2,02,33,890	2,17,26,952
	b) Cash And Bank Balances	1,32,58,560	1,45,63,032	1,77,76,204	2,32,12,492	2,93,22,257
	c) Inventories					
	d) Other Current Assets	7,30,00,000	7,30,00,000	7,30,00,000	7,30,00,000	7,30,00,000
	e) Loans and Advances					
	...	9,90,69,397	10,46,13,971	10,95,98,734	11,64,46,382	12,40,49,209
	TOTAL ASSETS	21,60,48,563	22,21,43,137	22,69,77,900	23,29,75,548	23,90,28,376

Note:

- * Projected values are p
 - ## GSEC Bird, the Comp
- vious year(s) data doesn't exist



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F3 Historical and Projected Profit and loss accounts (ref: Section A1 4 Appendix I)

S No.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
1	Revenue					
	Revenue from Regulated services	10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719
	Revenue from other than Regulated Services	-	-	-	-	-
2	Opening expenditure					
	Payroll Costs	3,69,60,000	4,14,90,617	4,57,06,064	5,03,49,800	5,54,65,340
	Concession Fees	3,11,73,037	4,14,90,617	4,58,01,488	4,92,35,798	5,28,68,916
	Administrative and General Costs					
	Utilities and Outsourcing costs	1,95,36,859	2,77,59,738	3,00,81,376	3,22,44,502	3,45,22,299
	Repair and Maintenance Costs					
3	Earnings before depreciation, interest and taxation (EBDIT)	1,62,40,227	2,75,61,085	3,10,82,699	3,22,89,227	3,33,73,164
	Depreciation and Amortisation	80,20,833	94,50,000	1,01,50,000	1,08,50,000	1,15,50,000
4	Earning before interest and taxation (EBIT)	82,19,393	1,81,11,085	2,09,32,699	2,14,39,227	2,18,23,164
	Total interest and finance charges	1,46,80,250	1,58,17,500	1,56,41,071	1,55,31,990	1,53,33,134
5	Profit / loss before tax	(64,60,857)	22,93,585	52,91,628	59,07,237	64,90,030
	Provision for taxation	-	(10,41,818)	13,22,907	14,76,809	16,22,508
6	Profit / loss after taxation	(64,60,857)	33,35,403	39,68,721	44,30,428	48,67,523
	Balance brought forward from previous year	-	(64,60,857)	(31,25,453)	8,43,267	52,73,695
	Balance Carried to Balance Sheet	(64,60,857)	(31,25,453)	8,43,267	52,73,695	1,01,41,218

Note:

* Projected values are pr

GSEC Bird, the Compa

vious year(s) data doesn't exist



11

1

GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F4 Historical and Projected Cash Flow Statement (ref: A1.4 of Appendix I)

S No.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
1	Cashflow from operating activities					
	Net Profit before taxation	(64,60,857)	22,93,585	52,91,628	59,07,237	64,90,030
	Adjustment for:					
	Depreciation and Amortisation	80,20,833	94,50,000	1,01,50,000	1,08,50,000	1,15,50,000
	Interest Expense	1,46,80,250	1,58,17,500	1,56,41,071	1,55,31,990	1,53,33,134
	Taxes Paid	-	10,41,818	(13,22,907)	(14,76,809)	(16,22,508)
	Operating Profit before working capital changes	1,62,40,227	2,86,02,903	2,97,59,792	3,08,12,417	3,17,50,657
	Adjustment					
	Decrease (increase) in Trade Receivables	(1,28,10,837)	(42,40,102)	(17,71,591)	(14,11,360)	(14,93,062)
	Decrease (increase) in Inventories	-	-	-	-	-
	Loans and Advances	(7,30,00,000)	-	-	-	-
	(Decrease) / Increase in Sundry Creditors	65,09,420	12,59,171	5,80,328	6,08,037	6,48,862
	(Decrease) / Increase in Provisions	-	-	-	-	-
	Cash Generated from operation	(7,93,01,417)	(29,80,931)	(11,91,263)	(8,03,323)	(8,44,201)
	Refund received (net of provision)	-	-	-	-	-
	Net Cash flow from Operating Activities	(6,30,61,190)	2,56,21,973	2,85,68,529	3,00,09,094	3,09,06,456
2	Cashflow from investing activities					
	Purchase of Fixed Assets (including CWIP and capital advances)	(12,50,00,000)	(1,00,00,000)	(1,00,00,000)	(1,00,00,000)	(1,00,00,000)
	Proceeds from sale of fixed assets	-	-	-	-	-
	Investment in Subsidiary /joint venture	-	-	-	-	-
	Fixed deposits matured during the year	-	-	-	-	-
	Net Cash Flow from Investing Activities	(12,50,00,000)	(1,00,00,000)	(1,00,00,000)	(1,00,00,000)	(1,00,00,000)
3	Cashflow from financing activities					
	Proceeds of long term borrowings	15,16,00,000	1,10,00,000	90,00,000	90,00,000	80,00,000
	(Repayment) of long term borrowings	-	(1,25,00,000)	(1,17,14,286)	(1,10,40,816)	(1,04,63,557)
	Equity Issued	6,44,00,000	30,00,000	30,00,000	30,00,000	30,00,000
	Interest and hire finance charges paid	(1,46,80,250)	(1,58,17,500)	(1,56,41,071)	(1,55,31,990)	(1,53,33,134)
	Net Cash from / (used in) Financing activities	20,13,19,750	(1,43,17,500)	(1,53,55,357)	(1,45,72,806)	(1,47,96,691)
	...					
4	Net change in cash and cash equivalents	1,32,58,560	13,04,473	32,13,172	54,36,288	61,09,765
	Cash and Cash Equivalents at the beginning of the period	-	1,32,58,560	1,45,63,032	1,77,76,204	2,32,12,492
5	Cash and Cash Equivalents at the end of the year	1,32,58,560	1,45,63,032	1,77,76,204	2,32,12,492	2,93,22,257
6	Total Cash and Cash Equivalents at the end of the year					

Note:

- * Projected values are provided for each of the Tariff Years
- ## GSEC Bird, the Company, is a new company and hence, previous year(s) data doesn't exist



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
Form F5 Cost of equity and Post-tax Fror Forecast (ref: A1.5 of Appendix I)

S.No.	Particulars	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
		Low	High	Point Estimate	Low	High	Point Estimate	Low	High	Point Estimate	Low	High	Point Estimate	Low	High	Point Estimate
1	Gearing	70.17%	70.17%	70.17%	67.57%	67.57%	67.57%	64.93%	64.93%	64.93%	62.39%	62.39%	62.39%	59.78%	59.78%	59.78%
2	Pre-tax cost of debt	9.68%	10.50%	10.09%	10.54%	11.50%	11.02%	10.61%	11.50%	11.06%	10.69%	11.75%	11.22%	10.73%	11.75%	11.24%
3	Post -tax cost of equit	20.00%	24.00%	22.00%	24.00%	22.00%	24.00%	22.00%	24.00%	22.00%	24.00%	22.00%	24.00%	22.00%	24.00%	22.00%
4	Post-tax FRoR	12.76%	14.53%	13.64%	14.90%	14.91%	14.90%	14.61%	15.88%	15.24%	15.69%	15.61%	15.65%	15.26%	16.68%	15.97%

