



**IN THE MATTER OF  
DETERMINATION OF TARIFF FOR GROUND HANDLING SERVICES FOR  
AIR INDIA SATS AIRPORT SERVICES PRIVATE LIMITED (AISATS) AT  
THIRUVANANTHAPURAM INTERNATIONAL AIRPORT, THIRUVANANTHAPURAM  
FOR THE THIRD CONTROL PERIOD  
(FY 2021-22 TO FY 2025-26)**

**Date of Issue: 21/04/2022**

AERA Building  
Administrative Complex  
Safdarjung Airport  
New Delhi – 110003

## **STAKEHOLDERS' COMMENTS**

The Authority is aware of the fact that the Aviation Sector is recovering after undergoing unprecedented turbulence & uncertainty on account of the COVID 19 PANDEMIC around the world. The pandemic had resulted in restrictions on air travel, both domestic and international. Now, with the decline in Covid cases and after easing of restrictions relating to air travel (w.e.f. 28.03.2022), the aircraft traffic has started improving. 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 AISATS. Accordingly, the Authority's proposals on the various aspects of the Tariff determination process have been explained in detail in this Consultation Paper.

As per the provisions of Section 13(4) of the AERA Act, the written comments on Consultation Paper No. 01/2022-23 dated 21/04/2022 are invited from the Stakeholders, preferably in electronic form, at the following address:

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<b>Last Date for Submission of Stakeholders' Comments</b>	<b>11/05/2022</b>
<b>Last Date for Submission of Counter Comments</b>	<b>19/05/2022</b>

Comments will be posted on AERA's website: [www.aera.gov.in](http://www.aera.gov.in)

For any clarification/information, Director (P&S, Tariff) may be contacted at  
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**List of Abbreviations:**

AERA / Authority	Airports Economic Regulatory Authority of India
AISATS	Air India SATS Airport Services Private Limited
ATM	Air Traffic Movement
ATP	Annual Tariff Proposal
CAPEX	Capital Expenditure
COD	Commercial Operation Date
CGF	Cargo, Ground Handling & Fuel Throughput
EBITDA	Earnings Before Interest, Tax, Depreciation and Amortisation
INR / ₹	Indian Rupees
ISP	Independent Service Provider
LoI	Letter of Intent
MYTP	Multi-Year Tariff Proposal
OPEX	Operating Expenditure
O&M	Operation and Maintenance
PAT	Profit After Tax
P&L	Profit & Loss
SGHA	Standard Ground Handling Agreement
TIAL	TRV (Kerala) International Airport Limited
YoY	Year on Year

## **CHAPTER 1: INTRODUCTION**

- 1.1. M/s. Air India SATS Airport Services Private Limited (AISATS) is a company incorporated in India on 20<sup>th</sup> April 2010 with a mandate to provide ground support services at various Airports. AISATS provides ground handling services at the Bengaluru, Hyderabad, Delhi, Mangaluru (Karnataka), and Thiruvananthapuram (Kerala) airports and cargo handling services at the Bengaluru airport. It serves over 40 international and five Indian airline customers, including Air India, Emirates, Malaysia Airlines, Singapore Airlines, Air Vistara and Thai Airways.
- 1.2. The shareholding structure of the AISATS is tabulated as below:

**Table-1: Summary of Shareholding Structure of AISATS:**

<b>Name of Shareholder</b>	<b>Equity Holding (%)</b>
M/s Air India Limited	50.00
M/s SATS Limited*	50.00
<b>Total</b>	<b>100.00</b>

\*Singapore Airport Terminal Services Limited

- 1.3. AISATS was granted a non-exclusive License by TRV (Kerala) International Airport Limited (TIAL) vide letter dated 2.11.2021 for provision of Ground Handling Services at the Thiruvananthapuram International Airport from COD till 31.03.2022. AISATS' aforesaid license for Ground Handling Services has been further extended for a period of three months i.e. up to 30.06.2022 by TIAL vide their letter dated 31.03.2022.
- 1.4. The Authority notes that in accordance with Section 3(8) of Airports Authority of India Ground Handling Regulations, 2018, AISATS in its capacity as Joint Venture Company of Air-India is permitted to continue as a Ground Handling Service Provider at Thiruvananthapuram International airport, even after the expiry of current extended license period i.e. 30.06.2022, for a period of 36 months from the date AISATS ceased to be a Joint Venture of a Public Sector Undertaking (Air India).
- 1.5. Bureau of Civil Aviation Security has granted security clearance to AISATS on 15.01.2021, which shall be valid for a period of five years from the date of issue of security clearance or the period of validity of contract with the airport operator, whichever is earlier.
- 1.6. As per the provisions of the AERA (CGF) Guidelines 2011, AISATS had submitted the Multi-Year Tariff Proposal ('MYTP') on 25.11.2021 for determination of Tariff for providing Ground Handling Services at Thiruvananthapuram International Airport for the Third Control Period (FY 2021-22 to FY 2025-26).
- 1.7. After initial scrutiny of the MYTP/ ATP submissions of AISATS, various discrepancies/errors, were observed, over which clarifications were sought from AISATS from time to time. After regular follow-up and several meetings/ discussions, AISATS has submitted the revised MYTP/ ATP on 10<sup>th</sup> March, 2022.

## **CHAPTER 2: PRINCIPLES FOR DETERMINATION OF AERONAUTICAL TARIFF**

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. Accordingly, the Authority issued the Airports Economic Regulatory Authority of India (Terms and Conditions for Determination of Tariff for Services provided for Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft) Guidelines, 2011 (“the Guidelines”).

### **2.2. MATERIALITY ASSESSMENT:**

In accordance with the above Guidelines and Directions, the following procedure is adopted for the determination of the Materiality Index of Regulated Service:

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

$$\begin{aligned}\text{The Materiality Index for Thiruvananthapuram Airport} &= 14812/431853 \\ &= 3.43\%\end{aligned}$$

The percentage share of Thiruvananthapuram International Airport for FY 2019-20 in respect of the International Aircraft Movements is 3.43%, which is less than 5% Materiality Index (MI<sub>G</sub>) for the subject service. Hence, the Regulated Service is deemed to be ‘**Not Material**’ for the Third Control Period.

