

**AERA/20010/MYTP/GGI/GH/Hyderabad/CP-II/2019-20**  
**Airports Economic Regulatory Authority of India**

**AERA Building,  
Administrative Complex,  
Safdarjung Airport,  
New Delhi – 110003.**

**Date: 27<sup>th</sup> February, 2020**

**Public Notice No. 20/2019-20**

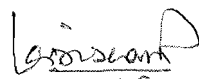
**Sub: Comments received from stakeholders on the Consultation Paper No. 17/2019-20 dated 05.02.2020 to consider the Multi Year Tariff Proposal and Annual Tariff Proposal for Fourth and Fifth Tariff Year (FY 2019-20 & 2020-21) for the second control period in respect of M/s Globe Ground India Private Limited for providing Ground Handling service at Rajiv Gandhi International Airport, Hyderabad.**

Attention of all concerned is invited to Consultation Paper No.17/2019-20 dated 05.02.2020 to consider the Multi Year Tariff Proposal and Annual Tariff Proposal for fourth and fifth Tariff Year (FY 2019-20 & 2020-21) for the second control period in respect of M/s Globe Ground India Private Limited for providing Ground Handling service at Rajiv Gandhi International Airport, Hyderabad.

2. In response thereof, the Authority has received comments from the following stakeholder.

<b>Sl. No.</b>	<b>Stakeholders</b>
1.	<b><u>Business Aircraft Operators Association.</u></b>

The comments received, as above, are attached for information of all concerned.

  
**Ram Krishan  
Director (P&S)  
Tel: 24695048**



## BUSINESS AIRCRAFT OPERATORS ASSOCIATION

Ref. No. BAOA/AERA/13/2019-20

February 14, 2020

Director (P & S)  
Airports Economic Regulatory Authority of India,  
AERA Building,  
Administrative Complex,  
Safdarjung Airport  
New Delhi – 110 003

Subject: - Comments on AERA Consultation Paper 17/2019-20

Dear Sir/Madam,

Please refer the AERA Consultation Paper 17/2019-20 in respect of Rajiv Gandhi International Airport, Hyderabad. Following comments are offered.

Para 2.4, Colum 12 (*Concession fee payable to the Airport Operator*)

AERA to consider rationalising 'concession fee' payable to airport operator to 13 to 14% for all categories of 'ground handling'. Higher 'concession fee' suggested for 'non-scheduled' and non-commercial (GA) operators, as well as 'international flights', is denial of fair treatment to this section of aviation industry. This requires rationalisation of same 'concession fee' for all

Para 2.4, Colum 13 (*Examination of the proposal as per the "Light Touch" approach parameters provided in the CGF Guidelines, 2011*)

While light touch approach may suit foreign scheduled airlines using outsourced GH services at HIAL, for domestic non-scheduled, and non-commercial (GH) operators, needing limited GH services, cost plus approach for determining tariff should be adopted. The domestic operators should be given option of different rates, item wise, specific to their requirement of 'ground handling'. Comprehensive GH charges include many services not required by smaller NSOP and non-commercial (GH) operators.

Thanking you

For Business Aircraft Operators Association

Gp. Capt. Rajesh K. Bali (retd.)  
Managing Director