- * Gearing is calculated as per formula defined by AERA ie. Total Debt dvided by total of shareholder funds plus debts
- # Forecasted FRoR in this sheet should be used for determining Aggregate Revenue Requirement in the Multi Year Tariff Proposal



(Handwritten signature)

GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F6 (a) er (Ref; Section AI 5 Appendix I)
Provided detail of all debts (all types of debt instruments)

Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
	Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
Secured Loans from Banks	15,16,00,000	15,01,00,000	14,73,85,714	14,53,44,898	14,28,81,341
Repayments during the year	-	1,25,00,000	1,17,14,286	1,10,40,816	1,04,63,557
Interest payments during the year	1,46,80,250	1,58,17,500	1,56,41,071	1,55,31,990	1,53,33,134
Outstanding at the end of the year	15,16,00,000	15,01,00,000	14,73,85,714	14,53,44,898	14,28,81,341
Unsecured Loan	-	-	-	-	-
Repayments during the year	-	-	-	-	-
Interest payments during the year	-	-	-	-	-
Outstanding at the end of the year	-	-	-	-	-

Note:

- * Projected values are provided for each of the Tariff Years
- ## GSEC Bird, the Company, is a new company and hence, previous year(s) data doesn't exist



GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F-6b Finance Cost

S. No.	Particular	Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
		2021-22	2022-23	2023-24	2024-25	2025-26
1	Interest charges on Government Loans, Bonds And Advances					
	Bonds	-	-	-	-	-
	Foreign Currency Loans/Credits	-	-	-	-	-
	Debentures	-	-	-	-	-
	Total	-	-	-	-	-
2	Interest on Long Term Loans / Credits from the Fls/banks /organisation approved by the Government					
	Secured	13,922,250	15,020,750	14,862,357	14,767,306	14,579,048
	Unsecured	-	-	-	-	-
	Total	13,922,250	15,020,750	14,862,357	14,767,306	14,579,048
	Total =1+2	13,922,250	15,020,750	14,862,357	14,767,306	14,579,048
B	Cost Of raising finance & Bank Charges on project loans	758,000	796,750	778,714	764,684	754,086
C	Grand Total of Interest & Finance Charges: A+B	14,680,250	15,817,500	15,641,071	15,531,990	15,333,134
D	Less:Interest & Finance Charges Capitalised	-	-	-	-	-
E	Net Total of Interest and Finance Charges on Project related Loans	14,680,250	15,817,500	15,641,071	15,531,990	15,333,134
F	Interest on Working Capital Loans	-	-	-	-	-
G	Other interest charges - charged by Airport Operator	-	-	-	-	-
H	Total interest and last finance charges chargeable to P&L accounts (E+F+G)	14,680,250	15,817,500	15,641,071	15,531,990	15,333,134

Note:

1 Projected value are provided for Tariff Years

2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow

Form F6(c) Contribution, Grants and subsidies Master (ref: Section AI 5 of Appendix I)

Contributions

Particulars	Source	Total Amount	Last available audited year #			Financial Year before Tariff Year			Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
			OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB
1																							
2																							

Grants

Particulars	Source	Total Amount	Last available audited year #			Financial Year before Tariff Year			Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
			OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB
1																							
2																							

Subsidies

Particulars	Source	Total Amount	Last available audited year #			Financial Year before Tariff Year			Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
			OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB	OB	Add.	CB
1																							
2																							

Legend	
OB	Opening Balance for the year
Add.	Additions during the year
CB	Closing Balance for the year

* Projected values to be provided

Information for last financial year for which audited accounts are available

*Not required to Fill



Handwritten mark or signature.

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow

Form F3(a): Format for providing asset-wise information stakeholder contributions (ref; Section AI 5 of Appendix I)

Details of User Contributions for the assets												
S.N.	Contribution name	Asset Name	Extent of user Contribution approved for the project	Year Of approval	Tenure for User Contribution Collection	Actual Accumulated Collection till Beginning of previous Year	Accumulated Collection estimated till the beginning of first tariff year*	Total Collection proposed in Tariff Year 1	Total Collection proposed in Tariff Year 2	Total Collection proposed in Tariff Year 3	Total Collection proposed in Tariff Year 4	Total Collection proposed in Tariff Year 5
1	Grant	Asset A										
2		Asset B										
3		...										
4		Asset C										
5		...										

No contribution received from User(s)

* Projected values to be provided
 # Fields in italics are indicative only



GSEC Bird Airport Services Private Limited

Chowdhury Charan Singh International Airport, Lucknow

Form F8(b): Format for providing proposed exclusions from RAB (ref; Section AI 5 of Appendix I)

Details of Proposed Excluded Assets from RAB

S.N.	Asset Name	Book Value	Accumulated Depreciation	Justifications for exclusion	Any Land associated with asset	If yes,Details of land
1	Asset A					→
2	Asset B					
3	.....				Refer note below.	
4	.....				
5	←..					

Note: In view of the fact that the assets of the Company (other than Plant and Equipment) are used by the Operational staff to provide regulated services, there are no asset that are considered by the Company for exclusion.



A handwritten signature in blue ink, consisting of several overlapping strokes.

A handwritten mark or signature in black ink, consisting of a few vertical and diagonal strokes.

GSEC Bird Airport Services Private Limited

Chowdhary Charan Singh International Airport, Lucknow

Form F9: Format for Forecast and Actual Roll-Forward Regulatory Asset Base (RAB) (ref: Section A1.5 OF Appendix I)

S. No.	Particular	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Opening RAB					
	Building (Leasehold Improvements)					
	Plant & Machinery		9,64,67,495	9,36,23,072	9,05,29,938	8,61,98,867
	Electrical Installation					
	Furniture and Fittings		79,66,512	75,69,232	71,71,952	67,74,672
	Office Equipment					
	Safety Equipment					
	Air Conditioners					
	Data Processing Equipment					
	Motor Vehicles		1,25,45,161	1,63,36,864	1,96,77,277	2,35,55,629
	Knowhow Fees/Royalty (Refer Note No. 2 below)					
	Software Licences					
	Trademark					
	****		11,69,79,167	11,75,29,168	11,73,79,168	11,65,29,167
B	Additions - WIP Capitalisation					
	Building					
	Plant & Machinery	10,29,90,208	39,27,000	39,27,000	27,77,000	10,94,000
	Electrical Installation					
	Furniture and Fittings	83,63,792				
	Office Equipment					
	Safety Equipment					
	Air Conditioners					
	Data Processing Equipment					
	Motor Vehicles	1,36,46,000	60,73,000	60,73,000	72,23,000	89,06,000
	Knowhow Fees/Royalty (Refer Note No. 2 below)					
	Software Licences					
	Trademark					
		12,60,00,000	1,00,00,000	1,00,00,000	1,00,00,000	1,00,00,000
C	Disposal/ Transfers					
	Building					
	Plant & Machinery					
	Electrical Installation					
	Furniture and Fittings					
	Office Equipment					
	Safety Equipment					
	Air Conditioners					
	Data Processing Equipment					
	Motor Vehicles					
	Knowhow Fees/Royalty (Refer Note No. 2 below)					
	Software Licences					
	Trademark					
D	Depreciation Charges					
	Building					
	Plant & Machinery	65,22,713	67,71,423	70,20,133	71,08,072	71,77,358
	Electrical Installation					
	Furniture and Fittings	3,97,280	3,97,280	3,97,280	3,97,280	3,97,280
	Office Equipment					
	Safety Equipment					
	Air Conditioners					
	Data Processing Equipment					
	Motor Vehicles	11,00,840	22,81,296	27,32,587	33,44,649	39,75,362
	Knowhow Fees/Royalty (Refer Note No. 2 below)					
	Software Licences					
	Trademark					
		80,20,833	94,50,000	1,01,50,000	1,08,50,000	1,15,50,000
E	Closing RAB (A+B-C-D)					
	Building					
	Plant & Machinery	9,64,67,495	9,36,23,072	9,05,29,938	8,61,98,867	8,01,15,509
	Electrical Installation					
	Furniture and Fittings	79,66,512	75,69,232	71,71,952	67,74,672	63,77,391
	Office Equipment					
	Safety Equipment					
	Air Conditioners					
	Data Processing Equipment					
	Motor Vehicles	1,25,45,161	1,63,36,864	1,96,77,277	2,35,55,629	2,84,86,267
	Knowhow Fees/Royalty (Refer Note No. 2 below)					
	Software Licences					
	Trademark					
		11,69,79,167	11,75,29,168	11,73,79,168	11,65,29,167	11,49,79,167
F	Average RAB	5,84,89,584	11,72,54,167	11,74,54,168	11,69,54,167	11,57,54,167

