



AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

**IN THE MATTER OF
DETERMINATION OF TARIFF FOR GROUND HANDLING SERVICES
FOR M/S GSEC BIRD AIRPORT SERVICES PVT. LTD. AT
SARDAR VALLABHBHAI PATEL INTERNATIONAL AIRPORT, AHMEDABAD
FOR THE THIRD CONTROL PERIOD
(FY 2021-22 TO FY 2025-26)**

Date of Issue: 28th January, 2022

AERA Building
Administrative Complex
Safdarjung Airport
New Delhi – 110003



TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	5
CHAPTER 2: PRINCIPLES FOR DETERMINATION OF AERONAUTICAL TARIFF UNDER “LIGHT TOUCH APPROACH”	7
CHAPTER 3: TRAFFIC VOLUME (FLIGHTS TO BE HANDLED)	9
CHAPTER 4: CAPITAL EXPENDITURE	11
CHAPTER 5: OPERATING EXPENDITURE	14
CHAPTER 6: ANNUAL TARIFF PROPOSAL	18
CHAPTER-7: SUMMARY OF AUTHORITY’S DECISIONS	25
CHAPTER 8: ORDER	26
ANNEXURE-I APPROVED TARIFF RATE CARD FOR DOMESTIC & INTERNATIONAL SCHEDULE FLIGHTS	27
ANNEXURE-II APPROVED TARIFF RATE CARD FOR INTERNATIONAL NON SCHEDULE AND GENERAL AVIATION OPERATIONS	28
ANNEXURE-III APPROVED TARIFF RATE CARD FOR ADDITIONAL SERVICES FOR DOMESTIC & INTERNATIONAL SCHEDULE FLIGHTS	29
ANNEXURE-IV APPROVED TARIFF RATE CARD FOR ADDITIONAL SERVICES FOR INTERNATIONAL NON SCHEDULE & GENERAL AVIATION OPERATIONS	31



LIST OF TABLES

S. No.	Particulars	Page No.
1	Summary of Shareholding Structure of GBAS	5
2	Traffic Volume (Flights to be handled) projected for SVPIA, Ahmedabad submitted by GBAS for the Third Control Period.	9
3	Projected Capital Expenditure submitted by GBAS for the Third Control Period	11
4	Breakup of Projected Capital Expenditure as submitted by GBAS for the Third Control Period	11
5	Projected Revenue and Operating Expenditure submitted by GBAS for Third Control Period	14
6	Proposed Tariff Rates for Schedule Flights to be handled by GBAS for the 3 rd Control Period	18
7	Statement of YoY Percentage (%) change in Tariff for Schedule Flights for different Category of Flights	19
8	Proposed Tariff Rates submitted by GBAS for Non-Scheduled and General Aviation Operations	19
9	Annual Tariff Proposal submitted by GBAS for Non-Schedule and General Aviation Operations – International Flights (₹)	21



List of Abbreviations:

AAI	Airports Authority of India
AERA (AUTHORITY)	Airports Economic Regulatory Authority of India
AIAL	Ahmedabad International Airport Limited
ATM	Air Traffic Movement
ATP	Annual Tariff Proposal
C&AG	Comptroller & Auditor General of India
CAPA	Centre for Asia Pacific Aviation
CAPEX	Capital Expenditure
CGF	Cargo, Ground Handling & Supply of fuel to the aircraft
GBAS	M/s. GSEC Bird Airport Services Private Limited
GHS	Ground Handling Service
GSE	Ground Support Equipment
IATA	International Air Transport Association
ISP	Independent Service Provider
MOCA	Ministry of Civil Aviation
MYTP	Multi-Year Tariff Proposal
OPEX	Operating Expenditure
SGHA	Standard Ground Handling Agreement
SPRH	Service Provider Right Holder
SVPIA	Sardar Vallabhbai Patel International Airport
YoY	Year on Year



CHAPTER 1: INTRODUCTION

- 1.1 M/s Bird Worldwide Flight Services (India) Private Limited has been awarded license by the Airport Operator, namely Ahmedabad International Airport Limited (AIAL) vide letter dated 08.03.2021 for providing Ground Handling Service (GHS) at Sardar Vallabhbhai Patel International Airport (SVPIA), Ahmedabad for the period of five years effective from 01.04.2021 to 31.03.2026.
- 1.2 In compliance of above referred Letter of Award, a SPV namely M/s GSEC Bird Airport Services Private Limited (GBAS) was incorporated on 20.03.2021 vide Certificate of Incorporation issued by Ministry of Corporate Affairs.
- 1.3 Bureau of Civil Aviation Security granted security clearance to GBAS on 12.07.2021.
- 1.4 The License Agreement between the Airport operator and the Service Provider (SPV) has been executed on 03.08.2021.

The present shareholding pattern of GBAS is given as below:

Table 1: Summary of Shareholding Structure of GBAS

Name of Shareholder	Percentage of Stake (%)
M/s Bird Worldwide Flight Services (India) Pvt. Ltd.	51.00
M/s GSEC Ltd.	26.00
M/s Globe Ground India Pvt. Ltd	23.00
TOTAL	100.00

- 1.5 As per the provisions of the AERA Cargo, Ground Handling and supply of Fuel to the aircraft Guidelines 2011 (CGF Guidelines), GBAS submitted the Multi Year Tariff Proposal ('MYTP') for the Third Control Period (FY 2021-22 to FY 2025-26) on 08.07.2021 in respect of GHS provided by it at SVPIA, Ahmedabad.
- 1.6 M/s GSEC Bird Airport Services Pvt. Ltd. vide letter dated 08.07.2021 requested the Authority for approval of ad-hoc Tariff during the interim period for their Ground Handling Services at SVPIA, Ahmedabad, till the time regular Tariff is determined by the AERA.
- 1.7 The Authority, vide Order No. 05/2021-22 dated 29.07.2021 allowed GBAS to levy and collect, on ad hoc basis, the existing Tariff for Ground Handling Services at Sardar Vallabhbhai Patel International Airport, Ahmedabad, as approved for the other Ground Handling Service Provider namely Air India Airport Services Ltd. (erstwhile AIATSL) for the period from 01.08.2021 to 31.12.2021 or till the determination of regular Ground Handling Tariff for Third Control Period, whichever is earlier.
- 1.8 The Authority, vide its Order No. 32/2021-22 dated 31st December, 2021 extended the existing ad-hoc Tariff applicable as on 31.12.2021 for a further period of 2 months, w.e.f. 01.01.2022 to 28.02.2022 or till determination of regular Tariff by AERA for the Third Control Period, whichever is earlier.
- 1.9 The Authority notes that GBAS has conducted the Stakeholder's Consultation Meeting on 20.01.2022 and submitted a copy of minutes of meeting vide email dated 20.01.2022. During the Stakeholder Consultation Meeting, representatives from SpiceJet Ltd., Tata Vistara, Eithad Airlines, Emirates Airlines, Qatar Airways and Airport Operator participated. As per the 'minutes', none of the participants opposed the MYTP as proposed by GBAS.



1.10 The Authority, carefully examined the MYTP for the Third Control Period submitted by the GBAS in respect of Ground Handling Services being provided at SVPIA, Ahmedabad and issued its Consultation Paper No. 24/2021-22 dated 07.12.2021 inviting suggestions/comments from the Stakeholders on the various proposals of the Authority with the following timelines:

- *Date of Issue of the Consultation Paper: 07th December, 2021.*
- *Date for submission of written comments by Stakeholders: 27th December, 2021.*
- *Date for submission of counter comments: 07th January, 2022.*

1.11 The Authority received comments from M/s SpiceJet Ltd. in respect of Consultation Paper No. 24/2021-22. The comments received from M/s SpiceJet Ltd. were uploaded on the AERA's website vide Public Notice no. 38/2021-22 dated 28.12.2021.

1.12 The Authority, in response to Public Notice no. 38/2021-22 dated 28.12.2021, received counter comments from GBAS on 30.12.2021.

1.13 The Authority, after examining the comments of M/s SpiceJet Ltd. & counter comments of GBAS and after considering all the relevant aspects has finalized this Tariff Order.



CHAPTER 2: PRINCIPLES FOR DETERMINATION OF AERONAUTICAL TARIFF UNDER “LIGHT TOUCH APPROACH”

- 2.1 The Authority vide its Order No. 12/2010-11 dated 10.01.2011 and Direction No. 04/2010-11 dated on 10.01.2011 finalized its approach in the matter of Regulatory Philosophy and Approach in Economic Regulation of the Services provided for Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft at the major airports and issued the Airports Economic Regulatory Authority of India (Terms and Conditions for Determination of Tariff for Services provided for Cargo Facility, Ground Handling and supply of Fuel to the Aircraft) Guidelines, 2011 (“the Guidelines”).
- 2.2 In accordance with the above mentioned Guidelines and Directions, the following procedure is followed for determination of Materiality Index in respect of Regulated Service:

MATERIALITY ASSESSMENT:

$$\text{Materiality Index (MI}_G) = \frac{\text{Int. Aircraft Movement at Ahmedabad Airport}}{\text{Total Intl.Aircraft Movement at Major Airports}} \times 100$$

$$\begin{aligned} \text{The Materiality Index at Ahmedabad Airport} &= 15387/431853 \\ &= 3.56\% \end{aligned}$$

The percentage share of Ground Handling for SVPIA, Ahmedabad for the FY 2019-20 is 3.56% which is less than 5% Materiality Index (MI_G) for the above subject service. Hence, the Regulated Service is deemed as ‘**Not Material**’ for the Third Control Period.

