

FNO- No. AAI/CHQ/AERA/MYTP-Amritsar/2019/661

Dated:24/12/2019

The Secretary,  
Airports Economic Regulatory Authority of India,  
AERA Building,  
Administrative Complex,  
Safdarjung Airport  
New Delhi-110003

**Sub:- Submission of revised Multi Year Tariff proposal (MYTP) in respect of Amritsar Airport for the control period (01/04/2019 to 31/03/2024)**

Sir/Madam,

Reference is invited to this office letter dated 08/11/2017 and letter dated 08<sup>th</sup> March 2019 received from AERA on the subject noted above (Copy enclosed).

AERA declared Amritsar Airport as the major airport vide letter dated 10.01.2019 and further decided to shift control period from 01.04.2017-31.03.2022 to 01.04.2019 to 31.03.2024. Accordingly, the revised proposal of MYTP of Amritsar Airport considering the shortfall of FY 2017-18 and FY 2018-19 in control period 2019-2020 to 2023-2024 has been prepared and enclosed herewith.

MoCA vide letter no. AV-24011/141/2015-AD (Vol.V) dt.01.10.2019 directed AERA to determine the Tariff of Amritsar Airport which is proposed for leasing in 2<sup>nd</sup> phase of PPP (copy enclosed).

MoCA vide letter no. 24032/10/2009-AAI dt. 25.05.2010 approved UDF at Amritsar airport for 10 years. (Copy enclosed).

The Revised proposal has been prepared for Amritsar Airport as per AERA Methodology.

### **1.Growth**

The Traffic data has been updated up to F.Y.2018-19 as actual. Thereafter the growth rate as given by Dte. Of CPMS has been taken which is as under :

Year	Dom. Passenger	Intl. Passenger	Dom. ATM	Intl. ATM	Dom. Freight	Intl. Freight
2019-20	16.0%	15.0%	15.0%	14.0%	15.0%	12.0%
2020-21	12.0%	10.0%	11.0%	9.0%	12.0%	12.0%
2021-22	12.0%	10.0%	11.0%	9.0%	12.0%	12.0%
2022-23	12.0%	10.0%	11.0%	9.0%	12.0%	12.0%
2023-24	10.0%	8.0%	9.0%	7.0%	10.0%	10.0%