Note:

- 1 Projected value are provided for Tariff Years
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F10 (a): Capital Projects Completed Before Current Review for Roll-Forward of RAB (ref: Section A1 5 Appendix I)

Project Details				Projected Capital Expenditure																							
S.N.	Project Name	Project Type	Comn. Date	Tariff Year 1				Tariff Year 2				Tariff Year 3				Tariff Year 4				Tariff Year 5							
				Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP				
1	Project 1	Buildings																									
2	Project 2	Vehicles																									
3	Project 3	P& M																									
4	Project 3	F& F																									
...																									

Project Details				Actual Capital Expenditure																							
S.N.	Project Name	Project Type	Comn. Date	Tariff Year 1				Tariff Year 2				Tariff Year 3				Tariff Year 4				Tariff Year 5							
				Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP	Capex	Comn	C Date	WIP				
1	Project 1	Buildings																									
2	Project 2	Vehicles																									
3	Project 3	P& M																									
4	Project 3	F& F																									

Legend	
Project name	Project Name should be a unique name or a primary key assigned to a capex project
Project Type	Type of the project and the asset class to which the capex project belongs
Comn. Date	Date on which the capital project was commenced
Capex	Year-wise Capex incurred on the project excluding any capital receipts like grants, user contribution
WIP	Work-in-Progress at the end of every tariff Year
Comn	Commissioning in a particular Tariff Year
C Date	Date of Commissioning in a particular Tariff Year

Fields in italics are indicative only



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F10 Summary Statement of Expensses Capitalised (ref; Section AI.5 OF Appendix I)

SI. No.	Particulars	Last available audited year#	Financial Year before Tariff Year 1*	2021-22	2022-23	2023-24	2024-25	2025-26
				Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Interest and Finance Charges Capitalised							
B	Cost of raising finance & Bank Charges							
C	Other Expenses Capitalised							
	Employees Expenses							
	Administrative and General Expenses							
	Utilities and Outsourcing Expenses				Nil			
	Any Other expenses being capitalised							
D	Total Expenses Being Capitalised (A+B+C)							

* Projected values to be provided

Information for the financial year for which audited accounts are available



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow

Form F Format for identifying Initial Regulatory Asset Base (ref: Section AI.5 of Appendix I)								
Fixed Asset already commissioned as on								
S.N.	Asset Name	Asset Type	Description of the asset	Commission Date	Useful Life in Years	Original Cost of Asset	Depreciation Rate	Accumulated Depreciation
1	Plant & Machinery	Ground Handling Equipment	Baggage Conveyor Belt					
	Plant & Machinery	Ground Handling Equipment	Diesel Baggage Tractor					
	Plant & Machinery	Ground Handling Equipment	Electric Baggage Tractor					
	Plant & Machinery	Ground Handling Equipment	Air Conditioning Unit					
	Plant & Machinery	Ground Handling Equipment	Air Starter Unit					
	Plant & Machinery	Ground Handling Equipment	Push Back tractor					
	Plant & Machinery	Ground Handling Equipment	Passenger Step Ladder					
	Plant & Machinery	Ground Handling Equipment	Water Cart					
	Plant & Machinery	Ground Handling Equipment	Toilet Cart					
	Plant & Machinery	Ground Handling Equipment	Main Deck Loader					
	Plant & Machinery	Ground Handling Equipment	Ground Power Unit					
	Plant & Machinery	Ground Handling Equipment	Pallet Dolly					
	Plant & Machinery	Ground Handling Equipment	Container Dolly					
2	Data Processing Devices	Various Items	Computers at airport offices					
3	Furniture & Fixture	Various Items	Furniture at airport offices			NONE		
4	LeaseHold Improvements	Various Items	Leasehold furniture at airport offices					
5	Office Equipments	Various Items	Office Equipments at airport offices					
6	Vehicles	Various Items	Vehicles at airport offices and to Operation Team					



[Handwritten signature]

[Handwritten signature]

GSEC Bird Airport Services Private Limited
 Chowdury Charan Singh International Airport, Lucknow
 Form F19.0 Capital Expenditure Projected Plan -10 Year (ref A1.5 Of Appendix)

Note :- Information to be provided for 10 year period for all projects either spilling into the period or starting during the period

Project Details				Estimated WIP Capex and Commissioning in each Year																								
S.N.	Project Name	Project Type	Comm. Date	Financial Year Before Tariff Year 1			Tariff Year 1					Tariff Year 2					Tariff Year 3				Tariff Year 4							
				TCAPEX	TComm	WIP	2021-22		2022-23			2023-24			2024-25		2025-26		2026-27		2027-28							
							Capex	FinAlw	Com.	C Date	WIP	Capex	FinAlw	Com.	C Date	WIP	Capex	FinAlw	Com.	C Date	WIP	Capex	FinAlw	Com.	C Date	WIP		
1	Lucknow	GH Services	Various dates in respective years																									
2		GH Services																										
3		GH Services																										
4		GH Services																										
...																									

At present, no construction activity is envisaged in the life of the Project. Other acquisitions of fixed assets are also expected to be completed during each of the tariff years.