- 2.3 The Authority also observed that M/s Air India Airport Services Ltd. (erstwhile AIATSL) is also providing the Ground Handling Services at SVPIA, Ahmedabad apart from GBAS.
- 2.4 Further, the Authority vide email dated 01.10.2021 sought details from GBAS on User Agreements with airlines. In response, GBAS submitted the copies of agreements/LOA with Air Asia (India) Limited, Air Charter Services Pvt. Ltd and Saarthi Airways Pvt. Ltd.

Stakeholders’ Comments

2.5 M/s Spicejet comments on review of tendering process:

- 2.5.1 *M/s SpiceJet submitted that the Authority should ensure that instead of the license agreements being for a period of 5 years. License Agreement should be awarded in a fair and transparent manner to three-four parties who are providing GHS on competitive costs with best-in-class services. Awarding the contract by the airport operator on highest revenue share basis should be discouraged, as it breeds inefficiencies and tend to disproportionately increase the cost. It is general perception service providers has no incentives to reduce its expenses as any such increase will be passed on to the airlines.*
- 2.5.2 *M/s Spicejet further submitted that there needs to be a mechanism for incentivizing the parties for increasing efficiencies and cost savings and not for increasing the royalty for the Airport Operator.*
- 2.5.3 *M/s Spicejet also requested clarification whether GBAS is subject to any audit by suitable auditing Authority, or is audited by C&AG.*



2.6 GBAS's counter comment/response on Spicejet Comments regarding review of tendering process:

- 2.6.1 *As regard to the concern raised by M/s SpiceJet, GBAS stated that they are complying with the approved mechanism set up by AERA for determination of Tariff.*
- 2.6.2 *GBAS requests the Authority to intimate M/s Spicejet Ltd. about the Tariff determination guidelines for the Ground Handling Industry and for others so that their concern is resolved.*
- 2.6.3 *GBAS further stated that they are subject to audit as per the requirement of the Companies Act, 2013.*

2.7 Authority's Examination regarding review of tendering process:

- 2.7.1 The Authority notes the comments of M/s SpiceJet Ltd. and GBAS's response thereon. The Authority observes that GBAS has a valid Concession Agreement with Airport Operator namely Ahmedabad International Airport Limited for a period of 5 years and same is effective from 1.04.2021 and is valid up to 31.03.2026. The Authority is of the view that any capital intensive business, like Civil Aviation, requires investment with a long term perspective and if a significant CAPEX is to be recovered in a relatively shorter period, it would lead to higher burden in terms of higher Tariff to the end Users.
- 2.7.2 The Authority further notes that there are two Ground Handling Service providers, including GBAS, at Sardar Vallabhbai Patel International Airport, Ahmedabad which ensures the competition among the Service Providers resulting in moderation of Tariff for Users.
- 2.7.3 The Authority also notes that C&AG audit is applicable in case of Government entities (like Government Departments, Public Sector Undertakings etc.). However, GBAS, being a Private Limited Company, its accounts are audited by their statutory auditor appointed by the Board of Directors.

2.8 Authority's Decision regarding Tariff determination principal:

- 2.8.1 Based on the material before it and its analysis, the Authority decides to adopt '**Light Touch Approach**' for determination of Tariffs for the Third Control Period (FY 2021-22 to FY 2025-26).



CHAPTER 3: TRAFFIC VOLUME (FLIGHTS TO BE HANDLED)

GBAS, Ahmedabad's submission on Traffic Volume (Flights to be handled) for the Third Control Period

3.1 As per MYTP submission made by GBAS, Ahmedabad, the projection for Air Traffic Movements for the Third Control Period (FY 2021-22 to FY2025-26) is given as below:

Table 2: Traffic Volume (Flights to be handled) projected for SVPIA, Ahmedabad by GBAS for the Third Control Period:

Year	Domestic (Landing)	International (Landing)	Total	YoY % Change		
				Domestic	International	Total
2021-22	7,710	1,544	9,254	-	-	-
2022-23	8,520	1,488	10,008	10.51%	-3.63%	8.15%
2023-24	8,690	1,518	10,208	2.00%	2.02%	2.00%
2024-25	8,864	1,548	10,412	2.00%	1.98%	2.00%
2025-26	9,041	1,579	10,620	2.00%	2.00%	2.00%
Total	42825	7677	50,502			

3.2 Authority's Analysis regarding Traffic (Flights to be handled) for the Third Control Period at Consultation Stage:

- 3.2.1 The Authority observed that COVID-19 had severely impacted the business in Civil Aviation Sector, including Ground Handling Service Providers. In the FY 2021-22, the total Aircraft Traffic (Domestic and International) for the period April-November 2021 has reached to around 57% corresponding to pre-Covid level i.e. FY 2019-20.
- 3.2.2 The Authority noted that GBAS has projected one time growth of 10.51% in Domestic Aircraft Movements (ATM) for FY 2022-23 over FY 2021-22 and thereafter projected 2% YoY growth for the remaining years of the Control Period.
- 3.2.3 GBAS had also projected a decline in growth rate by 3.63% for FY2022-23 in case of International Aircraft Movements (ATM) over FY 2021-22 and thereafter projected YoY growth 2% (approx.) for the remaining period of the Control Period.
- 3.2.4 The Authority also noted that GBAS has projected overall growth of 8.15% in Traffic Volume (Flights to be handled) in FY 2022-23 over FY 2021-22 and thereafter projected nominal growth of 2% for the rest of the period of the Control Period.
- 3.2.5 The Authority, mindful of the adverse impact of pandemic situation on Civil Aviation Sector, uncertainty in International operations due to emergence of fresh variant of COVID-19 and taking into account other relevant factors had considered the traffic projections proposed by M/s GBAS as per Table 2 above for the Third Control Period.
- 3.2.6 During the stakeholder consultation process, the Authority received no comments/views from any stakeholders with respect to Traffic Projections (Flights to be handled) for the Third Control Period. Therefore, the Authority decides to maintain the same view on Traffic Projections (Flights to be handled) for Third Control Period as taken at CP stage.



3.3 Authority's Decision regarding Traffic (Flights to be handled) for the Third Control Period.

3.3.1 Based on the material before it and its analysis, the Authority decides to consider Traffic (Flights to be handled) for the Third Control Period as per Table-2.



CHAPTER 4: CAPITAL EXPENDITURE

- 4.1 As per MYTP submission, GBAS has projected Total Capital Expenditure (CAPEX) of ₹ 2400.00 Lakhs for the procurement of various assets for the Third Control Period (FY 2021-22 to FY 2025-26). The asset-wise capital expenditure projected by GBAS, Ahmedabad for the Third Control Period is given as below:

Table 3: Projected Capital Expenditure submitted by GBAS for the Third Control Period
(₹ in Lakhs)

Particulars	2021-22	2022-23	2023-24	2024-25	2025-26	Total
Ground Handling Equipment	1578.39	34.84	36.00	24.50	8.00	1684.73
Furniture & Fixtures	163.69	-	-	-	-	163.69
Vehicles	257.92	60.73	60.73	72.23	89.06	541.17
Office Equipment and Computers	-	4.43	3.27	3.27	2.94	13.91
TOTAL	2000.00	100.00	100.00	100.00	100.00	2400.00

- 4.2 GBAS has also submitted the breakup of the capital expenditure of ₹ 2400.00 Lakhs proposed for the Third Control Period as given below:

Table 4: Breakup of Projected Capital Expenditure as submitted by GBAS for the Third Control Period
(₹ in Lakhs)

YEAR	Item Description	Qty.	Cost (₹)	Total Value	
FY 2021-22	LDL 7 tons Universal	2	246.42	492.84	
	LDL — (7 tons)	2	228.23	456.46	
	Pax step motorized — adjustable height. (1200 MM)	2	25.84	51.68	
	Pax step towable — (B737/ A320 height)	2	4.50	9.00	
	GPU - 140 KVA	1	61.96	61.96	
	Pushback wide body	1	337.00	337.00	
	Pushback narrow body	2	48.00	96.00	
	Tugs — (Diesel)	4	32.40	129.60	
	Tugs — (Electric). (with Cabin / battery / Charger)	4	28.33	113.32	
	Towable Baggage Conveyor Belt — Narrow body	2	4.00	8.00	
	Pallet dollies with brakes	15	1.60	24.00	
	Container dollies with brakes	15	1.20	18.00	
	Baggage carts with brakes	25	0.70	17.50	
	Toilet Cart Towable 1000 Ltr	1	3.10	3.10	
	Water Cart 1000 ltr	1	2.85	2.85	
	Miscellaneous (Chokes and cones, head sets, wheel chairs, ramp vehicles, marshalling equip, fire extinguishers etc.)				15.00
	Office, Furniture etc				163.69
Total				2000.00	

FY 2022-23	Pax step motorized — adjustable height. (1200 MM)	1	25.84	25.84
	Pax step towable — (B737/ A320 height)	2	4.50	9.00



	Tugs — (Diesel)	1	32.40	32.40
	Tugs — (Electric) (with Cabin / battery / Charger)	1	28.33	28.33
	Miscellaneous	1	4.43	4.43
Total				100.00

FY 2023-24	Tugs — (Diesel).	1	32.40	32.40
	Tugs — (Electric). (with Cabin / battery / Charger)	1	28.33	28.33
	Towable Baggage Conveyor Belt — Narrow body	2	4.00	8.00
	Pallet dollies with brakes	10	1.60	16.00
	Container dollies with brakes	10	1.20	12.00
	Miscellaneous	1	3.27	3.27
Total				100.00