## **2.Capex**

The details of Proposed Capex are as under:-

- a) Expansion of Terminal Building - Rs. 230.07 crs ( Total cost Rs. 243.28 crs. Aero portion is 94.57%) ( PDC, 2021-2022, March 2022)  
Assumption:( 65% civil and 35% electrical).
- b) Parallel Taxi Track: Rs. 98.crs, PDC 2022-23 (incl. rehab of IAF, PDC 2020-21).
- c) Expansion of apron for 10 No.s Code 4C type ( excl. GLF work to be taken up with ALCMS work) - Rs. 52.41 crs., PDC 2020-21.
- d) Upgradation of ALCMS & provision of ILCMS for CAT IIIB Lighting- Rs. 16.35 Crores (excluding Rs.12.39 Cr for 7 years CMAC), and GLF work ( apron), Totaling Rs. 46.52 crs., PDC 2021-22.
- e) Interior work of First floor TB- Rs.17.6 cr. – ( Total cost Rs. 18.6 crs.- Aero portion is 94.57%), PDC 15.06.2019.
- f) SITC of Inline XBIS – 2 Phase- 11.39 crs., PDC 2020-21.
- g) Body scanners- Rs. 10.45 crs, PDC 2020-21.
- h) TCV –Rs. 9.20 crs, PDC 2020-21.
- i) Replacement of flooring Rs. 7.57 Cr. crs ( Total cost Rs. 8.00 crs. Aero portion is 94.57%) (PDC 2021-22).
- j) Runway mechanical sweeper- Rs. 7.3 crs. (PDC 2020-21).
- k) CFT and RIVs- Rs.5.0crs. (PDC 2020-21).
- l) ATRS-Rs. 4.00crs.(PDC 2021-22).
- m) Provision of AVDGS for parking bays- Rs. 3.28 crs. (excluding maintenance cost of Rs. 0.57 crs), (PDC 2019-20).
- n) Provision of Tensile Fabric Canopy in front of TB- Rs. 2.25 (Total cost Rs. 2.38 crs. Aero portion is 94.57%), PDC -2019-20.
- o) Replacement of 02Nos. outlived Baggage Conveyors Belt by new baggage conveyor in Domestic arrival .- Rs.2.75 crs.( excluding Rs. 2.17cr, for maintenance cost), PDC 2020-21.
- p) FIDS: Rs. 2 crs., PDC 2021-22.
- q) Improvement of Air conditioning system in TB- Rs. 1.73 crs. ( Total cost Rs. 1.83 crs. Aero portion is 94.57%), PDC 2019-20.
- r) SITC of 219 DV XBIS- Rs. 1.69 crs. (PDC-2020-21).
- s) SITC OF SCCTV- Rs. 1.66 crs.( excluding CAMC), PDC 2019-20.
- t) Procurement of Electrical Testing equipment : SH Supply Testing And Training of Mobile Photometric Measuring System and other Special Equipments for maintenance of airfield Ground Lighting (AGL) system – Rs. 1.60 crs., PDC 2019-20.
- u) Providing Fixing and installation of fall protection and walkway system on roof of TB – Rs. 1.42 cr, (Total cost Rs. 1.5 crs. Aero portion is 94.57%), PDC, 2019-20.
- v) Modification to railing at central cut -out and towards air-corridor and mis work at ops and security reason – Rs. 1.47 cr., PDC 2019-20.
- w) Provision of road from apron to fire station-Rs. 1.44 cr., PDC 2020-21.
- x) Replacement of Damaged RIGIDAL almunium standing -skylight with profile sheet on roof of TB- Rs.1.22 cr. ( Total cost Rs. 1.29 crs. Aero portion is 94.57%), PDC 2019-20.
- y) TUV, MM Bolero, Swift Dzire Truck tractor etc Rs. 1.28 crs.,PDC- control period 2019-20 to 2023-24.
- z) SITC OF SCCTV with for 1st and Mezzanine floor. Rs. 1.26 crs.( Excluding CAMC), PDC 2019-20.
- aa) Replacement of old outlived DG sets in phase-I Power House Rs. 1.20 crs. PDC 2020-21.
- bb) SS Dustbin, Sanitary Vending Machine vertical garden PET Bottle Shredder, LED TVs- Rs.1.10 crs. PDC- control period 2019-20 to 2023-24.
- cc) Improvement in toilet Rs. 0.98crs ( Total cost Rs.1.03 crs. Aero portion is 94.57%), PDC 2019-20.

### **3. Airport User Consultative Committee (AUCC)**

As per AERA Guidelines, AUCC has already been conducted on 13<sup>th</sup> December 2019 at Amritsar wherein Major Capex Proposed to be taken in control period was discussed before stakeholders. The copy of the minutes of meeting are enclosed.

### **4. Operating Expenditure**

#### **i. Till :-**

Hybrid till as per the guidelines of AERA/National Civil Aviation Policy 2016, has been adopted for calculating operating expenditure. Under Hybrid till, the 30% of Non-Aeronautical Revenue will be used to cross-subsidize the Aeronautical charges. Accordingly, Regulatory Asset Base as on 01.04.2017 has been bifurcated into a) Aeronautical Assets b) Non-Aeronautical Assets and c) Common Assets.

#### **ii. Expenses:-**

The expenses appearing in the Trial Balance for the F.Y. 2017-18 & F.Y. 2018-19 has been bifurcated into a) Aeronautical Expenses b) Non-Aeronautical expenses and c) Common Expenses.

#### **iii. Data :-**

The data for expenses, income and assets are actuals for the F.Y. 2017-18 and F.Y. 2018-19 and have been duly audited by CAG.

The space earmarked for Non-Aero activities in existing Terminal Building is 5.43% and same is considered after expansion of Terminal Building. (Scope of Work & Drawing enclosed).

