

## AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

### **MINUTES OF THE STAKEHOLDERS' CONSULTATION MEETING HELD TODAY ON 14.11.2025 AT 2:30 PM AT AERA OFFICE REGARDING THE CONSULTATION PAPER NO. 04/2025-26 IN THE MATTER OF DETERMINATION OF AERONAUTICAL TARIFF FOR SWAMI VIVEKANANDA AIRPORT, RAIPUR FOR THE SECOND CONTROL PERIOD (FY 2025-26 to FY 2029-30)**

1. For the determination of tariff for aeronautical services, Section 13(4)(a) of the Airports Economic Regulatory Authority of India Act, 2008, provides that for ensuring transparency in the tariff determination process due consultation with all stakeholders be held and all stakeholders be allowed to make submissions. Accordingly, for Swami Vivekananda Airport, Raipur a Stakeholders Consultation Meeting was convened by the Authority on 15.11.2025 at 2:30 PM at AERA Office, Udaan Bhawan, Safdarjung Airport, New Delhi-110003 to elicit the views of the Stakeholders on the proposals made in the Consultation Paper No. 04/2025-26 dated 30.10.2025 issued by the Authority in the matter of determination of aeronautical tariff for the airport for 2<sup>nd</sup> Control Period (01.04.2025 – 31.03.2030).

The list of participants is enclosed in Annexure I.

2. At the outset, Chairperson, AERA extended a warm welcome to all participants and opened the stakeholders' consultation meeting. The Chairperson noted that the Raipur airport is uniquely placed serving the capital city of Chhattisgarh State. Chhattisgarh is rich in natural resources and has strong potential for industrial development. Thus, there is good potential for growth of Raipur Airport. Raipur Airport has recently completed its First Control Period and the Second Control Period has commenced on 1<sup>st</sup> April, 2025.

It was informed that AERA had reviewed the MYTP submitted by AAI in June 2025 and thereafter AAI again submitted the revised MYTP in July, 2025. As per AERA's established process, a tariff consultant was engaged to analyse the proposal in detail, following which the Consultation Paper was prepared and published. It was emphasised that preparing the

Consultation Paper is an extensive exercise, involving a thorough examination of each regulatory building block, multiple rounds of internal meetings, and a detailed review by both the Consultant and the Tariff Team of AERA. All observations and deliberations have been carefully incorporated into the Consultation Paper.

The Chairperson highlighted that AERA follows a well-structured and transparent regulatory process. Given that Raipur is a relatively smaller airport with modest capital infusion compared to larger airports, the analysis was completed within a shorter timeframe. Nonetheless, the same level of regulatory rigour and scrutiny was applied before placing the Consultation Paper in the public domain.

Emphasising the importance of this stage of consultation, the Chairperson invited all stakeholders to share their comments and inputs. The Chairperson recalled that the AERA Act clearly mandates transparency and user consultation as an integral component of the tariff determination process. This stakeholder meeting accordingly serves as a vital mechanism to gather meaningful stakeholder feedback.

3. The Chairperson first invited AAI to make their presentation. Thereafter, the floor would be opened for stakeholder discussions. He assured that the comments and issues raised during the meeting would be noted and examined on merits.

The Chairperson also reiterated the timelines associated with the consultation process. The Consultation Paper for Raipur Airport was published on 30.10.2025 and the stakeholders' consultation meeting has been organised 15 days later i.e. today. Besides giving their views/comments/suggestions during today's meeting the Stakeholders can also submit their written comments within another 15 days from today after which the Airport Operator will have another 10 days to submit their counter-comments. All submissions would be consolidated and appropriately considered by AERA while finalising the Tariff Order.

#### **Airports Authority of India**

4. Mr. L. Kuppulingam, ED- JVC, AAI welcomed the stakeholders & expressed gratitude to the Authority for convening this stakeholders' consultation meeting and then invited Ms. Nandita

Bhatt, ED-Planning, AAI to present the salient features of Raipur Airport and the submissions of AAI towards Consultation Paper No. 04/ 2025-26.

