



Airports Economic Regulatory Authority of India

**In the matter of Determination of Aeronautical Tariffs in respect of
Indira Gandhi International Airport, Delhi with respect to Base Airport
Charges,
for the Second Control Period (01.04.2014 to 31.03.2019)**

29th May, 2018

**AERA Building
Administrative Complex
Safdarjung Airport
New Delhi – 110 003**

Contents

1. Brief Facts	3
2. DIAL's Proposal	4
3. Authority's Examination.....	5
4. Authority's Proposal	11
5. Stakeholders' Consultation Timeline.....	13

1. Brief Facts

- 1.1 The Airport economic regulatory Authority of India issued the tariff order for Delhi airport for the first control period (2009-2014) on 24.04.2012. DIAL, the airport operator then took up some of the contentious issues in the tariff order on appeal with the appellate tribunal (AERAAT). The appeal was pending when AERA started the process of tariff determination for the second control period. DIAL then moved the Delhi High Court and obtained an order to the effect that tariff for the second control period should not be given effect to unless the issues on appeal for the first control period are settled by the Appellate Tribunal. The Hon'ble High Court had also indicated a time frame for the constitution of the appellate tribunal and the disposal of the issues taken on appeal by DIAL by the appellate tribunal.
- 1.2 Since the process of tariff determination was not stayed by the Hon'ble High Court, the Authority in exercise of its powers under section 13(1)(a) of the AERA Act, 2008 decided on the tariff proposal for the second control period and issued Order No. 40/2015-16 dated 8th December 2015 for Determination of Aeronautical Tariff in respect of the Indira Gandhi Airport, Delhi for the Period (01.04.2014 – 31.03.2019). However, the Authority had noted that the Hon'ble High Court had permitted DIAL to charge the applicable tariff for the first control period till AERAAT decides on the appeal filed by DIAL and therefore did not implement the order no 40/2015-16 as the matter was sub-judice.
- 1.3 Subsequently, the Hon'ble Supreme Court of India in its order dated 3rd July 2017 directed the implementation of AERA's order no 40/2015-16 dated 8th December 2015 with immediate effect. The Authority's order was implemented by DIAL vide AIC No.13/2017 dated 07.07.2017.

2. DIAL's Proposal

- 2.1 DIAL vide its letter no. DIAL/2017-18/Regulatory/1263 dated 14th December, 2017 then approached the Authority with the contention that the aeronautical charges fixed by the Authority for the second control period have fallen below the “Base Airport Charges” stipulated in the SSA and proposed that as per Clause 2 of Schedule 6 of the SSA read with Schedule 8, DIAL is entitled to collect Base Airport Charges (BAC) plus permitted nominal increase of 10% thereon (**BAC+10%**) in case the aeronautical charges determined by AERA pursuant to Schedule 1 of SSA falls below BAC plus 10% in any year during the entire period of concession. Accordingly, DIAL has requested to maintain the aeronautical charges equivalent to BAC +10% for the remaining period of second control period and at any time during the remaining concession period. The letter is attached as **Annexure 1**. DIAL also has produced a copy of the letter dated 02.02.2009 from MoCA permitting DIAL to charge 10% over and above BAC in accordance with Schedule 6 of the SSA. A copy of this letter may be seen in **Annexure 2**.
- 2.2 DIAL vide its letter dated 25th April 2018 has also requested that the implementation of the Base Airport Charges has to be given effect to from 7th July 2017, When the tariff order for the second control period was given effect to as per the orders of the Hon'ble Supreme Court.