FY 2024-25	Tugs -(Diesel)	1	32.40	32.40
	Tugs -(Electric) (with Cabin / battery / Charger)	1	28.00	28.33
	Baggage carts with brakes	15	0.70	10.50
	Pallet dollies with brakes	5	1.60	8.00
	Container dollies with brakes	5	1.20	6.00
	Ramp Vehicles	1	11.50	11.50
	Miscellaneous	1	3.27	3.27
Total				100.00

FY 2025-26	Tugs — (Diesel)	1	32.40	32.40
	Tugs — (Electric) (with Cabin / battery / Charger)	2	28.33	56.66
	Towable BFL — Narrow body	2	4.00	8.00
	Miscellaneous	1	2.94	2.94
Total				100.00
PROJECTED TOTAL CAPITAL EXPENDITURE FOR THE THIRD CONTROL PERIOD				2400.00

4.3 Authority's Analysis regarding CAPEX for the Third Control Period at Consultation Stage:

- 4.3.1 The Authority noted that GBAS is a new entity at SVPIA, Ahmedabad for Ground handling Services and has projected total capital expenditure of ₹ 2400.00 lakhs for Third Control Period. It is observed that out of total CAPEX, GBAS has proposed ₹ 1684.73 lakhs for procurement of ground handling equipment, ₹ 163.69 lakhs for furniture and fixtures, ₹ 541.17 lakhs for vehicles and ₹ 13.91 lakhs for office equipment and computers. (Refer Table 3 above).
- 4.3.2 The Authority further observed from the above submission that GBAS had proposed to incur significant proportion of capital expenditure in the 1st Year of the Control Period on procurement of new Ground Handling Equipment. The Authority felt that GBAS being a new entrant at SVPIA, Ahmedabad, proposed CAPEX in first year seems reasonable.
- 4.3.3 GBAS in its submission also states that the capital expenditure would be required to cater the current level of operations and projected growth in business at SVPIA, Ahmedabad.



- 4.3.4 The Authority proposed to consider projected CAPEX as submitted by GBAS, Ahmedabad for the Third Control Period as per Table No. 3.

Stakeholders' Comments

4.4 M/s SpiceJet's Comments on Deferment of Capital Expenditure for the Third Control Period:

- 4.4.1 *M/s SpiceJet Ltd. submitted that as per CAPA and IATA projections, it will take around 2-3 years for flight operations to reach its pre-Covid 19 peak level operations. Hence to support/ sustain airlines operations, all non-essential CAPEX proposed by GBAS should be deferred to 4th Control Period or put on hold, unless such CAPEX deemed critical/essential from safety compliance perspective.*
- 4.4.2 *M/s SpiceJet Ltd. further stated that the CAPEX proposed by GBAS in FY 2021-22 may be considered to be spread over a period of two to three years; although since the International operations may not recover even by FY 2023-24, the requirement of CAPEX of ₹. 337 lakhs for Pushback wide body may kindly be reviewed.*

4.5 GBAS's counter Comments/response on the issue of Deferment of Capital Expenditure for the Third Control Period:

- 4.5.1 *GBAS stated that it has to introduce Ground Handling Equipment that is acceptable to User Airlines, further these Airlines do Audit before signing SGHA.*
- 4.5.2 *GBAS has stated that in order to provide the Ground Handling Services which meets the service level expected by the Airlines & Airport Operator and for better passenger experience, it has to incur the proposed CAPEX. Further, GBAS being a new service provider, it has to incur the major capital expenditure in first year itself.*

4.6 Authority's Examination regarding Capital Expenditure for the Third Control Period:

- 4.6.1 The Authority notes the comments of M/s Spicejet and GBAS's response thereon. The Authority observes that GBAS has projected total capital expenditure of ₹ 2400 lakhs during the Third Control Period and as per its submission the proposed capital expenditure would be required to meet the service level expectations of User Airlines & Airport Operator alike.
- 4.6.2 Further, the Authority feels that GBAS being a new entrant at SVPIA, Ahmedabad, needs to incur significant CAPEX in initial year of the Control Period for smooth commencement of operations at the Airport.
- 4.6.3 The Authority notes the comments of M/s Spicejet regarding the projection of ATM based on industry reports published by CAPA and IATA. The Authority believes that GBAS needs to incur capital expenditure commensurate with level of operations at SVPIA, Ahmedabad projected for the Control Period.

4.7 Authority's Decision regarding Capital Expenditure for the Third Control Period

- 4.7.1 Based on the material before it and its analysis, the Authority decides to consider the Capital Expenditure for the Third Control Period as per Table 3.



CHAPTER 5: OPERATING EXPENDITURE

GBAS, Ahmedabad's submission on Operating Expenditure for the Third Control Period as part of MYTP

- 5.1 As provided in Clause 9.4 of the CGF Guidelines mentioned in Direction No. 04/2010-11, the Operational and Maintenance Expenditure incurred by the Service provider(s) include expenditure incurred on security, operating costs, other mandated operating costs and statutory operating costs.
- 5.2 Operation and Maintenance (O&M) Expenditure submitted by GBAS, Ahmedabad has been segregated into the following categories:
- Payroll Costs;
 - Admin and General Expenses;
 - Utility and Outsourcing Costs;
 - Repair and Maintenance Expenditure and
 - Concession Fees.
- 5.3 GBAS, Ahmedabad submitted the Annual Compliance Statement for F.Y. 2019-20 & F.Y. 2020-21 and projected Revenue & Operating Expenditure for Third Control Period as under:

Table 5: Projected Revenue & Operating Expenditure and PBT submitted by GBAS for the Third Control Period

Particulars	Amount (₹ in Lacs)					CAGR	YoY % Change			
	2021-22	2022-23	2023-24	2024-25	2025-26		2022-23	2023-24	2024-25	2025-26
Revenue (A)	1760.00	1967.00	2144.00	2337.00	2548.00	9.69%	12%	9%	9%	9%
Total Operating Expenditure (B)	1562.59	1736.62	1881.15	2037.65	2207.16	9.02%	11%	8%	8%	8%
Payroll Costs	528.00	590.29	643.41	701.32	764.44	9.69%	12%	9%	9%	9%
Administrative & General expenses	451.59	493.04	528.33	566.01	606.28	7.64%	9%	7%	7%	7%
Utilities & Outsourcing	-	-	-	-	-	-	-	-	-	-
Repair & Maintenance	55.00	63.00	66.00	69.00	72.00	6.97%	15%	5%	5%	4%
Concession fees	528.00	590.29	643.41	701.32	764.44	9.69%	12%	9%	9%	9%
PBIDT (A-B)	197.41	230.38	262.85	299.35	340.84	-	16%	13%	14%	13%
Interest and Finance Cost	202.79	211.71	205.97	201.47	199.50	-	4.40%	-2.71%	-2.19%	-0.97%
Depreciation	128.33	147.00	154.00	161.00	168.00	-	14.55%	4.76%	4.55%	4.35%



Profit Before Tax	-133.71	-127.70	-96.42	-62.38	-26.54	-	-	-	-	-
-------------------	---------	---------	--------	--------	--------	---	---	---	---	---

5.4 Authority's analysis regarding Operating Expenditure for the Third Control Period at Consultation stage:

- 5.4.1 The Authority analysed the Operating Expenditure provided in Form F3 (P&L) for the Third Control Period and noted that there was an increase in the projected Revenue and Operating Expenditures under various heads for the Third Control Period (FY 2021-22 to 2025-26). Accordingly, a clarification from GBAS was sought on the projected O&M Expenses. The ISP in its response submitted that the projected Revenue and Operating Expenditure had been shown to increase due to factors like increase in operating volume and inflation impact.
- 5.4.2 The Authority, observed from the P&L Statement submitted by GBAS that there is a projected increase of 11% in Payroll Cost in FY 2022-23 and thereafter, increase of 9% YoY from FY 2023-24 onwards. A clarification on the projected increase in payroll expenses was sought from GBAS. The ISP in its response stated that the increase in payroll cost is commensurate with increase in operating volume and factored in the impact of annual inflation etc.
- 5.4.3 The Authority further observed from Form F3 (Historical and Projected P&L Statement) that M/s GBAS is projected to incur losses throughout the Third Control Period. The projected loss for FY 2021-22 amounts to ₹ 133.71 lakhs and same is projected to reduce to ₹ 26.54 lakhs in FY 2025-26.
- 5.4.4 The Authority also noted that GBAS, being a new entrant at SVPIA, Ahmedabad, should bring efficiency in its operations and also to optimize the overall O&M expenses, so that GBAS can have a competitive edge to achieve economies of scale in the interest of all the stakeholders.
- 5.4.5 The Authority, considering the above facts, proposed to consider the OPEX as submitted by GBAS for the Third Control Period as per Table-5 above.

Stakeholders' Comments

5.5 M/s Spicejet Comments on Operating Expenditure for the Third Control Period:

5.5.1 *M/s SpiceJet submitted that they are unaware about the cost cutting measures, including renegotiations of all cost items on its profit and loss account, taken by GBAS. M/s SpiceJet further stated that the cost incurred by service provider impacts airlines as such cost is passed on to the airlines. M/s SpiceJet also stated that various industry reports from IATA and CAPA projected pre-Covid flight operations level to be achieved in next 2-3 years.*

M/s SpiceJet requested the Authority to:

- (i) *Put on hold any increase in OPEX*
- (ii) *There shouldn't be any increase in manpower till the existing manpower is effectively utilised.*
- (iii) *GBAS should restructure its payroll, utility & outsourcing expenses and R&M expenses, and hold any revision at least for the next three (3) years.*

5.5.2 *M/s SpiceJet stated that the R&M expenses should almost be zero in the first two to three*



years, during which the warranty period would be valid. In addition, the R&M expenditure may not be considered to exceed the region of 5% of the asset value, for the period commencing after the warranty period is over. The Authority is requested to consider the same accordingly.