#### **iv. Retirement benefit: -**

Allocation for retirement benefit has been allocated for FY 2017-18 on provisional basis. Allocations done in FY 2018-19 with 7% increase on year to year basis and additional 10% (total 17%) increase in the FY 2022-23 due to start of operation of Expanded Terminal Building is proposed. This has been accepted by AERA while determining the Aeronautical tariff of Patna Airport and also proposed for Varanasi tariff submission already approved by Competent Authority.

#### **v. Overheads: -**

Apportionment of CHQ/ RHQ overheads made at CHQ on revenue basis and has been allocated for FY 2017-18 on the basis of provisional allocations done in FY 2017-18 with 5% increase on year to year basis. Further 95% of CHQ / RHQ overhead expenses have been considered as Aeronautical activities. (5% considered for Non- Aeronautical activities). The above assumption/basis have been accepted by AERA while determining the Aeronautical tariff of Patna Airport and also proposed for Varanasi tariff submission already approved by Competent Authority.

The following assumption have been made for projecting increase in Expenditure and Revenue due to operationalize of the expanded Terminal Building (FY22-23):

- a. Additional 10% increase in cost of Pay & Allowances.

- b. Additional increase of 40% in cost of Upkeep expenses has been proposed as per proportionate increase in area of the building and 10% in watch & Ward.
- c. Additional 5% increase in cost of R&M(Civil) and 10% in R&M (Elect. & Electronics).
- d. Additional 40% (as per proportionate increase in area of the building) increase in cost of Electricity charges
- e. Additional 10% increase in Non-Aeronautical Revenue.( except land lease and other misc. income.)

The above assumptions have been considered as considered in the tariff proposal of Patna airport where the new terminal building is also proposed in the control period and AERA has accepted the same.

## 5. Fair Rate of Return (FRoR)

FRoR has been taken 14% for FY 17-18 to FY2023-24 as per AERA guidelines as internal resources.

## 6. Depreciation

AAI's depreciation rate has been calculated upto March 2017 (F.Y.2016-17). From FY 2017-18 onwards depreciation has been worked out as per rates prescribed by AERA.Half yearly rate of depreciation has been calculated for additions in form 10(a) for 1<sup>st</sup> year of capitalization.

## 7. Taxation

Tax Rate have been taken 34.608% for FY2017-18, 34.944% for FY 2018-19 and 25.17% from FY 2019-20 till FY 2023-24 as per Corporate Tax prescribed by CBDT.

The Income tax calculation has been worked out on the basis of depreciation rates as per Income Tax Act.

## 8. Aggregate Revenue Requirement (ARR)

ARR has been worked out as per the AERA Methodology considering the above building blocks: -

ARR= (FROR on Capex+Opex+Depreciation+Tax)-30% of Non-Aeronautical Revenue.

As per the MYTP, Aggregate Revenue Requirement (ARR) for the first control period on Hybrid Till basis (FY 2019-20 to FY 2023-24) has been worked out to Rs.852.56 crores and PV of Target revenue is Rs. 637.13 cr. The excess recovery for the FY 17-18 and FY 18-19 works out to Rs. 0.85 crs.) The total projected revenue at the proposed rate is 636.00 Cr. against the target revenue of Rs. 636.28 Cr. The short recovery of ARR Rs. 0.28 Cr. is to be adjusted in the next control period.

### Revenue Stream to recover ARR

The following revenue streams are available to recover the ARR:

- i. **Landing Charges:** - Landing charges have been increased based on the average landing charges of the aircraft and is proposed to increase by 41% for Domestic landing and by 18% International landing from the existing charges w.e.f. 01.02.2020 till 31.03.2020. An increase of 4% thereafter on year on year basis from FY 2020-21 onward s is proposed. The charges have been proposed in order to have a uniformity with other major airports of AAI and have been approved by AERA in the recent past i.e. Patna Airport and proposal for Varanasi as well.

01.02.2020 till 31.03.2020. An increase of 4% thereafter on year on year basis from FY 2020-21 onwards. Existing and Proposed Landing charges are as under:  
The charges have been proposed in order to have a uniformity with other major airports of AAI and have been approved by AERA and proposal for Varanasi as well.