Legend	
Project name	Project Name should be a unique name or a primary key assigned to a capex project
Project Type	Type of the project and the asset class to which the capex project belongs
Comm. Date	Date on which the capital project was commenced
Capex	Year-wise Capex incurred on the project excluding any capital receipts like grants, user contributions etc.
WIP	Work-in-Progress at the end of every tariff Year
Comm	Estimated date of Commissioning in a particular Tariff Year
C Date	Estimated Date of Commissioning in a particular Tariff Year
TCAPEX	Total Capex incurred on the project till the end of previous Control Period excluding any capital receipts like grants user contributions etc.
TCOMM	Total commissioning on the project till the end of previous Control Period
FinAlw	Project-wise Financing Allowance for the year

* Projected value to be provided
 # Field initials are indicative only



[Handwritten signature]

[Handwritten mark]

GSEC Bird Airport Services Private Limited
 Chowdhary Charan Singh International Airport, Lucknow
 Form F10 (C) Year wise Capital Expenditure Financing Plans for next 10 year (ref: section A1.5 of Appendix I)

Note :- Information to be provided for 10 year period for all projects either spilling into the period or starting during the period

Project Details		Tariff Year 1 2021-22				Tariff Year 2 2022-23				Tariff Year 3 2023-24				Tariff Year 4 2024-25				Tariff Year 5 2025-26			
S.N.	Total Capex Planned	Internal Accrual	Equity infused	User Contribution	Total Debt	Internal Accrual	Equity infused	User Contribution	Total Debt	Internal Accrual	Equity infused	User Contribution	Total Debt	Internal Accrual	Equity infused	User Contribution	Total Debt	Internal Accrual	Equity infused	User Contribution	Total Debt
		At present, no construction activity is envisaged in the life of the Project. Other acquisitions of fixed assets are also expected to be completed during each of the tariff years.																			

Legend	
Total Capex	Total Capex Planned indicates the total forecasted capex for all assets during the next 10 year
Internal Accrual	Internal Accrual (from free-reserves and surplus) in the year
Equity Infused	Equity Infusion planned during the year
User Contribution	Representing Development Fees/User Contribution/ Capital Grants/ Subsidies etc. planned during the year for the capital project
Total Debt	Total Debt planned for funding capex during the year



[Handwritten signature]

[Handwritten mark]

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
Form F10(e) Additional Capital Project Summary (ref: Section AI.5 of Appendix I)

Forecast WIP Assets						
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Opening WIP Assets					
	Building	-	-	-	-	-
	Plant & Machinery	-	-	-	-	-
	Electrical Instalation	-	-	-	-	-
	Furniture and Fittings	-	-	-	-	-
	...					
B	Additions - New WIP					
	Building	-	-	-	-	-
	Plant & Machinery	-	-	-	-	-
	Electrical Instalation	-	-	-	-	-
	Furniture and Fittings	-	-	-	-	-
					
C	WIP Capitalization					
	Building	-	-	-	-	-
	Plant & Machinery	-	-	-	-	-
	Electrical Instalation	-	-	-	-	-
	Furniture and Fittings	-	-	-	-	-
					
D	Closing WIP Assets					
	Building	-	-	-	-	-
	Plant & Machinery	-	-	-	-	-
	Electrical Instalation	-	-	-	-	-
	Furniture and Fittings	-	-	-	-	-
	...					

Note:

- 1 The Company expects that no construction activity will be required to be carried out by the Company. Hence, no CWIP is considered.
- 2 All estimated acquisitions are expected to be complete within the financial year.



d

GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F11 (a) Employee Strength (ref; Section AI.5 of Appendix I)

S. No.	Particulars - with detailed breakup	2021-22		2022-23		2023-24		2024-25		2025-26	
		Tariff Year 1	Year 2	Tariff Year 1	Year 2	Tariff Year 3	Year 4	Tariff Year 4	Year 5	Tariff Year 5	Year 6
A	Department - wise Full-Time Employees										
	Administration	1	1	1	1	1	1	1	1	1	1
	Human Resources	1	1	1	1	1	1	1	1	1	1
	Maintenance	6	7	7	7	7	7	7	7	7	7
	Finance	1	1	1	1	2	2	2	2	2	2
	Operations	104	139	139	155	155	173	173	192	192	192
	Security	4	4	4	4	4	4	4	4	4	4
	Support	6	8	8	8	8	8	8	8	8	8
	Others	-	-	-	-	-	-	-	-	-	-
	Total	123	161	161	178	178	196	196	215	215	215
B	Department - wise Part-Time / Contractual Employees										
	Department 1	-	-	-	-	-	-	-	-	-	-
	Department 2	-	-	-	-	-	-	-	-	-	-
	Department 3	-	-	-	-	-	-	-	-	-	-
	Department 4	-	-	-	-	-	-	-	-	-	-
										

Note:

- 1 Projected value are provided for Tariff Years
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form F11 (b) Payroll Related Expenditure and Provisions (ref; Section AI.5 of Appendix I)

S.N.	Particulars - with detailed breakup	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Salaries and Wages	3,69,60,000	4,14,90,617	4,57,06,064	5,03,49,800	5,54,65,340
B	PF Contribution					
C	Medical Expenses					
D	Overtime					
E	Staff Welfare Fund					
F	Training and recruitment					
1	Grand Total	3,69,60,000	4,14,90,617	4,57,06,064	5,03,49,800	5,54,65,340
2	Employee expenses capitalised	-	-	-	-	-
3	Net Employees expenses (1)- (2)	3,69,60,000	4,14,90,617	4,57,06,064	5,03,49,800	5,54,65,340

Note:

- 1 Projected value are provided for Tariff Years
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



(Handwritten signature)

(Handwritten mark)

GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F11(c): Administration and General Expenditure (ref: Section AI.5 of Appendix I)

S. N.	Particulars - with detailed breakup	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Administration Charges					
	Lease/Rent	5,737,600	10,010,400	10,761,180	11,568,269	12,435,889
	Communication expenses					
	Travelling and Conveyance					
	Advertisement	13,111,759	16,939,338	18,450,196	19,746,233	21,096,411
	Printing and Stationery					
	Others Admin & General Expenses					
	Alloted Overhead Expenses (Provide details)	18,849,359	26,949,738	29,211,376	31,314,502	33,532,299
B	Legal Charges					
	Legal Charges	-	-	-	-	-
	-	-	-	-	-
C	Other Charges					
	Insurance Costs	687,500	810,000	870,000	930,000	990,000
	Miscellaneous Expenses	-	-	-	-	-
	....	687,500	810,000	870,000	930,000	990,000
D	Grand Total	19,536,859	27,759,738	30,081,376	32,244,502	34,522,299
E	Administration & General Expenses capitalised	-	-	-	-	-
F	Net A&G expenses (D-E)	19,536,859	27,759,738	30,081,376	32,244,502	34,522,299

Note:

- 1 Projected value are provided for Tariff Years
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F11(d): Repair and maintenance Expenditure (ref; Section AI.5 of Appendix I)

S. No.	Particulars - with detailed breakup	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Building					
B	Plant & Machinery	27,77,206	32,07,516	33,25,326	34,08,636	34,41,456
C	Electrical Installation					
D	Furniture and Fittings	2,50,914	2,50,914	2,50,914	2,50,914	2,50,914
E	Vehicle	4,09,380	5,91,570	7,73,760	9,90,450	12,57,630
E	....	34,37,500	40,50,000	43,50,000	46,50,000	49,50,000

Note:

- 1 Projected value are provided for Tariff Years
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F11(e): Utilities and Outsourcing Expenditure (ref; Section AI.5 of Appendix I)

S. N.	Particulars - with detailed breakup	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Utilities Costs					
	Power Charges					
	Unit Consumed					
	Effective Unit Rate					
	Power costs					
	Water Charges					
	Unit Consumed					
	Effective Unit Rate					
	Water Cost					
	Other - Mention all the applicable heads					
	...					
B	Department - wise Outsourcing Costs					
	Airfield Services & Facilities					
	Terminals					
	Maintenance					
	Cleaning					
	...					
	1 Grand Total					
	2 Utilities and Outsourcing expenses capitalised					
	3 Net Utilities and Outsourcing expenses (1)-(2)					

