

STUDY

ON

**EFFICIENT OPERATION AND
MAINTENANCE EXPENSES**

for

**CHAUDHARY CHARAN SINGH INTERNATIONAL
AIRPORT, LUCKNOW (CCSIA)**

(Second Control Period: FY 2016-17 – FY 2020-21)

Initiated by Airports Economic Regulatory Authority of India (AERA)

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1. Aeronautical ratio of O&M expenses before and after reallocation

1. OBJECTIVE OF THIS STUDY

Chaudhary Charan Singh International Airport (CCSIA) is situated on southern edge of Lucknow, on Lucknow-Kanpur National Highway (NH 27) about 11 km south of Lucknow Railway Station which is located in center of the city. CCSIA is an International Airport serving this capital city and is one of the three international airports in Uttar Pradesh, the others being Varanasi International Airport in Varanasi and Kushi Nagar International Airport in Gorakhpur. CCSIA was earlier known as Amausi Airport when it was commissioned in 1986 for Domestic operations and subsequently, got a new Terminal T1 in 1996. It was formally re-named as Chaudhary Charan Singh Airport on July 17, 2008. In view of increasing air traffic demand, the Union Cabinet granted it International status on October 3, 2012 and it has since been known as Chaudhary Charan Singh International Airport (CCSIA).

CCSIA Lucknow is one of the Major Airport, as per the definition of Major Airport under section 2 (i) of Airports Economic Regulatory Authority of India Act, 2008, read with AERA (Amendment) Act 2019 and 2021. Pursuant to AERA Act 2008, the Authority had issued Guidelines for the purpose of determination of Aeronautical tariff for Major Airports. As per the Guidelines, AERA had issued Tariff Order No. 37/2017-18 dated February 16, 2018, in the matter of determination of Aeronautical tariff for CCSIA for the Second Control Period.

Pursuant to the AERA Act, 2008 read with AERA (Amendment) Act 2019 and 2021 and AERA Guidelines for the purpose of determination of Aeronautical tariff for Major Airports, Lucknow International Airport Limited (the 'Airport Operator'/ 'LIAL') had submitted its Multi Year Tariff Proposal (MYTP) for the Third Control Period from FY 2021-22 to FY 2025-26.

In accordance with AERA Order No. 14/ 2016-17, the Authority has adopted Hybrid till approach for determination of tariff for CCSIA. As per the Hybrid till approach, 30% of the Non-aeronautical revenues are to be used to cross-subsidise the Aeronautical revenues, i.e., the Aggregate Revenue Requirement (ARR). Tariff for Aeronautical services under the Hybrid till are based on the various building blocks, i.e., Aeronautical Regulatory Asset Base (RAB), Depreciation, Operation and Maintenance expenses, Tax and Non-aeronautical Revenue.

Establishing efficient Operation and Maintenance (O&M) expenses is fundamental to the effective execution of determination of tariff for Aeronautical services. The O&M expenses of Airports across the Country have been increasing consistently, driven by investments in expanding, modernising and improving the operational efficiency of airports. In addition, there is increased adoption of latest technology for improving the efficiency of operations and services at the airports, which has resulted in various technology related products and services being utilised at the airports through both in-house and third-party involvement.

Assessment of O&M expenses requires examination of financial information submitted by the Airport Operator and independent assessment of baseline operating expense levels, expense reduction, efficiency initiatives and conduct of benchmarking exercise.

The objective of the study is to understand and analyse the historical trends of change in O&M expenses and how CCSIA has been performing in comparison to select peers in the industry, which in turn is expected to help understand the reasons for current expenses being higher or lower than the efficient expense levels. The outcome of the same would assist the Authority in determining the efficient O&M expenses of CCSIA.

The study also aims to assess the allocation of O&M expenses as Aeronautical, Non-aeronautical and Common expenses, as per the general principles followed by AERA, so that the passengers and other stakeholders are not over-burdened with resultant fees / charges.

Towards this objective, AERA has decided to conduct an independent study on efficient Operation and Maintenance (O&M) expenses and their allocation as Aeronautical and Non-aeronautical components in respect of O&M expenses appearing in the extract of the audited trial balance of AAI for the period from FY 2016-17 to November 1, 2020 and the audited financial statements of Lucknow International Airport Limited for the period from November 2, 2020 (Commercial Operation Date (COD)) to March 31, 2021 and the True up workings as submitted to AERA by AAI up to November 1, 2020 and by the Airport Operator up to March 31, 2021. AERA proposes to use the findings of this Study for the process of determination of Tariff for the Third Control Period.

As part of this Study, the following documents have been examined:

- a. AERA Act, 2008 read with AERA (Amendment) Act, 2019 and 2021 (“AERA Act”) and AERA Guidelines issued from time to time.
- b. Concession Agreement dated February 14, 2020 entered into between AAI and Lucknow International Airport Limited, and the Memorandum of Understanding dated October 21, 2020 entered into between the Government of India and Lucknow International Airport Limited.
- c. AERA Order No. 14 / 2016-2017 dated January 23, 2017 [In the matter of aligning certain aspects of AERA’s Regulatory Approach (Adoption of Regulatory Till) with the provisions of the National Civil Aviation Policy 2016 (NCAP 2016) approved by the Government of India]
- d. AERA Tariff Order No. 37/2017-18 for CCSIA and previous tariff orders for other similar airports.
- e. True up submissions of AAI and Lucknow International Airport Limited including AAI’s revised submission of reallocated O&M expenses vide email dated June 28, 2022.
- f. Annual Reports, clarifications and other details received from AAI and Lucknow International Airport Limited.

