

फा. सं. ऐरा/20010/एमवाईटीपी/एमएडीसी/शिरडी/सीपी-I/2022-27

F. No. AERA/20010/MYTP/MADC/Shirdi/CP-I/2022-27

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण
Airports Economic Regulatory Authority of India

AERA Office,
Udaan Bhawan, 3rd Floor,
Safdarjung Airport,
New Delhi – 110 003.

Date: 26th June, 2024

Public Notice NO. 07/2024-25

Sub: Submission of ATP/Tariff Card by Maharashtra Airport Development Company Ltd. (MADC) for Shirdi International Airport, Shirdi (SAG) as required under AERA Consultation Paper (CP) No. 02/2024-25 dated 18.06.2024 regarding the determination of Aeronautical Tariff for Shirdi International Airport, Shirdi (SAG) for the First Control Period (1st April, 2022 to 31st March, 2027).

Attention of all concerned is invited to Consultation Paper (CP) No.02/2024-25 dated 18.06.2024 regarding the determination of Aeronautical Tariff for Shirdi International Airport, Shirdi (SAG) for the First Control Period (1st April, 2022 to 31st March, 2027).

2. In this regard, Maharashtra Airport Development Company Ltd. (MADC) has submitted the proposed ATP/Tariff Card to AERA as required under the Consultation Paper vide their letter no. MADC/Shirdi/357 dated 25.06.2024. Copy of the ATP/Tariff card is enclosed. **It is for information of all the Stakeholders that ATP/Tariff Card proposal is as submitted by the Airport Operator. However, the Authority does its own due diligence and rationalizes the tariff rates after exhaustive Consultation Process and finalises the tariff rate card considering the comments/views of all the Stakeholders. Final tariff rate card issued by the Authority is likely to be different from that submitted by the Airport Operator.**

3. The ATP/Tariff Card can be viewed alongside the Consultation Paper No. 02/2024-25 under "Public Notice" on the official website of AERA.

4. The above is for information of all Stakeholders.

(Ram Krishan)
Director (P&S)



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Letter No. MADC/Shirdi/357

Date: June 25, 2024

To
Shri Ram Krishan
Director (P&S, Tariff)
Airports Economic Regulatory Authority of India (AERA),
3rd Floor, Udaan Bhawan,
Safdarjung Airport, New Delhi - 110003, India

Subject: Annual Tariff Proposal (Tariff Rate Card) for Shirdi International Airport

Ref: Consultation Paper No. 02/2024-25 in the matter of determination of Aeronautical Tariff for Shirdi International Airport, Shirdi (SAG) for the First Control Period (April 01, 2022 To March 31, 2027)

Dear Sir,

This letter is with reference to the Annual Tariff Proposal required to be submitted by the Shirdi International Airport, in accordance with the Para No. 13.2.11 of Consultation Paper No. 02/2024-25 in the matter of determination of Aeronautical Tariff for April 01, 2022 to March 31, 2027.

At the outset Shirdi International Airport would like to appreciate the hard work put in by the Authority and its consultant while conducting the due diligence of our MYTP for the First Control Period being filed by the Maharashtra Airport Development Corporation Limited (MADC).

MADC will submit the detailed response with respect to the proposals put forth by the Authority in the aforesaid consultation paper as part of the Stakeholder Consultation Process in the time bound manner. MADC will also submit the additional data as directed by the Authority in the consultation paper. We request the Authority to kindly consider our submissions/ responses while finalising the Aggregate Revenue Requirement (ARR) for the First Control Period (April 01, 2022 to March 31, 2027).

We hereby submit the Tariff Rate Card for the Shirdi International Airport as follows:

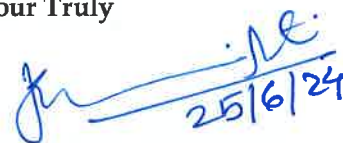
- i. The effective date for the tariff implementation of the Shirdi Airport is assumed as September 01, 2024 for the purpose of preparation of the Annual Tariff Proposal.
- ii. Shirdi International Airport has considered the future projection of the license fees from airlines and other concessions forming part of the aeronautical revenue as decided by the Authority in its consultation paper.

