

File No. AERA/20010/MYTP/MIAL/CP-II/2013-14/Vol-III
Airports Economic Regulatory Authority of India

AERA Building,
Administrative Complex,
Safdarjung Airport,
New Delhi – 110 003

Dated the 18th April, 2016

Public Notice No.01/2016-17

Subject: - Consultation Paper No. 10/2015-16 dated 16.03.2016 extension of time – reg.

Attention of all concerned is invited to Consultation Paper No. 10/2015-16 dated 16.03.2016, issued by the Authority in the matter of Determination of Aeronautical Tariffs in respect of Chhatrapati Shivaji International Airport, Mumbai, for the second control period (01.04.2014-31.03.2019) vide which the Authority had sought comments from stakeholders on the proposal. The last date for submission of comments was stipulated as 18.04.2016.

2. MIAL, APAO, FIA and CII, vide letters dated 13.04.2016, 14.04.2016, 12.04.2016 and 18.04.2016 respectively, have sought extension of time for submitting their comments on the Consultation Paper. The Authority has observed that requests for extension of time were not made by any of the stakeholders during the Stakeholders Consultation Meeting held on 06.04.2016.

3. The requests made by the stakeholders, now, have been considered by the Authority and it has been decided that the last date for submission of comments on Consultation Paper No. 10/2015-16 dated 16.03.2016 **be extended upto 25.04.2016.** No further extension of time would be permitted. In case no comments are received by the extended timeline, it shall be presumed that there are no comments to be offered in this regard.

4. Further, FIA vide their aforesaid letter, have sought for additional documents to enable submission of response. It is observed that majority of the documents are already available in Public Domain on AERA website. However, the pointwise response to the request of FIA seeking additional documents is placed at Annexure I.



(Radhika R.)
OSD-II

Tel.: 24695043

ANNEXURE 1

**Additional Documents sought by FIA in respect of CP. NO.
10/2015-16 DATED 16.03.2016 regarding Determination of
Aeronautical Tariffs in respect of Chhatrapati Shivaji
International Airport, Mumbai, for the Second Control Period
(1.04.2014 – 31.03.2019)**

S.No	LETTER	FROM/TO	RESPONSE TO AERA
1.	Dated 24.11.2009 (Referred in Para 2.2 at Page 18 of the CP)	Authority referred to the letter of MoCA	The referred letter is a reference from MoCA forwarding letter of MIAL regarding DF- Levy and thus cannot be termed an essential document for the present consultation. However, copy is attached.
2.	Dated 27.02.2009 (Referred in Para 2.2 at Page 18)	Authority Referred to letter of MoCA	Already available in Public Domain viz. AERA website under Annexure to C.P. No. 33/2011-12
3.	Letter no.- AERA/20010/MYTP/DIAL/CP-II/2013-14/Vol II/8350 dated- 12.05.2011, 10.07.2015 and 07.09.2015 (referred in Para 3.57 at Page-58)	From Authority-Has sought a clarification from MoCA and AAI	Attached
4.	Letter-24.02.2016 (referred in Para 4.12 at Page 69)	From MIAL to the Authority	Attached
5.	Letter dated 18.12.2013 (referred in Para 5.1 at Page 76)	Copy of letter received from BCAS dated 18th December, 2013	Already uploaded under Annexure 1A to C.P No. 10/2015-16

