

AERA/20010/MYTP/GIAL/MOPA-Goa/2022-23
Airports Economic Regulatory Authority of India

Order No. 19/2022-23

**AERA Building,
Administrative Complex,
Safdarjung Airport,
New Delhi 110 003.**

Date of Issue: 26th August, 2022

Sub.: In the matter of *ad hoc* tariff for aeronautical services to be provided at Goa International Airport Limited (GIAL), MoPA w.e.f the Commercial Date of Operation (“CoD”) upto 31.03.2023

1. Background:

- 1.1 Goa International Airport Limited, MoPA (GIAL, MoPA) was awarded a concession by Government of Goa on 8.11.2016 to establish a Greenfield International Airport at Mopa, North Goa on Design, Build, Finance, Operate and Transfer (DBFOT) basis for a period of 40 years commencing from the Appointed Date (September 04, 2017), further extendable by another 20 years.
- 1.2 GIAL, MoPA, 100% subsidiary of GMR Airports Limited (“GAL”), is a Special Purpose Vehicle (SPV) formed to establish the Greenfield International Airport at Mopa, North Goa (“Mopa Airport”). A Concession Agreement between Government of Goa and GIAL was executed on 8.11.2016 for Development of Greenfield Airport at Mopa, Goa.
- 1.3 State of Goa already has an Airport in Dabolim run by Airports Authority of India as a Civil Enclave. The site for this Greenfield Airport viz., MOPA International Airport is in the close proximity of the existing airport. After operationalization of the Greenfield Airport, State of Goa will have a dual Airport system and passengers will have an option to fly from either of the two Airports.

2. Multi Year Tariff Proposal submission by GIAL, MoPA :

- 2.1 Goa International Airport Limited, MoPA vide letter dated 7th January, 2021, submitted the Multi Year Tariff Proposal (MYTP) under hybrid till for the Mopa Airport, Goa.
- 2.2 As per MYTP, the Airport Operator has indicated to achieve Commercial Operation Date (“COD”) on 1st September, 2022 and first control period will be from 1st April 2023 to 31st March 2028, and the period starting from COD to 31st March, 2023 will be available for true up.
- 2.3 Airport Operator has submitted details pertaining to Master Plan, Concession requirements, traffic projections, Capital Expenditure (Passenger Terminal building, Runways and Taxiways, Apron, etc.), Depreciation, Regulatory Asset



Base, Fair Rate of Return, Operation and Maintenance Expenditure, Revenue from services other than aeronautical services, Taxation and Average Revenue Requirement etc. On the basis of their own assessment, GIAL, MoPA has sought approval for Yield Per Passenger of Rs. 906.51 derived as per their own business plan for the first Control Period. A brief on few integral components of MYTP proposed by Airport Operator are given hereunder:

- (i). **Capital Outlay Plan:** It has been proposed to spend an amount of Rs. 3200 crores (approx.) on creation of airport facilities in the Mopa International Airport during the three phases. During the first phase (FY 2023), it has been proposed to spend an amount of Rs. 2615 crores as the capital expenditure.
- (ii). **Design Capacity:** The phased-wise, capacity envisaged at the Goa International Airport, MoPA during 1st Control Period is given hereunder:

Phase	Capacity (MPPA) As per CA	Capacity (MPPA) Business Plan	Financial Year
Phase 1	4.4	4.4	FY 23
Phase 2	5.8	7.7	FY 24
Phase 3	9.4	11.1	FY 25

- (iii). **Traffic Projection:** Airport Operator has made following traffic projections for the 1st Control Period:

(Million passengers)

Particular	FY24	FY25	FY26	FY27	FY28	Total
Domestic	6.09	6.91	8.62	10.67	12.11	44.40
International	0.79	0.94	0.98	1.12	1.21	5.04
Total	6.88	7.85	9.60	11.79	13.32	49.44