5. Ms. Nandita Bhatt, ED-Planning, AAI introduced herself and also introduced Mr. Yogesh Nagaich, who had recently assumed charge as Airport Director at Raipur Airport. She then gave a detailed presentation about the Raipur Airport and in AAI's response to Consultation Paper No. 04/ 2025-26 in respect of the Raipur Airport, encompassing the following:

**a. Background Information:**

- Swami Vivekananda International Airport, Raipur is located in the capital of State of Chhattisgarh, which is one of the top states of India in Mineral, Iron ore as well as Coal.
- This is the only airport of State of Chhattisgarh which caters to the requirement of all major cities of Chhattisgarh, such as Bilaspur, Durg, Bhilai, Jagdalpur, Raigarh, Ambikapur etc.

**b. Existing infrastructure Facilities:**

Swami Vivekananda Airport has a land area of 1,080.79 Acres, with a designed passenger handling capacity of 3.2 MPPA, with one operational runway and 13 parking stands. It can handle 810 domestic passengers during peak hours. The 18,500 sqm terminal includes 15 check-in counters, 3 aerobridges (Construction of fixed finger for 4<sup>th</sup> Aerobridge is completed and Aerobridge is yet to be installed), Digi Yatra-enabled services, and modern amenities such as NAV Aids available. Cargo is managed by AAICLAS, ground handling by AIASL and Global Flight Handling Systems (Raipur) Pvt. Ltd., and fuel supply by IOCL, BPCL, HPCL and Reliance BP Mobility Ltd. (Jio-BP).

**c. Passenger Amenities/ Facilities:**

Thereafter, the Ms Nandita briefed about the various passenger and commercial facilities inside the Airport, which include:

- |                                       |                              |
|---------------------------------------|------------------------------|
| 1. Check in counters with CUTE & CUSS | 9. Digi Yatra                |
| 2. Washroom                           | 10. Napkin Vending machine   |
| 3. FIDS/ PA System/ Entertainment TVs | 11. Bottle Crushing Machines |

- |                                                                                                   |                             |
|---------------------------------------------------------------------------------------------------|-----------------------------|
| 4. Tactile Flooring, Ramps, Facilities for persons with reduced mobility and Seating Arrangements | 12. R.O. Drinking Water     |
| 5. Child Care Room                                                                                | 13. Free Wi-Fi              |
| 6. MI Room                                                                                        | 14. Workstation             |
| 7. Digi Yatra                                                                                     | 15. May I help You Counters |
| 8. Mobile Charging Facilities                                                                     |                             |

**d. Customer Satisfaction Score/ Airport Service Quality**

The average ASQ score for 2022 stands at 4.84, for 2023 at 4.81, and for 2024 at 4.83. In the third quarter of 2025, Raipur Airport achieved an ASQ rating of 4.87. The airport continues to focus on enhancing overall passenger satisfaction to further improve its ratings.

**e. Connectivity Weekly Operations (October 25) - 221 Movements**

Raipur Airport recorded a total of 221 weekly aircraft movements in October 2025, with the highest connectivity to Delhi (56 movements), followed by Hyderabad and Bengaluru (28 and 21 movements respectively) and Mumbai and Kolkata (21 movements each). Other key connections include Indore (14 movements), and Chennai, Ahmedabad, Goa, Lucknow, Bhopal, Bhubaneswar, Pune, Vishakhapatnam (7 movements each). Additionally, smaller but essential regional links are maintained with Ambikapur (3 movements) and Utkela (1 movement), reflecting a balanced network of metro, tier-2 cities, and regional connectivity.

**f. Passengers' footfall**

It was informed that the airport recorded 20,006 aircraft movements in FY 2024-25, reflecting a 6% growth over the previous year. Projections indicate an increase to 28,989 aircraft movements by the end of the Second Control Period i.e., FY 2029-30.

Further, the passenger traffic has increased to 2.6 million passengers in FY 2024-25, showcasing a 5.8% increase over the previous year and are expected to increase at a rate of 9.5% to 10% in the Second Control Period.