- 5.5.3 As regard to Royalty Charges/Concession Fee, M/s Spicejet submitted that the royalty is in the nature of market access fee, charged (by any name or description) by the Airport operator under various headings without any underlying services. It may be pertinent to note that market access fee by any name or description is not practiced in most of the global economies, including European Union, Australia etc. Further, it is not clear under which arrangement the Concession Fee is capped at 30% which please clarify; we would highly appreciate if the Authority may look into whether this can be capped at a lower percentage.

5.6 GBAS response on M/s Spicejet Comments regarding Operating Expenditures for the Third Control Period:

- 5.6.1 GBAS does not agree with M/s SpiceJet's contentions and submitted that the observations made are very generic in nature, lacks substance to support their claims and as per the ISP, M/s SpiceJet is unaware about the facts/ground realities.
- 5.6.2 GBAS further stated that they are providing Ground Handling Services at major Airports in India since last 12 years and have sufficient control over their Operational Expenditure. The ISP further stated that increase in headcount is commensurate with the increase in Aircraft Movements. The ISP highlighted that the Ground Handling Services are not something which can be automated without incurring substantial investments which will adversely impacts the charges. It is further brought out by GBAS that Ground Handling Services are provided by a team of trained and qualified staff under sufficient supervisions which is followed globally as well as during self-handling process by Indian domestic carriers.
- 5.6.3 GBAS submitted that it pays staff according to the "minimum wages" published by the regulatory Authority twice a year and there is little scope of material savings, without compromising on quality and safety aspects of the total service package.
- 5.6.4 The observation made by M/s SpiceJet contradicts their earlier observation that there should not be any capex for next 2-3 years. Considering price sensitivity, especially in the pandemic hit environment, the ISP has introduced a mix of old and new equipment, so that service delivery is smooth. It is important to note that maintenance cost of old equipment is approximately 3-4% of its cost as compared to 9% interest paid to bank for purchasing new equipment. Another important factor needs your attention is that equipment are sold with / without warranty and in case, equipment are purchased with warranty, the relevant costs are added which are more than in house maintenance cost. In addition, service support in warranty comes with time delays as compared to in house maintenance, thereby reducing capex on standby equipment.
- 5.6.5 In response to M/s SpiceJet comments pertaining to abolishing of Royalty Charges/Concession Fee, GBAS stated that the Royalty Charges/Concession Fee on the Ground Handling Services is considered as Aero Revenue of the Airport Operator; hence, it directly helps the Airlines in having subsidized Aero Charges levied by Airport operator to the Airlines.



5.7 Authority's Examination regarding Operating expenses for the Third Control Period:

- 5.7.1 The Authority notes the comment of M/s. SpiceJet on projected increase in Payroll expenses and the response of GBAS thereto; wherein, the ISP has stated that Ground Handling Services are provided by a team of trained and qualified staff under sufficient supervisions which is followed globally as well as during self-handling process by Indian domestic carriers.
- 5.7.2 The ISP further stated that the increase in payroll cost is commensurate with the increase in operating volume and factors due to the impact of annual inflation and there is a little scope of material savings, without compromising on quality and safety aspects of the total service package.
- 5.7.3 The Authority, further notes that Payroll Cost in respect of contract workers predominantly comprises of Minimum Wages, as notified by relevant Authorities, from time to time, and it includes statutory components i.e. EPF and ESI.
- 5.7.4 The Authority notes the comments of M/s SpiceJet on R&M expenditure in initial years & the GBAS response thereto. The Authority observes that GBAS has deployed mix of old and new equipment at Ahmedabad Airport. As per the ISP, the maintenance cost of old equipment comes to around 3-4% of the fixed asset value, as against the procurement of new equipment which involves payment of interest component of around 9% approx. on capital loan. ISP also stated that service support in warranty comes with time delays as compared to in house maintenance.

A clarification regarding deployment of old equipment was sought from the ISP and in its response vide e-mail dated 20.01.2022 , GBAS clarified that depending upon the usage/ condition of the Ground Support Equipment (GSE) at other operating locations such as Delhi, Mumbai, Hyderabad Airports etc., some of the GSE has been transferred to Ahmedabad at Depreciated Book Value.

- 5.7.5 As regard to SpiceJet's comments on Royalty, the Authority observes that GBAS itself has capped the Concession Fees payable to Airport Operator at 30%; although, as per SPRH agreement the ISP is required to pay higher concession fees to the Airport Operator. Further, the Authority believes that the bidding process to award such contracts is a non-regulatory issue and such matters may be dealt appropriately between stakeholders and the concerned service providers.

5.8 Authority's Decisions regarding Operating Expenditure for the Third Control Period

- 5.8.1 Based on the material before it and its analysis, the Authority decides to consider Operating Expenditure for the Third Control Period as per Table 5.



CHAPTER 6: ANNUAL TARIFF PROPOSAL

6.1 GBAS submitted the Tariff Proposal for Schedule Flights for the Third Control Period (FY 2021-22 to FY 2025-26) as per Table 6 below:

Table 6: Proposed Tariff Rates for Schedule Flights to be handled by GBAS for the Third Control Period

(Rates in ₹)

	FY 2021-22			FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight															
CODE B	6,250	12,750	19,000	5,083	15,248	20,330	5,438	16,315	21,753	5,819	17,457	23,276	6,226	18,679	24,905
CODE C	10,500	19,500	30,000	8,025	24,075	32,100	8,587	25,760	34,347	9,188	27,563	36,751	9,831	29,493	39,324
CODE D	16,538	30,713	47,250	12,639	37,918	50,558	13,524	40,572	54,097	14,471	43,412	57,883	15,484	46,451	61,935
CODE E	37,485	69,615	1,07,100	28,649	85,948	1,14,597	30,655	91,964	1,22,619	32,801	98,402	1,31,202	35,097	1,05,290	1,40,386
International Passenger Flight															
CODE C	27,500	82,500	1,10,000	29,425	88,275	1,17,700	31,485	94,454	1,25,939	33,689	1,01,066	1,34,755	36,047	1,08,141	1,44,188
CODE D	44,250	1,32,750	1,77,000	47,348	1,42,043	1,89,390	50,662	1,51,985	2,02,647	54,208	1,62,624	2,16,833	58,003	1,74,008	2,32,011
CODE E	50,926	1,52,779	2,03,705	54,491	1,63,473	2,17,964	58,305	1,74,916	2,33,222	62,387	1,87,161	2,49,547	66,754	2,00,262	2,67,016
CODE F	77,963	2,33,888	3,11,850	83,420	2,50,260	3,33,680	89,259	2,67,778	3,57,037	95,507	2,86,522	3,82,030	1,02,193	3,06,579	4,08,772
Domestic Cargo Flight															
CODE C	N/A	30,000	N/A	N/A	32,100	N/A	N/A	34,347	N/A	N/A	36,751	N/A	N/A	39,324	N/A
CODE D	N/A	50,000	N/A	N/A	53,500	N/A	N/A	57,245	N/A	N/A	61,252	N/A	N/A	65,540	N/A
CODE E	N/A	85,000	N/A	N/A	90,950	N/A	N/A	97,317	N/A	N/A	1,04,129	N/A	N/A	1,11,418	N/A
International Cargo Flight															
CODE C	N/A	1,08,000	N/A	N/A	1,15,560	N/A	N/A	1,23,649	N/A	N/A	1,32,305	N/A	N/A	1,41,566	N/A
CODE D	N/A	1,45,000	N/A	N/A	1,55,150	N/A	N/A	1,66,011	N/A	N/A	1,77,631	N/A	N/A	1,90,065	N/A
CODE E	N/A	1,90,000	N/A	N/A	2,03,300	N/A	N/A	2,17,531	N/A	N/A	2,32,758	N/A	N/A	2,49,051	N/A
CODE F	N/A	2,80,665	N/A	N/A	3,00,312	N/A	N/A	3,21,333	N/A	N/A	3,43,827	N/A	N/A	3,67,895	N/A

Note: Above Tariff Rates are excluding all applicable taxes.



6.2 GBAS proposed the following % increase in the Tariff from FY 2022-23 onwards for Schedule Flights at SVPIA, Ahmedabad airport as per the Table given below:

Table 7: Statement of YoY Percentage (%) change in Tariff for Scheduled Flights for different Category of Flights:

Particulars	FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight												
CODE B	-19%	20%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE C	-24%	23%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE D	-24%	23%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE E	-24%	23%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
International Passenger Flight												
CODE C	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE D	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE E	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
CODE F	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Domestic Freight Flight												
CODE C	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
CODE D	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
CODE E	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
International Freight Flight												
CODE C	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
CODE D	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
CODE E	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A
CODE F	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A	N/A	7%	N/A

6.3 GBAS has also submitted a separate Tariff Card for Non-Scheduled and General Aviation Operation(s) as per table 8 given below:

Table 8: Proposed Tariff Rates submitted by GBAS for Non-Schedule and General Aviation Operation(s) for the Third Control Period

A/C Category	Year 1		Year 2		Year 3		Year 4		Year 5	
	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
Maximum Take Off weight (MTOW)	In ₹	In USD	In ₹	In USD	In ₹	In USD	In ₹	In USD	In ₹	In USD
0-5000	23,500	600	25,145	642	26,905	687	28,789	735	30,804	786
5001-10000	30,000	1,100	32,100	1,177	34,347	1,259	36,751	1,348	39,324	1,442
10001- 20000	36,500	1,750	39,055	1,873	41,789	2,004	44,714	2,144	47,844	2,294
20001- 35000	61,500	2,000	65,805	2,140	70,411	2,290	75,340	2,450	80,614	2,622
35001- 40000	63,000	2,250	67,410	2,408	72,129	2,576	77,178	2,756	82,580	2,949
40001- 50000	63,000	2,500	67,410	2,675	72,129	2,862	77,178	3,063	82,580	3,277
50001- 100000	85,000	3,250	90,950	3,478	97,317	3,721	1,04,129	3,981	1,11,418	4,260
100001 - 200000	2,00,000	4,500	2,14,000	4,815	2,28,980	5,152	2,45,009	5,513	2,62,159	5,899
200001- 300000	2,50,000	5,400	2,67,500	5,778	2,86,225	6,182	3,06,261	6,615	3,27,699	7,078
300001 and above	3,00,000	6,500	3,21,000	6,955	3,43,470	7,442	3,67,513	7,963	3,93,239	8,520

Notes: Above Tariff Rates are excluding all applicable taxes.