Note:

- 1 At present, the estimated expenses are part of the estimated amount of overall Administrative and General expenses. Therefore, no separate disclosure is made.
- 2 Information for last financial year / last audited financial year are not available since 2021-22 is the first operational year of the Company



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F11(f) - Other Outflow (ref; Section AI.5 of Appendix I)

S. N.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Security Deposit	7,30,00,000	-	-	-	-
B	...					
C	...					
I	Grand Total					

* Projected values to be provided

^ Information for last financial year for which audited accounts are available



[Handwritten signature]

[Handwritten mark]

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F12 (a) Historical and Projected Cargo Volume in to tonnes (ref : Section AI.6 of Appendix D)

Year	Domestic								International								Forecast Error Correction Band*
	Loaded				Unloaded				Loaded				Unloaded				
	General	Perishable	Valuable	Other	General	Perishable	Valuable	Other	General	Perishable	Valuable	Other	General	Perishable	Valuable	Other	
2021-22																	
2022-23																	
2023-24																	
2024-25																	
2025-26																	
2026-27																	
2027-28																	
2028-29																	
2029-30																	
2030-31																	
2031-32																	

Fields in italics are indicative only
 * Applicable for forecasted years only

Note: Since the Company is engaged in the business of providing Ground Handling services only, information required under this Form is not applicable.



[Handwritten signature]

[Handwritten signature]

GSEC Bird Airport Services Private Limited
ISP at Choudhary Charan Singh International Airport , Lucknow

Form F12 (b) - Historical Aircraft Movements (ref: Section AI.6 Appendix I)

Year	Domestic (Landing)	International (Landing)
2018-2019	36,258	5,494
2019-2020	33,593	4,901

Note:

1. The above ATMs are total ATMS for LKO Airport reproduced from previous years data published by the Airport Authority of India.
2. Projections are not made considering uncertain situation due to Covid-19.



A handwritten signature in blue ink, appearing to be a stylized name.

A handwritten mark or signature in the bottom right corner of the page.

GSEC Bird Airport Services Private Limited
 Chowdhary Charan Singh International Airport, Lucknow
 Form F12(c) Projected Aircraft Movements (ref: Section A I.6 of Appendix i)

Year	Domestic (Landing)			International (Landing)			Forecast Error Correction band
	Optimistic	Most Likely	Conservative	Optimistic	Most Likely	Conservative	
2021-22	21,529	20,551	20,159	2,164	2,029	1,962	
2022-23	30,571	26,716	24,191	3,463	3,247	3,138	
2023-24	37,297	30,723	26,126	5,541	5,195	5,022	
2024-25	45,503	35,332	28,216	6,649	6,234	6,026	
2025-26	56,878	40,631	31,038	7,979	7,480	7,231	

Note:

- 1 The above ATMs are the ATMs for LKO and are projected from previous year data published by the Airport Authority of India.
- 2 Projections are made with an increasing trend using a fixed trend because of uncertain situation due to Covid-19.



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
From F12 (d) - Historical and Projected fuel throughput in kilolitres (ref : Section AI 6 of Appendix I)

Year	Domestic Flights	International Flights	Forecast Error Correction Band*
2009-10			
2010-11			
2011-12			
2012-13			
2013-14			
2014-15			
2015-16			Refer Note below
2016-17			
2017-18			
2018-19			
2019-20			

Fields in italics are indicative only
 * Applicable for forecasted years only

Note: Since the Company is engaged in the business of providing Ground Handling services only, information required under this Form is not applicable.



GSEC Bird Airport Services Private Limited

Chowdhury Charan Singh International Airport, Lucknow

Form F13 (a) - Historical Tariff (s) and Revenues from Regulated Services (ref : Section A I 7 of Appendix I)

S.N.	Particulars	Tariff Year	
		Per Unit Tariff	Revenues
A	Revenues from Regulated Services		
1	Revenue Receipts	The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.	
2	Service Charges		
3	...		
	Total Revenues		

Fields in italics are indicative only



A handwritten signature in blue ink, appearing to be a stylized name.

A handwritten signature in black ink, appearing to be a stylized name.

GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F13(b) - Historical and Projected revenues from services other than Regulated Services (ref : Section A I7 of Appendix I)

S. No.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
A	Revenue from Regulated Services					
1	Revenue Receipts	103,910,123	138,302,058	152,671,627	164,119,326	176,229,719
2	Service Charges	-	-	-	-	-
B	Other Revenues					
1	Interest (Gross) on:					
	- Bank Deposits	-	-	-	-	-
	- Others	-	-	-	-	-
2	Revenues from Any Other Sources (Please Specify)					
	Excess liabilities written back	-	-	-	-	-
	Foreign exchange difference (net)	-	-	-	-	-
	Profit on disposal of fixed assets (net)	-	-	-	-	-
	Miscellaneous income	-	-	-	-	-
	Total Revenues	103,910,123	138,302,058	152,671,627	164,119,326	176,229,719

Note:

- 1 Projected values are provided for each of the Tariff Years
- 2 Other streams are left blank because the estimated amounts are immaterial and uncertain, at this stage.
- 3 Information for last financial year / last audited financial year are not available since



GSEC Bird Airport Services Private Limited

Chowdhary Charan Singh International Airport, Lucknow

Form F14(a) : Annual Tariff Proposal For Tariff Year t-Format for providing information on EMAY (ref; Section AI.8 of Appendix i)

S.N.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
1	Yield per Unit	82,863	85,179	92,185	97,154	102,278
2	Error Correction term (from year t-2)					
3	Estimated Maximum Allowed Yeild (EMAY)	100,193	107,778	117,629	128,381	140,115



GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F14 (b) :

(Amounts in Rs.)

A Annual Tariff Proposal For Scheduled Operations (s) (ref; Section AI.8 of Appendix i)

	2021-22			2022-23			2023-24			2024-25			2025-26		
	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
Domestic Flight	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
CODE C	8,750	26,250	35,000	9,363	28,088	37,450	9,831	29,492	39,323	10,322	30,966	41,289	10,838	32,515	43,353
CODE D	11,813	35,438	47,250	12,639	37,918	50,558	13,271	39,814	53,085	13,935	41,805	55,740	14,632	43,895	58,527
CODE E	26,775	80,325	107,100	28,649	85,948	114,597	30,082	90,245	120,327	31,586	94,757	126,343	33,165	99,495	132,660
International Passenger Flight							-	-	-	-	-	-	-	-	-
CODE C	30,000	90,000	120,000	32,100	96,300	128,400	33,705	101,115	134,820	35,390	106,171	141,561	37,160	111,479	148,639
CODE D	42,788	128,363	171,150	45,783	137,348	183,131	48,072	144,215	192,287	50,475	151,426	201,901	52,999	158,997	211,996
CODE E	75,000	175,000	250,000	66,875	200,625	267,500	70,219	210,656	280,875	73,730	221,189	294,919	77,416	232,249	309,665
CODE F	93,555	218,295	311,850	83,420	250,260	333,680	87,591	262,773	350,363	91,970	275,911	367,882	96,569	289,707	386,276
Domestic Cargo Flight							-	-	-	-	-	-	-	-	-
CODE C	NA	30,000	NA	NA	32,100	NA	NA	33,705	NA	NA	35,390	NA	NA	37,160	NA
CODE D	NA	50,000	NA	NA	53,500	NA	NA	56,175	NA	NA	58,984	NA	NA	61,933	NA
CODE E	NA	85,000	NA	NA	90,950	NA	NA	95,498	NA	NA	100,272	NA	NA	105,286	NA
International Cargo Flight							-	-	-	-	-	-	-	-	-
CODE C	NA	108,000	NA	NA	115,560	NA	NA	121,338	NA	NA	127,405	NA	NA	133,775	NA
CODE D	NA	154,035	NA	NA	164,817	NA	NA	173,058	NA	NA	181,711	NA	NA	190,797	NA
CODE E	NA	201,285	NA	NA	215,375	NA	NA	226,144	NA	NA	237,451	NA	NA	249,323	NA
CODE F	NA	280,665	NA	NA	300,312	NA	NA	315,327	NA	NA	331,093	NA	NA	347,648	NA