3. Authority's Examination

- 3.1 The Authority has examined the proposal of DIAL regarding the applicability of the Base Airport Charges at the Delhi Airport. In terms of section 13(1)(a) of the AERA Act, 2008, the authority is required to determine the tariff for aeronautical services, inter-alia taking into account the concession awarded by the Central Government.
- 3.2 The Authority while determining the tariff for DIAL has recognized the importance of the SSA signed by the Central Government which accordingly has to be considered under section 13(1)(a) (vi) of the AERA Act, 2008. The Hon'ble Appellate Tribunal, TDSAT has also emphasized that the contractual obligations of the parties should be honoured, unless there is a clear conflict between the agreement and the statute.
- 3.3 The relevant provisions of the schedule 6 of the SSA are reproduced below:
1. *"Aeronautical Charges, for the purpose of this Agreement, shall be determined in the manner as set out hereunder:*
 - (a) *The existing AAI airport charges (as set out in Schedule 8 appended hereto) ("**Base Airport Charges**") will continue for a period of two (2) years from the Effective Date and in the event the JVC duly completes and commissions the Mandatory Capital Projects required to be completed during the first two (2) years from the Effective Date, a nominal increase of ten (10) percent over the Base Airport Charges shall be allowed for the purposes of calculating Aeronautical Charges for the duration of the third (3rd) Year after the Effective Date ("**Incentive**"). It is hereby expressly clarified that in the event JVC does not complete and commission, by the end of the second (2nd) year from the Effective Date, the Mandatory Capital Projects required to be completed and commissioned, the Incentive shall not be available to the JVC for purposes of calculating Aeronautical Charges for the third (3rd) year after the Effective Date.*

(b) From the commencement of the fourth (4th) year after the Effective Date and for every year thereafter for the remainder of the Term, Economic Regulatory Authority / GOI (as the case may be) will set the Aeronautical Charges in accordance with Clause 3.1.1 read with Schedule 1 appended to this Agreement, subject always to the condition that, at the least, a permitted nominal increase of ten (10) percent of the Base Airport Charges will be available to the JVC for the purposes of calculating Aeronautical Charges in any year after the commencement of the fourth year and for the remainder of the Term.”

- 3.4 Schedule 1 of the SSA contains the principles to be followed in tariff determination and the methodology for calculating the tariff for a control period. Clause 3.1.2 of the agreement stipulates that aeronautical charges for any year during the term shall be calculated in accordance with Schedule 6. It is DIAL's contention that Clause 2 in Schedule 6 suggests that at any time during the concession period, aeronautical charges calculated as per Schedule 1 of the SSA should not fall below the Base Airport Charges +10% of BAC.
- 3.5 DIAL had all along contended that the 10% increase over BAC should be made every year. In the first control period order, there was a discussion on this issue and the Authority had rejected this contention. However, no definite finding on the applicability of the provision in Schedule 6 was made since AERA considered it to be only of academic interest at that point of time when the aeronautical charges were being increased way above the base airport charges in the first control period. This was also a matter which DIAL had taken on appeal to the Tribunal.
- 3.6 DIAL had not asked for fixing the tariff at BAC+10% since the appeal was pending and therefore AERA did not consider it while issuing the tariff order for the second control period. In the recent order the Hon'ble Tribunal has upheld the manner in which AERA had dealt with the claim of DIAL in the first control period order.

3.7 The Hon'ble TDSAT in its order dated 23rd April 2018 in the matter of "AERA Appeal No.10 of 2012" has ruled as follows:

"Similarly, the reasons for not accepting the request for yearly 10% increase on Air Base Charges do not suffer from any error so as to require interference. The provisions in the SSA have been carefully kept under consideration for turning down such demand after elaborate discussion in paragraph 25 and its various sub-paragraphs leading to Decision No.28."