S.No	LETTER	FROM/TO	RESPONSE TO AERA
6.	Letter dated 24.12.2013 (referred in Para 5.1 at Page76 ,point3)	Letter received from BCAS dated 24th December, 2013 4	Already uploaded under Annexure 1A to C.P No. 10/2015-16
7.	Letter No. MIAL/CEO/138 dated 18.11.2013 (referred in para 5.1 at Page 77 ,3 rd Line from top)	From MIAL to Secretary, MoCA	Already uploaded under Annexure 1A to C.P No. 10/2015-16
8.	Letter dated 29.03. 2014 (referred in Para 5.6 at page 83 ,paragraph 3)	From MIAL to MoCA	Not available with AERA
9.	Letter dated-20.08.2015 (Referred in Para 5.9 at Page 90; above (a))	From MIAL	Not available with AERA
10.	letter No. 24011/25/2014-AD dated 21.04.2015 (Referred in Para 5.43 at Page 106)	From MoCA	Already uploaded as Annexure to C.P No. 9/2015-16 dated 4.11.2015 in respect of DF for Metro connectivity at CSIA.
11.	Letter dated 31.07.2015 (Referred Para 5.94 at Page 138)	From MIAL to The Authority	Already uploaded as Annexure in AERA website under Annexure1G to C.P. No. 10/2015-16
12.	Letter No.AV.24032/037/2011-AD dated 12.03.2012 (Referred in Para 9.3 at Page 174)	From Stakeholders to the Authority	Vide letter under reference, MoCA forwarded the report of SBI Caps which is available on AERA website.
13	Letter no. MLAL/VPR/10 dated 10.03.2014 (Referred in Para 14.56 at page no. 286 in point (b))	MIAL To the Authority	Not available with AERA
14	Letter no G-17018/7/2001-AAI (referred in para 18.8 at Page 308)	From MoCA	Attached

S.No	LETTER	FROM/TO	RESPONSE TO AERA
15.	Press Release 88444 dated 16.10.2012 (referred in para 2.3 at page no. 19)		Already uploaded in AERA website under Annexure to C.P. No. 32/2012-13

F. No. AV.24011/001/2009-AD (Vol. II)

Government of India
Ministry of Civil Aviation
AD Section

Safdarjung Airport, New Delhi.
Dated 24.11.2009

✓ To,
**The Secretary,
AERA,
Safdarjung Airport,
New Delhi.**

Sub: Levy of Development Fee at CSI Airport, Mumbai.

Sir,

I am directed to forward herewith a copy of letter no. nil dated 31.03.2009 received from M/s Mumbai International Airport Pvt. Ltd. on the above mentioned subject for your information and necessary action please.

Yours faithfully,


(Oina Nand)

**Under Secretary to the Govt. of India
Tele-24640214**

Copy to:
The Managing Director,
Mumbai International Airport Pvt. Ltd.
511, Babar Road,
New Delhi.

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

Dated the 12th May, 2015

To

Member (Finance),
Airports Authority of India,
Rajiv Gandhi Bhawan,
New Delhi – 110003.

Sub: Consultation Paper No. 16/2014-15 dated 28.01.2015 in respect of Determination of Aeronautical Tariffs in respect of Indira Gandhi International Airport, Delhi for the Second Control Period (01.04.2014 – 31.03.2019) – Land monetisation – Reg.

Sir,

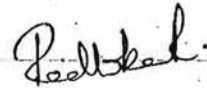
I am directed to refer to the aforesaid Consultation Paper issued by the Authority and to state that the Authority vide Para no. 14.21 of the Consultation Paper had stated, inter-alia, the following:

- 14.21.1. Leased land is given to DIAL for the "sole" purpose of airport project and hence there should be no "leakage" from the proceeds of monetisation for purposes other than the airport project. Land monetisation should yield capital for successive phases of expansion of the airport. Hence the mode of land monetisation should ideally be only in the form of capital receipts (security deposits) and in sync with the capital requirements of successive phases of airport expansion.
- 14.21.2. Provisions under OMDA seem to indicate that land per se is not to be regarded as part of the non-transfer asset. Hence the revenues attributable to monetisation of land per se should not be reckoned as revenues from non-transfer assets. However, in Mode 3 a certain mode of land monetisation where there is minimal security deposits and minimal lease rentals but a revenue share arrangement between airport operator and sub lessees or developers exists, there may be no proceeds from land for using for the airport project and such mode may decouple the lease of land from its sole purpose and hence would not be in public interest.
- 14.21.3. AAI / MoCA being the agencies of the sovereign to have leased the land to DIAL are best placed to prescribe the mechanism for land monetisation by DIAL in future and the formulation for treatment of revenue generated from monetisation of land towards determination of aeronautical tariff in respect of IGI Airport, Delhi.

2. You are therefore requested to provide your considered view on mechanism for land monetization by DIAL in future and the formulation for treatment of revenue generated by DIAL from monetisation of land earmarked for commercial development towards determination of aeronautical tariff in respect of IGI Airport, Delhi.