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 Any foreign registered aircraft, flying either arrival or departure or both arrival and departure as domestic flight, will also be considered as an International Flight for the purposes of applying above rates
- 3 The above rates are for basic Handling Services. As per requirement, airlines/users ask for additional services. The rates for which are given in Table C below. Estimated Revenue from such additional services are considered while computing the revenue for each Tariff Year.



GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow
Form F14 (b) :

B Annual Tariff Proposal For Non Scheduled and General Aviation Operations (s) (ref; Section AI.8 of Appendix i)

A/C Category MTOW	Year 1		Year 2		Year 3		Year 4		Year 5	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
	INR	USD	INR	USD	INR	USD	INR	USD	INR	USD
0-5000	23,500	600	25,145	642	26,402	674	27,722	708	29,108	743
5001-10000	30,000	1,100	32,100	1,177	33,705	1,236	35,390	1,298	37,160	1,363
10001- 20000	36,500	1,750	39,055	1,873	41,008	1,966	43,058	2,064	45,211	2,168
20001- 35000	61,500	2,000	65,805	2,140	69,095	2,247	72,550	2,359	76,178	2,477
35001- 40000	63,000	2,250	67,410	2,408	70,781	2,528	74,320	2,654	78,036	2,787
40001- 50000	63,000	2,500	67,410	2,675	70,781	2,809	74,320	2,949	78,036	3,097
50001- 100000	85,000	3,250	90,950	3,478	95,498	3,651	100,272	3,834	105,286	4,026
100001 - 200000	200,000	4,500	214,000	4,815	224,700	5,056	235,935	5,309	247,732	5,574
200001- 300000	250,000	5,400	267,500	5,778	280,875	6,067	294,919	6,370	309,665	6,689
300001 and above	300,000	6,500	321,000	6,955	337,050	7,303	353,903	7,668	371,598	8,051

Note : The above rates are for basic Handling Services.As per requirement, airlines/users ask for additional services. The rates for which are given in Table D below.Estimated Revenue from such additional services are considered while computing the revenue for each Tariff Year.





C

Annual Tariff Proposal For Additional Services (Schedule) (s) (ref; Section A1.8 of Appendix i)

EQUIPMENTS		Year 1		Year 2		Year 3		Year 4		Year 5	
		Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
		INR	USD	INR	USD	INR	USD	INR	USD	INR	USD
Ambulift	Per Usage	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Ground Power Unit 90 KV	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Ground Power Unit 140 KV	Per Hour	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Hook on power	Per flight	872	18	933	20	980	21	1,029	22	1,080	23
Air Conditioner unit	Per Hour	17,270	364	18,479	389	19,403	409	20,373	429	21,392	451
Ramp to Flight Deck Communication	Per Turnaround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Step Ladder (remote bay) Towable	Per Turnaround	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Step Ladder - Narrow Body	Per Hour	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Step Ladder - Wide Body	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Passenger Coach	Per Trip	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Crew Coach	Per Turnaround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Crew Coach	Per Turnaround	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Conveyor belt loader	Per hour	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Lower Deck Loader	Per Hour	23,987	506	25,666	541	26,949	568	28,296	596	29,711	626
Main Deck Loader	Per Hour	27,476	579	29,399	620	30,869	651	32,412	683	34,033	717
Fork Lift 10 Ton	Per Hour	8,897	188	9,520	201	9,996	211	10,495	221	11,020	232
Fork Lift 5 Tons	Per Hour	6,280	132	6,720	142	7,056	149	7,409	156	7,779	164
Fork Lift 3 Tons	Per Hour	4,536	96	4,853	102	5,096	107	5,351	113	5,618	118
Air Start Unit (ASU)	Per start	12,648	267	13,533	285	14,209	299	14,920	314	15,666	330
Air Start Unit (ASU)	Per start	13,520	285	14,466	305	15,189	320	15,949	336	16,746	353
Towbar	Per push / tow	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Push Back Narrow Body	per service	10,467	221	11,200	236	11,760	248	12,348	260	12,965	273
Push Back Wide Body	per service	19,189	404	20,533	433	21,559	454	22,637	477	23,769	501
Tow Inter Stand - Narrow Body	Per Tow	15,264	322	16,333	344	17,149	361	18,007	379	18,907	398
Tow Inter Stand - Wide Body	Per Tow	24,423	515	26,132	551	27,439	578	28,811	607	30,252	638
Wing Walkers	Per Turnaround	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Toilet service	per service	6,542	138	7,000	148	7,350	155	7,717	163	8,103	171
Water service	per service	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Passenger/Terminal Side and Manpower related.											
Unaccompanied minor handling	per child	2,364	50	2,529	53	2,656	56	2,789	59	2,928	62
Wheel Chair WCHR OR WCHS	per service	2,355	50	2,520	53	2,646	56	2,778	59	2,917	61
WCHC	per service	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
VIPs	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Transit w/o visa pax	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Deportees	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Floor Walkers/Welcome staff	per personnel/8hrs	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Manpower (White collar)	per personnel/8 hr.	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Manpower (Blue collar)	per personnel/8 hr.	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Excess Baggage Fee (% of collection)	per flight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Val Handling	per std. sz. container	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Ballast Bags Refill	Per refill - per Bag	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Interior cleaning (Transit)-Narrow Body	per service	12,211	257	13,066	275	13,720	289	14,405	304	15,126	319
Interior cleaning (Transit)-Wide Body	per service	21,806	460	23,332	492	24,499	516	25,724	542	27,010	569
Interior cleaning (Transit) - ATR & like	per service	7,065	149	7,560	159	7,938	167	8,335	176	8,751	184
Deep Cleaning - Narrow Body	per service	17,445	368	18,666	393	19,599	413	20,579	434	21,608	455
Deep Cleaning - Wide Body	per service	31,139	656	33,319	702	34,985	737	36,734	774	38,571	813
Deep Cleaning - ATR & like	per service	10,031	211	10,733	226	11,270	238	11,833	249	12,425	262
Flight Deck cleaning	per service	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Waste Disposal		1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Arrange non-scheduled Crew HOTAC	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Arrange non-scheduled Crew Tpt	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
C.I.Q. assistance/Direct crew thru airport facilities	per arr or dep clear	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Cargo Supervision services	per flight	6,530	138	6,987	147	7,336	155	7,703	162	8,088	170
Cargo Supervision services	Per flight	10,012	211	10,713	226	11,249	237	11,811	249	12,402	261
Live Animal Handling	per AVI	1,273	27	1,362	29	1,430	30	1,502	32	1,577	33
LD3,	per day	523	11	560	12	588	12	617	13	648	14
LD11	per day	1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Stacking of Pallets	per stack/day	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Miscellaneous services											
Valet Service		1,818	38	1,946	41	2,043	43	2,145	45	2,252	47
Baggage Trolley	per two hour	523	11	560	12	588	12	617	13	648	14
Container Dollies	per two hour	436	9	467	10	490	10	514	11	540	11
Pallet Dollies	per two hour	611	13	653	14	686	14	720	15	756	16
Diesel / Battery Tractor	per hour	3,838	81	4,107	87	4,312	91	4,527	95	4,754	100
Ramp Car	per hour	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46

