

सत्यमेव जयते

Airports Economic Regulatory Authority of India

TO CONSIDER THE MULTI YEAR TARIFF PROPOSAL AND ANNUAL TARIFF PROPOSAL (FY.2016-17) FOR THE SECOND CONTROL PERIOD IN RESPECT OF M/s AIR INDIA SATS AIRPORT SERVICES PRIVATE LIMITED(AISATS) FOR PROVIDING GROUND HANDLING SERVICES AT IGI AIRPORT, NEW DELHI.

New Delhi: 10th Aug, 2017.

**AERA Building
Administrative Complex
Safdarjung Airport**

1. Brief Background:

- 1.1 M/s AISATS is one of the Ground Handling agencies appointed by Delhi International Airport Ltd. (DIAL) for carrying out Ground Handling (GH) at IGI Airport, New Delhi. The Authority, vide its MYTO Order No. 36/2013-14 dated 12.12.2013, decided to adopt '**Light Touch Approach**' in respect of the AISATS for Ground Handling services at IGI Airport for determination of tariffs for the first control period. The Authority in line with the above mentioned MYTO order determined the Annual Tariff Proposal (ATP) for FY 2011-12, 2012-13, 2013-14 and FY 2014-15. Subsequently, Authority's also determined the Annual tariff for FY 2015-16 vide its Order No. 34/2015-16, dated 21.09.2015.

2. MYTP/ATP/ACS Submissions made by AISATS for 2nd control period.

- 2.1 M/s AISATS submitted their MYTP online on 18th March, 2016 and submitted the hardcopy of online Multi Year Tariff Proposal (MYTP) and Annual Tariff Proposal (ATP) for FY 2016-17 for second control period. Later M/s AISATS vide letter dated 07.07.2016 resubmitted the MYTP/ATP with the necessary changes and justifications as sought by AERA. M/s AISATS has sought/proposed an increase of 12% in International tariff and variable percentage increase ranging from 31% to 224% in Domestic Pax Flights handling. M/s AISATS has given justification/explanation for the proposed tariff increase, based on the revision of ceiling rates fixed by DIAL in accordance with concession agreement. **(Annexure-I)**
- 2.2 M/s AISATS vide email dated 18.04.2017 submitted the required Annual Compliance Statements (ACS) for the first control period (FY 2011-12 to FY2015-16). **(Annexure-II)**

3. Principles for Determination of Aeronautical Tariff under "Light Touch Approach".

- 3.1 The Authority vide its Order No. 12/2010-11 dated 10.01.2011 and Direction No. 04/2010-11 issued 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”).

3.2 As per clause 3 of the CGF Guidelines, the Authority shall while considering the proposal under the ‘Light Touch Approach’, follow a three stage procedure for determining its approach to the regulation of Regulated Service(s) as under:

3.2.1.1 Stage 1: The Authority shall first assess ‘Materiality ‘according to provisions of Clause 4;

3.2.1.2 Stage 2: The Authority shall then assess ‘Competition’ according to provision of Clause 5; and

3.2.1.3 Stage 3: The Authority shall then assess the reasonableness of existing User Agreement(s), according to provision of Clause 6.

3.3 As per clause 4.4 of the Guidelines in respect of Ground handling services, the materiality shall be assessed as a percentage of the International Aircraft Movement at IGI Airport, Delhi to Total Intl. Aircraft Movements at all major airports.

$$\text{Materiality Index (MIg)} = \frac{\text{International Aircraft Movement at IGI Airport Delhi}}{\text{Total Intl.Aircraft Movement at major airports}} \times 100$$

The materiality index at Delhi Airport= 85810/330467

$$= 25.97\%$$

The percentage share of Ground Handling for IGI Airport, New Delhi for the FY 2014-15 is 25.97% which is more than 5% Materiality Index (MIg) for the above subject service. Hence the regulated service is deemed as ‘material’ for the second control period.

3.4 As per clause 5 of the CGF Guidelines, where a regulated service is being provided at a major airport by two or more Service Provider(s), it shall be deemed ‘competitive’ at that airport. If a Regulated Service is provided by less than two Service Provider(s), it shall be deemed ‘non-competitive’. AERA on provisions of the National Civil Aviation Policy (NCAP- 2016),

vide Order No. 15/2016-17 dated 12th Jan,2017 decided to consider three (3) Ground Handling Agencies (GHA) including Air India's subsidiary/JV for competition assessment at all major airports.