3.8 A comparison of Base Rate+ 10% and the tariff fixed by AERA for the 2nd control period vide Order no. 40/2015-16 dated 08.12.2015 is given below:

Base Airport Charges+10%			Rates fixed by AERA for the 2 nd control period effective from 01.01.2016.		
Landing Charges			Landing Charges		
Weight of Aircraft	Domestic Flights	International Flights	Weight of Aircraft	Domestic Flights	International Flights
≤ 21 MT	INR 113.3/ MT	Not Applicable	Upto 100 MT	170.80/ MT	227.70/ MT
≤ 100 MT	INR 187.88/ MT	INR 250.47/ MT	Above 100 MT	17080+229.50	22770+306
>100 MT	INR 18788+ INR 252.45/ MT in excess of 100 MT	INR 25047+ INR 336.6/MT in excess of 100 MT			
Housing Charges			Housing Charges		
Weight of Aircraft	Housing charges	Parking charges	Weight of Aircraft	Housing charges	Parking charges
≤ 100 MT	INR 8.14 MT	Half of housing charges	Upto 100 MT	7.40	7.40
>100MT	INR 814+ INR 10.78 MT in excess of 100 MT		Above 100 MT	740+9.80	740+9.80

X-Ray Baggage Charges					
Domestic Flight	International Flight				
≤ 25 seats: INR 110	For turnaround flights for aircraft 747, DC-10 and Tristar-US\$ 209.55				
26-50 seats: INR 220					
51-100 seats: INR 495					
101-200 seats: INR 770	For transit flights-US\$ 149.33				
≥ 201 seats: INR 880					
Passenger Service Fee (PSF)					
Domestic	International				
INR 207 per embarking passenger in respect of tickets issued against INR tariffs (Rs. 130 for Security and Rs. 77 for Facilitation).	US\$ 5.18 per passenger in respect of tickets issued against dollar tariffs.				
			User Development Fee		
				Domestic Rate	International Rate
			For ticket issued in INR	10	45
			For tickets issued in \$	0.20	0.90
			Cute Counter Charges		
			Charges per departing flight		
			International		Domestic
			INR 1500		INR 500
			Fuel Throughput Charges		
			Charges per KL of fuel		
			INR 688.17		

3.9 The Authority has hence examined the issue of the applicability of the minimum tariff to be fixed at Base Airport Charges +10% only. It needs to be first established that the BAC + 10% is higher than the tariff fixed by AERA in the 2nd control period. A comparison of the BAC with the current tariff structure reveals the following;

- 1) In the BAC, there is no UDF but there is a provision for levy of Passenger Service Fees of Rs 200 per embarking passenger for tickets purchased in Rupees and \$5 per embarking passenger for tickets purchased in foreign currency. The security component of Rs 130/\$3.25 out of the PSF needs to be set apart to meet security expenditure as per Government guidelines. A 10% increase over BAC would entitle DIAL to collect Rs 77 and \$1.93 from each embarking passenger for Facilitation.
- 2) In the BAC there is a provision for collection of x-ray charges based on the seating capacity of the aircraft. The x-ray charges are now taken into account in UDF and do not form a part of the tariff structure now. However, as the BAC as per schedule 8 of SSA specify x-ray charge, the Authority proposes to implement the same and withdraw UDF not included in BAC schedule.
- 3) BAC has no provision for Fuel Throughput Charges (FTC) since at that point of time it was not considered a part of aeronautical charges. However airports used to collect FTC from the oil companies at mutually agreed rates. DIAL vide letter dated 22.05.2018 has proposed to collect FTC at the rate of Rs 500 per kl which was the rate prevalent prior to the levy of tariff as per AERA's first control period tariff order. The letter is attached as **Annexure-3**. The component of FTC was not mentioned in the BAC schedule as it was deemed as non-aeronautical revenue but AERA in its philosophy and guidelines has decided FTC to be aeronautical revenue as per AERA Act. Accordingly, AERA proposes to continue with the FTC as was being levied by DIAL before 01.04.2009.

4) AERA had fixed certain cute counter charges in the second control period tariff order. This does not find a place in the BAC and therefore it is proposed not to levy this charge.