- (iv). **O&M expenses:** The Airport Operator has made the following aeronautical O&M expenses for the 1st Control Period:

(Fig. in Crores)

Particular	2024	2025	2026	2027	2028	Total
Manpower Cost	63.50	70.80	96.37	107.45	119.80	457.92
Admin Cost	35.49	35.24	44.70	52.07	57.42	224.92
Utility Cost	28.91	30.19	37.19	39.08	40.93	176.3
Operating Cost	80.98	82.70	100.59	106.70	111.39	482.36
Airport Operator Fee	6.65	18.71	22.24	28.35	36.28	112.23
Total Aero Opex	215.53	237.65	301.09	333.64	365.81	1453.72



- (v). Non-Aeronautical Revenue: The Airport Operator has made the following non-aeronautical revenue projections for the 1st Control Period:

(Fig. in Crores)

Particular	2024	2025	2026	2027	2028	Total
Total Non-Aeronautical Revenue	61.52	73.90	87.88	115.31	132.89	471.5

3. Tariff Determination Process of AERA:

Following facts are relevant with regard to Tariff Determination Process of AERA:

- 3.1 As per clause (i) of Section 2 of the AERA Act 2008 (read with subsequent amendment of 2019 and 2021), 'Major Airport' means any Airport which has, or is designated to have, annual passenger throughput in excess of three and a half million or any other airport or group of airports as the Central Government may, by notification, specify as such. As the designated capacity of the Airport during FY 2022-23 is 4.4 million, it is a Major Airport.
- 3.2 Section 13 of the AERA Act, 2008 pertaining to the 'Functions of the Authority', inter-alia, includes 'determination of tariff for the aeronautical services in respect of the Major Airport'. In view of the mandate given under AERA Act 2008 (read with subsequent amendments of 2019 and 2021), the Authority has initiated the action on the proposals submitted by GIAL, MoPA in their MYTP submissions for tariff determination.
- 3.3 The Tariff Determination process for the aeronautical services is very comprehensive and exhaustive exercise involving following major steps:
- Detailed analysis of Capex proposed by the Airport Operator vis a vis the proposed capacity of the airport and likely traffic to be handled, to ensure that only efficient Capex is allowed;
 - To determine the Aggregate Revenue Requirement for the Regulated Service for the Control Period taking into consideration 'Regulatory Asset Base', 'Fair Rate of Return', 'Depreciation', Efficient Operation and Maintenance Expenditure' 'Taxation', 'Revenue from services other than aeronautical services' and 'Yield Per Passenger' for the Control Period;
 - To put in public domain the proposals of the Authority in the form of Consultation Paper for soliciting feedback/comments/views of the stakeholders, analysis of all the stakeholders' comments and counter comments.
 - To issue Multi Year Tariff Order for the Control Period upon due consideration of stakeholders' comments on the consultation paper.
- 3.4 The MYTP submitted by the GIAL, MoPA is under examination at AERA and in the backdrop of comprehensive tariff determination process, as brought out above, issuance of final Tariff Order in respect of Goa International Airport, MoPA may take another eight to ten months.



4. Request for ad-hoc tariff for interim Period by GIAL, MoPA:

- 4.1 GIAL, MoPA vide letter dated 18.04.2022, has submitted a proposal for ad hoc tariff till the time approval for regular/final tariff is granted by the Authority. The Tariff Rate Card submitted by the Airport Operator is also attached at **Annexure-A**.

