



भारतीय विमानपत्तन प्राधिकरण AIRPORTS AUTHORITY OF INDIA

FNO- No. AAI/CHQ/Tariff/MYTP-Raipur/73

Date: 13/10/2020

16

The Director (Policy and Statistic),
Airports Economic Regulatory Authority of India,
AERA Building,
Administrative Complex,
Safdarjung Airport
New Delhi-110003

Sub: - AAI Comments on Consultation Paper No:-34/2020-21 in the matter of Determination of Aeronautical Tariff in respect of Raipur Airport for the first Control Period (01.04.2020 to 31.03.2025).

Sir,

Reference is invited to consultation paper no:-34/2020-21 in the matter of Determination of Aeronautical Tariff in respect of Amritsar airport for first control period(01.04.2019 to 31.03.2024). The following comments of AAI on Consultation Paper may also be considered for determination of Aeronautical tariff of Raipur Airport.

Sr. No.	Consultation Paper	AAI Response																																								
1	Refer Para 12.15 – Payroll expenses. AERA considered a growth rate of 5% in payroll expenses for the FY 2019-20 to FY2024-25.	<p>AERA is requested to consider a growth rate of 7% in payroll expenses for the FY 2019-20 to FY 2024-25.</p> <p>Justification: 7% is the average increase in the payroll due to annual increment of 3% in salary, quarterly increase in Dearness allowance and Employer contribution to PF and pension.</p> <p>Illustration:</p> <table><tr><th>Component of salary</th><th>Existing</th><th>Incremental due to 3% annual increment</th><th>Incremental Yearly impact due to 6% (average increase) in DA</th></tr><tr><td>Basic Salary</td><td>10000</td><td>300</td><td></td></tr><tr><td>DA</td><td>1800</td><td>54</td><td>618</td></tr><tr><td>HRA</td><td>2400</td><td>72</td><td></td></tr><tr><td>Perks</td><td>3500</td><td>105</td><td></td></tr><tr><td>Employer contribution to PF & pension</td><td>1200</td><td>36</td><td>74.16</td></tr><tr><td>Total</td><td>18900</td><td>567</td><td>692.16</td></tr><tr><td>Total incremental</td><td></td><td></td><td>1259.16</td></tr><tr><td>% increase i.e. 1259.16/18900</td><td></td><td></td><td>6.66%</td></tr><tr><td>% increase Round off</td><td></td><td></td><td>7%</td></tr></table> <p>This is also in line with the earlier tariff order by AERA.</p>	Component of salary	Existing	Incremental due to 3% annual increment	Incremental Yearly impact due to 6% (average increase) in DA	Basic Salary	10000	300		DA	1800	54	618	HRA	2400	72		Perks	3500	105		Employer contribution to PF & pension	1200	36	74.16	Total	18900	567	692.16	Total incremental			1259.16	% increase i.e. 1259.16/18900			6.66%	% increase Round off			7%
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2.	Refer Para 15.5 Compounding of Shortfall																																									