3.10 The Authority has compared the ARR that should accrue to DIAL based on the 2nd control period tariff with the ARR that would accrue to DIAL as per BAC+ 10%. The details of the calculations are given in **Annexure 4**. It may be seen that the ARR calculated at BAC+10% is higher than the ARR worked out at the current aeronautical charges. As per clause 2 of schedule 6 of SSA the aeronautical charges at any point after fourth year of concession period should not be less than BAC+10%. So whenever the expected revenue by applying BAC is more in any year than ARR calculated under price cap mechanism, still the BAC has to be levied by the operator.

3.11 The Authority is aware that DIAL has recovered much more than what is due to it in the first and second control periods upto July, 2017. In the absence of the audited figures for 2017-18, it is estimated that the amount of over recovery by DIAL would be of the order of approximately Rs. 5200 Crores taking into consideration the net present values. This amount will need to be trued up and deducted from the ARR for the third control period and if it is not possible the recovery will have to be made from the ARR for the fourth control period. This is an independent exercise which will have to carried out in any case.

4. Authority's Proposal

- 4.1 The Authority has taken note of the submission of DIAL. The Concession granted to DIAL and more specifically Schedule 6 of the SSA has granted a contractual right of maintaining a permitted 10% increase of the BAC during any year of the concession term. In terms of Section 13(1)(a) of the AERA act the Authority has to consider the concession offered in determination of tariff.
- 4.2 Accordingly the Authority proposes the following:
- 4.2.1 DIAL is entitled to maintain minimum aeronautical charges equivalent to BAC+10% of BAC in any year during the term of the concession in terms of its concession. It is proposed that DIAL be allowed to consider the charges as provided in the Schedule 8 of the SSA plus a one-time increase of 10% as the minimum aeronautical charges.
- 4.2.2 The date on which minimum charges of BAC+10% of BAC shall be made available to DIAL will be worked out later while truing up the figures. For the present the Authority proposes to allow DIAL the aeronautical charges equivalent to BAC+10% from **1st July, 2018 to 31st March 2019.**
- 4.2.3 The component of FTC was not mentioned in the BAC schedule as it was deemed as non-aeronautical revenue then but AERA in its philosophy and guidelines has decided FTC to be aeronautical revenue as per AERA Act. Accordingly, AERA proposes to continue with the FTC at Rs. 500 per KL as was being levied by DIAL before 01.04.2009.
- 4.2.4 The Authority proposes to consider the shortfall if any, in applicable tariff and the minimum tariff for the period 01.04.2014 to 30th June 2018, in the PSF (FC) / UDF while determining the tariff for next control period. The proposed rate card is attached herewith as **Annexure 5.**

- 4.2.5 The excess amount required by DIAL during the 2nd control period will be calculated separately and adjusted during determination of tariff for the third control period (01.04.2019-31.03.2024).

5. Stakeholders' Consultation Timeline

- 5.1 In accordance with the provisions of Section 13(4) of the AERA Act 2008, the proposal contained in the para 4 above read with the Authority's analysis, 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 (Annexure - 1 to 5). 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 terms of the provisions of the Act.
- 5.2 The Authority welcomes written evidence based feedback, comments and suggestions from stakeholders on the proposals made in above, latest by **15.06.2018** at the following address.

Secretary

Airports Economic Regulatory Authority of India AERA Building,

Administrative Complex, Safdarjung Airport,

New Delhi -110003

Tel: 011-24695043, Fax: 011-24695039

Email: puja.jindal@nic.in

(S. Machendranathan)
Chairperson



Delhi International Airport Limited
(Formerly known as Delhi International Airport (P) Limited)



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Date : 14th December'2017
Letter No: DIAL/2017-18/Regulatory/1263

To,

The Secretary,
Airports Economic Regulatory Authority of India
AERA Building, Administrative Complex,
Safdarjung Airport, New Delhi – 110 003

Subject: Base Airport Charges

Reference: Letter no DIAL/2014-15/Fin-Acc/8033 dtd 10th Dec, 2015
Letter no DIAL/2014-15/Fin-Acc/6476 dtd. 10th April, 2015
Letter no DIAL/AERA/2009-10/1665 dtd. 1st Dec, 2009

Dear Sir,

The Hon'ble Supreme Court in its Order dated 3rd July'2017 *inter alia* directed implementation of AERA's Order No. 40/2015-16 dated 8th December, 2015 ("**Tariff Order for Second Control Period**") with immediate effect.. Accordingly, the Tariff Order for Second Control Period was implemented on 7th-8th July'2017 midnight.