- iii. **Fuel Throughput Charges:** - In order to rationalize, 5% increase is proposed for FY w.e.f. 01.02.2020. No increase is proposed for the subsequent years. (Proposed Rate-Rs. 711.50 per KL and Existing Rate-Rs. 677.62 per KL).

Oil Throughput		Existing	Proposed	Increase (%)
Average Through put Rate	Rs.	677.62	711.50	5

- iv. **UDF:-** The above charges have been proposed to recover ARR and balance is proposed to recover from the UDF. The revised UDF for both Domestic and International are proposed w.e.f. 01.02.2020.

Per departing passenger	UDF (INR)			
	Existing		Proposed	Percentage Increase
	PSF (F) Rates	UDF Rates	Proposed Rates (01.02.2020 To 31.03.2024)	
<b>Domestic (PAX)</b>	77/-	150/-	335/-	48%
<b>International (PAX)</b>	89/-	1051/-	1140/-	No Increase

PSF(F) is proposed to be subsumed with UDF.

No Increase in UDF for International Passenger is proposed only PSF(F) is subsumed with UDF.

- v. **Aviation Security Fee (ASF)** will continue to be charged as rate prescribed by MoCA.

The up-dated MYTP along with the Annual Tariff Proposals is enclosed for your consideration and approval.

This issues with the approval of Competent Authority.

Yours faithfully,

(D.K.Kamra)

Executive Director(JVC/Tariff)

**Encl:- As above**

Copy to:

1. Regional Executive Director, AAI, Northern Region, New Delhi
2. Airport Director, AAI, Amritsar, Airport./ED Engrg NR CHQ.

Copy for information to:

1. OSD to Chairman
2. Member(Planning)

# AIRPORTS AUTHORITY OF INDIA

## AMRITSAR AIRPORT - PROPOSED RATE CARD FOR AERONAUTICAL SERVICES

### FOR F.Y. 2019-20

EFFECTIVE FROM 1<sup>st</sup> FEBRUARY 2020 TO 31 MARCH 2020

#### (I) (a) Landing Charges - International flights

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	260 Per MT
Above 25 MT up to 50 MT	6500+ 487 per MT in excess of 25 MT
Above 50 MT up to 100	18675+ 563 per MT in excess of 50 MT
Above 100 MT to 200 MT	46825+ 649 per MT in excess of 100 MT
Above 200 MT	111725+ 779 per MT in excess of 200MT

#### (b) Landing Charges – Domestic Flights

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	173 Per MT
Above 25 MT up to 50 MT	4325+ 303 per MT in excess of 25 MT
Above 50 MT up to 100	11900+ 346 per MT in excess of 50 MT
Above 100 MT to 200 MT	29200+ 422 per MT in excess of 100 MT
Above 200 MT	71400+ 476 per MT in excess of 200 MT



1. No Landing charges shall be payable in respect of a) aircraft with a maximum certified Capacity of less than 80 seats, being operated by domestic schedule operators at airport and b) helicopters of all types C) DGCA approved Flying school/flying training institute aircrafts.
2. All domestic legs of International routes flown by Indian Operators will be treated as Domestic flights as far as landing charges is concerned, irrespective of flight number Assigned to such flights.
3. Charges shall be calculated on the basis of nearest MT (i.e. 1000 kg).
4. Flight operating under Regional connectivity scheme will be completely exempted from Landing charges from the date of the scheme is operationalized by GOI.

## **II) PARKING CHARGES**

<b>Proposed Rates (In INR)</b>		
<b>Weight of the Aircraft</b>	<b>Parking Charges per Hour( First two hours after free parking period)</b>	<b>Parking Charges per Hour(beyond four hours)</b>
Upto 25 MT	3.37 Per Hour Per MT	6.75 Per Hour Per MT
Above 25 MT up to 50 MT	84.36+4.50 per Hour per MT in excess of 25 MT	168.73+9.00 per MT per Hour in excess of 25 MT
Above 50 MT up to 100	196.85+9.00 per MT per Hour in excess of 50 MT	393.70+18.00 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	646.80+11.25 per MT per Hours in excess of 100 MT	1293.59+22.50 per MT per Hours in excess of 100 MT
Above 200 MT	1771.66+12.37 per MT per Hours in excess of 200 MT	3543.32+24.75 per MT per Hours in excess of 200 MT