- iii. Shirdi International Airport has decided to carry forward the part of its Aggregate Revenue Requirement (ARR) for the next control period at the Authority approved FRoR keeping in mind that the low traffic base and viability of operations by considering charges which are reasonable may attract more traffic.
- iv. **According the traffic rate card is proposed as follows:**
Annexure 1A: Rate Card for Shirdi International Airport
Annexure 1B: Variable Tariff Plan for Shirdi International Airport

We request Authority to kindly provide an opportunity to discuss the Annual Tariff Proposal, once the final ARR is determined

Thanking You,

Your Truly



Mangesh A Kulkarni
Superintending Engg. (HO)

Encl: As referred above.

CC: 1. OSD to VC & MD, MADC - for information

2. Airport Director, MADC - Shirdi International Airport - for information

Annexure 1A: Rate Card for Shirdi International Airport

I. Landing Charges

a. Landing Charges - Domestic:

Particulars	Rate per Metric Tonne		
	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Up to 10 MT	136	136	163
Above 10 MT - Up to 20 MT	1,362 + 239 per MT in excess of 10 MT	1,362 + 239 per MT in excess of 10 MT	1,634 + 287 per MT in excess of 10 MT
Above 20 MT	3,755 + 469 per MT in excess of 20 MT	3,755 + 469 per MT in excess of 20 MT	4,506 + 563 per MT in excess of 20 MT

b. Landing Charges - International:

Particulars	Rate per Metric Tonne		
	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Up to 10 MT	NA	NA	245
Above 10 MT - Up to 20 MT	NA	NA	2,452 + 431 per MT in excess of 10 MT
Above 20 MT	NA	NA	6,759 + 844 per MT in excess of 20 MT

Notes for tariff card:

- i. Weight of an aircraft means Maximum Take-off Weight (MTOW) in MT i.e., 1,000 kg as indicated in the certificate of airworthiness with DGCA.
- ii. Landing Charges shall be calculated on the basis of on the nearest MT (i.e., 1,000 Kg).
- iii. A minimum landing charge or the applicable landing charges, whichever is higher, will be levied in respect of domestic/international Non-Scheduled operators/ GA operators. The minimum landing charge is as follows:

Particulars	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Minimum Landing Fee	6,000	6,000	6,500

- iv. 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.
- v. No landing charges shall be payable in respect of:
 - a. Aircrafts with a maximum certified passenger capacity of less than 80 seats, being operated by domestic schedule operators at airport.
 - b. Training flights operated by DGCA approved flying schools/flight training institutes.
 - c. Helicopter of all types (not applicable to non-scheduled operators).
 - d. Military aircraft including para-military forces such as BSF, Cost Guard etc.,

Annexure 1A: Rate Card for Shirdi International Airport

II. Parking and Housing Charges

a. Parking Charges - (for first 2 hours after exempted hours stated below):

Particulars	Rate per Metric Tonne per Hour		
	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Upto 40 MT	3.00	3.00	4.00
Above 40 MT to 100MT	120.00 + 6.00 per MT in excess of 40 MT	120.00 + 6.00 per MT in excess of 40 MT	160.00 + 7.00 per MT in excess of 40 MT
Above 100 MT	480.00 + 8.00 per MT in excess of 100 MT	480.00 + 8.00 per MT in excess of 100 MT	580.00 + 9.00 per MT in excess of 100 MT

b. Parking Charges - (for post first 2 hours after exempted hours stated below):

Particulars	Rate per Metric Tonne per Hour		
	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Upto 40 MT	6.00	6.00	8.00
Above 40 MT to 100MT	240.00 + 12.00 per MT in excess of 40 MT	240.00 + 12.00 per MT in excess of 40 MT	320.00 + 14.00 per MT in excess of 40 MT
Above 100 MT	960.00 + 16.00 per MT in excess of 100 MT	960.00 + 16.00 per MT in excess of 100 MT	1,160.00 + 18.00 per MT in excess of 100 MT

c. Parking Charges - (night parking charges):