**g. CAPEX Projections**

ED(Planning), AAI presented major CAPEX projected for the Second Control Period for Raipur Airport, which included the following:

**i. Reconfiguration of Existing Terminal Building**

- To meet the growing demand of passenger traffic at airports and for the convenience of the passengers, AAI has proposed to reconfigure the passenger terminal building of Raipur airport and thereby increase the passenger capacity. Ms. Nandita stated that the proposed reconfiguration would not only create more space but also result in efficient flow of passengers, removal of bottlenecks and increase peak hour capacity of Terminal Building.
- The number of entry gates/lane would increase from 2/4 to 4/8 after reconfiguration and the peak hour passenger handling capacity will increase from 810 to 2,430.
- The estimates cost of this project is ₹19.29 Crores (Civil + Elect work), excluding Financing allowance and is expected to be capitalized in FY 2026-27.

Information was asked about the designed capacity of the Airport and the increased capacity, after the reconfiguration of the Terminal Building. Ms. Nandita Bhatt responded that the existing Terminal Building capacity is 3.2 MPPA and post reconfiguration, the capacity would increase to 5 MPPA.

It was, further enquired whether a minor reconfiguration of Terminal Building was sufficient to achieve the said capacity enhancement, since generally a substantial expansion in Terminal Building capacity would entail expansion of terminal building area, incurrence of significant additional Capex, etc. To this, ED (Plg.) AAI responded that some additional spaces within the Terminal Building have been added by AAI, based on the regulatory requirements.

A point was further raised as to how the capacity of the Airport can nearly double, without incurring any major additional Capex and within the same built-up area. Such a thing has not been witnessed in any other airport. ED(Plg.) AAI responded that this can be achieved by reducing the time of passenger processes as per the required norms at various passenger touchpoints from where the passengers move and AAI has already initiated the next phase of planning.

AAI was asked to check and revert regarding the increase in the passenger capacity post reconfiguration of the Terminal Building.

#### **ii. Construction of AAI Admin Block**

- Presently, the old Terminal Building is partly used as Administration Block (Offices of APD, HR, Finance, Commercial, Security and Tech departments) and partly for cargo operations.
- As there is plan for expansion of Cargo operations, the entire existing building would be handed over to AAICLAS for the same. Therefore, it is inevitable to shift all above offices to a suitable location for which a separate Admin building is required. The estimated cost of construction of the Admin Block is ₹ 10 Cr, which is expected to be completed by FY 2028-29.

#### **iii. Construction of AAI Residential Colony**

- The existing residential colony for operational staff of Raipur Airport comprises of only 25 quarters, all of which were constructed more than two decades ago. With the passage of time, these structures have not only become obsolete in terms of design and amenities but are also in a deteriorated condition.
- Further, Raipur Airport is situated 15 Km away from the city and there is no residential accommodation available closer to the airport. Therefore, residential Colony nearby the Airport, will help in increasing the efficiency of the workforce deployed at Airport (as the Airport is likely to become 24 hours operational).
- The estimated cost of the project is ₹ 20 Crores and the expected to be completed by FY 2029-30.

#### **iv. Replacement of ILBHS system**

- The throughput capacity of existing ILBHS system is 450 baggage per hour, which has exceeded its baggage screening capacity limit and the existing system has outlived its useful life.

- To meet the gradual increase in passenger traffic, it is essential to replace the existing ILBHS system with advanced and upgraded version of ILBHS. Increase in the length of conveyor belt will improve peak hour throughput from 450 baggage/hour to min.1,200 baggage/hour.
- The estimated cost is ₹ 10 Crores which is expected to be completed by FY 2026-27.

#### **v. Procurement of 7 Nos. Body Scanner**

- As per BCAS AVSEC CIRCULAR 05/2019 all airport operators have to install Body Scanner for frisking of Pax at PESC point, which would detect both metallic and non-metallic items concealed in the body under clothing.
- The estimated cost of 7 body scanners proposed by AAI is ₹ 17.50 Crores which is planned to be commissioned in FY 2027-28.
- AAI requested AERA to consider 7 body scanners proposed by AAI, as against 2 body scanners considered by AERA in the Consultation Paper No. 4/ 2025-26.

#### **vi. Replacement of Arrival Conveyor Systems**

- ED (Plg.) mentioned that earlier it was proposed to replace only 2 conveyor belts during the 2<sup>nd</sup> Control Period.
- However, as the 3<sup>rd</sup> conveyor belt has also outlived its useful life of 10 years as per AAI's material management policy, AAI now proposes to replace the 3<sup>rd</sup> conveyor belt as well, in this control period. The cost of one conveyor belt is ₹ 4 Crores approx. and the revised estimated cost for 3 conveyor belts amounts to ₹ 12 Crores.
- AAI requested AERA to consider the revised estimated cost of for the replacement of conveyor belts.