- 2.3. The Authority notes that as of now, apart from AISATS, there is no other Ground Handling Service provider at Thiruvananthapuram International Airport.
- 2.4. AISATS has submitted copies of Standard Ground Handling Agreements with Gulf Air, Saudi Arabian Airlines and Qatar Airways.
- 2.5. As per clause 11.2 of the AERA (CGF) Guidelines 2011, the Annual Tariff Proposal (ATP) is required to be submitted in the manner and form provided in AI 8.2 of Appendix-I to the Guidelines and should be supported by the following:
- a) Form B and Form 14 (b) (Proposed Tariff Card);
  - b) Evidence of Consultation with Stakeholders;
  - c) Evidence of User Agreement(s) indicating the tariff proposal by the Service Provider and agreed to by the Users.
- 2.6. The Authority notes that AISATS has submitted the documents as stated in para 2.5 above, except the minutes of the Stakeholders’ Consultation Meeting, as the Consultation Meeting is yet to be conducted by AISATS. The Authority, therefore, advises AISATS to conduct Stakeholders’ Consultation meeting at the earliest in compliance with the AERA (CGF) Guidelines, 2011.

### **Authority’s Proposal regarding Methodology of Tariff Determination of AISATS:**

- 2.7. Based on the material before it and its analysis, the Authority proposes to consider the Tariff determination exercise of AISATS for providing Ground Handling Services at Thiruvananthapuram International Airport under the “**Light Touch Approach**” for the Third Control Period, as the regulated service is deemed ‘**Not Material**’.

### **CHAPTER 3: TRAFFIC VOLUME (FLIGHTS TO BE HANDLED)**

#### **AISATS's Submission on Projected Traffic (Flights to be Handled) for the Third Control Period as a part of MYTP**

3.1. Actual Air Traffic (nos. of landings) handled by Thiruvananthapuram Airport and percentage of flights handled by AISATS (out of total number of landings) during FY 2019-20 (pre-Covid year) and FY 2020-21 are given below:

**Table 2: Air Traffic handled at Thiruvananthapuram Airport and number of flights handled by AISATS during FY 2019-20 & FY 2020-21**

Year	Total number of landings			Actual number of landings (flights) handled by AISATS			Percentage (%) of Flights handled by AISATS		
	Domestic	Inter-national	Total	Domestic	Inter-national	Total	Domestic	Inter-national	Total
2019-20	7,015	7,406	14,421	2,417	5,325	7,742	34%	72%	54%
2020-21	2,556	2,101	4,657	757	1,990	2,747	30%	95%	59%

3.2. Projected Traffic (flights to be handled) for the Third Control Period (FY 2021-22 to FY 2025-26) submitted by AISATS is given below in Table 3.

**Table 3: Projected Traffic (Flights to be handled) submitted by AISATS for the Third Control Period**

Year	Flights to be handled for the Third Control Period		Total (no. of Landings)	As a % of actual Flights handled by AISATS during FY 2019-20		
	Domestic (no. of Landings)	International (no. of Landings)		Domestic	International	Total
2019-20	2,417	5325	7742	-	-	-
2021-22	1,250	3,600	4850	52%	68%	63%
2022-23	1,750	4,680	6430	72%	88%	83%
2023-24	1,926	5,148	7074	80%	97%	91%
2024-25	2,118	5,663	7781	88%	106%	101%
2025-26	2,330	6,229	8559	96%	117%	111%
<b>TOTAL (FY 2021-22 to 2025-26)</b>	<b>9,374</b>	<b>25,320</b>	<b>34,694</b>			

#### **Authority's Examination and Analysis:**

3.3. The Authority notes that out of total landings at Thiruvananthapuram Airport, AISATS handled 34% Domestic flights, 72% International flights and overall, 54% flights during FY 2019-20. The ISP handled 30% Domestic flights, 95% International flights and a total of 59% flights during FY 2020-21. The ground handling of rest of the flights during FY 2019-20 & FY 2020-21 were done by the concerned Airlines themselves.

3.4. The Authority notes that at present AISATS is the only Ground Handling Service Provider at Thiruvananthapuram International Airport. However, Airport Operator TRV(Kerala) International Airport Limited (TIAL) has issued a letter of award dated 30<sup>th</sup> March, 2022 in favour of GSEC Bird Airport Services Private Limited for provision ground handling services at Thiruvananthapuram International Airport and new Service Provider is expected to start operations shortly.



On enquiry regarding entry of second ground handling agency at Thiruvananthapuram Airport, the AISATS vide email dated 13<sup>th</sup> April, 2022 confirmed that Traffic projected (Flights to be handled) for the Third Control Period has already factored-in likely increase in market competition following the entry of second player.

- 3.5. The Authority observes that COVID-19 had severely impacted the business in Civil Aviation Sector, including Ground Handling Service Providers. However, the Authority notes that after decline in Covid cases, the Aircraft Traffic has started improving.
- 3.6. The Authority notes that the total Air Traffic (Domestic and International) during April, 2021 to February, 2022 for the Thiruvananthapuram International Airport has reached nearly 51% of the corresponding pre-Covid period of FY 2019-20.
- 3.7. The Authority observes that the increase in Air Traffic (flights to be handled) for the Third Control Period has been proposed by AISATS considering gradual recovery from Covid-19 pandemic. As per AISATS projection, Air Traffic (Flights to be handled) is likely to exceed pre-Covid levels (FY 2019-20) in FY 2024-25.
- 3.8. The Authority, mindful of the adverse impact of pandemic situation on Civil Aviation Sector and considering other relevant aspects, proposes to consider Traffic projections (flights to be handled) as submitted by AISATS for the Third Control Period as per Table 3 above.

**Authority's Proposal regarding Traffic Volume for the Third Control Period:**

- 3.9. Based on the material before it and its analysis, the Authority proposes to consider the Traffic Volume (Flights to be handled) by AISATS for the Third Control Period as per Table 3.