	<p>AERA has compounded the shortfall of the completed FY 2019-20 @7% in line with the annual 14% cost of capital applied by AAI and considering that the cash flows have accrued evenly through the 12-month period. Figures as under:</p> <table><tr><td>Particulars</td><td>Amt in Cr.</td></tr><tr><td>Shortfall</td><td>31.72</td></tr><tr><td>Compounding at 7%</td><td>33.94</td></tr></table>	Particulars	Amt in Cr.	Shortfall	31.72	Compounding at 7%	33.94	<p>AERA is requested to compound the shortfall of the completed FY 2019-20 @14% in line with earlier tariff order of major airports. Also, the Airport is expected to be leased out to private operator in the next round of PPP model.</p> <table><tr><td>Particulars</td><td>Amt in Cr.</td></tr><tr><td>Shortfall</td><td>32.00</td></tr><tr><td>Compounding at 14%</td><td>36.38</td></tr></table>	Particulars	Amt in Cr.	Shortfall	32.00	Compounding at 14%	36.38																																					
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3.	Refer Para 15.6, Table 43, Apportionment of Shortfall																																																		
	<p>AERA has apportioned the shortfall of FY 2019-20 have been apportioned to the years of the Control period as under and then the discounting factor of 14% has been applied and then further discounting has been applied .</p>	<p>AERA is requested not to apportion the shortfall of FY 2019-20 to the future years of the control period as it will result in loss of shortfall to the extent of Rs. 11.17 crores as under:</p> <p style="text-align: right;">(Amt in cr.)</p> <table><tr><td>Particulars</td><td>20-21</td><td>21-22</td><td>22-23</td><td>23- 24</td><td>24-25</td><td>Total</td></tr><tr><td>Apportion %</td><td>5</td><td>15</td><td>40</td><td>20</td><td>20</td><td>100</td></tr><tr><td>Shortfall</td><td>1.70</td><td>5.09</td><td>13.58</td><td>6.79</td><td>6.79</td><td>33.94</td></tr><tr><td>Discount Rate</td><td>1</td><td>0.8772</td><td>0.7695</td><td>0.6540</td><td>0.5921</td><td></td></tr><tr><td>After Discounting</td><td>1.70</td><td>4.47</td><td>10.45</td><td>4.58</td><td>4.02</td><td>25.21</td></tr><tr><td>As per AAI</td><td></td><td></td><td></td><td></td><td></td><td>36.38</td></tr><tr><td>Loss of shortfall</td><td></td><td></td><td></td><td></td><td></td><td>11.17</td></tr></table> <p>or else AERA is requested to compound interest upto discounting year also @14%.</p>	Particulars	20-21	21-22	22-23	23- 24	24-25	Total	Apportion %	5	15	40	20	20	100	Shortfall	1.70	5.09	13.58	6.79	6.79	33.94	Discount Rate	1	0.8772	0.7695	0.6540	0.5921		After Discounting	1.70	4.47	10.45	4.58	4.02	25.21	As per AAI						36.38	Loss of shortfall						11.17
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4.	Refer Para 14.5, Tax Expenses																																																		
	<p>The Authority has considered allowing the loss incurred in the FY 2018-19 while computing the taxes for the First Control Period of the Raipur Airport.</p>	<p>AERA vide its Letter No. AERA/15090/RFP/03/2019-20 dated February 6, 2020 directed AAI that the first Control Period for Raipur Airport shall be from FY 2020-21 to FY 2024-25 and that the shortfall/surplus of FY 2019-20 shall be considered for the purpose of tariff determination of the above Airport.</p> <p>So, the AERA is requested not to consider loss incurred in the FY 2018-19 while computing the taxes for the First Control Period of the Raipur Airport as this year is prior to the pre control period.</p> <p>AERA is also requested to consider the revised CHQ/ RHQ expenses submitted by AAI for FY 2019-20 for carry forward and set off the losses in the subsequent years.</p>																																																	
5.	Refer Para 16.3 Parking Charges																																																		