3.4.1 As per the information furnished by AISATS in Form F1(b) on competition Assessment, M/s Bird Worldwide Flight Services (India) Pvt. Ltd. (BWFS) and M/s Celebi Ground Handling Delhi Pvt. Ltd. (Celebi) is other service provider(s) which is rendering similar service at Delhi Airport.

3.4.2 Hence in the instance case, there are three Ground Handling service providers including AISATS, and therefore the service is deemed '**material but competitive**'

3.5 As per Clause 6 of CGF Guidelines, the Authority shall consider the existing User Agreement(s) as reasonable provided that:

3.5.1 The Service Provider submits the existing User Agreement(s) between the Service Provider and all the User(s) of the Regulated Service(s), clearly indicating the tariff(s) that are agreed to between the Service Provider and the User(s) of the Regulated Service(s) and

3.5.2 The User(s) of the Regulated Service(s) have not raised any reasonable objections or concerns in regard to the existing User Agreement(s) which have not been appropriately addressed.

3.6 Clause 3.2 (ii) and Chapter V of the Guidelines provides that wherever the regulated service provided is 'material but competitive', the Authority shall determine Tariff(s) for Service Provider (s) based on a "light touch approach" for the duration of the Control period, according to the provisions of Chapter V. However, the Authority reserves the right to review materiality assessments, competition assessments and the reasonableness of the User Agreements within the Control period and issue such direction or make such orders as it may consider necessary.

3.7 As per Clause 11.2, the ATP is required to be submitted in the manner and form provided in clause AI. 8.1 (Appendix I) of the CGF Guidelines and

should be supported by the following documents:

- 3.7.1 Form B and Form 14(b).
- 3.7.2 Details of consultation with stakeholders.
- 3.7.3 Evidence of User Agreements clearly indicating the Tariff proposed by the Service Provider.
- 3.8 AISATS has submitted the Form B and some of the user agreements but has not submitted details of consultation with stakeholders.
- 3.9 AISATS has submitted the copy of Concession Agreement with DIAL wherein, the concession agreement prohibits the service provider from handling aircrafts for general aviation and fixed base operators.

4 Authority's Examination on the proposal.

- 4.1 The services rendered by AISATS for providing Ground Handling facility at Delhi airport are aeronautical services in terms of section 2(a) of the Airports Economic Regulatory Authority of India Act, 2008 (Act) and under section 13 (1)(a) of the Act, the Authority is required to determine tariff for aeronautical services.
- 4.2 M/s AISATS has submitted the Annual Compliance Statement (ACS) for the tariff years 2011-12 to 2015-16 of first control period and Annual Tariff Proposal (ATP) for FY. 2016-17. M/s AISATS has not submitted any evidence of stakeholder consultation meeting.
- 4.3 M/s AISATS revised its tariff card last in FY 2014-15 vide AERA order No. 36/2013-14 dated 12.12.2013 and the same tariff continued for FY 2015-16 regularised by AERA Order no.34/2015-16 dated 21.09.2015.
- 4.4 Based on the ACS submissions by AISATS a comparative scenario of revenue, cost and return on average RAB for the first control period is prepared and annexed as "**Annexure-III**". The Authority in its 177th Authority meeting held on 12.07.2017 decided not to approve the increase of 12% sought in International and variable percent increase in Domestic Ground handling operations in the ATP submitted by AISATS for FY 2016-

17 based on examination of following parameters of ACS:

- a) High Regulatory Operating profit of 431% in FY 2015-16 compared to FY 2014-15.
- b) 28% increase in volume for FY 2015-16 when compared to FY 2014-15.
- c) Return on Average RaB as 32.79% in FY 2015-16. Hence the Authority proposes to continue the existing rate for FY 2017-18 also.

4.5 The Authority observed that the concession agreement entered by the service provider with the airport operator prohibits them from handling aircrafts for general aviation and also fixed base operators.