6.4 GBAS also submitted separate Tariff Rate Cards for Additional Services as per Annexure-‘III’ and Annexure-‘IV’, in addition to the Tariff proposed at Table No.6 and 8.

6.5 Authority’s Analysis regarding ATP for the Third Control Period at Consultation stage:

- 6.5.1 The Authority noted that in case of Schedule Domestic and International Flights, M/s GBAS has proposed an increase of 7% in FY 2022-23 in Full Services over FY 2021-22 and thereafter proposed to maintain the same % increase (YoY) across all the service components i.e. Pax, Ramp and Full for the remaining period of the Control Period. The Authority further observed that GBAS has proposed significant reduction in domestic passenger handling charges in the range of 19% to 24% in FY 2022-23 over FY 2021-22. However, ISP proposed an increase of 20% to 23% in Ramp handling charges (refer Table 7 above). The Authority solicited the specific comments/views of stakeholders on the same.
- 6.5.2 The Authority noted that GBAS had proposed a separate Tariff for Non Schedule and General Aviation Flights. The Authority is of the view that the Tariff for Domestic Non Schedule and General Aviation Operations should not be more than the Tariff of relevant Domestic Schedule Flights for similar class of Aircraft(s). However, the Authority proposed to consider the separate Tariff in case of International Non Schedule & General Aviation Operations as per Table 9 given below.
- 6.5.3 The Authority noted that GBAS also proposed a separate Tariff for Additional Services over and above the standard pattern of Tariff Rate Card proposed for Pax., Ramp and Full Service. In this regard, the Authority sought clarification from the ISP, whether the equipment / items as stated under Additional Services are part of Comprehensive/Full Services. In response, ISP had clarified that the Additional Services are not included in category of Full Services. The Authority proposed to consider a separate Tariff for Additional Services as submitted by GBAS (Refer Annexure III & IV). However, as regard to the Tariff for Additional Services in case of Domestic Non Schedule & General Aviation Flights, the Authority is of the view that the Tariff for such services should not be more than the Tariff for Additional Services of relevant Domestic Schedule Flights for similar class of Aircraft(s).
- 6.5.4 The Authority further observed that GBAS had proposed Tariff for International Flights in case of Non-Schedule and General Aviation Operations, including Additional Services, in USD also. For reference purpose, Authority had converted International Charges in USD to equivalent INR (refer Table 9) by taking conversion rate of ₹ 74.86. However, in order to have standardization in Tariff Rate Card, the Authority is of the view that as far as possible the entire Tariff Rate Card, including Rates for Foreign Airlines & General Aviation Operations should be in INR. The Authority, accordingly, proposed that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.
- 6.5.5 Further, GBAS should ensure compliance of Standardization of Ground Handling Equipment at Major Airports; in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.



Table 9 - Annual Tariff Proposal submitted by GBAS for Non-Scheduled and General Aviation Operations (s) – International Flights (₹)

A/C Category	Year 1		Year 2		Year 3		Year 4		Year 5	
	Foreign		Foreign		Foreign		Foreign		Foreign	
Maximum Take Off weight (MTOW)	In USD	In ₹	In USD	In ₹	In USD	In ₹	In USD	In ₹	In USD	In ₹
0-5000	600	44916	642	48060	687	51429	735	55022	786	58840
5001-10000	1100	82346	1177	88110	1259	94249	1348	100911	1442	107948
10001-20000	1750	131005	1873	140213	2004	150019	2144	160500	2294	171729
20001-35000	2000	149720	2140	160200	2290	171429	2450	183407	2622	196283
35001-40000	2250	168435	2408	180263	2576	192839	2756	206314	2949	220762
40001-50000	2500	187150	2675	200251	2862	214249	3063	229296	3277	245316
50001-100000	3250	243295	3478	260363	3721	278554	3981	298018	4260	318904
100001-200000	4500	336870	4815	360451	5152	385679	5513	412703	5899	441599
200001-300000	5400	404244	5778	432541	6182	462785	6615	495199	7078	529859
300001 and above	6500	486590	6955	520651	7442	557108	7963	596110	8520	637807

Note: - USD conversion rate equivalent to INR of ₹ 74.86 has been considered for conversion of USD to INR.

Stakeholders' Comments

6.6 M/s SpiceJet comments on tariff rates for the Third Control Period:

6.6.1 *M/s SpiceJet submitted their following comments on Tariff proposed by GBAS:*

• **Annual Tariff for Schedule Flights:-**

- i. *M/s SpiceJet submitted that increases in Tariff are very high especially in the backdrop of COVID-19. It is in the interest of all the Stakeholders not to increase the Tariff in order to encourage the middle class people to travel by air, which will help in sharp post Covid-19 recovery of aviation sector. They humbly requested the Authority that no hike should be granted to GBAS.*
- ii. *The Authority has sought to elicit stakeholder's view/comments on the proposal of GBAS for reduction of 19% to 24% in passenger handling charges and increase of 20% to 23% in Ramp handling Charges in FY 2022-23. M/s SpiceJet stated that as most airlines do self-handling of passengers (or through other tie-ups with other competitive service providers), there may not be any significant cost savings for airlines if the passenger handling charges are reduced by GBAS, and at the same time it is likely that there would be no significant loss in revenue for the service provider by such decrease in passenger handling charges; on the other hand, if an increase of 20% to 23% is allowed in Ramp handling charges, as most airlines are likely to take such Ramp handling services from GBAS, the airlines may be hit severely by such increase, however at the same time GBAS may likely make a disproportionate profit due to this increase. Hence this unbalanced decrease/increase may kindly be reviewed.*

• **Separate charges for Non-Schedule Operations:-**

As regard to separate charges proposed in respect of Non-Schedule Operations, M/s SpiceJet submitted that in the back drop of COVID-19, most of the operation in FY 2020-21 (and continuing in the uncertain future) were in the nature of charters and special flights with special approvals from DGCA, and were Non-Schedule in nature. Hence, in their view, the



rates chargeable for Non-Schedule should be no higher than that proposed for the Schedule Operations. Further, M/s SpiceJet stated that not only the proposed hike in International Scheduled Flights is too high, but also hike in Domestic Flights are also too high. In our view, no hike should be granted to GBAS.

• Separate charges for Additional Services :-

It is not clear why GBAS has proposed to include the additional services at this stage as the reason for proposing the same has not been mentioned in the CP. Hence, in our view the same should not be considered in the present CP until the reason for the same, as well as detailed analysis is done by the Authority of the proposed rates and the justification thereof.

6.7 GBAS response to M/s SpiceJet Comments regarding Tariff Rates for the Third Control Period:

6.7.1 GBAS does not agree with M/s SpiceJet's contentions and submitted that the observations made are very generic and lacks substance to support the observation.

6.7.2 GBAS also submitted that proposed increase is after taking effect of:-

- a) Increase in the minimum wages rates;
- b) General inflation linked increase in the operational cost.

All this can be corroborated through inflation data published by the Government.

6.7.3 GBAS stated that in case of Non-Schedule Operations, they as a Ground Handling Service Provider have to keep certain additional set of equipment and manpower ready to provide Ground Handling Services on short notice; whereas, in case of Non-Schedule Operations, the Service Provider doesn't have any guarantee of recovering the associated costs due to the nature of Non-Scheduled Operations.

6.7.4 Please note following points with respect to the separate rate card for additional services:

- a) Additional services are required by the airlines in only some of their flights and not in all the flights.
- b) Since these additional services may be required in any of the flight, the ISP have to keep manpower and also ground service equipment ready all the time on 24/7, 365 days basis.
- c) The ISP earns revenue only in few of the flights based on the actual usage of these additional services.
- d) The service rates given in the Tariff card for scheduled and non-scheduled flights do not include charges for the additional services.