	<p>The existing Parking charges are proposed to be increased by 45% in the FY 2021-22</p>	<p>AERA is requested to consider the increase in parking charges by atleast 108% (as against 472.3% proposed by AAI) in order to match the parking rates for the FY 2020-21 in line with recent orders i.e. Bhubaneshwar, Indore and Patna Airport. The propose Parking Charges for the F.Y. 2020 -21 is as under: (Rounded off to one decimal place)</p> <table><tr><th>Weight of Aircraft</th><th>FY 2021-22</th></tr><tr><td>Upto 25 MT</td><td>3.10 per hour per MT</td></tr><tr><td>Above 25 MT upto 50MT</td><td>77.5 +4.20 per hour per MT in excess of 25 MT</td></tr><tr><td>Above 50MT upto 100MT</td><td>182.5 + 8.30 per hour per MT in excess of 50 MT</td></tr><tr><td>Above 100 MT upto 200MT</td><td>597.5 + 10.40 per hour per MT in excess of 100 MT</td></tr><tr><td>Above 200 MT</td><td>1638 + 11.40 per hour per MT in excess of 200 MT</td></tr></table> <p>An increase of 108% instead of 45% (as proposed by AERA) is not significant in terms of absolute money. The impact would be only Rs. 109 per hour (A320 with all up weight of 74000 kg) if AERA considers AAI's proposal.</p> <table><tr><th>Particulars</th><th>Existing</th><th>As per AERA slab</th><th>Slab as Proposed by AAI above.</th><th>Difference in Rs.</th></tr><tr><td>A 320 (74MT)</td><td>188</td><td>273</td><td>382</td><td>109</td></tr></table>				Weight of Aircraft	FY 2021-22	Upto 25 MT	3.10 per hour per MT	Above 25 MT upto 50MT	77.5 +4.20 per hour per MT in excess of 25 MT	Above 50MT upto 100MT	182.5 + 8.30 per hour per MT in excess of 50 MT	Above 100 MT upto 200MT	597.5 + 10.40 per hour per MT in excess of 100 MT	Above 200 MT	1638 + 11.40 per hour per MT in excess of 200 MT	Particulars	Existing	As per AERA slab	Slab as Proposed by AAI above.	Difference in Rs.	A 320 (74MT)	188	273	382	109
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6.	Refer para 16, Table 50, Extn. Of watch Hours																										
	<p>The Extn. of Watch hours to be increased by 10% i.e. Rs. 15543/- per hour (Page 51 of Consultation Paper) in line with the proposal of AAI. But in the rate card of CP existing rate of Extn. of watch hour has been mentioned.</p>	<p>AERA is requested to modify the Rate card in line with the 10% increase.</p>																									
7.	Refer Para 16 Date of implementation of Revised tariff																										
	<p>AERA has proposed to revise the Landing, Parking, UDF & Extn. Of watch hours charges with effect from April 1, 2021</p>	<p>AERA is requested to change the date of implementation tariff for all revenue streams w.e.f. 1.1.2021 in order to meet the cash flow requirement of AAI necessitated due to COVID -19.</p>																									
8.	Refer Para 16: Annual Tariff Proposal (Rate Card)																										
	<p>AERA has allowed AAI to recover the ARR leaving a shortfall of Rs.18.98 cr., with ATP are as under: -</p>	<p>AAI proposed to recover the revised ARR leaving a shortfall of Rs.25.15 cr., (to be carry forward to the next control period) the revised ATP are as under: -</p>																									

<div><div>1. Landing & Parking charges The existing Landing charges are proposed to be increased by 45% in the FY 2021-22, by 10% in the FY 2022-23 and thereafter by 6% on a compounded basis up to FY 2024-25.</div><div>2. UDF:- Rs.500 w.e.f. 1.4.2021.</div><div>3. Extension of Watch Hour : 10% increase. 1.4.2021.(Rate card Typo error as existing rate is mentioned)</div></div>	<div><div>1. Landing charges:- One-time increase of 45% for FY 2020-21 w.e.f. 1st January '2021, by 10% in the FY 2021-22 and thereafter by 6% on a compounded basis up to FY 2024-25.</div><table><tr><th>Pariculars</th><th>AERA</th><th>AAI</th></tr><tr><td>2020-21</td><td>---</td><td>45% w.e.f. 1st Jan 2021</td></tr><tr><td>2021-22</td><td>45%</td><td>10%</td></tr><tr><td>2022-23</td><td>10%</td><td>6%</td></tr><tr><td>2023-24</td><td>6%</td><td>6%</td></tr><tr><td>2024-25</td><td>6%</td><td>6%</td></tr></table><div>2. Parking charges:- One-time increase of 108% for FY 2020-21 w.e.f. 1st January '2021, by 10% in the FY 2021-22 and thereafter by 6% on a compounded basis up to FY 2024-25.</div><table><tr><th>Pariculars</th><th>AERA</th><th>AAI</th></tr><tr><td>2020-21</td><td>---</td><td>108% w.e.f. 1st Jan 2021</td></tr><tr><td>2021-22</td><td>45%</td><td>10%</td></tr><tr><td>2022-23</td><td>10%</td><td>6%</td></tr><tr><td>2023-24</td><td>6%</td><td>6%</td></tr><tr><td>2024-25</td><td>6%</td><td>6%</td></tr></table><div>3. UDF:- Rs.500 w.e.f. 1st January '2021</div><div>4. Extension of Watch Hour : 10% increase w. e.f. 1st January '2021.</div></div>	Pariculars	AERA	AAI	2020-21	---	45% w.e.f. 1 st Jan 2021	2021-22	45%	10%	2022-23	10%	6%	2023-24	6%	6%	2024-25	6%	6%	Pariculars	AERA	AAI	2020-21	---	108% w.e.f. 1 st Jan 2021	2021-22	45%	10%	2022-23	10%	6%	2023-24	6%	6%	2024-25	6%	6%
Pariculars	AERA	AAI																																			
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<div>9. During the stakeholder meeting the stakeholder raised a query on AUCC meeting</div>	<div>In this regards it is submitted that AERA mandates Airport Operator to form Airport Users Consultative Committee (AUCC) at its Major Airport for the purpose of consultation with airport users.</div> <div>Major capital works have been defined as capital investment projects that may represent more than 5% of the value of the Regulated Assets base (RAB) of the Airport at the beginning of the control period or Rs. 50 crores, whichever is lower amount. Opening RAB (31.03.2020) is Rs. 135.84 crores 5% Opening RAB comes out to be Rs. 6.79 Crores.</div> <div>There are only two Major Capital works (for amount more than 5% of opening RAB) at Raipur Airport status of which are as under:</div> <table><tr><th>Name of work</th><th>Rs. In Cr.</th><th>PDC</th><th>Status</th></tr><tr><td>Construction of Fire station, Medical included in the AA&ES of Rs. 14.73 cr. as under: <table><tr><td>Name of work</td><td>AA&ES</td></tr></table></td><td>12.10</td><td>PDC 2020-21</td><td>The work of Construction of Fire Station completed on 06.07.2020.</td></tr></table>	Name of work	Rs. In Cr.	PDC	Status	Construction of Fire station, Medical included in the AA&ES of Rs. 14.73 cr. as under: <table><tr><td>Name of work</td><td>AA&ES</td></tr></table>	Name of work	AA&ES	12.10	PDC 2020-21	The work of Construction of Fire Station completed on 06.07.2020.																										
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Construction of Fire station, Medical included in the AA&ES of Rs. 14.73 cr. as under: <table><tr><td>Name of work</td><td>AA&ES</td></tr></table>	Name of work	AA&ES	12.10	PDC 2020-21	The work of Construction of Fire Station completed on 06.07.2020.																																
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	Fire station	12.10			
	Emergency medical centre	2.27			
	Fire Drill Tower	0.36			
	Total	14.73			
	Body scanner				