5 Proposal

The Authority, after careful consideration of the MYTP and ATP for FY 2016-17, makes the following proposal for stakeholder consultation:

- 5.1 The service for Ground handling being provided by M/s AISATS Ground Handling Delhi Pvt. Ltd. at IGI Airport, Delhi is “**Material but Competitive**”. Therefore the Authority proposes to adopt ‘**Light Touch Approach**’ and not adopted the Price Cap/Cost Plus approach for determination of tariffs for the 2nd control period w.e.f. 01.04.2016 to 31.03.2021 and accordingly proposes to issue the MYTO for the 2nd control period.
- 5.2 The Authority proposes to allow M/s AISATS to continue the tariff for the period 01.04.2016 to 31.03.2018 (i.e. FY 2016-17 and FY 2017-18) of the second control period for providing Ground Handling Services at IGI Airport, New Delhi at the current/existing level as on 31.03.2016 (**Annexure- IV**).
- 5.3 Tariff determined as above will be maximum tariff to be charged. No other charge is to be levied over and above the approved tariff.
- 5.4 As regards to Non-Scheduled operations of scheduled operators, It is proposed that M/s AISATS should not exceed the tariff charges as approved by AERA for its scheduled operations for similar class of aircraft. M/s AISATS cannot handle

aircraft for general aviation and fixed base operators as per the concession agreement entered with the airport operator.

- 5.5 M/s AISATS should submit the Annual Tariff Proposal (ATP) for FY 2018-19 with Annual Compliance Statement (ACS) for FY 2016-17 & 2017-18 well in time as per the Guidelines.
- 5.6 In accordance with the provisions of Section 13(4) of the AERA Act, the proposal contained in para 5 above is hereby put forth for stakeholder consultation. To assist the stakeholders in making their submissions in a meaningful and constructive manner, necessary documents are enclosed as annexures to the consultation paper. For removal of doubts, it is clarified that the contents of this Consultation Paper may not be construed as any Order or Direction of this Authority. The Authority shall pass an Order, in the matter, only after considering the submissions of the stakeholders in response hereto and by making such decision fully documented and explained in terms of the provisions of the Act.
- 5.7 The Authority welcomes written evidence-based feedback, comments and suggestions from stakeholders on the proposal made in para 5 above, latest by **31stAug, 2017** at the following address:

**Secretary,
Airports Economic Regulatory Authority of India,
AERA Building,
Administrative Complex,
Safdarjung Airport,
New Delhi- 110003
Email: puja.jindal@nic.in
Tel: 011-24695042
Fax: 011-24695039**

**S. Machendranathan
Chairperson**

Form F14 (b) - Annual Tariff Proposal for Tariff Year 1 (FY 16-17)

MAXIMUM RATES TO BE PAID BY SCHEDULED DOMESTIC AIRLINES FOR COMPREHENSIVE GROUND HANDLING

S/N	Aircraft Types (ICAO Code)	Maximum Ground Handling Rate in INR	
		Scheduled Passenger Domestic Flight	Scheduled Freighter Domestic Flight
1	CODE B	25,000	
2	CODE C	35,000	64,500
3	CODE D	45,000	1,13,700
4	CODE E	75,000	1,33,900
5	CODE F	-	1,82,100

Notes:

- 1) To achieve the projected ARR only maximum ground handling rates have been suggested for Airlines as user agreements will be entered into with each Airline based on the IATA AHM 810 STANDARD GROUND HANDLING AGREEMENT 1998 or 2004 or 2008 or 2013(SGHA).
- 2) The rates with each Airline will be negotiated based on services required from SGHA service items (usage of equipment and manpower), flight frequency, service level agreement, credit period and liability and indemnity requirement.
- 3) These rates may be revised, where external economic / financial factors warrant a review. However, any change, will be in consultation with the relevant authorities (AERA) and related stakeholders.
- 4) All charges mentioned above exclude prevailing third party charges such as concession fee, royalty, airport levy charged by the Airport Authority at the time of submission.
- 5) All charges mentioned above exclude taxes which will be charged at the prevailing rates.
- 6) Exchange rate used for contracts signed in USD: 1 USD = 68 INR

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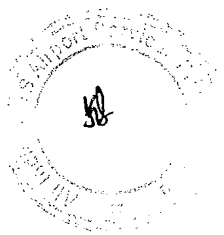
(b) - Annual Tariff Proposal for Tariff Year 1(FY 16-17)

