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B A R {India} Board of Airline Representatives in India

Office of the Chairman :
C/o. Air-India
A.I. Bldg., 17th Floor,
Nariman Point,
Mumbai - 400 021.
Tel. : 2279 6586

Chairman :
Air-India

Vice-Chairman :
Air France / K.L.M.

Treasurer :
Delta Airlines

Exec. Secretary :
Mrs. S. D'Almeida

BAR/AERA

February 15, 2012.

The Chairman
Airport Economic Regulatory Authority of India
AERA Building, Administrative Complex,
Safdarjung Airort,
NEW DELHI 110 003

Dear Sir,

Sub: Determination of Aeronautical Tariff of IGI Airport, New Delhi

This has reference to Consultation paper no. 32/2011-2012 of Airport Economic Authority of India wherein AERA sought Stakeholder's comments on the proposal.

The Board of Airline Representatives in India (hereinafter referred to as BAR(!)) would like to place on record our strong objections to the proposed revision from IGI Airport and felt that this could lead to passengers choosing to transit through other airports instead of New Delhi.

The situation appears to be getting out of hand with the levy of newer or increase in the current charges especially in light of the economic downturn. The airlines cannot afford these escalating increases in cost and some airlines have even started winding up their operations.

The ebbing effect of the universal financial crunch encountered by all Airlines has started threatening the very survival of the Carriers.

Sensing the inter-dependency and acknowledging the fact that the survival of the Airlines is equally vital to the survival of the Airport. The Authorities of Airports in certain countries have been proactive in helping the Airlines through substantial reductions in the various Charges.

If the Government wishes to seriously consider that the financial position of the Airport is eroded and net worth is decreasing as put forward by DIAL in their presentation, the 46 percent share of the Government could be utilised in some form or the other, to reduce the burden both of DIAL and subsequently of the Airlines. This aspect may please be looked into as a last resort in view of the deep financial crisis which the Industry is facing today.

- Members :**
- Aerosvit Ukranian Airlines
 - Air Arabia
 - Air France / K.L.M.
 - Air Canada
 - Air India
 - Air Mauritius
 - All Nippon Airways
 - American Airlines
 - Austrian Airlines
 - British Airways
 - Cathay Pacific
 - China Airlines
 - Continental Airlines
 - Delta Airlines
 - Egyptair
 - EI Al Israel Airlines
 - Emirates
 - Etihad Airways
 - Ethiopian Airlines
 - Finnair
 - Gulf Air
 - Iran Air
 - Japan Airlines
 - Jet Airways
 - Kenya Airways
 - Kingfisher Airlines
 - Korean Air
 - Kuwait Airways
 - Lufthansa
 - Malaysian Airlines System
 - Oman Air
 - Pakistan International
 - Qantas
 - Qatar Airways
 - Royal Jordanian Airlines
 - Nepal Airlines
 - Saudi Arabian Airlines
 - Singapore Airlines
 - South African Airways
 - Swiss International
 - Sri Lankan Airlines
 - Thai Airways International
 - Turkish Airlines
 - Virgin Atlantic Airways
 - Yemen Airways

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22/2/2012

Secy (AERA)
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OSD-II
22/2/12



OSD-II/249
25/02/12

NGR (20K)
P/s: Consolidated Comments.
22/2/12

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Korean Air
Kuwait Airways
Lufthansa
Malaysian Airlines System
Oman Air
Pakistan International
Qantas
Qatar Airways
Royal Jordanian Airlines
Nepal Airlines
Saudi Arabian Airlines
Singapore Airlines
South African Airways
Swiss International
Sri Lankan Airlines
Thai Airways International
Turkish Airlines
Virgin Atlantic Airways
Yemen Airways

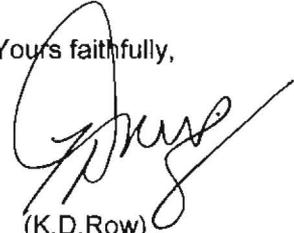
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BAR(I) also supports the issues flagged by the Airline Operators Committee vide their letter AOC/DEL/AERA/2012/100002 dated January 24, 2012.

BAR(I) endorses the view of IATA that ICAO principle should be followed and there should not be any discrimination on the basis of distance for levy of Development Fee or Passenger Service Fee etc..

BAR(I) would like to request the support of AERA in making Delhi Airport competitive and price sensitive.

Yours faithfully,


(K.D. Row)
Chairman – BAR(I)