3. Your comments in this matter are solicited at the earliest for further consideration of the Authority.

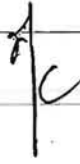
Yours faithfully,



(Radhika. R)

OSD-II

Tel: 24695043



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

Dated the 12th May, 2015

To

Shri U.K. Bhatia
Under Secretary
Ministry of Civil Aviation,
Rajiv Gandhi Bhawan ,
Safdarjung Airport,
New Delhi – 110 003.

Sub: Consultation Paper No. 16/2014-15 dated 28.01.2015 in respect of Determination of Aeronautical Tariffs in respect of Indira Gandhi International Airport, Delhi for the Second Control Period (01.04.2014 – 31.03.2019) – Land monetisation – Reg.

Sir,

I am directed to refer to the aforesaid Consultation Paper issued by the Authority and to state that the Authority vide Para no. 14.21 of the Consultation Paper had stated, inter-alia, the following:

14.21.1. Leased land is given to DIAL for the "sole" purpose of airport project and hence there should be no "leakage" from the proceeds of monetisation for purposes other than the airport project. Land monetisation should yield capital for successive phases of expansion of the airport. Hence the mode of land monetisation should ideally be only in the form of capital receipts (security deposits) and in sync with the capital requirements of successive phases of airport expansion.

14.21.2. Provisions under OMDA seem to indicate that land per se is not to be regarded as part of the non-transfer asset. Hence the revenues attributable to monetisation of land per se should not be reckoned as revenues from non-transfer assets. However, in Mode 3 a certain mode of land monetisation where there is minimal security deposits and minimal lease rentals but a revenue share arrangement between airport operator and sub lessees or developers exists, there may be no proceeds from land for using for the airport project and such mode may decouple the lease of land from its sole purpose and hence would not be in public interest.

14.21.3. AAI / MoCA being the agencies of the sovereign to have leased the land to DIAL are best placed to prescribe the mechanism for land monetisation by DIAL in future and the formulation for treatment of revenue generated from monetisation of land towards determination of aeronautical tariff in respect of IGI Airport, Delhi.

2. You are therefore requested to provide your considered view on mechanism for land monetization by DIAL in future and the formulation for treatment of revenue generated by DIAL from monetisation of land earmarked for commercial development towards determination of aeronautical tariff in respect of IGI Airport, Delhi.

3. Your comments in this matter are solicited at the earliest for further consideration of the Authority.

Yours faithfully,



(Radhika. R)

OSD-II

Tel: 24695043



File No. AERA/20010/MYTP/DIAL/CP-II/2013-14/Vol-II | 0063
Airports Economic Regulatory Authority of India

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

Dated the 10th July, 2015

To

Member (Finance),
Airports Authority of India,
Rajiv Gandhi Bhawan,
New Delhi - 110003.

Sub: Consultation Paper No. 16/2014-15 dated 28.01.2015 in respect of Determination of Aeronautical Tariffs in respect of Indira Gandhi International Airport, Delhi for the Second Control Period (01.04.2014 - 31.03.2019) - Land monetisation - Reg.

Sir,

I am directed to refer to Authority's earlier letter of even no. dated 12.05.2015 on the above subject seeking your considered view on mechanism for land monetization by DIAL in future and the formulation for treatment of revenue generated by DIAL from monetization of land earmarked for commercial development towards determination of aeronautical tariff in respect of IGI Airport, Delhi. (copy of letter enclosed for reference).

2. Your comments in this matter are awaited. You are requested to forward the same at the earliest for further consideration of the Authority.

Yours faithfully,


(Radhika R.)
OSD-II

Tel: 24695043

ofc

Encl.: As above

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

Dated the 7th September, 2015

To

Shri U.K. Bhatia
Under Secretary
Ministry of Civil Aviation,
Rajiv Gandhi Bhawan,
Safdarjung Airport,
New Delhi - 110 003.

Sub: Consultation Paper No. 16/2014-15 dated 28.01.2015 in respect of Determination of Aeronautical Tariffs in respect of Indira Gandhi International Airport, Delhi for the Second Control Period (01.04.2014 - 31.03.2019) - Land monetization - Reg.