### **Notes-**

1. No parking charges shall be levied for the first two hours. While calculating free parking period, standard time of 15 minutes shall be added on account of time taken between touch down time and actual parking time on the parking stand. Another standard time of 15 minutes shall be added on account of taxiing time of aircraft from parking stand to take off point. These periods shall be applicable for each aircraft irrespective of actual time taken in the movement of aircraft after landing and before take-off.
2. For calculating chargeable parking time, part of an hour shall be rounded off to the nearest hour.
3. Charges shall be calculated on the basis of nearest MT.
4. Charges for each period parking shall be rounded off to nearest rupee.

5. At the in-contact stands and open stands, after free parking, for the next two hours normal parking charges shall be levied. After this period, the charges shall be double the normal parking charges.
6. It is proposed to waive off the night parking charges in principle for all domestic scheduled operators at Amritsar Airport if the State Government has brought the rate of tax (VAT) on ATF  $\leq 5\%$ . The above waiver of night parking charges (between 2200 hrs. to 0600 hrs) will be made applicable from the date of implementation of  $\leq 5\%$  tax on ATF by the State Govt. In the event of upward revision in the tax rate of ATF by the State Govt., the relief of free night parking charges will also be deemed to be withdrawn.
7. Flight operating under Regional Connectivity Scheme will be completely governed by AIC issued on this subject by DGCA.
8. For unauthorized overstay of aircraft an additional charge of Rs. 20.00 per hour per MT beyond 24 hours is to be payable.

### **III) THROUGHPUT CHARGES**

<b>Proposed Rate Per KL (IN INR)</b>
Rs. 711.50/-

### **IV) USER DEVELOPMENT FEES (UDF)**

<b>Passenger</b>	<b>Proposed UDF (per embarking passenger)</b>
Domestic	Rs.335/-
International Passenger	Rs.1140/-

**PSF (F) is proposed to be subsumed in the UDF.**

### **Notes:-**

- a) Collection charges: if the payment is made in accordance within period prescribed under credit policy of AAI, then collection charges at Rs. 5.00 per departing passenger shall be paid by AAI. No collection charges shall be paid in case the airline fails to pay the UDF invoice to AAI within the prescribed credit period or in case of part payment. To be eligible to claim this collection charges, the airlines should have no overdue on any account with AAI.
- b) No collection charges are payable to casual operator/non-scheduled operators.
- c) For calculating the UDF in foreign currency, the RBI conversion rate as on the last day of the previous month for tickets issued in the 1<sup>st</sup> fortnight and rate as on 15<sup>th</sup> of the month for tickets issued in the 2<sup>nd</sup> fortnight shall be adopted.
- d) Revised UDF charges will be applicable on tickets issued on or after 01/01/2020.
- e) No UDF/PSF (Facilitation) will be levied for Transit Passengers.



**V) Aviation Security Fee** : Applicable as prescribed by MoCA.

**VI Exemption from levy and collection from UDF/ASF at the Airports**

The Ministry of Civil Aviation, Govt. of India vide order no. AV.16011/002/2008-AAI dated 30.11.2011 has directed AAI to exempt the following categories of persons from levy and collection of UDF/ASF.

- (a) Children (under age of 2 years),
- (b) Holders of Diplomatic Passport,
- (c) Airlines crew on duty including sky marshals & airline crew on board for the particular flight only (this would not include Dead Head Crew, or ground personnel),
- (d) Persons travelling on official duty on aircraft operated by Indian Armed Forces,
- (e) Persons traveling on official duty for United Nations Peace Keeping Missions.
- (f) Transit/transfer passengers (this exemption may be granted to all the passengers transiting up to 24 hrs. "A passenger is treated in transit only if onward travel journey is within 24 hrs. from arrival into airport and is part of the same ticket, in case 2 separate tickets are issued it would not be treated as transit passenger").
- (g) Passengers departing from the Indian airports due to involuntary re-routing i.e. technical problems or weather conditions.