## **CHAPTER 4: CAPITAL EXPENDITURE**

### **AISATS's Submission on Capital Expenditure for the Third Control Period as a part of MYTP**

4.1. As per the revised MYTP, AISATS has projected a total Capital Expenditure (CAPEX) of ₹918 lakhs for the procurement of various assets during the Third Control Period (FY 2021-22 to FY 2025-26). The year-wise and asset-wise CAPEX projected by AISATS is given as below:

**Table 4: Projected Capital Expenditure submitted by AISATS for the Third Control Period**

(₹ in Lakhs)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Toilet Cart		-	75.00 (Qty 3)	-	75.00 (Qty 3)	<b>150.00</b>
Computer Peripherals & Software	10.00 (Qty 20)	5.00 (Qty 10)	20.00 (Qty 40)	20.00 (Qty 40)	20.00 (Qty 40)	<b>75.00</b>
Electric / Diesel Baggage Tractors		60.00 (Qty 3)	-	60.00 (Qty 3)	-	<b>120.00</b>
Pallet Dolley		48.00 (Qty 30)	-	48.00 (Qty 30)	-	<b>96.00</b>
Air Starter Unit		-	142.50 (Qty 1)	-	142.50 (Qty 1)	<b>285.00</b>
Baggage Trolleys Big (covered)		36.00 (Qty 30)	-	36.00 (Qty 30)	-	<b>72.00</b>
Furniture & Fixture		40.00	20.00	40.00	20.00	<b>120.00</b>
<b>Total</b>	<b>10.00</b>	<b>189.00</b>	<b>257.50</b>	<b>204.00</b>	<b>257.50</b>	<b>918.00</b>

### **Authority's Examination and Analysis:**

4.2. The Authority notes that for FY 2021-22, AISATS has proposed a CAPEX of ₹ 10 Lakhs and has projected major portion of their CAPEX during last three Tariff Years of the Control Period. AISATS, on query related to projected CAPEX for FY 2021-22, has informed that they have incurred a CAPEX of ₹ 9.50 lakhs during FY 2021-22.

4.3. The Authority feels that the projected low level of CAPEX in first year of the Control Period is appropriate, as the FY 2021-22 was adversely affected by Covid pandemic and has low Traffic Volume (63% of pre-Covid level in FY 2019-20).

4.4. The AISATS, in its submission stated that the capital expenditure projected for the Control Period is towards replacement of Assets taken on lease.

4.5. The Authority, based on its examination, observes that AISATS has proposed only necessary CAPEX for the assets which are essential for the smooth conduct of business operations. The Authority, therefore, proposes to consider the CAPEX for the Third Control Period as per Table-3 above.

### **Authority's Proposal regarding CAPEX for the Third Control Period:**

4.6. Based on the material before it and its analysis, the Authority proposes to consider the CAPEX for the Third Control Period as per Table-4.

## CHAPTER 5: OPERATING EXPENDITURE AND PROFITABILITY

### AISATS's submission on Operating Expenditure for the Third Control Period as a part of MYTP

5.1. As provided in Clause 9.4 of the Guidelines mentioned in Direction No. 04/2010-11, the Operation and Maintenance (O&M) Expenditure shall include all expenditures incurred by the Service Provider(s) including expenditure incurred on security operating costs, other mandated operating costs and statutory operating costs.

5.2. Operation and Maintenance Expenditure submitted by AISATS has been segregated into the following categories:

- a) Payroll Costs;
- b) Admin and General Expenses
- c) Concession Fees;
- d) Repair and Maintenance.

5.3. As per the MYTP submitted by AISATS, Revenue, Operating Expenditures (OPEX) and Profitability projected by AISATS for the Third Control Period (FY 2021-22 to FY 2025-26) are as under:

**Table 5: Projected Revenue, Operating Expenditure and Profitability submitted by AISATS for the Third Control Period.**

(₹ in lakhs)							
Particulars	FY 2020-21 (Actual)	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total (FY 21-22 to 25-26)
<b>Revenue</b>							
i. Revenues from Regulated Services	1740.02	3,050.00	3,200.00	3,392.00	3,561.60	3,739.68	16,943.28
ii. Revenues from other than Regulated Services	109.89	113.19	116.58	120.08	123.68	127.39	600.93
<b>Total Revenue (i+ii = A)</b>	<b>1849.91</b>	<b>3,163.19</b>	<b>3,316.58</b>	<b>3,512.08</b>	<b>3,685.28</b>	<b>3,867.07</b>	<b>17,544.21</b>
<b>Operating Expenditure</b>							
i. Payroll Cost	1898.42	1,723.81	1,810.00	1,918.60	1,995.35	2,065.18	9,512.95
ii. Administrative and General Expenses	508.22	410.16	417.08	424.32	431.87	439.76	2,123.20
iii. Concession Fees	308.38	610.00	640.00	685.00	725.45	765.49	3,425.94
iv. Repairs and Maintenance cost	30.99	31.93	32.88	33.87	34.89	35.93	169.50
<b>Total OPEX (i+ii+iii+iv = B)</b>	<b>2746.01</b>	<b>2,775.90</b>	<b>2,899.97</b>	<b>3,061.79</b>	<b>3,187.56</b>	<b>3,306.37</b>	<b>15,231.59</b>
Earnings before Interest, Tax, Depreciation and Amortisation (EBITDA) (A-B)	(896.10)	387.29	416.61	450.29	497.73	560.71	2,312.62
Depreciation and Amortization	355.54	356.19	381.84	411.25	449.92	496.32	2,095.53
<b>Earnings before Interest and Taxation (EBIT)</b>	<b>(1251.63)</b>	<b>31.09</b>	<b>34.78</b>	<b>39.04</b>	<b>47.81</b>	<b>64.38</b>	<b>217.09</b>
Total interest and Financing Charges	6.80	6.26	6.88	6.61	6.34	6.09	32.18
<b>Profit Before Tax</b>	<b>(1258.43)</b>	<b>24.84</b>	<b>27.89</b>	<b>32.43</b>	<b>41.46</b>	<b>58.29</b>	<b>184.92</b>
Provision for Taxation*	-	-	-	-	-	-	-
<b>Profit After Taxation</b>	<b>(1258.43)</b>	<b>24.84</b>	<b>27.89</b>	<b>32.43</b>	<b>41.46</b>	<b>58.29</b>	<b>184.92</b>
<b>Profit Margin (PAT to Total Revenue)</b>	<b>-68.03%</b>	<b>0.79%</b>	<b>0.84%</b>	<b>0.92%</b>	<b>1.13%</b>	<b>1.51%</b>	<b>1.05%</b>

\*Nil Tax Liability due to accumulated loss of FY 2020-21.