D Annual Tariff Proposal-Additional Service(s) to Non-Scheduled and General Aviation Operations

EQUIPMENTS		Year 1		Year 2		Year 3		Year 4		Year 5	
		Domestic INR	Foreign USD	Domestic INR	Foreign USD	Domestic INR	Foreign USD	Domestic INR	Foreign USD	Domestic INR	Foreign USD
Ambulift	Per Usage	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Ground Power Unit (GPU) 90 KV	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Ground Power Unit (GPU) 140 KV	Per Hour	10,903	230	11,666	246	12,250	258	12,862	271	13,505	285
Hook on power	Per flight	872	18	933	20	980	21	1,029	22	1,080	23
Air Conditioner unit (ACU)	Per Hour	17,270	364	18,479	389	19,403	409	20,373	429	21,392	451
Ramp to Flight Deck Communication	Per Turnround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Step Ladder (remote bay) Towable	Per Turnaround	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Step Ladder (remote bay) Motorized - Narrow Body	Per Hour	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Step Ladder (remote bay) Motorized - Wide Body	Per Hour	8,461	178	9,053	191	9,506	200	9,981	210	10,480	221
Passenger Bus	Per Trip	3,925	83	4,200	89	4,410	93	4,630	98	4,862	102
Crew Bus	Per Turnround	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Crew Bus	Per Turnround	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Conveyor belt loader	Per hour	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Lower Deck Loader (LDL)	Per Hour	23,987	506	25,666	541	26,949	568	28,296	596	29,711	626
Main Deck Loader (MDL)	Per Hour	27,476	579	29,399	620	30,869	651	32,412	683	34,033	717
Fork Lift 10 Ton	Per Hour	8,897	188	9,520	201	9,996	211	10,495	221	11,020	232
Fork Lift 5 Tons	Per Hour	6,280	132	6,720	142	7,056	149	7,409	156	7,779	164
Fork Lift 3 Tons	Per Hour	4,536	96	4,853	102	5,096	107	5,351	113	5,618	118
Air Start Unit (ASU)	Per start	12,648	267	13,533	285	14,209	299	14,920	314	15,666	330
Air Start Unit (ASU)	Per start	13,520	285	14,466	305	15,189	320	15,949	336	16,746	353
Towbar	Per push / tow	3,489	74	3,733	79	3,920	83	4,116	87	4,322	91
Push Back (Tow Bar included) Narrow Body	per service	10,467	221	11,200	236	11,760	248	12,348	260	12,965	273
Push Back (Tow Bar included) Wide Body	per service	19,189	404	20,533	433	21,559	454	22,637	477	23,769	501
Tow Inter Stand - Narrow Body	Per Tow	15,264	322	16,333	344	17,149	361	18,007	379	18,907	398
Tow Inter Stand - Wide Body	Per Tow	24,423	515	26,132	551	27,439	578	28,811	607	30,252	638
Wing Walkers	per turnaround	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Toilet service	per service	6,542	138	7,000	148	7,350	155	7,717	163	8,103	171
Water service	per service	5,670	119	6,066	128	6,370	134	6,688	141	7,023	148
Passenger/Terminal Side and Manpower related.											
Unaccompanied minor handling	per child	2,364	50	2,529	53	2,656	56	2,789	59	2,928	62
Wheel Chair WCHR OR WCHS	per service	2,355	50	2,520	53	2,646	56	2,778	59	2,917	61
WCHC	per service	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
VIPs	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Transit w/o visa pax	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Deportees	per passenger	3,637	77	3,891	82	4,086	86	4,290	90	4,505	95
Floor Walkers/Welcome staff	per personnel/8hrs	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Manpower (White collar)	per personnel/8 hr.	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Manpower (Blue collar)	per personnel/8 hr.	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Excess Baggage % of Collection	per flight	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Val Handling	per std. sz. container	9,092	192	9,729	205	10,215	215	10,726	226	11,262	237
Ballast Bags Refill	Per refill - per Bag	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Interior cleaning (Transit) - Narrow Body	per service	12,211	257	13,066	275	13,720	289	14,405	304	15,126	319
Interior cleaning (Transit) - Wide Body	per service	21,806	460	23,332	492	24,499	516	25,724	542	27,010	569
Interior cleaning (Transit) - ATR & like	per service	7,065	149	7,560	159	7,938	167	8,335	176	8,751	184
Deep Cleaning - Narrow Body	per service	17,445	368	18,666	393	19,599	413	20,579	434	21,608	455
Deep Cleaning - Wide Body	per service	31,139	656	33,319	702	34,985	737	36,734	774	38,571	813
Deep Cleaning - ATR & like	per service	10,031	211	10,733	226	11,270	238	11,833	249	12,425	262
Flight Deck cleaning	per service	4,361	92	4,666	98	4,900	103	5,145	108	5,402	114
Waste Disposal		1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Arrange non-scheduled Crew Hotel accommodation	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
Arrange for non-scheduled Crew Transportation	per service	1,308	28	1,400	30	1,470	31	1,543	33	1,621	34
C.I.Q. assistance / Direct crew thru airport facilities	per arr or dep clearance	2,617	55	2,800	59	2,940	62	3,087	65	3,241	68
Cargo Supervision services	per flight	6,530	138	6,987	147	7,336	155	7,703	162	8,088	170
Cargo Supervision services	Per flight	10,012	211	10,713	226	11,249	237	11,811	249	12,402	261
Live Animal Handling	per AVI	1,273	27	1,362	29	1,430	30	1,502	32	1,577	33
LD3	per day	523	11	560	12	588	12	617	13	648	14
LD11	per day	1,221	26	1,307	28	1,372	29	1,441	30	1,513	32
Stacking of Pallets	per stack per day	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Miscellaneous services											
Valet Service		1,818	38	1,946	41	2,043	43	2,145	45	2,252	47
Baggage Trolley	per two hour	523	11	560	12	588	12	617	13	648	14
Container Dollies	per two hour	436	9	467	10	490	10	514	11	540	11
Pallet Dollies	per two hour	611	13	653	14	686	14	720	15	756	16
Diesel / Battery Tractor	per hour	3,838	81	4,107	87	4,312	91	4,527	95	4,754	100
Ramp Car	per hour	1,744	37	1,867	39	1,960	41	2,058	43	2,161	46
Luxury Vehicle		-	3,500	-	3,745	-	3,932	-	4,129	-	4,335
Standard Vehicle for NSOP		-	1,100	-	1,177	-	1,236	-	1,298	-	1,363
Trip Charges above second vehicle		-	3,500	-	3,745	-	3,932	-	4,129	-	4,335
Drop from Airport (City Side)		-	3,000	-	3,210	-	3,371	-	3,539	-	3,716