**VII) GENERAL CONDITION:**

- a) All the above Charges are excluding GST. GST at the applicable rates are payable in addition to above charges.
- b) Flight operating under Regional Connectivity Scheme will be completely exempted from charges as per Order No. 20/2016-17 dated 31/03/2017 of the Authority from the date the scheme is operationalized by GOI.

**AIRPORTS AUTHORITY OF INDIA**  
**DIRECTORATE OF CP&MS**

CP&MS/1532/109/2017-18/ 297

Date: 15.03.2019

**ION**

**Subject: Projection/forecast traffic data for aircrafts, passengers and freight upto 2023-24.**

With reference to ION No. AAI/CHQ/REV/AERA/2018-19/43 dated 13.03.2019 regarding above mentioned subject, the projection/forecasted traffic data for aircrafts, passenger and freight based on 2017-18 upto 2023-24 for Amritsar, Bagdogra and Varanasi is attached herewith.

The methodology / basis of projections are as given below:-

- i. For making forecasts, airport-wise trend analysis for last 10 to 15 years has been considered.
- ii. A higher weightage has been given to the traffic growth witnessed during 3 recent past.

The above methodology has been used both for passengers and freight traffic, whereas the aircraft movements have been projected based on the trends in passengers and aircraft movement ratios.

**Assumptions involved in Traffic Forecast**

Assumptions are inevitable in any forecasting process because of uncertainty. It is difficult to enumerate and state all the assumptions. The following assumptions have been made while preparing the current forecast:

- i. There will be no major economic disruptions, worldwide or in India.
- ii. There will be no major disruption in the operation of air services, globally or within India, due to terrorist activities natural disasters or global / regional health issues.
- iii. There will be no major hike in the price of aviation fuel.
- iv. There will be no major shift in policies that would have a negative impact on the growth of air transport.
- v. Adequate infrastructure will be created, and capacity constraints will not be allowed to operate.
- vi. The provisions of adequate resources in terms of availability of finance, technology, equipment, construction material will be made available.

**GM (CP&MS)**

**GM (JVC / TARIFF CELL)**

*(Renu Grover)*  
18/3  
DGM (CP&MS)

# TRAFFIC FORECAST - AMRITSAR AIRPORT

YEAR	AIRCRAFT MOVEMENTS (in Nos.)			PASSENGERS (in Nos.)			FREIGHT (in M.T.)		
	International	Domestic	Total	International	Domestic	Total	International	Domestic	Total
2017-18 (Base Year)	4453	13314	17767	634072	1685883	2319955	1062	614	1676
GROWTH RATE	14.0%	15.0%	14.7%	15.0%	16.0%	15.7%	12.0%	15.0%	13.1%
2018-19	5076	15311	20388	729183	1955624	2684807	1189	706	1896
2019-20	5787	17608	23395	838560	2268524	3107084	1332	812	2144
GROWTH RATE	9.0%	11.0%	10.5%	10.0%	12.0%	11.5%	12.0%	12.0%	12.0%
2020-21	6308	19545	25853	922416	2540747	3463163	1492	909	2401
2021-22	6876	21695	28570	1014658	2845637	3860295	1671	1019	2690
2022-23	7494	24081	31575	1116124	3187113	4303237	1872	1141	3012
GROWTH RATE	7.0%	9.0%	8.5%	8.0%	10.0%	9.5%	10.0%	10.0%	10.0%
2023-24	8019	26248	34267	1205414	3505824	4711238	2059	1255	3314

## **Minutes of Meeting**

**Subject: Airport Users Consultative Committee (AUCC) Meeting of SGRDJI Airport, Amritsar.**

In accordance with AERA Guidelines on the tariff determination for Airports, AUCC Meeting regarding major capex proposed in respect of SGRDJI Airport Amritsar was held on 13.12.2019 at 1100 hrs. in the Hotel Radisson BLU, Amritsar.

The list of stake holders / officials who attended the AUCC Meeting is enclosed.