**MAXIMUM RATES TO BE PAID BY SCHEDULED INTERNATIONAL AIRLINES FOR COMPREHENSIVE
GROUND HANDLING**

S/N	Aircraft Types (ICAO Code)	Maximum Ground Handling Rate in INR	
		Scheduled Passenger International Flight	Scheduled Freighter International Flight
1	CODE B	62,700	-
2	CODE C	104,700	86,200
3	CODE D	172,000	151,700
4	CODE E	202,100	178,500
5	CODE F	282,000	242,800

Notes:

- 1) To achieve the projected ARR only maximum ground handling rates have been suggested for Airlines as user agreements will be entered into with each Airline based on the IATA AHM 810 STANDARD GROUND HANDLING AGREEMENT 1998 or 2004 or 2008 or 2013(SGHA).
- 2) The rates with each Airline will be negotiated based on services required from SGHA service items (usage of equipment and manpower), flight frequency, service level agreement, credit period and liability and indemnity requirement.
- 3) These rates may be revised, where external economic / financial factors warrant a review. However, any change, will be in consultation with the relevant authorities (AERA) and related stakeholders.
- 4) All charges mentioned above exclude prevailing third party charges such as concession fee, royalty, airport levy charged by the Airport Authority at the time of submission.
- 5) All charges mentioned above exclude taxes which will be charged at the prevailing rates.
- 6) Exchange rate used for contracts signed in USD: 1 USD = 68 INR



aisats
ANNEXURE - II

Subject: **Submissions : Annual Compliance Report - DEL**
To: "karry@aera.gov.in" <karry@aera.gov.in>

Date: 04/18/17 03:26 PM
From: Kalpesh Singh <Kalpesh.Singh@aisats.in>

ACS DEL 12-13.pdf (1.5MB) ACS DEL 13-14.pdf (1.5MB) ACS DEL 11-12.pdf (1.5MB) ACS DEL 15-16.pdf (1.4MB)
ACS DEL 14-15.PDF (368kB)

Dear Karry,

This is with reference to our discussion regarding our MYTP submissions.

Please find attached the Annual Compliance Statement for DEL for FY 11-12, FY 12-13, FY 13-14, FY 14-15 & FY 15-16.

In addition to the above please find below the explanation for the DEL ceiling rates.

Explanation : Kindly note that DIAL issues the ceiling rates for ground handling and hence our submission for ATP are in-line with the DIAL's ceiling rates.

I will be submitting other documents shortly.

Best Regards,

Kalpesh Kumar Singh
Assistant Vice President - Commercial

Air India SATS Airport Services Private Limited

Correspondence Address: B-1101 & 1102, Lotus Corporate Park, Off Western Express Highway, Goregaon (East), Mumbai 400063, India.

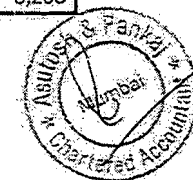
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Form F16 - Performance Report for the Tariff Year 2011 - 12

Particulars		Actual for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order
Total Revenue from Regulated Service	(1)	83,11,66,456	82,87,64,434
Total Revenue from services other than Regulated Service	(2)	3,45,67,714	3,64,82,993
Operating Expenditure	(3)	49,60,05,024	55,91,49,359
Depreciation	(4)	6,61,27,746	5,64,96,219
Total Expenditure	(3) + (4) = (5)	56,21,32,770	61,56,45,577
Regulatory Operating Profit	(1) - (5) = (6)	26,90,33,686	21,31,18,856
Capital Expenditure	(7)	4,31,71,237	5,00,00,000
Opening RAB	(8)	56,04,86,496	58,21,28,313
Disposals / Transfers	(9)	-	-
Closing RAB	(7)+(8)-(9)-(4)=(10)	53,74,79,987	57,56,32,094
Average RAB	[(8)+(10)]/2 = (11)	54,89,58,242	57,88,80,204
Return on Average RAB	(6) / (11)	0.49	0.37
Total Volume	(12)	95,194	1,00,237
Average Yield per Unit	(1)/(12)	8,731	8,268