It may be noted that the work of Fire station qualifying for AUCC has been completed and other work i.e. of Body Scanner is a supply item and to be procured and installed as per PDC & monitored from CHQ.

Hence, AERA is requested to waive off the requirement of AUCC keeping in view the pandemic Covid-19 situation and considering that the works are of operational requirement.

Based on the above comments, the shortfall has been reworked and comes out to be Rs. 25.15 cr. which shall be carried forward to the next control period.

Revised Rate card for the First Control Period (i.e. FY 020-21 to FY 2024-25) is also enclosed.

This issue with the approval of the Competent Authority.

Your sincerely

(Pradeep Kumar)

Executive Director (JVC & Tariff)

Encl: Revised Rate Card.

AIRPORTS AUTHORITY OF INDIA

RAIPUR AIRPORT - PROPOSED RATE CARD FOR AERONAUTICAL SERVICES

For 1st Control Period (FY 2020-21 to FY 2024-25)

EFFECTIVE FROM 1st JANUARY 2021

(I) Landing Charges (FY 2020-21) (w.e.f. 1.1.2021)

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	181.10 Per MT
Above 25 MT up to 50 MT	4527.50 + 326.00 per MT in excess of 25 MT
Above 50 MT up to 100	12677.50 +336.10 per MT in excess of 50 MT
Above 100 MT to 200 MT	29482.50+340.00 per MT in excess of 100 MT
Above 200 MT	63482.50+328.10 per MT in excess of 200

(I) Landing Charges (FY 2021-22)

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	199.20 Per MT
Above 25 MT up to 50 MT	4980 + 358.60 per MT in excess of 25 MT
Above 50 MT up to 100	13945 +369.70 per MT in excess of 50 MT
Above 100 MT to 200 MT	32430+374.00 per MT in excess of 100 MT
Above 200 MT	69830+360.90 per MT in excess of 200

(I) Landing Charges (FY 2022-23)

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	211.20 Per MT
Above 25 MT up to 50 MT	5280.00 + 380.10 per MT in excess of 25 MT
Above 50 MT up to 100	14782.50 + 391.90 per MT in excess of 50 MT
Above 100 MT to 200 MT	34377.50 + 396.40 per MT in excess of 100 MT
Above 200 MT	74017.50+ 382.60 per MT in excess of 200

(I) Landing Charges (FY 2023-24)