As stated above in Para 3.3, Tariff Determination Process shall take time and in the interim period Ad hoc Tariff needs to be decided by AERA as requested by the Airport Operator. Authority has considered following important inputs/facts for this purpose:

- (i). Ad hoc Tariff sanctioned by MoCA for Greenfield Airports of Bangalore and Hyderabad before the setting up of AERA and their Capex and Opex, Tariff Card approved by AERA for Goa Airport (Civil enclave wherein recovery of ARR is basically through levy of UDF) along with its Capex and O&M Costs and the Tariff Cards approved by AERA for Major PPP Airports with stabilized operations within last one year.
- (ii). Government of India, through Ministry of Civil Aviation, on earlier occasion allowed a levy of User Development Fee in respect of the following Greenfield Airports, before advent of the Authority, on ad hoc basis:

Allowed levying of UDF on international departing passenger (@Rs. 1000/-) and domestic departing passenger (@ Rs. 375/-) at Rajiv Gandhi International Airport, Hyderabad, in the year 2008;

Allowed levying of UDF on domestic departing passenger (@ Rs.260/-) and international departing passenger (@ Rs. 1070/-) at Bangalore International Airport, in the year 2009.

- (iii). However, for above two Greenfield Airports, GoI had decided to close down the operational and running Begumpet Airport, Hyderabad and HAL Airport, Bangalore to make sure benefit of traffic is available exclusively to these airports. On the other hand GIAL, MoPA airport shall entail new beginning in Airport Infrastructure Development and Competition as it shall involve two airports in vicinity (Dabolim Airport and MoPA, Goa) competing with each other for the same traffic. Authority is conscious of the view that GIAL, MoPA shall have its challenges and uncertainties at least in initial stages due to competition, unknowns about shifting of traffic and response of the airlines.
- (iv). Airport operator has asked for regular tariff based on the various building blocks as listed in para 2 above. The Authority is conscious of the fact that Airport Operator has projected its proposal based on building blocks as per their own assessment/estimates while AERA does due diligence while deciding on the building blocks in tariff determination exercise based on efficiency, cost relatedness etc. in terms of Capex and Opex and other building blocks. Experience shows that there is difference between projections provided in MYTP and those decided by AERA after going through the scrutiny.



5. Ad hoc Tariff considered by AERA :-

After consideration of all the relevant facts and figures and for the interest of all stakeholders, Authority decides:

- 5.1 Ad hoc tariff proposed by the Airport Operator for landing and parking are reasonable and are at par or lower for similar Airports and are accepted by the Authority.
- 5.2 The Airport Operator has also submitted Variable Tariff Plan (VTP) in respect of Landing and Parking Charges applicable to Scheduled Passenger Airlines for Domestic and International Operations and the Authority observes that the VTP is to bring additional flights at the new Greenfield Airport. The Authority agrees with the same as ad hoc tariff. In this regard, the Authority directs GIAL, MoPA to ensure that the principles of non-discrimination of ICAO guidance are not violated.
- 5.3 Proposal of the Airport Operator for UDF is on higher side as brought out in Para 4.1 (iv) above and needs to be moderated. Yet, on the whole, this needs to be kept higher than those provided in the past due to challenges and the factors listed in Para 4 above. Authority decides UDF rates of Rs. 450 per embarking passenger for domestic flights and Rs. 1100 per embarking passenger for international flights.
- 5.4 Authority decides to allow charging/levying ad hoc tariff/UDF rates (w.e.f commercial date of operations for domestic & international flights) as an interim measure, till 31.03.2023 or final determination of regular tariff, whichever is earlier. The revenue to be collected by GIAL, MoPA on ad hoc basis in the interim period, shall be accounted for by the Authority during the regular tariff determination exercise of GIAL, MoPA.
- 5.5 Any concession to be offered by Airport Operator to Airport Users would be on their own volition and as per Tariff Determination policy of AERA, are not accounted for in tariff determination exercise.

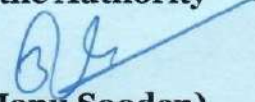
Order

6. In exercise of powers conferred by Section 13(1)(a) of the Airports Economic Regulatory Authority of India Act, 2008, the Authority hereby orders that:
 - (i) The Goa International Airport Limited (GIAL, MoPA), is allowed to levy and collect the Tariff for Aeronautical Services, on an Ad-hoc basis as per **Annexure-B**, w.e.f. Commercial date of operations ("COD") to 31.03.2023, or, till the determination of regular Aeronautical Tariff for the First Control Period, whichever is earlier.