6.7.5 In addition to above submission, GBAS also submitted some facts pertaining to Ground Handling Agencies:

- a) ISP have to keep their workforce and equipment running to ensure 24/7 availability of services;
- b) Their major users are International Airlines which are currently operating at only 30% capacity of pre-Covid level. The fixed cost is mainly recovered from International operations. At present, their operations are mainly affected as international operations are running at 30% capacity only;
- c) Revenue from Ground Handling Services from domestic flights recovers mainly their variable cost only;
- d) Domestic airlines have a choice of doing self-handling of their flights, which they do where they have large operations and can achieve economy of scale. Airports, where the airlines do not have large operations then they appoint a Ground Handling Agency to handle their Flights;



e) *While appointing a Ground Handling Agency, they have a choice of GHAs, who compete with each other to get the business.*

6.8 Authority's Examination regarding Annual Tariff Proposal for the Third Control Period:

- 6.8.1 The Authority notes the comments of M/s SpiceJet Ltd. and response of GBAS thereto on the proposed increase in Tariff; wherein, the ISP submitted that increase in Tariff is considered after factoring in the effect of increase in the minimum wages rates, general inflation, increase in the operational costs etc. As per the Service Provider, it recovers its fixed cost mainly from international operations, which are badly impacted by Covid-19 pandemic.
- 6.8.2 The Authority notes that in case of Scheduled Flights, GBAS has proposed an increase of 7% in FY 2022-23 in Full Services over FY 2021-22 and thereafter maintains the same growth level (YoY) across all the service components i.e. Pax., Ramp and Full for the remaining period of the Control Period. The Authority further observes that GBAS has proposed significant reduction in domestic passenger handling charges in the range of 19% to 24% in FY 2022-23 over FY 2021-22 and increase of 20% to 23% in Ramp handling charges (refer Table 7 above).
- 6.8.3 Further, the Authority notes GBAS, in case of Non-Scheduled & General Aviation Operations, has proposed increase of 7% YoY from FY 2022-23 onwards.
- 6.8.4 On the issue of separate rates for Non-Schedule Flights, the Authority notes the submission of GBAS that they are required to keep certain additional set of equipment and manpower to provide Ground Handling Services on short notice; whereas, in case of Non-Schedule Operations, the ISP doesn't have any guarantee of recovering the associated cost due to the nature of service.
- 6.8.5 As regard to separate rates in respect of Additional Services in the Tariff Chart, the ISP stated that additional services are not part of Comprehensive (Full) Services. The Authority, notes the submission of GBAS on additional services wherein, the ISP has stated that such services are required by airlines occasionally; however, service provider is required to keep the associated equipment ready all the time to meet the operational requirements of airlines. The ISP further stated that the revenue earned on such services is very minimal.
- 6.8.6 The Authority further notes that GBAS had proposed separate Tariff for Non-Schedule & General Aviation Operations. The Authority is of the view that the Tariff for Domestic Non Schedule & General Aviation Operations should not be more than the Tariff of relevant Domestic Schedule Operations for similar class of aircraft(s). However, the Authority decides to consider the separate Tariff Rate in case of International Non-Scheduled & General Aviation Operations.

6.9 Authority's Decisions regarding Annual Tariff Proposal for the Third Control Period

- 6.9.1 Based on the material before it, and its analysis, the Authority decides to adopt the Tariff Rates for Ground Handling Services provided by GBAS, Ahmedabad in respect of Schedule Flights, International Non-Schedule & General Aviation Operations and Additional Services for the Third Control Period as per **Annexures (I to IV)**.
- 6.9.2 The Authority decides that the Tariff Rates indicated in **Annexures (I to IV)** shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- 6.9.3 The Authority decides that Tariff for Domestic Non Schedule & General Aviation Operations shall not exceed the approved Tariff for relevant Domestic Schedule Flights for similar class of aircraft(s).
- 6.9.4 The Authority decides that the Tariff for Additional Services pertaining to Domestic Non-Schedule



& General Aviation Operations shall not exceed the approved Tariff for Additional Services in respect of Domestic Schedule Flights for similar class of aircraft(s).

6.9.5 The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.

6.9.6 The Authority also decides that GBAS should ensure compliance towards Standardization of Ground Handling Equipment at Major Airports, in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.



भारतीय वाणिज्य विभाग
AERA



CHAPTER-7: SUMMARY OF AUTHORITY'S DECISIONS

The summary of the Authority's decisions (given under each chapter) regarding the Tariff determination of GBAS, for the Third Control Period is as under:

Chapter	Para	Summary of Authority's Decisions	Page No.
Chapter No. 2	2.8.1	The Authority decides to adopt ' Light Touch Approach ' for determination of tariffs for the Third Control Period (FY 2021-22 to FY 2025-26).	8
Chapter No. 3	3.3.1	The Authority decides to consider Traffic (Flights to be handled) for the Third Control Period as per Table 2.	10
Chapter No. 4	4.7.1	The Authority decides to consider Capital Expenditure for the Third Control Period as per Table 3.	13
Chapter No. 5	5.8.1	The Authority decides to consider Operating Expenditure for the Third Control Period as per Table 5.	17
Chapter No. 6	6.9.1	The Authority decides to adopt the Tariff Rates for Ground Handling Services provided by GBAS, Ahmedabad in respect of Schedule Flights, International Non-Schedule & General Aviation Operations and Additional Services for the Third Control Period as per Annexures (I to IV) .	23
	6.9.2	The Authority decides that the Tariff Rates indicated in Annexures (I to IV) shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.	
	6.9.3	The Authority decides that Tariff for Domestic Non Schedule & General Aviation Operations shall not exceed the approved Tariff for relevant Domestic Schedule Flights for similar class of aircraft(s).	
	6.9.4	The Authority decides that the Tariff for Additional Services pertaining to Domestic Non-Scheduled & General Aviation Operations shall not exceed the approved Tariff for Additional Services in respect of Domestic Scheduled Flights for similar class of aircraft(s).	24
	6.9.5	The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.	
	6.9.6	The Authority also decides that GBAS should ensure compliance towards Standardization of Ground Handling Equipment at Major Airports, in accordance with the directives issued by Ministry of Civil Aviation vide its letter no. AV-24011/10/2021-AAI-MOCA dated 01.11.2021.	



CHAPTER 8: ORDER

Upon careful consideration of the material available on record, as well as submission made by GBAS, the Authority, in exercise of powers conferred upon it by Section 13(1)(a) of the AERA Act, 2008 hereby orders that:

- (i) The service for Ground Handling being provided by M/s GSEC Bird Airport Services Pvt. Ltd. at Sardar Vallabhbhai Patel International Airport, Ahmedabad is **“Not Material”**. Therefore, the Authority decides to adopt **‘Light Touch Approach’** for determination of Tariff for the Third Control Period (FY 2021-22 to FY 2025-26).
- (ii) The tariff order shall be made effective from **1st March, 2022**.
- (iii) The Authority decides that the Tariff Rates indicated in **Annexure (I to IV)** shall be maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- (iv) The Authority decides that Tariff for Domestic Non Scheduled Flights shall not exceed the approved Tariff for relevant Domestic Scheduled Flights for similar class of aircraft(s).
- (v) The Authority decides that the Tariff for Additional Services pertaining to Domestic Non-Scheduled & General Aviation Operations shall not exceed the approved Tariff for Additional Services in respect of Domestic Scheduled Flights for similar class of aircraft(s).
- (vi) The Authority decides that in case of payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.
- (vii) The Authority also decides that GBAS, should ensure compliance of directives issued by Ministry of Civil Aviation vide its letter No. AV-24011/10/2021-AAI-MOCA dated 01.11.2021, on Standardization of Ground Handling Equipment at Major Airports.
- (viii) The Airport operator shall ensure the compliance of the Order.

By the Order of and in the
Name of the Authority


(Col. Manu Sooden)
Secretary

To

M/s GSEC Bird Airport Services Pvt. Ltd.
E-9, Connaught House, Connaught Place
New Delhi – 110001, India
(Through: Shri Sanjay Sawant, Chief Financial Officer)

Copy to:

1. Secretary, Ministry of Civil Aviation,
Rajiv Gandhi Bhawan,
Safdarjung Airport,
New Delhi-110003.
2. Shri Subhash Murikenchery, CAO
Ahmedabad International Airport Limited,
Adani Corporate House,
Shantigram, Near Vaishno Devi Circle,
Ahmedabad - 382421



ANNEXURE-I**TARIFF RATE CARD****APPROVED TARIFF CARD FOR M/S. GSEC BIRD AIRPORT SERVICES PVT. LTD. PROVIDING GROUND HANDLING SERVICES AT SVPIA, AHMEDABAD**

Maximum rate to be levied for Domestic* and International Schedule Flights in respect of Ground Handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)

REVISED TARIFF IS EFFECTIVE FROM 1ST MARCH, 2022

(Rates in ₹)

	FY 2021-22			FY 2022-23			FY 2023-24			FY 2024-25			FY 2025-26		
	Tariff Year 1			Tariff Year 2			Tariff Year 3			Tariff Year 4			Tariff Year 5		
	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full	Pax	Ramp	Full
Domestic Passenger Flight															
CODE B	6,250	12,750	19,000	5,083	15,248	20,330	5,438	16,315	21,753	5,819	17,457	23,276	6,226	18,679	24,905
CODE C	10,500	19,500	30,000	8,025	24,075	32,100	8,587	25,760	34,347	9,188	27,563	36,751	9,831	29,493	39,324
CODE D	16,538	30,713	47,250	12,639	37,918	50,558	13,524	40,572	54,097	14,471	43,412	57,883	15,484	46,451	61,935
CODE E	37,485	69,615	1,07,100	28,649	85,948	1,14,597	30,655	91,964	1,22,619	32,801	98,402	1,31,202	35,097	1,05,290	1,40,386
International Passenger Flight															
CODE C	27,500	82,500	1,10,000	29,425	88,275	1,17,700	31,485	94,454	1,25,939	33,689	1,01,066	1,34,755	36,047	1,08,141	1,44,188
CODE D	44,250	1,32,750	1,77,000	47,348	1,42,043	1,89,390	50,662	1,51,985	2,02,647	54,208	1,62,624	2,16,833	58,003	1,74,008	2,32,011
CODE E	50,926	1,52,779	2,03,705	54,491	1,63,473	2,17,964	58,305	1,74,916	2,33,222	62,387	1,87,161	2,49,547	66,754	2,00,262	2,67,016
CODE F	77,963	2,33,888	3,11,850	83,420	2,50,260	3,33,680	89,259	2,67,778	3,57,037	95,507	2,86,522	3,82,030	1,02,193	3,06,579	4,08,772
Domestic Cargo Flight															
CODE C	N/A	30,000	N/A	N/A	32,100	N/A	N/A	34,347	N/A	N/A	36,751	N/A	N/A	39,324	N/A
CODE D	N/A	50,000	N/A	N/A	53,500	N/A	N/A	57,245	N/A	N/A	61,252	N/A	N/A	65,540	N/A
CODE E	N/A	85,000	N/A	N/A	90,950	N/A	N/A	97,317	N/A	N/A	1,04,129	N/A	N/A	1,11,418	N/A
International Cargo Flight															
CODE C	N/A	1,08,000	N/A	N/A	1,15,560	N/A	N/A	1,23,649	N/A	N/A	1,32,305	N/A	N/A	1,41,566	N/A
CODE D	N/A	1,45,000	N/A	N/A	1,55,150	N/A	N/A	1,66,011	N/A	N/A	1,77,631	N/A	N/A	1,90,065	N/A
CODE E	N/A	1,90,000	N/A	N/A	2,03,300	N/A	N/A	2,17,531	N/A	N/A	2,32,758	N/A	N/A	2,49,051	N/A
CODE F	N/A	2,80,665	N/A	N/A	3,00,312	N/A	N/A	3,21,333	N/A	N/A	3,43,827	N/A	N/A	3,67,895	N/A