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	223.90 Per MT
Above 25 MT up to 50 MT	5597.50 + 402.90 per MT in excess of 25 MT
Above 50 MT up to 100	15670 + 415.40 per MT in excess of 50 MT
Above 100 MT to 200 MT	36440 + 420.20 per MT in excess of 100 MT
Above 200 MT	78460 + 405.60 per MT in excess of 200

(I) Landing Charges (FY 2024-25)

Weight of the Aircraft	Proposed Rate Per Landing (In INR)
Upto 25 MT	237.30 Per MT
Above 25 MT up to 50 MT	5932.50 + 427.10 per MT in excess of 25 MT
Above 50 MT up to 100	16610 + 440.30 per MT in excess of 50 MT
Above 100 MT to 200 MT	38625 + 445.40 per MT in excess of 100 MT
Above 200 MT	83165 + 429.90 per MT in excess of 200

Same rate applicable in case of International Flight.

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

Proposed Rates (In INR) (FY 2020-21) (w.e.f. 1.1.2021)		
Weight of the Aircraft	Parking Charges per Hour(First two hours after free parking period)	Parking Charges per Hour(beyond four hours)
Upto 25 MT	3.10 Per Hour Per MT	6.20 Per Hour Per MT
Above 25 MT up to 50 MT	77.50 + 4.20 per MT per Hour in excess of 25 MT	155 + 8.40 per MT per Hour in excess of 25 MT
Above 50 MT up to 100	182.50 + 8.30 per MT per Hour in excess of 50 MT	365 + 16.60 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	597.50 + 10.40 per MT per Hours in excess of 100 MT	1195 + 20.80 per MT per Hours in excess of 100 MT
Above 200 MT	1638 + 11.40 per MT per Hours in excess of 200 MT	3275 + 22.80 per MT per Hours in excess of 200 MT

Proposed Rates (In INR) (FY 2021-22)		
Weight of the Aircraft	Parking Charges per Hour(First two hours after free parking period)	Parking Charges per Hour(beyond four hours)
Upto 25 MT	3.40 Per Hour Per MT	6.80 Per Hour Per MT
Above 25 MT up to 50 MT	85 + 4.60 per MT per Hour in excess of 25 MT	170 + 9.20 per MT per Hour in excess of 25 MT
Above 50 MT up to 100	200 + 9.20 per MT per Hour in excess of 50 MT	400 + 18.40 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	660 + 11.40 per MT per Hours in excess of 100 MT	1320 + 22.80 per MT per Hours in excess of 100 MT
Above 200 MT	1800 + 12.50 per MT per Hours in excess of 200 MT	3600 + 25.00 per MT per Hours in excess of 200 MT

Proposed Rates (In INR) (FY 2022-23)		
Weight of the Aircraft	Parking Charges per Hour(First two hours after free parking period)	Parking Charges per Hour(beyond four hours)
Upto 25 MT	3.60 Per Hour Per MT	7.20 Per Hour Per MT
Above 25 MT up to 50 MT	90.00 + 4.90 per MT per Hour in excess of 25 MT	180.00 + 9.80 per MT per Hour in excess of 25 MT

Above 50 MT up to 100	212.50 + 9.80 per MT per Hour in excess of 50 MT	425.00 + 19.60 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	702.50 + 12.10 per MT per Hours in excess of 100 MT	1405.00 + 24.20 per MT per Hours in excess of 100 MT
Above 200 MT	1912.50 + 13.30 per MT per Hours in excess of 200 MT	3825.00 + 26.60 per MT per Hours in excess of 200 MT

Proposed Rates (In INR) (FY 2023-24)		
Weight of the Aircraft	Parking Charges per Hour(First two hours after free parking period)	Parking Charges per Hour(beyond four hours)
Upto 25 MT	3.80 Per Hour Per MT	7.60 Per Hour Per MT
Above 25 MT up to 50 MT	95.00+ 5.20 per MT per Hour in excess of 25 MT	190.00 + 10.40 per MT per Hour in excess of 25 MT
Above 50 MT up to 100	225.00 + 10.40 per MT per Hour in excess of 50 MT	450.00 + 20.80 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	745.00 + 12.80 per MT per Hours in excess of 100 MT	1490.00 + 25.60 per MT per Hours in excess of 100 MT
Above 200 MT	2025.00 + 14.10 per MT per Hours in excess of 200 MT	4050.00 + 28.20 per MT per Hours in excess of 200 MT