### **Authority's Examination and Analysis:**

5.4. The Authority has examined the Operating Expenditure provided in Form F3 (P&L) of the MYTP for the Third Control Period and observes following % increase and CAGR as per Table-5 below:

**Table 6: Percentage (%) increase in the Operation & Maintenance Expenditure projected by the AISATS for the Third Control Period**

Particulars	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	CAGR of 5 Years
Payroll cost	5%	6%	4%	3%	5%
Administrative and General Expenditure	2%	2%	2%	2%	2%
Concession Fees	5%	7%	6%	6%	6%
Repair and Maintenance cost	3%	3%	3%	3%	3%

5.5. **Payroll Cost:** The Authority notes that the projected payroll cost for FY 2021-22 (₹ 1723.81 Lakhs) is lower by 9% over the actual payroll cost for FY 2020-21 (₹ 1898.42 Lakhs). AISATS, from FY 2022-23 onwards has projected YoY increase of 3% to 6% in payroll expenses, which seems to be reasonable considering the projected increase in Traffic Volume and impact of annual salary increments etc.

5.6. **Administrative & General Expenditure:** The Authority notes that the Administrative & General Expenditure projected for FY 2021-22 (₹ 410.16 lakhs) is lower by 19% as compared to actual expenses of FY 2020-21 (₹ 508.22 lakhs). AISATS has projected a nominal increase of 2% YoY basis from FY 2022-23 onwards.

5.7. **Concession Fee:** AISATS submitted that they have to share percentage of their Gross Revenue with Airport Operator in accordance with the Concession Agreement executed between the ISP and the Airport Operator.

5.8. **Repairs and Maintenance Expenses:** The Authority notes that AISATS has projected an increase of 3% YoY on Repairs and Maintenance Expenses from FY 2022-23 onwards. Considering that the ISP is required to undertake day to day maintenance of the assets and keep the equipment in operational state so as to provide better services to the Users, the expenditure projected under the Repairs and Maintenance seem reasonable.

5.9. The Authority notes that as per the AISATS projections for the Third Control Period in respect of Traffic Volume, CAPEX, Revenue and OPEX, the ISP is likely to earn profit throughout the Control Period as indicated in profitability statement (Table-4) given above.

5.10. The Authority, based on its examination, proposes to consider the OPEX for the Third Control Period as per Table-4 above.

### **Authority's Proposals regarding Operation and Maintenance Expenses for the Third Control Period:**

5.11. Based on the material before it and its analysis, the Authority proposes to consider OPEX for the Third Control Period as per Table-5.

## CHAPTER 6: ANNUAL TARIFF PROPOSAL

### AISATS Submissions on Annual Tariff Proposal for the Third Control Period as a part of MYTP

6.1 AISATS has submitted a Tariff proposal for Ground Handling Services in respect of Scheduled Operations at Thiruvananthapuram International Airport for the Third Control Period (FY 2021-22 to FY 2025-26) as given in the table below:

**Table 7: Proposed Tariff Rates for Scheduled Flights submitted by AISATS for the Third Control Period**

(Rates in ₹)

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2021-22							
		Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Compre-hensive	Passenger	Ramp	Compre-hensive		
1	CODE B	7,235	13,436	20,670	37,378	69,417	106,795	NA	NA
2	CODE C	11,298	20,983	32,281	62,478	116,031	178,509	141,787	189,155
3	CODE D	22,217	41,260	63,477	85,463	158,716	244,179	193,685	453,510
4	CODE E	38,182	70,909	109,091	139,554	259,171	398,725	228,135	453,510

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2022-23							
		Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Compre-hensive	Passenger	Ramp	Compre-hensive		
1	CODE B	7,596	14,108	21,704	39,247	72,888	112,135	NA	NA
2	CODE C	11,863	22,032	33,895	65,602	121,832	187,434	148,876	198,613
3	CODE D	23,328	43,323	66,651	89,736	166,652	256,388	203,369	476,186
4	CODE E	40,091	74,455	114,546	146,531	272,130	418,661	239,542	476,186

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2023-24							
		Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Compre-hensive	Passenger	Ramp	Compre-hensive		
1	CODE B	7,976	14,813	22,789	41,209	76,532	117,741	NA	NA
2	CODE C	12,457	23,134	35,590	68,882	127,924	196,806	156,320	208,543
3	CODE D	24,494	45,489	69,983	94,222	174,985	269,207	213,538	499,995

4	CODE E	42,096	78,177	120,273	153,858	285,736	439,594	251,519	499,995
Sr. No.	Aircraft Types	<b>Maximum Rates for Tariff Year FY 2024-25</b>							
		<b>Scheduled Aircraft</b>							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Compre- hensive	Passenger	Ramp	Compre- hensive		
1	CODE B	8,375	15,553	23,928	43,270	80,359	123,629	NA	NA
2	CODE C	13,079	24,290	37,369	72,326	134,320	206,646	164,136	218,971
3	CODE D	25,719	47,764	73,483	98,934	183,734	282,668	224,215	524,995
4	CODE E	44,200	82,086	126,286	161,551	300,023	461,574	264,095	524,995

Sr. No.	Aircraft Types	<b>Maximum Rates for Tariff Year FY 2025-26</b>							
		<b>Scheduled Aircraft</b>							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Compre- hensive	Passenger	Ramp	Compre- hensive		
1	CODE B	8,794	16,331	25,125	45,434	84,377	129,810	NA	NA
2	CODE C	13,733	25,505	39,238	75,943	141,036	216,979	172,343	229,919
3	CODE D	27,005	50,152	77,157	103,880	192,921	296,801	235,425	551,244
4	CODE E	46,410	86,191	132,601	169,629	315,024	484,653	277,300	551,244

**Notes:**

- 1) To achieve the projected ARR only maximum ground handling rates have been suggested for Airlines as user agreements will be entered into with each Airline based on the IATA AHM 810 STANDARD GROUND HANDLING AGREEMENT 1998 or 2004 or 2008 or 2013 (SGHA).
- 2) The rates with each Airline will be negotiated based on services required from SGHA service items (usage of equipment and manpower), flight frequency, service level agreement, credit period and liability and indemnity requirement.
- 3) These rates may be revised, where external economic/financial factors warrant a review. However, any change, will be in consultation with the relevant authorities (AERA) and related stakeholders.
- 4) All charges mentioned above exclude taxes which will be charged at the prevailing rates.
- 5) Exchange rate used for contracts signed in USD: 1 USD = 75 INR.