Pursuant to implementation of the Tariff Order for Second Control Period, the tariff / aeronautical charges at IGI Airport calculated in accordance with Schedule 6 have fallen below the "Base Airport Charges", as set out in Schedule 8 of the State Support Agreement ("SSA").

Clause 2 of Schedule 6 to the SSA read with Schedule 8, entitles DIAL to collect Base Airport Charges plus permitted nominal increase of 10% thereon ("**BAC plus 10%**") in case the aeronautical charges determined by AERA pursuant to Schedule 1 of SSA fall below BAC plus 10% level in any year. Clause 2 to Schedule 6 of SSA is extracted below:

"2. From the commencement of the fourth (4th) year after the Effective Date and for every year thereafter for the remainder of the Term, Economic Regulatory Authority / GOI (as the case may be) will set the Aeronautical Charges in accordance with Clause 3.1.1 read with Schedule 1 appended to this Agreement, subject always to the condition that, at the least, a permitted nominal increase of ten (10) percent of the Base Airport Charges will be available to the JVC for the purposes of calculating Aeronautical Charges in any year after the commencement of the fourth year and for the remainder of the Term."



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instagram.com/delhiairport



Thus, the assurance in the SSA is that the aeronautical charges will, at the least, be at BAC plus 10% every year.

In view of the aforesaid assurance in the SSA, and without prejudice to the Appeals filed by DIAL against AERA's Tariff Orders which are pending before the TDSAT, we request AERA to maintain the Aeronautical Charges equivalent to Base Airport Charge plus 10% thereof for the remaining duration of the Second Control Period and any time during the remaining concession period if the Aeronautical Charges determined by AERA falls below the BAC plus 10% level in any year.

In next few years Delhi Airport would reach its saturation point and DIAL would be implementing phase 2 expansions at Delhi airport. As the BAC with 10% increase is the minimum tariff available to DIAL as per the provisions of the SSA, we request the Authority to accord approval and permit collection as per the revised tariff card, attached as **Annexure-A**.

Yours faithfully,
For Delhi International Airport Ltd.


K Narayana Rao
Director

 
Encl: Annexure A

Annexure –A**Charges****Structure and Level****Landing Charges*****MAUW******Domestic Flights******International Flights***

≤21 MT

INR 113.30/MT

Not Applicable

≤100 MT

INR 187.90/MT

INR 250.50/MT

>100 MT

INR 18,790 + INR 252.50/MT
In excess of 100 MT

INR 25,050 + INR 336.60 MT in
excess of 100 MT

Minimum charges of INR 1,100 per landing, except in case of domestic aircraft with MAUW ≤ 21MT

25 per cent surcharge on landing charges for supersonic aircraft

5 per cent surcharge on international landings between 2301-2400 hours IST (peak hour)

5 per cent discount on international landings between 1301-1600 hours IST

The domestic leg of international routes of Indian operators is treated as domestic flights as far as airport charges are concerned

No landing charges for helicopters and aircraft with seating capacity ≤ 80 and operated by domestic scheduled operators and for helicopters of all types

Housing Charges***AUW******All flights (rate per hour)***

≤100 MT

INR 8.10/MT

>100 MT

INR 810 + INR 10.80 MT in excess of 100 MT

Parking Charges

When an aircraft is parked in the open, only half of the housing charges are levied. No parking charges are levied for the first 2 hours.

While calculating the free parking time, standard time of 15 minutes is added on account of time taken between touchdown and actual parking time on the parking stand. Another standard time of 15 minutes is added on account of taxiing time of aircraft from parking stand to take off point.