Sir,

I am directed to refer to Authority's earlier letters of even no. dated 12.05.2015 and subsequent letter dated 10.07.2015 on the above subject seeking your considered view on mechanism for land monetization by DIAL in future and the formulation for treatment of revenue generated by DIAL from monetization of land earmarked for commercial development towards determination of aeronautical tariff in respect of IGI Airport, Delhi (copy of letters enclosed for reference). The response to the above has not been received till date.

2. It is once again requested to submit your comments in this matter at the earliest for further consideration of the Authority.

Yours faithfully,

Radhika R.

(Radhika R.)

OSD-II

Tel.: 24695043

o/c

Encl.: As above

MIAL/VPR/15-16/73

24th February, 2016

The OSD II,
Airports Economic Regulatory Authority of India,
AERA Building, Administrative Complex,
Safdarjung Airport,
New Delhi – 110 003

Madam,

Sub: Additional information in respect of NACIL / Air India facilities made for them in lieu of earlier existing facilities in the CSI airport area

Ref: Telephonic discussion

With reference to our telephonic discussion in respect of NACIL / Air India facilities constructed by MIAL, including Line Maintenance offices in the terminal building, we are attaching a list of such facilities (enclosed as **Annexure 1**) constructed by MIAL together with the cost incurred on such facilities.

In this connection, we once again reiterate that such facilities have been made in lieu of NACIL's pre-existing facilities which came under footprints of the apron associated with new Terminal 2 and the land occupied by such facilities was required for construction of upcoming apron associated with the new terminal 2.

MIAL is getting space rental from NACIL for Line Maintenance offices located in the new terminal 2 and land lease rental from NACIL in respect of facilities relocated and developed for NACIL on the piece of land which was in possession of NACIL from earlier times.

Such facilities have been handed over to NACIL and the supporting documents shall be provided to the Authority in due course.



Mumbai International Airport Pvt Ltd
Chhatrapati Shivaji International Airport
1st Floor, Terminal 1B, Santacruz (E), Mumbai 400 099, India

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CIN-U45200MH2006PTC160164

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भारत सरकार/Government of India
नागर विमानन मंत्रालय
Ministry of Civil Aviation

URGENT

Rajiv Gandhi Bhavan,
New Delhi, dated 9th February' 2004

~~CTPK~~ .. Comf was red
to m (G) ...
He may notify the 3 am (G) ...
reduced airport charges
to all concerned A

To
✓ The Chairman
Airports Authority of India,
A-Block, Rajiv Gandhi Bhavan,
New Delhi--110003.

Subject : Recommendations of Naresh Chandra Committee regarding reduction in airport charges.

Sir,

Based on the recommendations of the Naresh Chandra Committee on the above subject, the Government has considered the question of reduction in airport charges and it has been decided that :

- (i) Landing Charges should be reduced by 15% of the current rates for Domestic Flights subject to the condition that airport charges are paid within the credit period of 15 days. Wherever payments are made beyond the credit period, existing rates will be applicable.
- (ii) Airside user charges at 5 airports declared as International Airports w.e.f. May 2000 (excluding Bangalore and Goa), will continue at the same rates as those of domestic airports, till 31.03.2005 when it will be reviewed in the context of facilities set up (this will not apply to the airports at Delhi, Mumbai, Chennai, Kolkata and Thiruvananthapuram).
- (iii) No landing charges shall be payable in respect of :-
 - (a) aircraft with a maximum certified capacity of less than 80 seats, being operated by domestic scheduled operators; and
 - (b) helicopters of all types.
- (iv) Route Navigation Facility Charges (RNFC) in respect of the aircraft with maximum All-Up-Weight :-
 - (a) upto 10,000 kg have to be levied at 20% of the applicable rates of weight-cum-distance formula; and
 - (b) more than 10,000 kg to 20,000 kg have to be levied at 40% of the applicable rates of weight-cum-distance formula.

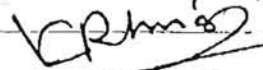
959/CR
10/21/2004

13/1/04
11/2/04

2. The above decision will not be applicable to Defence Enclaves and Cochin International Airport Ltd. A separate request is being sent to Ministry of Defence and Cochin International Airport Ltd. to follow the above.

3. Airport Authority of India may take immediate action for implementation of the above decisions, with immediate effect under intimation to this Ministry.

Yours faithfully;



(K. Ramakrishnan)

Under Secretary to the Govt. of India

Telefax : 011-24610360