Proposed Rates (In INR) (FY 2024-25)		
Weight of the Aircraft	Parking Charges per Hour(First two hours after free parking period)	Parking Charges per Hour(beyond four hours)
Upto 25 MT	4.00 Per Hour Per MT	8.00 Per Hour Per MT
Above 25 MT up to 50 MT	100.00 + 5.50 per MT per Hour in excess of 25 MT	200.00 + 11.00 per MT per Hour in excess of 25 MT
Above 50 MT up to 100	237.50 + 11.00 per MT per Hour in excess of 50 MT	475.00 + 22.00 per MT per Hour in excess of 50 MT
Above 100 MT to 200 MT	787.50 + 13.60 per MT per Hours in excess of 100 MT	1575.00 + 27.20 per MT per Hours in excess of 100 MT
Above 200 MT	2147.50 + 14.90 per MT per Hours in excess of 200 MT	4295.00 + 29.80 per MT per Hours in excess of 200 MT

Same rate applicable in case of International Flight.

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 taxing 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 Raipur 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) USER DEVELOPMENT FEES (UDF)

Passenger	Proposed UDF (per embarking passenger)
Domestic	Rs. 500/-

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

At present there is no international flight at Raipur Airport.
Same rate applicable in case of International PAX

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 1st fortnight and rate as on 15th of the month for tickets issued in the 2nd fortnight shall be adopted.

- d) Revised UDF charges will be applicable on tickets issued on or after 01/01/2021.
e) No UDF/PSF (Facilitation) will be levied for Transit Passengers.

(IV) Extension of watch Hours (w.e.f. 01.01.2021)

Charge for extension of Watch Hour beyond designated watch hours irrespective of the weight of the aircraft is categorized as follows:

Particulars	Proposed Rates (per hour)
Extn of Watch Hour (ILS STATION)	15543

➤ **Concessional rates per hour (in Rs) - AAI Airport**

Type of user	% of Normal rates	ILS (ILS provided by AAI) in INR
Helicopter	10	1554
Aircraft up-to MTOW 10,000 Kgs.	20	3109
Aircraft up-to MTOW having MTOW more than 10,000 Kgs. but less than 20,000 kgs.	40	6217
1. A Concession to small domestic aircrafts, helicopters and aircrafts used for training purposes by approved Flying schools/ Flying training institutes on the extension of watch hour charges irrespective of whether the flying rules followed are VFR & IFR.		
2. The charges are payable by all operators/agencies operating outside the watch hours, except aircraft(s) belonging to any armed force of the Union, including BSF & NCC.		
3. The charges are payable at the Airports where extension is availed at the time of landing / taking off as the case may be.		
4. When the two aircraft use the facility at the same time, Charges for Extension of Watch Hours for each Airline/aircraft should be charged separately and no sharing of charges between the Users is permissible.		
5. Fraction of hours may be rounded off to the next half an hour and charged accordingly.		
6. If the aircraft has taken off just before the closing of watch hours, watch hours should be extended at least for a period of 30 minutes after take-off as is the normal practice, this will not attract extra service charge. If the aircraft returns to land due to any technical reason, extended period beyond the normal watch hour, if any, should not be charged. However, any extension required after such landing should be charged as per rates applicable.		
7. Any extension of Watch Hours provided to accommodate an aircraft experiencing technical problem and requesting emergency landing should not be charged. Any extension required after such landing should be charged as per rates applicable.		
8. No charges will be levied for extension of Watch hours due to inescapable delays because of runway block/VVIP Movements/weather conditions at the station.		
9. If an Operator, after obtaining approval of AAI for extension of Watch hours, subsequently intends to withdraw the request under any circumstances, shall inform AAI at least 6 hours in advance of the scheduled departure or arrival time. If the Operator fails to do so, he shall be charged Charges for Extension of Watch Hours for a period of 4 hours as penalty.		
10. The charges for Extension of Watch Hours shall be levied as per revised rates per hour basis for a minimum period of one hour.		

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| 11. | The Charges indicated above are only for the services rendered by AAI. |
| 12. | The Charges for Extension of Watch Hours are applicable to the airports which are having designated watch hours. |

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 & vide Letter no. AV.13024/659/2015-AS dated 30.11.2011 & 13.06.2019 respectively 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.