The meeting started with a welcome address by Jt. G.M. (Engg. – Civil), AAI, Amritsar. There after a detailed power point presentation was given to the participants by APD Amritsar

The presentation started with a brief of Amritsar City, its significance, the existing infrastructure, operational details of the Airport. Historical data on the passenger and aircraft movement including the forecast growth was also covered.

The foreseen challenges in the current control period and actions proposed to make the airport future ready were also discussed along with the details of the major ongoing and planned capital projects and impact of the same on the tariff.

After detailed presentation, question & answer session was commenced. Various questions / doubts raised by the participating delegates were replied / clarified by AAI officers.

The gist of discussion is under:

### **1. Shri Bir Singh Bagga, Station Manager, Air Asia Amritsar Airport**

Shri Bir Singh Bagga asked general question regarding (i) Congestion in SHA and (ii) Single corridor of aero bridge in the existing terminal building and also asked whether these issues are being taking care in upcoming expansion of terminal building project or not ?

APD, Amritsar clarified that the proposed expansion of terminal building also included a plan for redesign of existing building wherein the problem of congestion in SHA would be taken care of. However, he further added that at present the airlines have been requested to practice, staggered pre embarkation security check procedures to reduce congestion. Regarding single corridor of aerobridge APD informed that the problem will be resolved during the expansion of the terminal building. RED, NR further added that the possibility of Longitudinal partition of existing Air corridor (Passenger Boarding area) will be explored.

### **2. Shri Negi, Station Manager, Air India, Amritsar Airport**

Shri Negi inquired about the provision for direct transit area in the proposed expansion of terminal building.

APD replied that the transit area, has already been identified in the existing building wherein infrastructure pertaining to security checks is to be provided. This shall also be ensured in the expanded terminal building.

Shri Negi, he further sought whether any provision of local transportation from Airport to city is being considered in view of increasing traffic growth at Amritsar airport.

In this regard, Capt. Abhay Chandra, Advisor to Aviation Secretary, Punjab Govt. informed that a letter has already been sent to Transport Commissioner, Govt of Punjab for provision of low height A/C bus and requested that no Parking Charges may be imposed on such buses and designated space for parking be given at the Airport.

APD, Amritsar informed that a survey in this regard was conducted by the Transport department before "550<sup>th</sup> Prakash Parv" further communication is still awaited. With regards to the parking Charges he clarified that the request shall be dealt with as per AAI Guidelines.

### **3. Shri Ramkishan, Director, AERA**

Shri Ramkishan asked about the source of funding of upcoming projects, including expansion of Terminal building.

ED (JVC) AAI, CHQ replied that projects will be financed mainly through Internal Resources. However, for Tariff Calculations of major capex where approval of Department of Expenditure (Public Investment Board) is required, financing is also being considered as a mix of Debt (60%) & Internal Resources (40%).

Shri Ramkishan, further asked about the rationale of going in for proposed capex when Amritsar airport is already shortlisted for privatization.

ED (JVC) replied that AAI is following Govt. of India Instructions in this regard.

Shri Ramkishan, further inquired regarding Traffic projections in Pax & Aircraft movements in FY 2020-21 showing increasing trend, however ARR calculations showed a dip in Aero Revenue in FY 2021 (Rs. 72 crs.) as compared to previous year (Rs. 122 crs.).

It was informed that ARR has been worked out as per AERA guidelines. Regarding projected drop in Aero Revenue in 2020-21, it was clarified that the existing UDF shall be levied till May 2020 as per Govt. of India instruction at Amritsar Airport, resulting in drop in Projected Aero Revenue.

AAI also appraised about the huge benefits to passengers as well as airlines & other stakeholders (e.g. facilities upgraded for more passenger's convenience and facilitations like transit lounge,

retiring room, in line X –Ray Baggage Machine etc.) from the expanded terminal building and other works against the impact of tariff per passenger.

AAI addressed all the queries doubts raised by the delegates / stakeholder to their satisfaction.

Finally, the meeting ended with Vote of Thanks by AAI.



