



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

FNO-AAI/CHQ/AERA/MYTP/Coimbatore/17-18

Dated 31/01/2019

The Secretary,  
Airports Economic Regulatory Authority of India,  
AERA Building,  
Administrative Complex,  
Safdarjung Airport  
New Delhi-110003

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण  
सफदरजंग एयरपोर्ट, नई दिल्ली-110003

प्राप्त

डायरी न० 13397  
तारीख 31/01/19

Kind Attention: - Sh Jaimon Skaria SM(F)

**Subject: -Comments of AAI on Consultation Paper No 26/2018-19 dated 09/01/2019 in the matter of determination of Aeronautical Tariffs in respect of Coimbatore Airport for the first control period (01.04.2018 to 31.03.2023)**

Madam,

Reference is invited to Consultation Paper No 26/2018-19 dated 09/01/2019 in the matter of determination of Aeronautical Tariffs in respect of Coimbatore Airport for the first control period (01.04.2018 to 31.03.2023). The comments of AAI on Consultation Paper are enclosed for consideration of AERA.

This issues with the approval of the Competent Authority.

Thanking you,

Yours faithfully,

  
(Rajesh Khanna)

Assistant General Manager(Tariff)

Encl: - a.a.



**Comments of AAI on Consultation Paper No 26/2018-19 dated 09/01/2019 in the matter of determination of Aeronautical Tariffs in respect of Coimbatore Airport for the first control period (01.04.2018 to 31.03.2023)**

S.No.	AERA	Comments of AAI
1.	<p><b>Chapter 6:- Regulatory Asset Base(RAB) –</b></p> <p>AERA has considered the addition to RAB for Rs 232.61 crs (Table-20) for the control period 01/04/2018 to 31/03/2023 as against Rs 245.10 crs (Table-16) proposed by AAI by restricting the Terminal Building Cost Rs 119 crs as against Rs 132 crs proposed by AAI. AERA has restricted the TB cost taking Rs 100000 per sqmt under normative cost.</p>	<p>AERA is requested to consider total cost of TB of Rs 132 cr due to following reasons.</p> <p>1 The total cost of TB includes cost of Baggage Conveyor System of Rs 24.74 cr having CTX high throughput X ray machine as per new BCAS guidelines which is higher than normal baggage system by Rs 14 cr.</p> <p>2. Further AERA has considered the area of 10950 sqmtrs for calculating the cost per sqmtr of PBB as against considering total area of 29950 sqmtrs (10950+19000) as the PBB shall also serve the departure as well as arrival areas.</p> <p>After considering the above, the per sqmt cost of TB shall be Rs 94000/- as against Rs 114210/- worked out by AERA.</p>
3.	<p><b>Chapter 11- Quality of services:</b> - The average ASQ rating of Coimbatore airport is 4.57 of (Quarter 1 to Quarter 3 of 2018) . AERA has stated in the CP that AERA will consider imposing penalty on Coimbatore if AAI is unable to achieve target rating of 4.8</p>	<p>As per AERA Guidelines the benchmark of ASQ is 3.75. Moreover MOU was signed between AAI and MoCA to achieve target of 4.8 based on</p>

	agreed upon in MOU signed between MoCA and AAI.	average of 20 major airports. In view of this AERA is requested to review the clause of imposing the penalty.
4	<p><b>Chapter -15 Revenue From Aeronautical Services:-</b></p> <ol style="list-style-type: none"> <li>1. AERA has wrongly considered actual landing charges and ground handling charges for Rs 1142 Lakhs and Rs 223 Lakh respectively for the FY 2017-18 and accordingly worked out the projected revenue for FY 2018-19 to 2022-23 based on figure. However, the actual correct figures are Rs 1055 lakhs and Rs 218 lakh for landing charges and ground handling charges respectively for the FY 2017-18</li> <li>2. Hanger Rent to the tune of Rs 8 cr has been considered as Aeronautical Revenue instead of Non Aeronautical revenue.</li> </ol>	<ol style="list-style-type: none"> <li>1. AERA is requested to consider the correct figure of Landing and Ground handling charges for the FY 2017-18 as it will result in increase of shortfall of Rs 9 crs.</li> <li>2. AERA is requested to consider Hanger Rent as non-aeronautical as considered in the earlier tariff proposal of AAI airports and accordingly work out ARR. This will increase shortfall by Rs 6crs</li> </ol>
5	<p><b>Chapter 14- True Up</b></p> <p>After considering the following ATP (w.e.f 01/03/2019)</p> <p><b>Landing charges-</b> ( International ) increase of 26% on existing charges for FY 2018-19 thereafter 4% year on year basis (Domestic) increase of 31% on existing charges for FY 2018-19 thereafter 4% year on year basis</p> <p><b>Parking charges-</b> (International/Domestic) increase of 114% on existing charges for FY 2018-19 thereafter 4% year on year basis</p> <p><b>Fuel Through put charges:-</b> increase of 15% on existing charges ( Rs 143.08 per Kl) for the control period.</p>	<p>AERA is requested to to consider the above comments of AAI on CP and approve the following revised ATP..</p> <p><b>Landing Charges-</b> Same as proposed in CP</p> <p><b>Parking Charges –</b> Same as proposed in CP. However, to optimize the use of limited parking bays, an additional charge of Rs 20/- Per Hr Per MT beyond 24 Hrs is</p>

	<p><b>UDF- Domestic- Rs 350 per pax</b>  <b>International- Rs 450 per pax</b>  <b>(For the control period)</b></p> <p><b>AERA has worked out short fall of Rs 33.35 cr after considering the above ATP</b></p>	<p>payable. (Applicable to only General Aviation).</p> <p><b>Fuel Through put charges-</b>  Revised Through Put Charges of Rs 500 per kl is proposed for the control period as against Rs 164.54 Per Kl proposed in CP in order to reduce shortfall to the tune of Rs 3 cr.</p> <p><b>UDF : Domestic- Rs 400 per pax</b>  <b>International- Rs 500 per pax</b>  <b>(For the control period)</b></p> <p>The revised ATP due to revised workings as mentioned above will result in a shortfall of Rs 30 crs.</p>
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