Form F16 - Performance Report for the Tariff Year 2012 - 13

Particulars		Actual for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order
Total Revenue from Regulated Service	(1)	80,59,91,668	83,35,94,154
Total Revenue from services other than Regulated Service	(2)	3,56,23,890	3,64,82,993
Operating Expenditure	(3)	37,08,74,648	59,94,26,963
Depreciation	(4)	7,38,75,353	5,79,51,293
Total Expenditure	(3) + (4) = (5)	44,47,50,001	65,73,78,256
Regulatory Operating Profit	(1) - (5) = (6)	36,12,41,667	17,62,15,898
Capital Expenditure	(7)	38,29,401	2,00,00,000
Opening RAB	(8)	53,74,79,988	57,56,32,095
Disposals / Transfers	(9)	-	-
Closing RAB	(7)+(8)-(9)-(4)=(10)	46,74,34,036	53,76,80,802
Average RAB	[(8)+(10)]/2 = (11)	50,24,57,012	55,66,56,448
Return on Average RAB	(6) / (11)	0.72	0.32
Total Volume	(12)	99,539	1,06,914
Average Yeild per Unit	(1)/(12)	8,097	7,797



Form F16 - Performance Report for the Tariff Year 2013 - 14

Particulars		Actual for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order
Total Revenue from Regulated Service	(1)	91,12,80,141	85,24,58,725
Total Revenue from services other than Regulated Service	(2)	5,57,84,110	3,72,12,653
Operating Expenditure	(3)	46,37,59,640	64,76,68,204
Depreciation	(4)	7,24,48,824	5,90,93,115
Total Expenditure	(3) + (4) = (5)	53,62,08,464	70,67,61,319
Regulatory Operating Profit	(1) - (5) = (6)	37,50,71,677	14,56,97,406
Capital Expenditure	(7)	74,82,938	2,00,00,000
Opening RAB	(8)	46,74,34,036	53,76,80,802
Disposals / Transfers / Adjustments	(9)	0-9,932	-
Closing RAB	(7)+(8)-(9)-(4)=(10)	40,24,78,082	49,85,87,687
Average RAB	[(8)+(10)]/2 = (11)	43,49,56,059	51,81,34,244
Return on Average RAB	(6) / (11)	0.86	0.28
Total Volume	(12)	1,07,756	1,14,056
Average Yeild per Unit	(1)/(12)	8,457	7,474



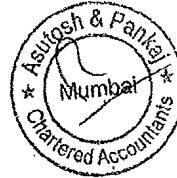
Delhi-GH

Form F16 - Performance Report for the Tariff Year 2014 - 15

Particulars		Actual for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order
Total Revenue from Regulated Service	(1)	2,15,31,98,280	1,10,93,25,391
Total Revenue from services other than Regulated Service	(2)	18,77,483	94,06,927
Operating Expenditure	(3)	2,00,89,53,982	85,46,27,213
Depreciation	(4)	9,94,27,587	18,30,50,000
Total Expenditure	(3) + (4) = (5)	2,10,77,81,568	1,03,76,77,213
Regulatory Operating Profit	(1) - (5) = (6)	4,54,16,711	7,16,48,178
Capital Expenditure	(7)	44,12,11,694	6,30,00,000
Opening RAB	(8)	27,62,29,077	20,45,05,733
Disposals / Transfers	(9)		
Closing RAB	(7)+(8)-(9)=(10)	61,80,13,185	8,44,55,733
Average RAB	((8)+(10))/2 = (11)	44,71,21,131	14,44,80,733
Return on Average RAB	(6) / (11)	0.10	0.50
Total Volume	(12)	39,830	35,279
Average Yield per Unit	(1)/(12)	55,453	31,444

ASITOSH & PANKAJ

Partner



Station: Delhi Ground Handling

Form F16 - Performance Report for the Tariff Year 2015 - 16

Particulars		Actual for the Tariff Year under consideration	Forecast as per the Multi Year Tariff Order
Total Revenue from Regulated Service	(1)	2,691,578,594	2,217,794,228
Total Revenue from services other than Regulated Service	(2)	25,607,222	4,403,710
Operating Expenditure	(3)	2,280,879,431	2,051,009,739
Depreciation	(4)	185,394,476	109,370,345
Total Expenditure	(3) + (4) = (5)	2,466,273,907	2,160,380,085
Regulatory Operating Profit	(1) - (5) = (6)	225,304,687	57,414,143
Capital Expenditure	(7)	464,101,792	29,349,182
Opening RAB	(8)	625,909,446	625,909,446
Deposals/ Transfers	(9)	47,695	
Closing RAB	(7)+(8)-(9)=(10)	904,569,066	545,888,282
Average RAB	[(8)+(10)]/2 = (11)	765,239,256	585,898,864
Return on Average RAB	(6) / (11)	0.29	0.10
Total Volume	(12)	49,618	17,173
Average Yield per Unit	(1)/(12)	54,246	129,144

[Handwritten Signature]



AISATS Delhi Ground Handling
Service : Ground Handling Services

[Rs. In lakhs.]