**Manoj Chansbria**  
Airport Director, Amritsar

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All Concerned



No.AV-24011/141/2015-AD (Vol.V)

Government of India  
Ministry of Civil Aviation  
AD Section

B-Block, R.G. Bhawan,  
Safdarjung Airport, New Delhi  
Dated 01.10.2019

To,

The Chairman,  
Airports Economic Regulatory Authority,  
AERA Building, S.J. Airport,  
New Delhi.

Subject: Proposal for next round of airports for leasing through PPP -  
regarding.

Sir,

Airports Authority of India has submitted a Board Resolution passed by AAI to this Ministry for leasing of six airports viz. Trichy, Amritsar, Varanasi, Bhubaneswar, Raipur and Indore as a part of second phase of PPP. Out of these six airports, the AERA has determined tariff for airports at Bhubaneswar and Indore for the period 2018 to 2023. For the remaining four airports namely, Trichy, Varanasi, Amritsar and Raipur, the tariff has been determined by the Ministry.

2. The tariffs payable are very important input in the bid process and indeed tariffs would determine the bid amount for leasing of airports. Therefore, it has been decided by the Competent Authority that AERA should determine the tariff for all six airports proposed under PPP to ensure tariff determination process of PPP airports is transparent, fair and objective manner.

3. Therefore, in exercise of power conferred to the Central Government under definition of 'Major Airports' and Section 42 (2) of AERA Act, 2008, AERA is directed to determine the airports charges in respect of all the six AAI airports proposed under PPP process.

Yours faithfully,

(S.K. Singh)

Under Secretary to the Govt. of India  
Tel:24610361

copy to:

1. Chairman, AAI, R.G. Bhawan, New Delhi

2. ED (SIU), AAI, R.G. Bhawan, New Delhi

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04/10/2019

DIS ED (UVC)

Dy No. 7/10/19

Date 9/28

MCP

ED (UVC)

GU (JRC)

DGM (Rajesh Khanna)  
JRC

F. No. 24032/10/2009-AAI  
Government of India  
Ministry of Civil Aviation  
\*\*\*\*\*

'B' Block, R. G. Bhawan,  
S. J. Airport, New Delhi -11 00 03

Date: 25th May, 2010

To,

The Chairman,  
Airports Authority of India  
'A' Block, R. G. Bhawan,  
S. J. Airport, New Delhi -11 00 03

Ch  
M(F)  
UA  
8/26/5  
Gm (F-9A) - R

Subject: Levy of User Development Fee (UDF) at Amritsar, Trichy, Manglore,  
Udaipur and Vishakapatnam airports.

Sir,

I am directed to refer to Airports Authority of India's letter No. AAI/CHO/REV/UDF/2010/146 dated 20th April, 2010 and No. AAI/CHO/REV/UDF/2010 dated 22nd April, 2010 on the above subject and to say that the competent authority has approved levy of ad-hoc User Development Fee (in Rs. per embarking passengers, inclusive of service tax and collection charges) at the following rates at Amritsar, Trichy, Manglore, Udaipur and Vishakapatnam airports:

S. No.	Airport	Domestic	International	Collection Year
1.	Amritsar	150	910	10
2.	Trichy	150	360	10
3.	Manglore	150	825	10
4.	Udaipur	150	-	13 years and 8 months
5.	Vishakapatnam	150	-	15 years and 3 months

2. The levy of User Development Fee at above mentioned rates is subject to the following conditions:

- AAI would report data related to passenger traffic and ad-hoc UDF collection to the Government on a quarterly basis.
- AAI would make consistent efforts to leverage other sources of aeronautical and non-aeronautical revenue on one hand and

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minimize operating and maintenance expenses, on the other, in order to bring down the UDF levy over a period of time, with the ultimate goal of phasing out of UDF before the proposed levy period. (20)

3. The ad-hoc UDF levy per passenger and the tenure of UDF may be reviewed once the detailed guidelines for tariff fixation are notified by the Government (regulatory till issues) and thereafter the UDF may be reviewed every two years, where each parameters of revenue and expenditure stream can be minutely examined. At the stage of final determination of the UDF, the Government / Regulator should ensure adequate consultation with the users.

Yours faithfully,



(ALOK SHEKHAR)  
DIRECTOR