Particulars	Rate per Metric Tonne per Hour		
	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Upto 40 MT	3.00	3.00	4.00
Above 40 MT to 100MT	120.00 + 6.00 per MT in excess of 40 MT	120.00 + 6.00 per MT in excess of 40 MT	160.00 + 7.00 per MT in excess of 40 MT
Above 100 MT	480.00 + 8.00 per MT in excess of 100 MT	480.00 + 8.00 per MT in excess of 100 MT	580.00 + 9.00 per MT in excess of 100 MT

Notes for tariff card:

- i. Weight of an aircraft means Maximum Take-off Weight (MTOW) in MT i.e., 1,000 kg as indicated in the certificate of airworthiness with DGCA.

Annexure 1A: Rate Card for Shirdi International Airport

- ii. For calculating chargeable parking time, part of an hour shall be rounded off to the nearest hour.
- iii. Charges shall be calculated based on nearest rounded off MTOW.
- iv. Charges for each period parking shall be rounded off to nearest rupee.
- v. No charge shall be applicable for the first two (2) hours of 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 (15) minutes shall be added on account of departure taxi time (time from parking stand to take off point).
- vi. Arrival taxi time & departure time as mentioned above shall be applicable for each aircraft irrespective of actual arrival & departing taxi time.
- vii. At the contact stands after free parking, charges shall be double the normal parking charges.

III. Aerobridge Charges

Particulars	Domestic	International
Usage charges per hour	3,250	6,500

IV. User Development Fee

Charge per embarking passengers	From September 01, 2024 to March 31, 2025	FY 25-26	FY 26-27
Domestic - Embarking Passenger	625	625	700
Domestic - Disembarking Passenger	225	225	250
International - Embarking Passenger	NA	NA	1,400
International - Disembarking Passenger	NA	NA	500

- i. **Collection Charges:** If payment is made within 15 days from receipt of invoice, then collection charges per departing & arriving passenger shall be paid by Airport Operator 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 Shirdi, Airport within the credit period of 15 days or in case of any part payment.
- ii. Above UDF charges will be applicable on the tickets issued on or after September 01, 2024.
- iii. **Exemption in Payment of User Development Fee (UDF)** - In terms of DGCA AIC No. 14/2019 dated 16.05.2019 and AIC No. 20/2019 dated 06.11.2019 (decision of Ministry of Civil Aviation, Govt. of India vide order no. AV 29012/39/2018-AD dated 30.10.2019) the following categories of person are exempted from levy and collection of UDF:
 - a. Children (under the age of 2 years).
 - b. Holders of Diplomatic Passport.
 - c. Airlines crew on duty including sky marshals and airline crew on board for the particular flight only (this would not include Dead Head Crew or ground personnel).

Annexure 1A: Rate Card for Shirdi International Airport

- d. Persons travelling on official duty on aircraft operated by Indian Armed Forces.
 - e. Persons travelling on official duty tour United Nations Peace keeping Missions.
 - f. Transit/transfer passengers (this exemption may be granted to all the passengers transiting up to 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."
 - v. All the above charges are exclusive of applicable taxes.
- V. AVIATION SECURITY FEE (ASF):** ASF shall be applicable as prescribed by Govt. of India from time to time.