For calculating chargeable parking time, part of an hour shall be rounded off to the nearest hour

Charges shall be calculated on the basis of the nearest MT

Charges for each period parking shall be rounded off to the nearest Rupee

At in contact stands, after free parking hours, normal parking charges are levied for the first two hours. After this period, the charges are double the normal charges.

X-Ray Baggage Charges***Domestic Flights*****Registered baggage**

≤25 seats INR 110

26-50 seats INR 220

51-100 seats INR 495

101-200 seats: INR 770

≥ 201: INR 880

international Flights**Registered baggage**for turnaround flights for
aircraft 747, DC-10 and

Tristar – US\$ 209.55

For transit flights – US \$
149.33**Passenger Service Fee
(Facilitation
component)**

INR 77 per embarking passenger in respect of tickets issued against INR tariffs.
US\$ 1.93 per passenger in respects of tickets issued against dollar tariffs.

For conversion of US\$ to INR the rate as on the 1st day of the month for the
first fortnightly billing period and rate as on the 16th of the month for the
second fortnightly billing period shall be adopted.

Note: INR = Indian Rupees

F. No. AV.24011/003/2008-AD

Government of India
Ministry of Civil Aviation
AD Section

'B' Block, Rajiv Gandhi Bhavan,
Safdarjung Airport, New Delhi.
Dated. 02.02.2009.

To,
Shri Kiran Kumar Grandhi,
Managing Director,
Delhi International Airport Pvt. Ltd. Udaan Bhavan,
Terminal 1B, IGI Airport,
New Delhi.

Sub: Revision of Aeronautical Charges at IGI Airport, New Delhi.

Sir,

I am directed to refer to your letter no. DIAL/2008-09/SPG/2302 dated 8th December 2008 on the above-mentioned subject.

2. In accordance with Schedule 6 of State Support Agreement entered into between Government of India and Delhi International Airport Pvt. Ltd. dated 26th April 2006, competent authority has approved 10% increase in the following aeronautical charges at IGI Airport, New Delhi w. e. f. 16th February 2009:

- (i) Landing Charges,
- (ii) Parking Charges,
- (iii) Passenger Service Fee (Facilitation Component only),
- (iv) X-Ray Baggage Charges,
- (v) Housing Charges.

Yours faithfully,

(Oma Nand)
Under Secretary to the Govt. of India
Tele-24640214

Copy for information to:

- (i) The Chairman, Airports Authority of India, Safdarjung Airport, New Delhi.
- (ii) The DGCA, Opposite Safdarjung Airport, New Delhi.



DELHI INDIRA GANDHI
INTERNATIONAL AIRPORT

Delhi International Airport Limited
(Formerly known as Delhi International Airport (P) Limited)



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Letter no. **DIAL/2018-19/Regulatory/483**

Dated: 22nd May 2018

To,

The Chairman

Airport Economic Regulatory Authority,

New Delhi.

Sub: Base Airport Charges

Ref: Our Letter number DIAL/2017-18/Regulatory/1263 dated 14th December, 2017

Your Letter no: AERA 20010/DIAL/CP-II/2013-14/Vol-III dated 16th March 2018

Our letter number DIAL/2017-18/Regulatory/1723 dtd. 22nd March'2018

Our letter number DIAL/2017-18/Regulatory/267 dtd. 25th April'2018

Our letter number DIAL/2018-19/Regulatory/401 dtd. 7th May'2018

Dear Sir,

We write in continuation to our correspondences captioned above in the subject matter. In addition to the above letter we would like to further clarify as following:

1. DIAL has requested to re-instate the minimum charges of Base Airport Charges (BAC) plus 10% of BAC as per schedule 6 of the SSA. The above charges are equivalent to the applicable tariff as on 16.02.2009 where the tariff was increased by 10% of BAC, on schedule 8 rates. These charges, as per schedule 8 of SSA, include Landing, Parking, Housing, X-ray Baggage charges and PSF (FC) including the terms and conditions of charging the same mentioned therein.
2. The Ministry of Civil Aviation vide order dated 18.02.2014 has directed all airports that the PSF (SC) fund is only for expenditure on deployment of CISF and other security forces at the airport. Also the expenditure on capital costs / expenditure have been directed to reversed / reimbursed to PSF (SC) escrow account. The matter is sub-judice, however, DIAL has been incurring all capital expenditure and the entire maintenance of Security related assets and not from PSF (SC) since April 2014. Accordingly, we hereby request the Authority to allow DIAL to levy X-Ray Baggage charges once the charges as per Schedule 6 read with Schedule 8, i.e. BAC plus 10% of BAC replaces the charges mentioned in order no.40/2015-16.



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3. DIAL is also aware that once the charges as per schedule 6 read with Schedule 8 replaces the charges mentioned in order no 40/2015-16 wherein UDF would be replaced with the PSF (FC) and there won't be CUTE counter charges as per Schedule 8 of SSA.
4. It is also submitted that the Fuel Throughput Charges prevailing as on 16.02.2009 the date of accord of 10% increase by MoCA were Rs 500 per KL. In this regard we would like to submit to AERA that the AAI has been charging the Fuel Throughput charges in addition to the Airport charges / Base Airport Charges or Schedule 8 charges, even before the handing over of the airport to DIAL on 3rd May 2006. Subsequently, DIAL continued to charge the FTP from the take-over of airport initially on agreed rates with the oil companies from time to time and then as approved by AERA. It is clear from the above that the FTP is considered as a separate charge in addition to the charges given in schedule 8. We, therefore request the Authority to allow FTP of Rs.500 per KL prevailing as on 16.02.2009.

Yours faithfully,

For Delhi International Airport Ltd.


K. Narayan Rao,
Director

Annexure - 4

DIAL - Estimated revenue for financial year 2018-19 - (BAC+10% Vs Tariff as per order no 40/2015-16)

Particular		Tariff as per BAC+10%	Amount	Total Revenue (Rs/Cr)	Tariff as per order no 40/2015-16	Amount	Total Revenue (Rs/Cr)
Landing	International						
	Above 100 MT	336.6	251.46		355.25	265.38	
	Upto 100	250.5	44.31		264.35	46.76	
	Minimum		0.00			0.05	
	International GA						
	Above 100 MT	336.6	3.16		355.25	3.33	
	Upto 100	250.5	1.03		264.35	1.09	
	Minimum		0.05			0.46	
	Sub-Total		300.01			317.07	
	Domestic						
	Above 100 MT	252.5	34.20		266.43	36.09	
	Upto 100	187.9	209.15		198.29	220.71	
	Minimum		1.36			13.22	
	Domestic GA						
	Above 100 MT	252.5	0.57		266.43	0.61	
	Upto 100	187.9	0.54		198.29	0.57	
	Minimum		0.65			6.35	
	Total domestic		246.47				
	Less:Discount		36.97				
Landing	Sub-Total		209.50	509.51		277.54	594.61
Parking	International		16.75			17.68	
	International GA		1.84			2.12	
			18.59			19.80	
	Domestic		19.55			21.58	
	Domestic GA		1.35			5.76	
			20.90			27.34	
Parking	Sub-Total		39.48	39.48		47.14	47.14
UDF/PSF (FC)							
International	INR	77.00	32.49		45.00	18.99	
	USD	1.93	45.63		0.90	21.28	
			78.12			40.27	
Domestic	INR	77.00	166.25		10.00	21.59	
	USD	1.93	7.24		0.20	0.40	
UDF/PSF (FC)	Sub-Total		173.49	251.61		21.99	62.26
X-Ray charges	International		64.88				
	Domestic		13.92				
X-Ray charges	Sub-Total			78.80			
Cute Revenue	International				1,741.40	8.83	
	Domestic				580.47	9.55	
Cute	Sub-Total			-			18.38
Total				879.40			722.38
Fuel Throughput Charges (FTP)		500.00	141.10		688.17	194.20	
	Sub-Total			141.10		194.20	194.20
G.Total				1,020.50			916.58

Annexure 5 – Detailed Tariff Card as per the Authority to be applicable from – 01.07.2018.