GSEC Bird Airport Services Private Limited
Chowdhary Charan Singh International Airport, Lucknow

Form 15:

S.No.	Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
		Tariff Year 1	Tariff Year 2	Tariff Year 3	Tariff Year 4	Tariff Year 5
1	Yield per unit	82,863	85,179	92,185	97,154	102,278
	Actual WPI during the year					
2	Actual Maximum Allowed Yield per unit	100,193	107,778	117,629	128,381	140,115
	Security Operating cost correction term	-	-	-	-	-
	Other Mandated Operating cost correction term	-	-	-	-	-
	Statutory cost Operating correction term	-	-	-	-	-
	Forecast Error Correction term	-	-	-	-	-
	Recovery Error Correction term	-	-	-	-	-
3	Actual Yield per unit	82,863	85,179	92,185	97,154	102,278
	Revenues subject to yield cap	103,910,123	138,302,058	152,671,627	164,119,326	176,229,719
	Volumes	1,254	1,624	1,656	1,689	1,723
	Over recovery of allowed yield - Error correction					

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by AERA. Therefore, it is left blank since first actual year yet to complete.



GSEC Bird Airport Services Private Limited
Chowdhury Charan Singh International Airport, Lucknow
Form 16 : Performance Report for the Tariff Years

Particulars	2021-22	2022-23	2023-24	2024-25	2025-26
Total Revenue from Regulated Services (1)	10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719
Total Revenue from Services other than Regulated Services (2)	-	-	-	-	-
Operating Expenditure (3)	9,11,07,396	11,47,90,972	12,59,38,928	13,64,80,099	14,78,06,555
Depreciation (4)	80,20,833	94,50,000	1,01,50,000	1,08,50,000	1,15,50,000
Total Expenditure (3) +(4) = (5)	9,91,28,229	12,42,40,972	13,60,88,928	14,73,30,099	15,93,56,555
Regulated Operating Profit (1) + (2) - (5)= (6)	47,81,893	1,40,61,085	1,65,82,699	1,67,89,227	1,68,73,164
Capital Expenditure (7)	-	12,50,00,000	13,50,00,000	14,50,00,000	15,50,00,000
Opening RAB (8)	12,50,00,000	1,00,00,000	1,00,00,000	1,00,00,000	1,00,00,000
Disposals/ Transfers/Depreciation/Adjustment(9)	-	-	-	-	-
Closing RAB (8) +(7) -(9) = (10)	12,50,00,000	13,50,00,000	14,50,00,000	15,50,00,000	16,50,00,000
Average RAB (8) + (10)/2 = (11)	6,25,00,000	13,00,00,000	14,00,00,000	15,00,00,000	16,00,00,000
Return on Average RAB (6)/(11)	7.65%	10.82%	11.84%	11.19%	10.55%
Total Volume (Cargo /Fuel throughput/ATM) (12)	1,254	1,624	1,656	1,689	1,723
Actual Yield per unit (12/1)	82,863	85,179	92,185	97,154	1,02,278

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by



GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
Form 17: Revenue from regulated services recovered during the Tariff Year

Regulated Revenue	Actuals for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order	2021-22	2022-23	2023-24	2024-25	2025-26
- Revenue	The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.		10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719
- Service Charges							
Total revenue from regulated services	-	-	10,39,10,123	13,83,02,058	15,26,71,627	16,41,19,326	17,62,29,719

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by AERA. Therefore, it is left blank intentionally.



[Handwritten signature]

[Handwritten signature]

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
Form 18 : Revenue from services other than Regulated Services recovered during the Tariff Year

Revenue other than Regulated Services	Actuals for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order	2021-22	2022-23	2023-24	2024-25	2025-26
Interest Income			Nil	Nil	Nil	Nil	Nil
Liabilities / Provisions Written Back	The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.						
Miscellaneous Income							
Bad Debt Recovered (net)							
Foreign Exchange Fluctuation (net)							
Profit on Sale of Fixed Assets							
Total Revenue from Services other than Regulated Services	-	-	-	-	-	-	-

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by AERA. Therefore, it is left blank intentionally.



GSEC Bird Airport Services Private Limited

Chowdhury Charan Singh International Airport, Lucknow

Form 19 :

Operating Expenditure incurred during the Tariff Year

Operating Expenses	2021-22	2022-23	2023-24	2024-25	2025-26
- Payroll Expenses	3,69,60,000	4,14,90,617	4,57,06,064	5,03,49,800	5,54,65,340
- Administrative and General cost	1,95,36,859	2,77,59,738	3,00,81,376	3,22,44,502	3,45,22,299
- Utilities and outsourcing Costs	-	-	-	-	-
- Concession Fees	3,11,73,037	4,14,90,617	4,58,01,488	4,92,35,798	5,28,68,916
- Repair & Maintenance Costs	34,37,500	40,50,000	43,50,000	46,50,000	49,50,000
Total Operating Expenditure	9,11,07,396	11,47,90,972	12,59,38,928	13,64,80,099	14,78,06,555

Note :

The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.



A handwritten signature in blue ink, appearing to be a stylized name.

A handwritten signature in black ink, appearing to be a stylized name.

GSEC Bird Airport Services Private Limited
 Chowdhury Charan Singh International Airport, Lucknow
 Form F 20 P&L Reconciliation Statement for the Tariff Year

S.No.	Particulars	Forecast as per the Multi Year Tariff Order	Forecast as per the Multi Year Tariff Order	2021-22	2022-23	2023-24	2024-25	2025-26
1	Revenue							
	- Revenue from Regulated Services							
	- Revenue from Services other than Regulated Services							
2	Operating Expenditure							
	- Payroll Expenses							
	- Administrative and General cost							
	- Utilities and outsourcing Costs							
	- Concession Fees							
	- Repair & Maintenance Costs							
		The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.						
3	Profit before Depreciation , Interest and Taxation							
	Depreciation and Amortisation							
4	Profit before Interest and Taxation (PBIT)							
	Total Interest and Finance Charges							
5	Profit/Loss before tax							
	Provisions for Taxation							
6	Profit/ Loss after taxation							
7	Balance Carried to Balance Sheet							
	- Adjustments to reconcile as per statutory accounts							
8	Operating profit as per statutory accounts	-	-					

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by AERA. Therefore, it is left blank intentionally.



[Handwritten signature]

[Handwritten signature]

GSEC Bird Airport Services Private Limited
 Chowdhary Charan Singh International Airport, Lucknow
From F21 : RAB Reconciliation Statement (ref: Section AI.9 of Appendix I)

S.N.	Particulars	Actuals for the Tariff Year under consideration
1	Net Fixed Asset as per the statutory accounts	<p>The Project at Lucknow station has started from 1st May 2021. Hence, no historical information exists.</p>
	Difference between net fixed assets and RAB	
	Difference Between depreciation in statutory accounts and allowed regulatory depreciation	
	Intercompany transfers	
	Revaluations in statutory accounts	
	Reconciliation adjustment # 1	
	Reconciliation adjustment # 2	
	
2	Closing RAB	

Note: We understand that this Form is to be submitted annually post implementation of the Tariffs approved by AERA. Therefore, it is left blank intentionally.