#### **vii. Revamping of Passenger Terminal Building including provision of additional facilities for passengers**

- Existing passenger terminal building of Raipur Airport was commissioned and operationalised in the year 2012. Since, then no major face-lifting / upgradation works were done in the last 13 years.
- ED(Plg.) highlighted that Raipur is now connected by air to all major cities of our country including Mumbai, Delhi, Hyderabad, Bangalore & Ahmedabad. As these airports are now owned and operated by private operators, they have been revamped as per latest technology and facilities. Passenger traveling from Raipur to these private Airports compare facilities & ambience of two Airports, and they expect similar passenger experience at Raipur Airport.
- As there is no proposal to construct a new Terminal Building in near future, AAI has now proposed to revamp the existing passenger terminal building of Raipur Airport with latest technology and facilities to match the standards of PPP Airports.
- The estimated cost of this project is ₹ 5 Crores and is expected to be completed by FY 2026-27.

It was, enquired whether this project had been included in the MYTP submitted by AAI for Raipur Airport to which Ms. Nandita Bhatt responded that it had not been included in the MYTP, but has now been proposed by AAI for Raipur Airport for the Second Control Period. It was reiterated that the Tariff Division would require to examine the same for further action.

#### **6. AAI submission on Consultation Paper No. 4/ 2025-26**

AAI raised the following concerns on the proposals given in Consultation Paper No. 4/ 2025-26 and requested AERA to consider the same while finalising Tariff Order for the Second Control Period for the Raipur Airport:-

- CAPEX on Augmentation of Parking Area and Covering of Walkway may be considered based on percentage of actual work done i.e. 92.80: 7.20 (Aeronautical: Non-aeronautical), instead of 50:50 (Aeronautical: Non-Aeronautical) considered by AERA.
- Improvisation of traffic lanes in front of Terminal Building, Provision of kerb-stone and footpath along roads on cityside of airport etc. is purely for passenger facilitation, therefore AAI, requested AERA not to consider Terminal building Ratio for the same.

- Since Revenue generated from the space allotted to Airlines is considered as Aero Revenue by AERA, AAI requested that the same treatment may be given to the space allotted to Airlines, while determining the Terminal building ratio.
- AAI requested AERA not to cap Repairs & Maintenance expenses @ 6% on opening RAB, as it is required for upkeep of assets for maintaining the world class facility. Further, AAI requested AERA to consider the DIGI yatra manpower expenses and DIGI yatra service charges for availing Digi Yatra ecosystem as operating expenses, and not as the Repair and Maintenance expenses.

Director, Tariff (P&S) appreciated AAI's detailed presentation and invited other stakeholders, both who have joined physically and in virtual mode, to share their comments.

## **7. Airport Operators**

### **7.1 GMR Group**

Mr. Raman Gulati said that they are going through the Consultation Paper and would submit the written comments before the due date.

### **7.2 Adani Group**

Ms. Vidhi Gandhi, DGM Regulatory, said that they do not have any specific comments, if they have any, the same would be submitted in writing.

It was, reiterated that submission of comments be done within the stipulated timelines, to which Ms. Vidhi responded that they would adhere to the given timelines for submitting the written comments.

### **7.3 Noida International Airport**

Mr. Gautam Garyali, Lead Regulatory, said that he didn't have any comments presently and would share the written comments to the Authority within the stipulated timelines.

## **8. Independent Service Providers**

### **8.1 AI Airport Service Limited (AIASL)**

Mr. Amit Toshkar, Sr. AGM stated that they don't have any specific comments and will provide written submissions, if necessary.

### **8.2 Bird Worldwide Flight Service (I) Pvt Ltd**

Mr. Sudhanshu Agarwal, General Manager (Finance), thanked AERA for inviting them to the stakeholders meeting for discussing the Consultation Paper of Raipur Airport and also appreciated AAI for the wonderful presentation. He had shared the following views:

He said AAICLASS being the PSU should also consider outsourcing the operation & maintenance of cargo terminal to private players.