**Table 8: Percentage (%) increase in Tariff for different categories of Scheduled Flights for the Third Control Period.**

Particulars	FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
<b>Domestic Passenger Flights</b>												
CODE B	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE C	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE D	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE E	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
<b>International Passenger Flights</b>												
CODE B	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE C	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE D	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE E	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
<b>Domestic Cargo Flights</b>												
CODE B	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE C	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE D	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE E	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
<b>International Cargo Flights</b>												
CODE B	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE C	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE D	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
CODE E	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%

6.2 AISATS also submitted a separate Tariff Rate Card for Non-Scheduled Operation(s) as per the table given below: -

**Table 9: Proposed Tariff Rates for Non-Scheduled Flights submitted by AISATS for the Third Control Period**

(Rates in ₹)

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2021-22							
		Non-Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
1	CODE B	12,299	22,840	35,139	63,543	118,009	181,552	NA	NA
2	CODE C	19,207	35,671	54,878	106,213	197,252	303,465	241,038	321,564
3	CODE D	37,769	70,142	107,911	145,286	269,818	415,104	329,265	770,967
4	CODE E	64,909	120,546	185,455	237,242	440,591	677,833	387,830	770,967

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2022-23							
		Non-Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
1	CODE B	12,914	23,983	36,897	66,721	123,910	190,630	NA	NA
2	CODE C	20,168	37,454	57,622	111,523	207,115	318,638	253,089	337,642
3	CODE D	39,657	73,650	113,307	152,551	283,309	435,860	345,727	809,516
4	CODE E	68,155	126,573	194,728	249,103	462,621	711,724	407,221	809,516

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2023-24							
		Non-Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
1	CODE B	13,560	25,182	38,742	70,056	130,105	200,161	NA	NA
2	CODE C	21,176	39,327	60,503	117,100	217,471	334,570	265,744	354,524
3	CODE D	41,640	77,332	118,972	160,179	297,474	457,653	363,014	849,992
4	CODE E	71,563	132,902	204,465	261,559	485,752	747,310	427,582	849,992

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2024-25							
		Non-Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
1	CODE B	14,238	26,441	40,679	73,559	136,610	210,169	NA	NA
2	CODE C	22,235	41,293	63,528	122,954	228,344	351,298	279,031	372,250
3	CODE D	43,722	81,199	124,921	168,187	312,348	480,535	381,164	892,492
4	CODE E	75,141	139,547	214,688	274,636	510,039	784,675	448,962	892,492

Sr. No.	Aircraft Types	Maximum Rates for Tariff Year FY 2025-26							
		Non-Scheduled Aircraft							
		Passenger						Freighter	
	(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
		Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
1	CODE B	14,950	27,763	42,713	77,237	143,440	220,677	NA	NA
2	CODE C	23,346	43,358	66,704	129,102	239,761	368,863	292,982	390,863



3	CODE D	45,908	85,259	131,167	176,597	327,965	504,562	400,223	937,116
4	CODE E	78,898	146,524	225,422	288,368	535,541	823,909	471,410	937,116

**Notes:**

- 1) *To achieve the projected ARR only maximum ground handling rates have been suggested for Airlines as user agreements will be entered into with each Airline based on the IATA AHM 810 STANDARD GROUND HANDLING AGREEMENT 1998 or 2004 or 2008 or 2013 (SGHA).*
- 2) *The rates with each Airline will be negotiated based on services required from SGHA service items (usage of equipment and manpower), flight frequency, service level agreement, credit period and liability and indemnity requirement.*
- 3) *These rates may be revised, where external economic / financial factors warrant a review. However, any change, will be in consultation with the relevant authorities (AERA) and related stakeholders.*
- 4) *All charges mentioned above exclude taxes which will be charged at the prevailing rates.*
- 5) *Exchange rate used for contracts signed in USD: 1 USD = 75 INR*

**Authority's Examination and Analysis:**

- 6.3 The Authority notes that for Schedule Flights, the ISP has proposed 5% YoY increase in Tariff Rates from FY 2022-23 onwards as compared to Tariff Rates of preceding FY. (Table 8).
- 6.4 The Authority also notes that AISATS has proposed a separate Tariff Rate card for Non-Scheduled Flights with 5% YoY increase in Tariff Rates from FY 2022-23 onwards, as compared to Tariff Rates of preceding FY (Table 9).
- 6.5 The Authority sought clarification regarding proposed higher Tariff Rates for Non-Scheduled Flights in comparison to charges for Scheduled Operations, the AISATS gave the following justifications/ reasons for higher Tariff for Non-Scheduled Flights:
  - a) extra resources deployed;
  - b) overtime paid to employees due to odd schedules; and
  - c) resources either borrowed/rented from outside as the current resources are occupied in handling.
- 6.6 The Authority is of the view that the Tariff for Domestic Non-Scheduled and General Aviation Operations should not be more than the Tariff of relevant Domestic Scheduled Flights for a similar class of Aircraft(s). However, the Authority proposes to consider the separate Tariff in case of International Non-Scheduled & General Aviation Operations as per Annexure-II.
- 6.7 The Authority proposes that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and the rate as on the 15<sup>th</sup> of the month will be applicable for the second fortnight.
- 6.8 Further, AISATS should ensure compliance with Standardization of Ground Handling Equipment at Major Airports, in accordance with the directives issued by the Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.