- (ii) In exercise of powers conferred by Section 13(1)(b) of the AERA Act, 2008 read with Rule 89 of the Aircraft Rules, 1937, the Authority hereby determines the rate of UDF on Ad-hoc basis as indicated in the rate card at **Annexure – B**.
- (iii) This order shall be made effective subject to receipt of all the requisite regulatory and statutory approvals before the commencement of operations at GIAL, MoPA.
- (iv) Tariff determined, as above, is the maximum Tariff(s) to be charged from the Users and no other charges are to be levied over and above the approved Tariff.
- (v) The Tariff approved, as above, is excluding of all applicable Govt. taxes, if any.

By the Order and in the name of the Authority


(Col Manu Sooden)
Secretary

To,

Sh. K. Narayan Rao, Director, Goa International Airport Limited, New Udaan Bhawan, Opp. Terminal 3, Indira Gandhi International Airport, New Delhi – 110037.

Copy to:

- (i) Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi – 110003
- (ii) Director General of Civil Aviation, for issuance of AIC



List of Annexures

Tariff Rate Card (Ad hoc)

Annexure-A: Ad hoc Tariff proposal submitted by Airport Operator for Goa International Airport Limited (GIAL), MoPA vide letter dated 18.04.2022.

Rate Card

Landing charge for FY 23:

Particular	Time interval		Weight of Aircraft (MTOW)	Amount (Rs / MT.)
Domestic	Morning Hours	0700-1259	</= 100 MT	256
			> 100 MT	288
	Evening Hours	1300-2359	</= 100 MT	197
			> 100 MT	222
	Night Hours	0000-0659	</= 100 MT	98
			> 100 MT	109
International	Winter	1 st Oct ~ 30 th Apr	</= 100 MT	327
			> 100 MT	429
	Summer	1 st May ~ 30 th Sep	</= 100 MT	164
			> 100 MT	215

Terms and conditions:

- The charges set forth herein shall be calculated based on nearest rounded off MT. MTOW to be considered for calculation as per the Certificate of Airworthiness filed with DGCA.
- A minimum charge of Rs. 4,000/- (up to 21 MT for domestic and 16 MT for international in the case of general aviation aircraft) shall be levied per single unscheduled landing of helicopter and general aviation aircraft. For over the specified tonnage, the charges as per MTOW will be applicable.
- Domestic leg (s) of international route (s) of an Indian scheduled operator will be treated as domestic flight as far as the airport user charges are concerned irrespective of the flight number assigned to such flights.
- Landing charges as detailed in Annexure B will be applicable.
- Above charges are exclusive of applicable taxes.



Parking charges for FY23:

Weight of Aircraft (MTOW)	Charges (Rs / Hr. / MT)
<= 100 MT	12
> 100 MT	15

Terms & Conditions:

- No charge shall be applicable for first two (2) hours of free parking. Fifteen (15) minutes shall be added to free parking time of two hours as mentioned herein, on account of arrival taxi time (time from touch down to parking stand) for calculation of free parking period.
- Another fifteen (15) minutes shall be added on account of departure taxi time (time from parking stand to take-off point).
- Arrival taxi time & departure taxi time as mentioned above shall be applicable for each aircraft irrespective of actual arrival & departing taxi time.
- For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.
- Charge shall be calculated based on nearest rounded off MTOW.
- Charge for each period parking shall be rounded off to nearest rupee.
- Allocation of night parking bay shall be subject to availability of bay (s).
- Minimum 6 ATMs per day will be required to avail one-night parking bay.
- Above charges are exclusive of applicable taxes.

User Development Fee for FY23:

Passenger	Time interval	Amount (in Rs./Pax)
Domestic	Per Embarking pax	980
International	Per Embarking pax	1500

The above charges are exclusive of applicable taxes.