I) LANDING CHARGES

Rate per landing - International Flight

Weight of the Aircraft	Rate Per Landing (In INR)
≤ 21 MT	Not Applicable
≤ 100 MT	INR 250.47/ MT
>100 MT	INR 25047+ INR 336.60/MT in excess of 100 MT

Rate per Landing - Domestic Flight

Weight of the Aircraft	Rate Per Landing (In INR)
≤ 21 MT	INR 113.30/ MT
≤ 100 MT	INR 187.88/ MT
>100 MT	INR 18788+ INR 252.45/ MT in excess of 100 MT

Note

1)	Minimum charges of INR 1,100 per landing, except in case of domestic aircraft with MAUW ≤ 21 MT
2)	25 per cent surcharge on landing charges for supersonic aircraft
3)	5 per cent surcharge on International landings between 2301-2400 hours IST (peak hour)
4)	5 per cent discount on International landing between 1301-1600 hours IST
5)	15 per cent reduction in landing charges in case of payments within the 15-days credit period for domestic flights
6)	The domestic leg of international routes of Indian operators is treated as domestic flights as far as airport charges are concerned
7)	No landing charges for helicopters and aircraft with seating capacity ≤ 80 and operated by domestic scheduled operations and for helicopters of all types

II) PARKING AND HOUSING CHARGES

Housing charges

Weight of the Aircraft	Housing Charges Rates per Hour
≤ 100 MT	INR 8.14 MT
>100MT	INR 814+ INR 10.78 MT in excess of 100 MT

Parking Charges

1)	When an aircraft is parked in the open, only half of the housing charges are levied. No parking charges are levied for the first 2 hours.
2)	While calculating the free parking time, standard time of 15 minutes is added on

	account of time taken between touchdown and actual parking time on the parking stand. Another standard time of 15 minutes is added on account of taxiing time of aircraft from parking stand to take off point.
3)	For calculating chargeable parking time, part of an hour shall be rounded off to the nearest hour
4)	Charges shall be calculated on the basis of the nearest MT
5)	Charges for each period parking shall be rounded off to the nearest Rupee
6)	At in contact stands, after free parking hours, normal parking charges are levied for the first two hours.
7)	After this period, the charges are double the normal charges.

III) X-Ray Baggage Charges

Domestic Flight- Registered Baggage	International Flight- Registered Baggage
≤ 25 seats: INR 110	For turnaround flights For aircraft 747, DC-10 and Tristar-US\$ 209.55 For transit flights- US\$ 149.33
26-50 seats: INR 220	
51-100 seats: INR 495	
101-200 seats: INR 770	
≥ 201 seats: INR 880	

IV) PASSENGER SERVICE FEE (PSF)- FACILITATION

Rate per embarking passenger	
₹ 77 for tickets issued against INR	US\$ 1.93 for tickets issued against foreign currency

For conversion of US\$ to INR the rate as on the 1st day of the month for the first fortnightly billing period and rate as on the 16th of the month for the second fortnightly billing period shall be adopted.

V) PASSENGER SERVICE FEE (PSF)- SECURITY

Rate per embarking passenger	
₹ 130 for tickets issued against INR	US\$ 3.25 for tickets issued against foreign currency

For conversion of US\$ to INR the rate as on the 1st day of the month for the first fortnightly billing period and rate as on the 16th of the month for the second fortnightly billing period shall be adopted.

VI) Fuel Throughput Charges

Rate Per KL (IN ₹)
₹ 500