Secondly, he enquired AAI, if there is any plan to build hotels/ initiate flight kitchens at the airport as Bird Worldwide is also offering these services at other airports.

ED Planning, AAI replied that AAI would share their comments to AAICLAS regarding outsourcing operations to private operators. Regarding the flight kitchen, she said AAI would be glad to receive such proposals, which would then be examined and taken forward.

It was pointed out that Raipur Airport has already outsourced O&M of its Cargo Operations to a private party namely AISATS Airport Services Pvt Ltd. And AERA has already determined the ad-hoc tariff for the same.

### **8.3 Bharat Petroleum Corporation Ltd. (BPCL)**

Mr. N. Srinivasa Rao, Sr. Manager (Finance), said they did not have any comments to offer on the Consultation Paper of Raipur Airport.

### **8.4 Indian Oil Corporation Ltd.**

Mr. GK Mukherjee, GM (Aviation) HO, said he did not have any specific comments and will provide written submissions, if necessary.

## 9. Airlines and Airlines Associations

### 9.1 Indigo Airlines

Ms. Prakriti Nambiar (Senior Executive- Aero political & Industry Affairs) thanked AERA for conducting the stakeholders' consultation meeting and AAI for giving such informative presentation and said they will submit written comments within the speculated time.

It was, enquired about the number of flights IndiGo is operating at Raipur Airport. It was informed that currently 21 flights are operated from New Delhi to Raipur

Subsequent to above, Mr. Tarun Raina from Indigo Airlines raised the following concerns:

- Firstly, he stated that the 9% to 10% traffic growth estimated for the Second Control Period is little aggressive and same may to be re-evaluated, as in previous Control Period there was a significant variance of 15% versus the actuals and the average growth was also overestimated by 20% on Y-o-Y. Also, the growth in the last two years for Raipur airport was 8% and 6% as per the data provided. Based on this, he requested AAI to reconsider the traffic estimates as Indian overall air traffic is growing @ of 6.9%.
- Secondly, he enquired about the unplanned CAPEX amounting to ₹ 49.77 Crores incurred by AAI for the First Control period. He asked if this amount would be absorbed in the current control period and requested AAI to rework on CAPEX planning, as such variations in CAPEX creates cost pressure on airlines as well as the passengers.
- Lastly, he enquired about the 182% increase in landing charges, 45% increase in parking charges and the 49% increase in UDF, as these changes would affect the airlines as well as the passengers significantly. In the end, he requested AAI to share their inputs on these concerns.

Tariff Cell, AERA and AAI was asked to respond to the queries raised by Mr. Tarun.

AAI team (GM-CPMS) replied to Mr. Tarun by saying that Raipur airport had a growth rate of 9.7% CAGR in last 5 years and AAI had considered the same for deriving traffic projections for the next 5 years. This approach is in line with what AAI has witnessed in the past. Further, there was a dip in the passenger traffic due to Covid19 pandemic and the same had been recouped during the First Control Period.

Mr. Tarun responded that 8% and 6% growth could only be seen in 2023-24 and 2024-25 when all airports are growing and recovering extensively, but in case of Raipur it is reverse, as the growth rate has come down to 8% to 6%. Mr. Tarun requested AAI to take inputs from airlines while deriving traffic growth projections.

Director Tariff-I replied on the second question (related to execution of unplanned Capex by AAI during the First Control Period) by saying that the issue was related to the First Control Period (2020-25). The Authority had approved a total Capex of ₹ 54 Crores for the First Control Period, however the actual Capex incurred by AAI was ₹102 Crores. The above variance is mainly due to the Capex incurred on the Taxiway and Apron, as in the Tariff Order for the First Control Period, Capex for these works were projected at ₹ 6.12 Crores, but actual Capex incurred amounted to ₹ 32.21 Crores. Additionally, Raipur airport had installed Rooftop Solar Panels which were not included in the Tariff Order (for the First Control Period). These variances have been examined in detail and justifications for the same have been explained in the Consultation Paper No. 4/ 2025-26.

It was reiterated by AERA that the unplanned Capex should be avoided by the airport operators as far as possible. However, only those items that are essential from airport's security, safety & regulatory compliance perspective can be considered as part of true up during the tariff determination exercise.