*Tariff for Domestic Flights includes Domestic Non Schedule Flights.

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff determined shall be the maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.



ANNEXURE-II

**APPROVED TARIFF CARD FOR M/S. GSEC BIRD AIRPORT SERVICES PVT. LTD. PROVIDING
GROUND HANDLING SERVICES AT SVPIA, AHMEDABAD**

Maximum rates to be levied for International Non-Schedule & General Aviation Operations in respect of
Ground Handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)

REVISED TARIFF IS EFFECTIVE FROM 1st MARCH, 2022

(Rates in ₹)

Maximum Take Off weight (MTOW)	Year 1	Year 2	Year 3	Year 4	Year 5
0-5000	44916	48060	51429	55022	58840
5001-10000	82346	88110	94249	100911	107948
10001- 20000	131005	140213	150019	160500	171729
20001- 35000	149720	160200	171429	183407	196283
35001- 40000	168435	180263	192839	206314	220762
40001- 50000	187150	200251	214249	229296	245316
50001- 100000	243295	260363	278554	298018	318904
100001 - 200000	336870	360451	385679	412703	441599
200001- 300000	404244	432541	462785	495199	529859
300001 and above	486590	520651	557108	596110	637807

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff determined shall be the maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.



ANNEXURE-III

**APPROVED TARIFF CARD FOR M/S. GSEC BIRD AIRPORT SERVICES PVT. LTD. PROVIDING
GROUND HANDLING SERVICES AT SVPIA, AHMEDABAD**

Maximum rates to be levied for Additional Service Charges for Domestic* and International Schedule Flights in respect of Ground handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)

REVISED TARIFF IS EFFECTIVE FROM 1st MARCH, 2022

(Rates in ₹)

EQUIPMENT		Year 1		Year 2		Year 3		Year 4		Year 5	
		Domestic	International	Domestic	International	Domestic	International	Domestic	International	Domestic	International
Ambulift	Per Usage	10,903	17,218	11,666	18,416	12,250	19,314	12,862	20,287	13,505	21,335
Ground Power Unit 90 KV	Per Hour	8,461	13,325	9,053	14,298	9,506	14,972	9,981	15,721	10,480	16,544
Ground Power Unit 140 KV	Per Hour	10,903	17,218	11,666	18,416	12,250	19,314	12,862	20,287	13,505	21,335
Hook on power	Per flight	872	1,347	933	1,497	980	1,572	1,029	1,647	1,080	1,722
Air Conditioner unit	Per Hour	17,270	27,249	18,479	29,121	19,403	30,618	20,373	32,115	21,392	33,762
Ramp to Flight Deck Communication	Per Turnaround	3,489	5,540	3,733	5,914	3,920	6,213	4,116	6,513	4,322	6,812
Step Ladder (remote bay) Towable	Per Turnaround	3,925	6,213	4,200	6,663	4,410	6,962	4,630	7,336	4,862	7,636
Step Ladder - Narrow Body	Per Hour	5,670	8,908	6,066	9,582	6,370	10,031	6,688	10,555	7,023	11,079
Step Ladder - Wide Body	Per Hour	8,461	13,325	9,053	14,298	9,506	14,972	9,981	15,721	10,480	16,544
Passenger Coach	Per Trip	3,925	6,213	4,200	6,663	4,410	6,962	4,630	7,336	4,862	7,636
Crew Coach	Per Turnaround	3,489	5,540	3,733	5,914	3,920	6,213	4,116	6,513	4,322	6,812
Crew Coach	Per Turnaround	4,361	6,887	4,666	7,336	4,900	7,711	5,145	8,085	5,402	8,534
Conveyor belt loader	Per hour	9,092	14,373	9,729	15,346	10,215	16,095	10,726	16,918	11,262	17,742
Lower Deck Loader	Per Hour	23,987	37,879	25,666	40,499	26,949	42,520	28,296	44,617	29,711	46,862
Main Deck Loader	Per Hour	27,476	43,344	29,399	46,413	30,869	48,734	32,412	51,129	34,033	53,675
Fork Lift 10 Ton	Per Hour	8,897	14,074	9,520	15,047	9,996	15,795	10,495	16,544	11,020	17,368
Fork Lift 5 Tons	Per Hour	6,280	9,882	6,720	10,630	7,056	11,154	7,409	11,678	7,779	12,277
Fork Lift 3 Tons	Per Hour	4,536	7,187	4,853	7,636	5,096	8,010	5,351	8,459	5,618	8,833
Air Start Unit (ASU)	Per start	12,648	19,988	13,533	21,335	14,209	22,383	14,920	23,506	15,666	24,704
Air Start Unit (ASU)	Per start	13,520	21,335	14,466	22,832	15,189	23,955	15,949	25,153	16,746	26,426
Towbar	Per push / tow	3,489	5,540	3,733	5,914	3,920	6,213	4,116	6,513	4,322	6,812
Push Back Narrow Body	per service	10,467	16,544	11,200	17,667	11,760	18,565	12,348	19,464	12,965	20,437
Push Back Wide Body	per service	19,189	30,243	20,533	32,414	21,559	33,986	22,637	35,708	23,769	37,505
Tow Inter Stand - Narrow Body	Per Tow	15,264	24,105	16,333	25,752	17,149	27,024	18,007	28,372	18,907	29,794
Tow Inter Stand - Wide Body	Per Tow	24,423	38,553	26,132	41,248	27,439	43,269	28,811	45,440	30,252	47,761
Wing Walkers	Per Turnaround	1,744	2,770	1,867	2,920	1,960	3,069	2,058	3,219	2,161	3,444
Toilet service	per service	6,542	10,331	7,000	11,079	7,350	11,603	7,717	12,202	8,103	12,801
Water service	per service	5,670	8,908	6,066	9,582	6,370	10,031	6,688	10,555	7,023	11,079
Passenger/Terminal Side and Manpower related.											
Unaccompanied minor handling	per child	2,364	3,743	2,529	3,968	2,656	4,192	2,789	4,417	2,928	4,641
Wheel Chair WCHR OR WCHS	per service	2,355	3,743	2,520	3,968	2,646	4,192	2,778	4,417	2,917	4,566
WCHC	per service	2,617	4,117	2,800	4,417	2,940	4,641	3,087	4,866	3,241	5,090
VIPs	per passenger	3,637	5,764	3,891	6,139	4,086	6,438	4,290	6,737	4,505	7,112
Transit w/o visa pax	per passenger	3,637	5,764	3,891	6,139	4,086	6,438	4,290	6,737	4,505	7,112
Deportees	per passenger	3,637	5,764	3,891	6,139	4,086	6,438	4,290	6,737	4,505	7,112