**Authority's Proposals regarding Tariff for the Third Control Period:**

Based on the material before it and its analysis, the Authority proposes the following about Tariff structure and Annual Tariff Proposal for the Third Control Period:

- 6.9 The Authority proposes to consider the Tariff Rate card for Scheduled Flights as submitted by AISATS for the Third Control Period (Annexure I).
- 6.10 The Authority proposes that the Tariff for Domestic Non-Scheduled and General Aviation Operations should not be more than the Tariff of relevant Domestic Scheduled Flights for a similar class of Aircraft(s).
- 6.11 The Authority proposes to consider the separate Tariff for International Non-Scheduled Flights as submitted by AISATS for Third Control Period (Annexure-II).
- 6.12 The Authority proposes that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and the rate as on the 15<sup>th</sup> of the month will be applicable for the second fortnight.
- 6.13 The Authority also proposes that the Tariff Rates proposed as per Annexure I & Annexure II shall be the maximum Tariff to be charged. No other charge is to be levied over and above the proposed Tariff Rates.

## **CHAPTER 7: SUMMARY OF AUTHORITY'S PROPOSALS**

The below-mentioned summary provides the Authority's proposals relating to relevant chapters regarding the Tariff determination of AISATS providing Ground Handling Services at Thiruvananthapuram International Airport for Stakeholders' Consultation purpose:

<b>Chapter</b>	<b>Para</b>	<b>Summary of Authority's Proposals</b>	<b>Page No.</b>
<b>Chapter No.2</b>	<b>2.7</b>	The Authority proposes to consider the Tariff determination exercise of AISATS for providing Ground Handling Services at Thiruvananthapuram International Airport under the " <b>Light Touch Approach</b> " for the Third Control Period, as the Regulated Service is ' <b>Not Material</b> '.	<b>7</b>
<b>Chapter No. 3</b>	<b>3.9</b>	The Authority proposes to consider the Traffic Volume (Flights to be handled) by AISATS for the Third Control Period as per Table-3.	<b>9</b>
<b>Chapter No. 4</b>	<b>4.6</b>	The Authority proposes to consider the CAPEX for the Third Control Period as per Table-4.	<b>10</b>
<b>Chapter No. 5</b>	<b>5.11</b>	The Authority proposes to consider the OPEX for the Third Control Period as per Table-5.	<b>12</b>
<b>Chapter No. 6</b>	<b>6.9</b>	The Authority proposes to consider the Tariff Rate card for Scheduled Flights as submitted by AISATS for the Third Control Period (Annexure I).	<b>18</b>
	<b>6.10</b>	The Authority proposes that the Tariff for Domestic Non-Scheduled and General Aviation Operations should not be more than the Tariff of relevant Domestic Scheduled Flights for a similar class of Aircraft(s).	
	<b>6.11</b>	The Authority proposes to consider the separate Tariff for International Non-Scheduled Flights as submitted by AISATS for Third Control Period (Annexure-II).	
	<b>6.12</b>	The Authority proposes that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and the rate as on the 15th of the month will be applicable for the second fortnight.	
	<b>6.13</b>	The Authority also proposes that the Tariff Rates proposed as per Annexure I & Annexure II shall be the maximum Tariff to be charged. No other charge is to be levied over and above the proposed Tariff Rates.	

## **CHAPTER 8: STAKEHOLDER CONSULTATION**

- 8.1 In accordance with the provisions of Section 13(4) of the AERA Act, the proposals 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 annexures are enclosed to the consultation paper (Annexures I & II).
- 8.2 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 hereto and by making such decision fully documented and explained in the tariff order in terms of the provisions of the Act.
- 8.3 The Authority welcomes written evidence-based feedback, comments and suggestions from stakeholders on the proposal made in Chapter 7 above, latest by **11/05/2022**.

**Secretary,  
Airports Economic Regulatory Authority of India,  
AERA Building, Administrative Complex,  
Safdarjung Airport, New Delhi -110003  
Tel: 011-24695044-47, Fax: 011-24695048**

**(Chairperson)**

**ANNEXURE I**

**PROPOSED TARIFF RATE CARD FOR AISATS, THIRUVANANATHAPURAM  
IN RESPECT OF DOMESTIC\* & INTERNATIONAL SCHEDULED FLIGHTS  
FOR THE THIRD CONTROL PERIOD (FY 2021-22 to FY 2025-26)**

(Rates in ₹)

Aircraft Types	Maximum Rates for Tariff Year FY 2022-23							
	Schedule Aircraft							
	Passenger						Freighter	
(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
	Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
CODE B	7,596	14,108	21,704	39,247	72,888	112,135	NA	NA
CODE C	11,863	22,032	33,895	65,602	121,832	187,434	148,876	198,613
CODE D	23,328	43,323	66,651	89,736	166,652	256,388	203,369	476,186
CODE E	40,091	74,455	114,546	146,531	272,130	418,661	239,542	476,186
Aircraft Types	Maximum Rates for Tariff Year FY 2023-24							
	Schedule Aircraft							
	Passenger						Freighter	
(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
	Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
CODE B	7,976	14,813	22,789	41,209	76,532	117,741	NA	NA
CODE C	12,457	23,134	35,590	68,882	127,924	196,806	156,320	208,543
CODE D	24,494	45,489	69,983	94,222	174,985	269,207	213,538	499,995
CODE E	42,096	78,177	120,273	153,858	285,736	439,594	251,519	499,995
Aircraft Types	Maximum Rates for Tariff Year FY 2024-25							
	Schedule Aircraft							
	Passenger						Freighter	
(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
	Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
CODE B	8,375	15,553	23,928	43,270	80,359	123,629	NA	NA
CODE C	13,079	24,290	37,369	72,326	134,320	206,646	164,136	218,971
CODE D	25,719	47,764	73,483	98,934	183,734	282,668	224,215	524,995
CODE E	44,200	82,086	126,286	161,551	300,023	461,574	264,095	524,995