VI. CHARGES FOR EXTENSION OF WATCH HOURS

Charges for extension of Watch Hours beyond designated watch hours irrespective of the weight of the aircraft are as under:

Particulars	From September 01, 2024 to March 31, 2024	FY 25-26	FY 26-27
Rate / Hour in ILS Station	22,000	22,000	24,000
Rate / Hour in Non-ILS Station	5,000	5,000	6,000

- i. The charges are payable by all operators/agencies operating outside the watch hours, except aircrafts belonging to any armed force of the Union, including BSF & NCC.
- ii. The charges are payable at the Airports where extension is availed at the time of landing/taking off as the case may be.
- iii. When the two aircraft use the facility at the same time, Charges for Extension of Watch Hours for each Airline/ aircraft should be charged separately and no sharing of charges between the Users is permissible.
- iv. Fraction of hours may be rounded off to the next half an hour and charged accordingly.
- v. If the aircraft has taken off just before the closing of watch hours, watch hours should be extended at least for a period of 30 minutes after take off as is the normal practice, this will not attract extra service charge. If the aircraft returns to land due to any technical reason, extended period beyond the normal watch hour, if any, should not be charged. However, any extension required after such landing should be charged as per rates applicable.
- vi. Any extension of Watch Hours provided to accommodate an aircraft experiencing technical problem and requesting emergency landing should not be charged. Any extension required after such landing should be charged as per rates applicable.
- vii. No Charges will be levied for extension of Watch hours due to inescapable delays because of runway block/VVIP Movements/weather conditions at the station.
- viii. If any Operator, after obtaining approval of MADC for extension of Watch hours, subsequently intends to withdraw the request under any circumstances, shall inform MADC at least 6 hours in advance of the scheduled departure or arrival time. If the Operator fails to do so, he shall be charged Charges for Extension of Watch Hours for a period of 4 hours as penalty.
- x. The charges for Extension of Watch hours shall be levied as per revised rates per hour basis for a minimum period for one hour.
- xi. The charges for Extension of Watch Hours are applicable to the airports which are having designated watch hours.
- xii. In case when ILS is not operational, rates for non-ILS station is to be charged.

Annexure 1A: Rate Card for Shirdi International Airport

VII. CARGO SCREENING CHARGES FOR DOMESTIC CARGO

Name of Services	From September 01, 2024 to March 31, 2024	FY 25-26	FY 26-27
XBIS Charges (INR)	INR 2.50 per kg or a minimum of INR 200 per AWB	INR 2.50 per kg or a minimum of INR 200 per AWB	INR 3.00 per kg or a minimum of INR 225 per AWB
ETD Charges (INR)	INR 3.00 per kg or minimum of INR 200 per AWB	INR 3.00 per kg or minimum of INR 200 per AWB	INR 3.50 per kg or minimum of INR 225 per AWB

General Condition: All the above charges are excluding GST. GST at the applicable rates are payable in addition to above charges. Further all the bills shall be rounded off to the nearest rupee 1.

Annexure 1B: Variable Tariff Plan for Shirdi International Airport

I. Variable Tariff Plan for Landing Charges

Variable Tariff Plan (VTP) shall be limited to below mentioned categories only and applicable for scheduled domestic passenger airlines:

No. of Arrivals per Annum (new route)	Rack Rate (RR)#	FY 25-26	FY 26-27
	per MT in RR		
No. of arrivals per annum - more than 720 and up to 1,440	RR	0.75 * RR	0.90 * RR
No. of arrivals per annum - more than 1,440	RR	0.60 * RR	0.80 * RR

#Rack Rate means the rates approved for Landing Charges in the Tariff Order.

Definition of Category:

- a. **Existing Routes:** Routes that are currently being operated at Shirdi Airport i.e., Delhi, Hyderabad, Chennai, Bengaluru, Vijayawada and Indore.
- b. **New Route:** A flight to a new destination that is currently unserved from Shirdi Airport by any Scheduled Domestic Airline Operator. List of existing routes mentioned in point a.

Notes:

- i. Scheduled domestic airlines must operate VTP eligible flights for a minimum of 42 weeks within a rolling 12 month period to qualify for the incentive.
- ii. Eligible VTP flights shall be calculated considering all the new routes operated by a schedule airline operator during a financial year.
- iii. The payment of landing charges at RR shall be made by the scheduled domestic airline in full without any deductions within the credit period approved by the Shirdi Airport and there shall not be any delay/default in payment for the said financial year. The settlement of above VTP shall be made through the Credit Note after verifying the eligibility and terms condition after completion of the Financial Year.