Sl No.	Particulars	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	Total
		Actual	Actual	Actual	Actual	Actual	
1	Revenue:						
1.1	Regulated Services-Ground Handling	8311.66	8059.91	9112.80	21531.98	26915.78	73932.13
1.2	-Cargo Handling						
	Other Regulated Services	345.67	356.23	557.34	18.77	256.07	1534.08
1.3	Other than Regulated Services						
	A Total Revenue	8657.33	8416.14	9670.14	21550.75	27171.85	75466.21
2	Expenditure:						
2.1	Operating Expenditure	4960.05	3708.74	4637.59	20083.53	22808.79	56198.70
2.2	Depreciation	661.27	738.75	724.48	994.27	1853.94	4972.71
	A Total Expenditure	5621.32	4447.49	5362.07	21077.8	24662.73	61171.41
3	Regulatory Operating Profit	3036.01	3968.65	4308.07	472.95	2509.12	14294.80
4	CAPEX						
4.1	Opening RAB	5604.36	5374.79	4674.34	2762.29	6259.09	24674.87
4.2	Capital Expenditure	431.71	38.29	74.82	4412.11	4641.01	9597.94
4.3	Disposals /Transfers	0.00	0.00	-9932.00		0.00	-9932.00
4.4	Depreciation	661.27	738.75	724.48	994.27	0.47	3119.24
4.5	closing RAB	5374.80	4674.33	4024.78	6180.13	9045.69	29299.73
4.6	Average RAB{(4.1+4.5)/2}	5489.58	5024.56	4349.56	4471.21	7652.39	26987.30
5	Return on Average RAB (3/4.6)	55.30%	78.99%	99.05%	10.58%	32.79%	
	As per operator						
6	B Total Volume (MT)	95194	99539	107756	38830	49618	361531.00
7	Actual Yield Per Unit (A/B)	9094	8455	8974	55500	54762	

Annexure- IV

AISATS , GROUND HANDLING, DELHI

Maximum rate to be paid by Scheduled/Non-Scheduled Airlines(excluding General Aviation and Fixed Base Operators) for ground handling services for tariff year 2 (FY 2016-17 & FY 2017-18)

TABLE-1

S.NO	AIRCRAFT TYPES/CATEGORY	DOMESTIC FLIGHT		
		PAX TERMINAL SERVICES	RAMP HANDLING	Full Handling (Pax+Ramp)
1	CODE B	3,800	8,900	12,700
2	CODE C	3,200	7,600	10,800
3	CODE D	4,400	12,700	17,100
4	CODE E	19,000	38,000	57,000
5	CODE F	38,000	63,300	101,400

TABLE-2

S.NO	AIRCRAFT TYPES/CATEGORY	INTERNATIONAL FLIGHT		
		PAX TERMINAL SERVICES	RAMP HANDLING	Full Handling (Pax+Ramp)
1	CODE B	13,900	41,800	55,800
2	CODE C	23,500	69,700	93,200
3	CODE D	30,400	1,22,700	153,100
4	CODE E	35,500	1,44,500	179,900
5	CODE F	54,500	1,96,500	251,000

TABLE-3

S.NO	AIRCRAFT TYPES/CATEGORY	DOMESTIC FLIGHT	INTERNATIONAL FLIGHT
		Cargo Ramp Handling	Cargo Ramp Handling
1	CODE B	0	0
2	CODE C	57,400	76,700
3	CODE D	1,01,200	1,35,000
4	CODE E	1,19,200	1,58,900
5	CODE F	1,62,100	2,16,100

NOTE:

- The above are ceiling rates as per Schedule F of the concession agreement executed between DIAL and AISATS.
- ALL charges mentioned above exclude taxes which will be charged at the prevailing rates.