Aircraft Types	Maximum Rates for Tariff Year FY 2025-26							
	Schedule Aircraft							
	Passenger						Freighter	
(ICAO Code)	Domestic Flight			International Flight			Domestic Flight	International Flight
	Passenger	Ramp	Comprehensive	Passenger	Ramp	Comprehensive		
CODE B	8,794	16,331	25,125	45,434	84,377	129,810	NA	NA
CODE C	13,733	25,505	39,238	75,943	141,036	216,979	172,343	229,919
CODE D	27,005	50,152	77,157	103,880	192,921	296,801	235,425	551,244
CODE E	46,410	86,191	132,601	169,629	315,024	484,653	277,300	551,244

*\* Tariff for Domestic Scheduled Flights is also applicable to Domestic Non-Scheduled Flights*

**Notes:**

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

**PROPOSED TARIFF RATE CARD FOR AISATS THIRUVANANTHAPURAM  
IN RESPECT OF INTERNATIONAL NON-SCHEDULED FLIGHTS  
FOR THE THIRD CONTROL PERIOD (FY 2021-22 to FY 2025-26)**

(Rates in ₹)

Aircraft Types	Maximum Rates for Tariff Year FY 2022-23			
	Non-Scheduled Aircraft			
	Passenger			Freighter
(ICAO Code)	International Flight			International Flight
	Passenger	Ramp	Comprehensive	
CODE B	66,721	123,910	190,630	NA
CODE C	111,523	207,115	318,638	337,642
CODE D	152,551	283,309	435,860	809,516
CODE E	249,103	462,621	711,724	809,516
Aircraft Types	Maximum Rates for Tariff Year FY 2023-24			
	Non-Scheduled Aircraft			
	Passenger			Freighter
(ICAO Code)	International Flight			International Flight
	Passenger	Ramp	Comprehensive	
CODE B	70,056	130,105	200,161	NA
CODE C	117,100	217,471	334,570	354,524
CODE D	160,179	297,474	457,653	849,992
CODE E	261,559	485,752	747,310	849,992
Aircraft Types	Maximum Rates for Tariff Year FY 2024-25			
	Non-Scheduled Aircraft			
	Passenger			Freighter
(ICAO Code)	International Flight			International Flight
	Passenger	Ramp	Comprehensive	
CODE B	73,559	136,610	210,169	NA
CODE C	122,954	228,344	351,298	372,250
CODE D	168,187	312,348	480,535	892,492
CODE E	274,636	510,039	784,675	892,492

Aircraft Types	Maximum Rates for Tariff Year FY 2025-26			
	Non-Scheduled Aircraft			
	Passenger			Freighter
(ICAO Code)	International Flight			International Flight
	Passenger	Ramp	Comprehensive	
CODE B	77,237	143,440	220,677	NA
CODE C	129,102	239,761	368,863	390,863
CODE D	176,597	327,965	504,562	937,116
CODE E	288,368	535,541	823,909	937,116

**Notes:**

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



**Form F3:Historical and Projected Profit and Loss Account**

S.N.	Particulars	FY 2020-21 Actuals	FY 2021-22 Tariff Year 1	FY 2022-23 Tariff Year 2	FY 2023-24 Tariff Year 3	FY 2024-25 Tariff Year 4	FY 2025-26 Tariff Year 5
1	Revenue						
	Revenues from regulated services	17,40,02,480	30,50,00,000	32,00,00,000	33,92,00,000	35,61,60,000	37,39,68,000
	Revenues from other than regulated services	1,09,89,107	1,13,18,780	1,16,58,343	1,20,08,094	1,23,68,336	1,27,39,387
2	Operating expenditure	18,49,91,587	31,63,18,780	33,16,58,343	35,12,08,094	36,85,28,336	38,67,07,387
	Payroll cost	18,98,41,604	17,23,81,203	18,10,00,263	19,18,60,279	19,95,34,690	20,65,18,404
	Administrative and General	5,08,21,665	4,10,16,315	4,17,08,240	4,24,31,694	4,31,87,408	4,39,76,138
	Concession fees	3,08,38,130	6,10,00,000	6,40,00,000	6,85,00,000	7,25,45,000	7,65,49,050
	Repair and Maintenance cost	30,99,596	31,92,584	32,88,361	33,87,012	34,88,622	35,93,281
3	Earnings before depreciation , interest and taxation (EBITD)	(8,96,09,408)	3,87,28,679	4,16,61,479	4,50,29,109	4,97,72,617	5,60,70,514
	Depreciation and amortization	3,55,53,860	3,56,19,233	3,81,83,918	4,11,25,440	4,49,92,106	4,96,32,379
4	Earnings before interest and taxation (EBIT)	(12,51,63,268)	31,09,446	34,77,562	39,03,669	47,80,510	64,38,135
	Total interest and finance charges	6,80,017	6,25,616	6,88,177	6,60,650	6,34,224	6,08,855
5	Profit / loss before tax	(12,58,43,286)	24,83,830	27,89,384	32,43,019	41,46,286	58,29,280
	Provision for taxation	(4,39,74,678)	8,67,950	9,74,722	11,33,241	14,48,878	20,36,983
6	Profit / loss after taxation	(8,18,68,608)	16,15,881	18,14,662	21,09,778	26,97,408	37,92,296
7	Balance carried to balance sheet	(8,18,68,608)	16,15,881	18,14,662	21,09,778	26,97,408	37,92,296

## Form F10 (a) - Capital Projects

S.N.	Project Type	FY 2021-22 Tariff Year 1	FY 2022-23 Tariff Year 2	FY 2023-24 Tariff Year 3	FY 2024-25 Tariff Year 4	FY 2025-26 Tariff Year 5
1	Toilet Cart			75,00,000		75,00,000
2	Computer Peripherals & Software	10,00,000	5,00,000	20,00,000	20,00,000	20,00,000
3	Electric / Diesel Baggage Tractors		60,00,000		60,00,000	
4	Pallet Dolley		48,00,000		48,00,000	
5	Air Starter Unit			1,42,50,000		1,42,50,000
6	Baggage Trolleys Big (covered)		36,00,000		36,00,000	
7	Furniture & Fixture		40,00,000	20,00,000	40,00,000	20,00,000
	<b>Total</b>	<b>10,00,000</b>	<b>1,89,00,000</b>	<b>2,57,50,000</b>	<b>2,04,00,000</b>	<b>2,57,50,000</b>