ICT (CUTE/CUSS/BRS) Charge for FY23:

Passenger	Amount (in USD/Pax.)
Embarking passenger (Domestic & international)	USD 1.25

ICT services are sub-licensed by the airport to a sub-licensee through bidding. The charge mentioned above will be collected and appropriated by such sub-licensee from airline(s).

- For billing in foreign currency, the RBI reference rate as on 1st day of the month for 1st fortnightly billing period and rate prevailing as on 16th day of the month for the 2nd fortnightly billing period shall be used.
- Above charges are exclusive of applicable taxes



General Conditions:

1. Exemption of payment of UDF:

- a. Children under the age of two (02) years.
 - b. Holder of Diplomatic Passport.
 - c. Airlines crew on duty including sky marshals, airline crew on board for the particular flight only (this would not include Dead Head Crew or ground personnel).
 - d. Persons travelling on official duty on aircraft operated by Indian Armed Forces.
 - e. Persons travelling on official duty for UN Peace Keeping Missions.
 - f. Transit/transfer passengers (this exemption shall be granted to all the passengers transiting upto 24 hours. "A passenger is treated in transit only if onward travel journey is within 24 hours from arrival into airport and is part of the same ticket; in case 2 separate tickets are issued it would not be treated as transit passenger").
 - g. Passenger departing from the Indian Airports due to involuntary re-routing, i.e., due to technical problems or adverse weather conditions.
2. Flight operating under Regional Connectivity Scheme will be completely exempted from charges as per Order No. 20/2016-17 dated 31.03.2017 of the Authority from the date the scheme is operationalized by the GoI.
 3. For conversion of US\$ to INR the RBI reference conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.
 4. Collection Charges: If payment is made within 15 days from receipt of invoice, then collection charges per departing passenger shall be paid by GGIAL as per the agreement to such charges between the Airport Operator and the airlines. No collection charges shall be paid in case the airline fails to pay the UDF invoice to GGIAL within the credit period of 15 days or in case of any part payment.
 5. UDF charges will be applicable on tickets issued on or after the implementation of tariff rate card.

Aviation Security Fee (ASF)

- Aviation Security Fee (ASF) shall be applicable as prescribed by Ministry of Civil Aviation from time to time.



Variable Tariff Plan

VTP for landing charge:

Applicable to scheduled passenger airline for domestic operations:

No. of arrivals / Annum (FY)		FY23	FY24	FY25
0	700	1.00*RR	1.00*RR	1.00*RR
701	1,400	0.50*RR	0.60*RR	1.00*RR
1,401	3,500		0.40*RR	0.80*RR
3,501	5,000		0.30*RR	0.60*RR
>5,000			0.20*RR	0.40*RR

*RR means Rack Rate

Applicable to scheduled passenger airline for international operations:

No. of Arrivals / Annum (FY)		FY23	FY24	FY25
<125		0.50*RR	0.60*RR	0.90*RR
126	250		0.40*RR	0.70*RR
251	375		0.30*RR	0.40*RR
>375			0.20*RR	0.20*RR

*RR means Rack Rate

Terms and conditions

1. Tenure & nature of VTP

- Three financial years (FY23, FY24 & FY25)
- VTP slabs will work on the principle of telescopic charges.

2. Applicability of VTP & calculation of landing charge

- VTP will be applicable for passenger flights of domestic (scheduled) & international (scheduled & charter).
- Tariff slabs will be applied based on number of arrival ATMs in a financial year. e.g., if ABC airline operate 2,500 scheduled domestic arrivals in FY24 then landing charge will be calculated as per below table:

Arrival ATM slab		Arrival ATMs of ABC airline in FY24	VTP for FY24	Calculated landing charge
0	700	700	1.00*RR	700*1.00*RR
701	1,400	700	0.60*RR	700*0.60*RR
1,401	3,500	1,100	0.40*RR	1100*0.40*RR

Note: Respective time slot rate will be applicable

3. Rack Rate

- Rack rate will be as per the rates approved by Airports Economic Regulatory Authority of India.