## **9.2 Aroon Aviation Services Pvt. Ltd.**

Mr. Yogendra K. Tomer, President, said that he does not have any comments and informed the forum that they are operating lounge services at Raipur airport.

## **10. Other Industry Bodies**

### **10.1 Federation of Indian Airlines (FIA)**

Mr. Ujjwal Dey, Associate Director extended his greetings to AERA. He thanked the Authority for conducting the stakeholders' meeting and AAI for their crisp presentation. However, he requested AAI to provide more information on Aggregate Revenue Requirement (ARR), increase in Aeronautical tariff and its impact on the passengers and the airlines. He further added that the details on the cost that has been incurred/ projected by AAI, debt equity ratio, the increase in passenger capacity/ traffic growth and its

corresponding impact on the revenue growth would be vital for the stakeholders. He also raised his concern about the proposed increase in Terminal Building capacity, post reconfiguration and its feasibility, as no CAPEX has been planned for capacity expansion. He also suggested that the airport operators should increase their non-aeronautical revenues and ended by saying that FIA would submit their comments in writing.

## 10.2 International Air Transport Association (IATA)

Mr. Ujjwal Bakshi, Industry Affairs Manager, praised AAI for a detailed presentation. He also seconded with the views of Mr. Tarun from IndiGo regarding the increase in landing charges, parking charges and UDF, as the objective of NCAP, 2016 was to make the tariffs affordable. He requested Chairperson that if these numbers could be reviewed and rationalised. He said that considering 10% as traffic growth rate sounds highly optimistic and it could be considered in the range of 7% to 10%. Secondly, he requested if the under-recovery of ₹239.91 Crores of the First Control Period could be evaluated for recovery in phases, as it would help reduce the tariff burden on the Airport users. He suggested that the views of the Airlines should be considered by AAI while deriving the traffic growth projections for the Airport. In the end he complimented AERA for pushing the airport operators for submitting their MYTP on a timely basis.

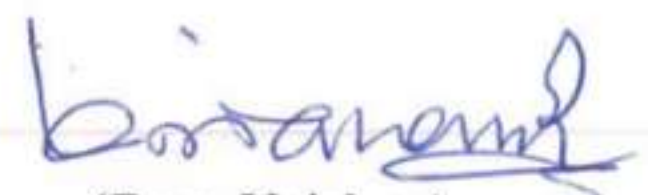
## 11. Conclusion

11.1 **Member-II, AERA** thanked all participants for attending the meeting and appreciated AAI for their presentation. She emphasized that AERA follows a thorough and transparent consultation process involving detailed deliberations with the tariff team and its consultants. She then stated that while Raipur Airport is comparatively smaller and operationally simpler, a wider stakeholder participation would be valuable and requested all stakeholders to submit their written comments within the stipulated timeframe. Regarding AAI's submissions, she stated that the proposed CAPEX will be revisited and a considered view would be taken. Further, she clarified that the issue of capping R&M expenditure has already been addressed in earlier Tariff Determination Orders and that based on the revised guidelines, would be considered in the subsequent Control Period while truing up. Regarding the concerns raised on airline space and the terminal building ratio, she stated that the Authority follows established IATA norms and AAI should work towards meeting these standards. She then concluded the meeting by requesting the stakeholders to submit their written comments within the stipulated timelines to AERA.

11.2 **Member-I, AERA** also thanked all attendees and highlighted that AERA maintains a highly transparent system, supported by regular review meetings. Referring to inputs from IATA, he requested the Airport Operator to submit the MYTP at least six months before the commencement of the Control Period to allow adequate time for review and to ensure more rational airport charges, thereby avoiding shrinkage in the Control Period. He also asked ED (Planning), AAI to explain how the designed capacity of the terminal building is proposed to increase from 3.2 MPPA to 5 MPPA within the same built-up area, including the technological improvements or measures enabling this enhancement. He suggested that more information on regulatory building blocks and the resultant impact on tariff rates to be provided in the presentation of the airport operator to bring more clarity and transparency in stakeholder interactions.