## Form F9 - Formats for Forecast and Actual Roll-Forward RAB

S.N.	Asset Name	FY 2020-21 Actuals	FY 2021-22 Tariff Year 1	FY 2022-23 Tariff Year 2	FY 2023-24 Tariff Year 3	FY 2024-25 Tariff Year 4	FY 2025-26 Tariff Year 5
<b>A</b>	<b>Opening RAB</b>						
1	Computers	2,17,130	44,002	5,37,540	3,64,412	10,24,618	10,18,156
2	Furniture and fitting	33,73,753	24,19,287	14,57,279	36,95,271	35,33,262	45,71,254
3	Building	51,98,059	32,64,059	13,30,059	-	-	-
4	Vehicle	16,56,338	10,38,212	4,20,085	-	-	-
5	Plant and machinery	21,38,34,373	18,49,90,066	15,54,61,588	13,79,33,110	12,41,29,633	10,05,76,155
<b>B</b>	<b>Additions</b>						
1	Computers	-	10,00,000	5,00,000	20,00,000	20,00,000	20,00,000
2	Furniture and fitting	7,542	-	40,00,000	20,00,000	40,00,000	20,00,000
3	Building	-	-	-	-	-	-
4	Vehicle	-	-	-	-	-	-
5	Plant and machinery	6,84,170	-	1,44,00,000	2,17,50,000	1,44,00,000	2,17,50,000
<b>C</b>	<b>Disposals</b>						
1	Computers	-	-	-	-	-	-
2	Furniture and fitting	-	-	-	-	-	-
3	Building	-	-	-	-	-	-
4	Vehicle	-	-	-	-	-	-
5	Plant and machinery	-	-	-	-	-	-
<b>D</b>	<b>Depreciation</b>						
1	Computers	1,73,128	5,06,461	6,73,128	13,39,795	20,06,461	26,73,128
2	Furniture and fitting	9,62,008	9,62,008	17,62,008	21,62,008	29,62,008	33,62,008
3	Building	19,34,000	19,34,000	13,30,059	-	-	-
4	Vehicle	6,18,127	6,18,127	4,20,085	-	-	-
5	Plant and machinery	2,95,28,478	2,95,28,478	3,19,28,478	3,55,53,478	3,79,53,478	4,15,78,478
<b>E</b>	<b>Closing RAB</b>						
1	Computers	44,002	5,37,540	3,64,412	10,24,618	10,18,156	3,45,028
2	Furniture and fitting	24,19,287	14,57,279	36,95,271	35,33,262	45,71,254	32,09,246
3	Building	32,64,059	13,30,059	-	-	-	-
4	Vehicle	10,38,212	4,20,085	-	-	-	-
5	Plant and machinery	18,49,90,066	15,54,61,588	13,79,33,110	12,41,29,633	10,05,76,155	8,07,47,677

**Right of Use Asset**

S.N.	Asset Name	FY 2020-21 Actuals	FY 2021-22 Tariff Year 1	FY 2022-23 Tariff Year 2	FY 2023-24 Tariff Year 3	FY 2024-25 Tariff Year 4	FY 2025-26 Tariff Year 5
<b>A</b>	<b>Opening RAB</b>						
1	Premises	49,63,039	26,24,919	9,56,880	61,59,083	40,88,924	20,18,765
<b>B</b>	<b>Additions</b>						
1	Premises		4,02,120	72,72,362	-	-	-
<b>C</b>	<b>Disposals</b>						
1	Premises	-	-	-	-	-	-
<b>D</b>	<b>Depreciation</b>						
1	Premises	23,38,120	20,70,159	20,70,159	20,70,159	20,70,159	20,18,765
<b>E</b>	<b>Closing RAB</b>						
1	Premises	26,24,919	9,56,880	61,59,083	40,88,924	20,18,765	(0)

## Form F11 ( c ) - Administrative and General Expenditure

S.N.	Particulars	FY 2020-21 Actuals	FY 2021-22 Tariff Year 1	FY 2022-23 Tariff Year 2	FY 2023-24 Tariff Year 3	FY 2024-25 Tariff Year 4	FY 2025-26 Tariff Year 5
1	Asset Usage Charges	1,04,57,559	1,07,71,285	1,05,55,860	1,03,44,743	1,01,37,848	99,35,091
2	Communication expenses	4,83,431	4,97,934	5,12,872	5,28,258	5,44,106	5,60,429
3	Consumption of stores and spare parts	33,40,097	34,40,300	35,43,509	36,49,814	37,59,308	38,72,088
4	Freight and transportation charges	1,64,370	1,69,302	1,74,381	1,79,612	1,85,000	1,90,550
5	Legal and professional expenses	2,92,760	3,01,543	3,10,589	3,19,907	3,29,504	3,39,389
6	Miscellaneous expenses	2,14,76,718	1,07,91,019	1,11,14,750	1,14,48,192	1,17,91,638	1,21,45,387
7	Power and fuel	61,27,194	63,11,010	65,00,340	66,95,350	68,96,211	71,03,097
8	Rent	83,23,954	85,73,673	88,30,883	90,95,809	93,68,683	96,49,744
9	Sales promotion expenses	17,588	18,116	18,659	19,219	19,795	20,389
10	Travelling and conveyance	1,37,995	1,42,134	1,46,398	1,50,790	1,55,314	1,59,973
	<b>Total</b>	<b>5,08,21,665</b>	<b>4,10,16,315</b>	<b>4,17,08,240</b>	<b>4,24,31,694</b>	<b>4,31,87,408</b>	<b>4,39,76,138</b>

**Form F12(b & c)-Projected Aircraft Movements**

Year	Domestic (Landing)			International (Landing)		
	Optimistic	Most Likely	Conservative	Optimistic	Most Likely	Conservative
2021-2022	1,375	1,250	1,125	3,960	3,600	3,240
2022-2023	1,925	1,750	1,575	5,148	4,680	4,212
2023-2024	2,118	1,926	1,733	5,663	5,148	4,633
2024-2025	2,330	2,118	1,906	6,229	5,663	5,097
2025-2026	2,563	2,330	2,097	6,852	6,229	5,606