VTP for parking charge:

Applicable to scheduled passenger airlines for domestic and international operations:

Time interval	Weight of aircraft	Charges (Rs / Hr. / MT)
2300-0530	<= 100 MT	0.00*RR
	> 100 MT	0.00*RR

*RR means Rack Rate

Terms and conditions

1. Applicability of VTP

- To avail benefits, an airline shall operate minimum 10 ATMs per day during entire schedule (summer / winter). Rates mentioned in above table are for one night parking bay.
- VTP for parking will be subject to availability of night parking bays.



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Tariff Rate Card (Ad hoc)

Annexures-B: Ad-hoc Tariff Rate Card Approved by the Authority for Aeronautical Services provided by Goa International Airport Limited (GIAL), MoPA

(Tariff Rate Card will be applicable w.e.f the Commercial date of Operation ("COD") up to 31.03.2023)

Landing charges:

Particular	Time interval		Weight of Aircraft (MTOW)	
			Amount (Rs / MT.)	
Domestic	Morning Hours	0700-1259	<= 100 MT	256
			> 100 MT	288
	Evening Hours	1300-2359	<= 100 MT	197
			> 100 MT	222
	Night Hours	0000-0659	<= 100 MT	98
			> 100 MT	109
International	Winter	1 st Oct ~ 30 th Apr	<= 100 MT	327
			> 100 MT	429
	Summer	1 st May ~ 30 th Sep	<= 100 MT	164
			> 100 MT	215

Landing Charges levied per landing, MT – Metric Tonne, MTOW – Maximum Take Off Weight

Terms and conditions:

- The charges set forth herein shall be calculated based on nearest rounded off MT. MTOW to be considered for calculation as per the Certificate of Airworthiness filed with DGCA.
- A minimum charge of Rs. 4,000/- (up to 21 MT for domestic and 16 MT for international in the case of general aviation aircraft) shall be levied per single unscheduled landing of helicopter and general aviation aircraft. For over the specified tonnage, the charges as per MTOW will be applicable.
- Domestic leg (s) of international route (s) of an Indian scheduled operator will be treated as domestic flight as far as the airport user charges are concerned irrespective of the number assigned to such flights.
- No landing charges shall be payable in respect of a) aircraft with maximum certified passenger capacity of less than 80 seats, being operated by domestic schedule operators at airport and b) helicopters of all types
- Landing charges as detailed in Annexure B will be applicable for scheduled passenger airlines.



Parking charges:

Weight of Aircraft (MTOW)	Charges (Rs / Hr. / MT)
<= 100 MT	12
> 100 MT	15

Terms & Conditions:

- No charge shall be applicable for first two (2) hours of free parking. Fifteen (15) minutes shall be added to free parking time of two hours as mentioned herein, on account of arrival taxi time (time from touch down to parking stand) for calculation of free parking period.
- Another fifteen (15) minutes shall be added on account of departure taxi time (time from parking stand to take-off point).
- Arrival taxi time & departure taxi time as mentioned above shall be applicable for each aircraft irrespective of actual arrival & departing taxi time.
- For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.
- Charge shall be calculated based on nearest rounded off MTOW.
- Charge for each period parking shall be rounded off to nearest rupee.
- Allocation of night parking bay shall be subject to availability of bay (s).
- Minimum 6 ATMs per day will be required to avail one-night parking bay.