11.3 **Chairperson, AERA** concluded by thanking all attendees for their valuable inputs. He thanked all the stakeholders and also AAI for making a comprehensive presentation on the Raipur Airport and the various components of MYTP. He appreciated the valuable suggestions received from various stakeholders. He further reminded all the stakeholders that they can submit their written comments/views/suggestions by the stipulated timelines i.e. 15 days from today's stakeholder meeting.

The meeting concluded with a vote of thanks to all the participants of the Stakeholder Consultation Meeting.

  
(Ram Krishan)  
Director (Tariff)

**List of Participants:**

**Airports Economic Regulatory Authority of India**

1. Shri S. K.G. Rahate, Chairperson
2. Shri D. K. Kamra, Member-I
3. Ms. V. Vidya, Member- II
4. Shri Ram Krishan, Director (Tariff)-I
5. Shri Mukesh Wadhwa, Director (Tariff)-II
6. Shri Rajan Gupta, Jt.GM (Fin)-Tariff
7. Shri Satish Kumar, DGM (Fin.) – Tariff
8. Shri Trilok Chand, Sr. Manager (Fin.)- Tariff

**Airports Authority of India (AAI)**

1. Sh. L. Kuppulingam, E.D. (JVC-I)
2. Ms. Nandita Bhatt, ED (Plg.)
3. Mr. Rajesh Khanna, GM (JVC)
4. Mr. Rajesh Gokhe, GM, Airport system
5. Mr. Naseem Khurram, GM (CP&MS)/ Ops
6. Mr. Yogesh Nagaich, Airport Director, Raipur
7. Mr. Niranjana Sharma, DGM (Engg.)-ER, CHQ.
8. Mr. Vinay, DGM (Engg.), Civil, Raipur Airport
9. Mr. Ravi Kanojia, Sr. Manager (Fin.)
10. Mr. Gaurav Yadav, DGM (Arch.)
11. Mr. Rakesh Dembla, Joint GM (Fin.)-Tariff
12. Mr. Sunil Kumar, DGM (Planning)
13. Ms. Vartika Gupta, SM (Fin.)
14. Mr. Pradeep Agrawal, Sr. Manager (fin.)
15. Ms. Megha Rohilla, Manager (Arch.)

**GMR Group**

1. Mr. Raman Gulati

**Adani Group**

1. Ms. Vidhi Gandhi – DGM Regulatory

**Noida International Airport**

1. Mr. Gautam Garyali (Lead Regulatory)

### **Independent Service Provider (ISPs)**

#### **AI Airport Services Limited (AIASL)**

1. Mr. Amit Toraskar, Sr. AGM
2. Mr. Amit Mishra, Sr. AGM-GH
3. Mr. Amol Jamdar, Sr. AGM

#### **Bird Worldwide Flight Service (I) Pvt. Ltd.**

1. Mr. Sudhanshu Agrawal, General Manager (Finance)

### **Oil Companies**

#### **Bharat Petroleum Corporation Ltd. (BPCL)**

1. Mr. N. Srinivasa Rao, Senior Manager (Aviation, Delhi AFS)

#### **Indian Oil Corporation Ltd.**

1. Mr. G.K. Mukharjee, GM (Aviation), HO

### **Airlines & Associations:**

#### **Federation of Indian Airlines (FIA)**

1. Mr. Ujjwal Dey, Associate Director

#### **Indigo Airlines**

1. Mr. Tarun Raina, Senior Manager – Public, Corporate and Industry Affairs
2. Ms. Prakriti Nambiar, Senior Executive - Aero political & Industry Affairs

#### **Air India**

1. Mr. Shashi Chetia- Head Airport Planning (Commercial).

#### **Aroon Aviation Services Pvt. Ltd.**

1. Mr. Yogendra K. Tomer, President

### **Other Industry Bodies**

#### **International Air Transport Association (IATA)**

1. Mr. Ujjwal Bakshi, Industry Affairs Manager

#### **FICCI**

1. Rohan Bailwal, Asstt. Director

#### **PwC**

1. Mr. Saurav Kumar
2. Mr. Vishal Sadangi

**AERA's Consultant - R. Subramanian and Company, LLP**

1. Ms. Krithika Gopal, Partner
2. Ms. Sreekumar, Aviation Expert
3. Ms. Komal Singh
4. Mr. Shivam Kanojia