Floor Walkers/Welcome staff	per personnel/8hrs	1,744	2,770	1,867	2,920	1,960	3,069	2,058	3,219	2,161	3,444
Manpower (White collar)	per personnel/8 hr.	2,617	4,117	2,800	4,417	2,940	4,641	3,087	4,866	3,241	5,090
Manpower (Blue collar)	per personnel/8 hr.	1,744	2,770	1,867	2,920	1,960	3,069	2,058	3,219	2,161	3,444
Excess Baggage Fee (% of collection)	per flight	0	7	0	7	0	7	0	7	0	7
Val Handling	per std. sz. container	9,092	14,373	9,729	15,346	10,215	16,095	10,726	16,918	11,262	17,742
Ballast Bags Refill	Per refill - per Bag	1,308	2,096	1,400	2,246	1,470	2,321	1,543	2,470	1,621	2,545
Interior cleaning (Transit)-Narrow Body	per service	12,211	19,239	13,066	20,587	13,720	21,635	14,405	22,757	15,126	23,880
Interior cleaning (Transit)-Wide Body	per service	21,806	34,436	23,332	36,831	24,499	38,628	25,724	40,574	27,010	42,595
Interior cleaning (Transit) - ATR & like	per service	7,065	11,154	7,560	11,903	7,938	12,502	8,335	13,175	8,751	13,774
Deep Cleaning - Narrow Body	per service	17,445	27,548	18,666	29,420	19,599	30,917	20,579	32,489	21,608	34,061
Deep Cleaning - Wide Body	per service	31,139	49,108	33,319	52,552	34,985	55,172	36,734	57,942	38,571	60,861
Deep Cleaning - ATR & like	per service	10,031	15,795	10,733	16,918	11,270	17,817	11,833	18,640	12,425	19,613
Flight Deck cleaning	per service	4,361	6,887	4,666	7,336	4,900	7,711	5,145	8,085	5,402	8,534
Waste Disposal		1,221	1,946	1,307	2,096	1,372	2,171	1,441	2,246	1,513	2,396
Arrange non-scheduled Crew HOTAC	per service	1,308	2,096	1,400	2,246	1,470	2,321	1,543	2,470	1,621	2,545
Arrange non-scheduled Crew Tpt	per service	1,308	2,096	1,400	2,246	1,470	2,321	1,543	2,470	1,621	2,545
C.I.Q. assistance/Direct crew thru airport facilities	per arr or dep clearance	2,617	4,117	2,800	4,417	2,940	4,641	3,087	4,866	3,241	5,090
Cargo Supervision services	per flight	6,530	10,331	6,987	11,004	7,336	11,603	7,703	12,127	8,088	12,726
Cargo Supervision services	Per flight	10,012	15,795	10,713	16,918	11,249	17,742	11,811	18,640	12,402	19,538
Live Animal Handling	per AVI	1,273	2,021	1,362	2,171	1,430	2,246	1,502	2,396	1,577	2,470
LD3,	per day	523	823	560	898	588	898	617	973	648	1,048
LD11	per day	1,221	1,946	1,307	2,096	1,372	2,171	1,441	2,246	1,513	2,396
Stacking of Pallets	per stack/day	1,744	2,770	1,867	2,920	1,960	3,069	2,058	3,219	2,161	3,444
Miscellaneous services											
Valet Service		1,818	2,845	1,946	3,069	2,043	3,219	2,145	3,369	2,252	3,518
Baggage Trolley	per two hour	523	823	560	898	588	898	617	973	648	1,048
Container Dollies	per two hour	436	674	467	749	490	749	514	823	540	823
Pallet Dollies	per two hour	611	973	653	1,048	686	1,048	720	1,123	756	1,198
Diesel / Battery Tractor	per hour	3,838	6,064	4,107	6,513	4,312	6,812	4,527	7,112	4,754	7,486
Ramp Car	per hour	1,744	2,770	1,867	2,920	1,960	3,069	2,058	3,219	2,161	3,444

*Tariff for Domestic Flights includes Domestic Non Schedule and General Aviation Operations.

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff determined shall be the maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.



ANNEXURE-IV**APPROVED TARIFF CARD FOR M/S. GSEC BIRD AIRPORT SERVICES PVT. LTD. PROVIDING GROUND HANDLING SERVICES AT SVPIA, AHMEDABAD**

Maximum rates to be levied for Additional Service Charges for International Non Schedule Flights in respect of Ground handling Services for the Third Control Period (FY 2021-22 to FY 2025-26)

REVISED TARIFF IS EFFECTIVE FROM 1st MARCH, 2022

(Rates in ₹)

EQUIPMENT		Year 1	Year 2	Year 3	Year 4	Year 5
Ambulift	Per Usage	17,218	18,416	19,314	20,287	21,335
Ground Power Unit (GPU) 90 KV	Per Hour	13,325	14,298	14,972	15,721	16,544
Ground Power Unit (GPU) 140 KV	Per Hour	17,218	18,416	19,314	20,287	21,335
Hook on power	Per flight	1,347	1,497	1,572	1,647	1,722
Air Conditioner unit (ACU)	Per Hour	27,249	29,121	30,618	32,115	33,762
Ramp to Flight Deck Communication	Per Turnaround	5,540	5,914	6,213	6,513	6,812
Step Ladder (remote bay) Towable	Per Turnaround	6,213	6,663	6,962	7,336	7,636
Step Ladder (remote bay) Motorized - Narrow Body	Per Hour	8,908	9,582	10,031	10,555	11,079
Step Ladder (remote bay) Motorized - Wide Body	Per Hour	13,325	14,298	14,972	15,721	16,544
Passenger Bus	Per Trip	6,213	6,663	6,962	7,336	7,636
Crew Bus	Per Turnaround	5,540	5,914	6,213	6,513	6,812
Crew Bus	Per Turnaround	6,887	7,336	7,711	8,085	8,534
Conveyor belt loader	Per hour	14,373	15,346	16,095	16,918	17,742
Lower Deck Loader (LDL)	Per hour	37,879	40,499	42,520	44,617	46,862
Main Deck Loader (MDL)	Per hour	43,344	46,413	48,734	51,129	53,675
Fork Lift 10 Ton	Per hour	14,074	15,047	15,795	16,544	17,368
Fork Lift 5 Tons	Per hour	9,882	10,630	11,154	11,678	12,277
Fork Lift 3 Tons	Per hour	7,187	7,636	8,010	8,459	8,833
Air Start Unit (ASU)	Per start	19,988	21,335	22,383	23,506	24,704
Air Start Unit (ASU)	Per start	21,335	22,832	23,955	25,153	26,426
Towbar	Per push / tow	5,540	5,914	6,213	6,513	6,812
Push Back (Tow Bar included) Narrow Body	per service	16,544	17,667	18,565	19,464	20,437
Push Back (Tow Bar included) Wide Body	per service	30,243	32,414	33,986	35,708	37,505
Tow Inter Stand - Narrow Body	Per Tow	24,105	25,752	27,024	28,372	29,794
Tow Inter Stand - Wide Body	Per Tow	38,553	41,248	43,269	45,440	47,761
Wing Walkers	Per turnaround	2,770	2,920	3,069	3,219	3,444
Toilet service	per service	10,331	11,079	11,603	12,202	12,801
Water service	per service	8,908	9,582	10,031	10,555	11,079
Unaccompanied minor handling	per child	3,743	3,968	4,192	4,417	4,641
Wheel Chair WCHR OR WCHS	per service	3,743	3,968	4,192	4,417	4,566
WCHC	per service	4,117	4,417	4,641	4,866	5,090
VIPs	per passenger	5,764	6,139	6,438	6,737	7,112
Transit w/o visa pax	per passenger	5,764	6,139	6,438	6,737	7,112
Deportees	per passenger	5,764	6,139	6,438	6,737	7,112
Floor Walkers/Welcome staff	per personnel/ 8hrs	2,770	2,920	3,069	3,219	3,444



Manpower (White collar)	per personnel/ 8 hr.	4,117	4,417	4,641	4,866	5,090
Manpower (Blue collar)	per personnel/ 8 hr.	2,770	2,920	3,069	3,219	3,444
Excess Baggage_ % of Collection	per flight	10	10	10	10	10
Val Handling	per std. sz. container	14,373	15,346	16,095	16,918	17,742
Ballast Bags Refill	Per refill - per Bag	2,096	2,246	2,321	2,470	2,545
Interior cleaning (Transit) - Narrow Body	per service	19,239	20,587	21,635	22,757	23,880
Interior cleaning (Transit) - Wide Body	per service	34,436	36,831	38,628	40,574	42,595
Interior cleaning (Transit) - ATR & like	per service	11,154	11,903	12,502	13,175	13,774
Deep Cleaning - Narrow Body	per service	27,548	29,420	30,917	32,489	34,061
Deep Cleaning - Wide Body	per service	49,108	52,552	55,172	57,942	60,861
Deep Cleaning - ATR & like	per service	15,795	16,918	17,817	18,640	19,613
Flight Deck cleaning	per service	6,887	7,336	7,711	8,085	8,534
Waste Disposal	per service	1,946	2,096	2,171	2,246	2,396
Arrange non-scheduled Crew Hotel accommodation	per service	2,096	2,246	2,321	2,470	2,545
Arrange for non-scheduled Crew Transportaion	per service	2,096	2,246	2,321	2,470	2,545
C.I.Q. assistance / Direct crew thru airport facilities	per arr or dep clearance	4,117	4,417	4,641	4,866	5,090
Cargo Supervision services	per flight	10,331	11,004	11,603	12,127	12,726
Cargo Supervision services	Per flight	15,795	16,918	17,742	18,640	19,538
Live Animal Handling	per AVI	2,021	2,171	2,246	2,396	2,470
LD3,	per day	823	898	898	973	1,048
LD11	per day	1,946	2,096	2,171	2,246	2,396
Stacking of Pallets	per stack per day	2,770	2,920	3,069	3,219	3,444
Valet Service		2,845	3,069	3,219	3,369	3,518
Baggage Trolley	per two hour	823	898	898	973	1,048
Container Dollies	per two hour	674	749	749	823	823
Pallet Dollies	per two hour	973	1,048	1,048	1,123	1,198
Diesel / Battery Tractor	per hour	6,064	6,513	6,812	7,112	7,486
Ramp Car	per hour	2,770	2,920	3,069	3,219	3,444
Luxury Vehicle		2,62,010	2,80,351	2,94,350	3,09,097	3,24,518
Standard Vehicle for NSOP		82,346	88,110	92,527	97,168	1,02,034
Trip Charges above second vehicle		2,62,010	2,80,351	2,94,350	3,09,097	3,24,518
Drop from Airport (City Side)		2,24,580	2,40,301	2,52,353	2,64,930	2,78,180

Notes:

- Above Tariff Rates are excluding all applicable taxes.
- Tariff determined shall be the maximum Tariff to be charged. No other charge is to be levied over and above the approved Tariff Rates.
- For payment in foreign currency, the RBI conversion rate as on the last day of the previous month will be applicable for the first fortnight and rate as on 15th of the month will be applicable for the second fortnight.