User Development Fee:

Passenger	Time interval	Amount (in Rs. /Pax)
Domestic	Per Embarking pax	450
International		1100

Terms & Conditions:

- Collection Charges: If payment is made within 15 days from receipt of invoice, then collection charges per departing passenger shall be paid by Airport Operator, as per the policy pertaining to such charges between the Airport Operator and the Airlines. No collection charges shall be paid in case the airline fails to pay the UDF invoice to the Airport Operator within the credit period of 15 days or in case of any part payment.
- No collection charges are payable to casual operator/non-scheduled operators.
- UDF charges will be applicable on the tickets issued for the date on or after the Commercial date of Operation ("COD") in case of Domestic & International Departing Passengers



Exemption from levy and collection from UDF/ASF at the Airports– The following categories of persons are exempted from levy and collection of UDF:

As per DGCA AIC No. 14/2019 dated 16.05.2019 read with AIC No. 20/2019 dated 06.11.2019, following categories of persons are exempt from levy and collection of UDF/DF/PSF:

- Children (under age of 2 years)
- Holders of Diplomatic Passport
- Airlines crew on duty, sky marshals & airline crew on board for the particular flight only (this would not include Dead Head Crew or ground personnel)
- Persons travelling on official duty on aircraft operated by Indian Armed Forces.
- Persons travelling on official duty for United Nations Peace keeping Missions,
- Transit/transfer passengers (this exemption may be granted to all the passengers transiting upto 24 hours. "A passenger is treated in transit only if onward travel journey is within 24 hours from arrival into airport and is part of the same ticket, in case 2 separate tickets are issued it would not be treated as transit passenger")

Aviation Security Fee (ASF): Aviation Security Fee (ASF) shall be applicable as prescribed by Ministry of Civil Aviation from time to time.

General Conditions:

- For conversion of US\$ to INR, the RBI reference conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.
- Flight operating under Regional Connectivity Scheme will be completely exempted from charges as per Order No. 20/2016-17 dated 31.03.2017 of the Authority from the date the scheme is operationalized by the GoI or as prescribed by MoCA from time to time.
- All the above Charges are excluding GST. GST at the applicable rates are payable in addition to above charges.



Variable Tariff Plan (VTP)

VTP for landing charges:

Applicable to scheduled passenger airline for domestic operations:

No. of arrivals / Annum (FY)		FY23	FY24
0	700	1.00*RR	1.00*RR
701	1,400	0.50*RR	0.60*RR
1,401	3,500		0.40*RR
3,501	5,000		0.30*RR
>5,000			0.20*RR

*RR means Rack Rate

Applicable to scheduled passenger airline for international operations:

No. of Arrivals / Annum (FY)		FY23	FY24
<125		0.50*RR	0.60*RR
126	250		0.40*RR
251	375		0.30*RR
>375			0.20*RR

*RR means Rack Rate

Terms and conditions

1. Tenure & nature of VTP

- Two financial years (FY23 & FY24).
- VTP slabs will work on the principle of telescopic charges.

2. Applicability of VTP & calculation of landing charge

- VTP will be applicable for passenger flights of domestic (scheduled) & international (scheduled & charter).
- Tariff slabs will be applied based on number of arrival ATMs in a financial year. e.g., if ABC airline operate 2,500 scheduled domestic arrivals in FY23 then landing charge will be calculated as per below table:

Arrival ATM slab		Arrival ATMs of ABC airline in FY24	VTP for FY24	Calculated landing charge
0	700	700	1.00*RR	700*1.00*RR
701	1,400	700	0.50*RR	700*0.60*RR
1,401	3,500	1,100	0.50*RR	1100*0.40*RR

Note: Respective time slot rate will be applicable



VTP for parking charges:

Applicable to scheduled passenger airlines for domestic and international operations:

Time interval	Weight of aircraft	Charges (Rs / Hr. / MT)
2300-0530	<= 100 MT	No Charges
	> 100 MT	No Charges

*RR means Rack Rate

Terms and conditions

Applicability of VTP

- To avail benefits, an airline shall operate minimum 10 ATMs per day during entire schedule (summer / winter). Rates mentioned in above table are for one night parking bay.
- VTP for parking will be subject to availability of night parking bays.



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