2. TERMS OF REFERENCE AND OUR WORK PERFORMED

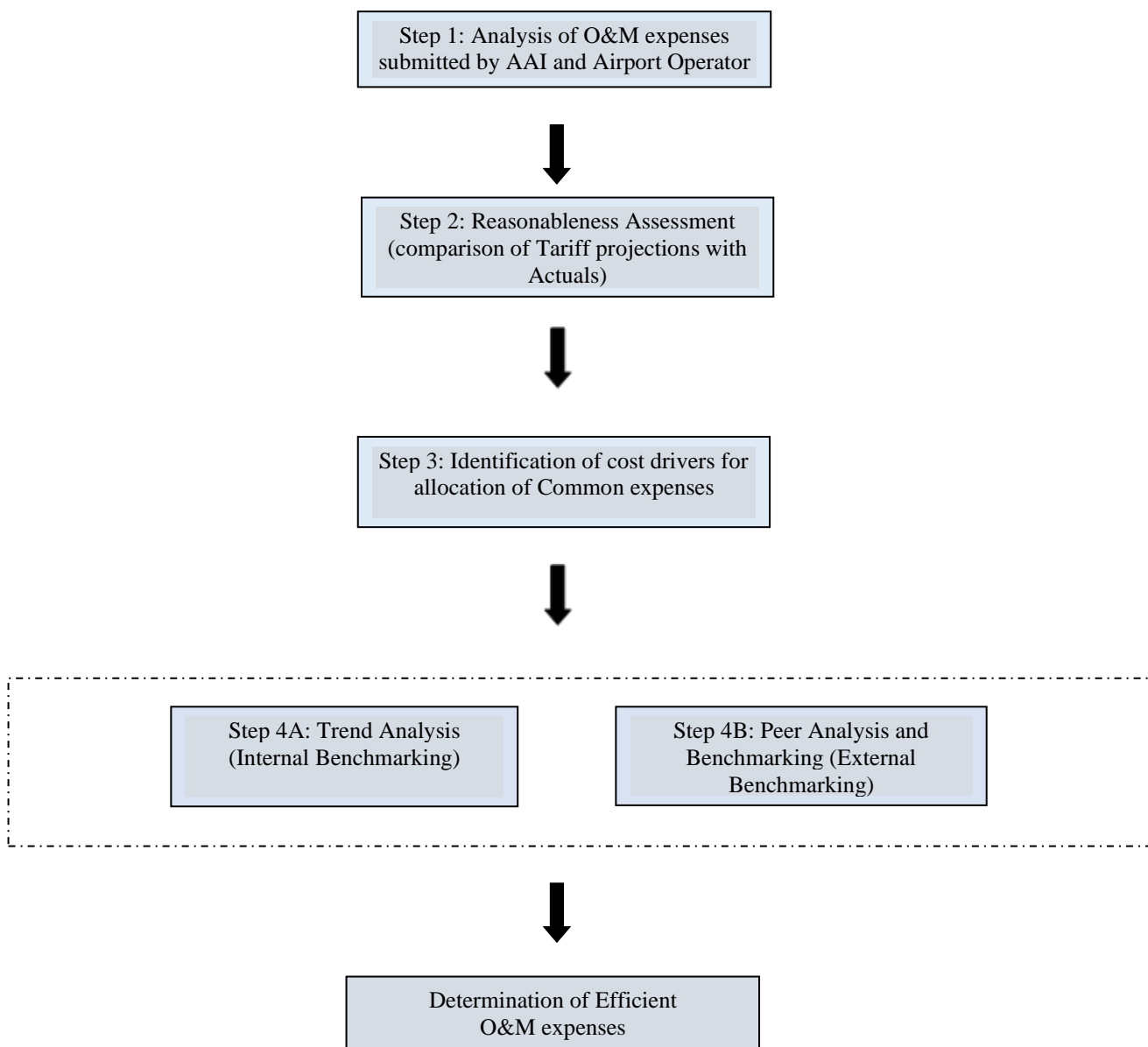
2.1. Terms of Reference

2.1.1. AERA has outlined the scope of work for this Study to include segregation of O&M expenses between Aeronautical and Non-aeronautical activities and determination of efficient O&M expenses, vide paragraph 2.1.1 (v), “Asset / OPEX segregation between Aero and Non-Aero” and clauses 3.1 (v) and 3.1 (vi) of Schedule 1 (Terms of Reference) of RFP No. 01 / 2021-2022 for engagement of consultants to assist AERA in determination of tariff for Aeronautical services at various major airports.

2.2. Work Performed

2.2.1. The following steps have been followed as part of this Study for determining the efficient O&M expenses for CCSIA, Lucknow.

Figure 1: Approach for this Study



Step 1: Analysis of O&M expenses submitted by AAI and Airport Operator

The following components of O&M expenses submitted by AAI and Airport Operator for the period from FY 2016-17 to FY 2020-21 have been analysed as part of the Study report.

Components of O&M expenses as per AAI's submission

- **Employee benefit expenses** such as salaries, wages, bonus, allowances, contribution to provident fund, staff welfare expenses
- **Administrative and Other expenses** such as upkeep expenses, rates and taxes, travel, communication, insurance, allocation of CHQ & RHQ expenses
- **Utility (Operating) expenses** such as power, water
- **Repairs & Maintenance expenses** for buildings, machinery, runways, amortisation of Runway recarpeting
- **Other expenses** such as CSR expenses, miscellaneous expenses, prior period adjustment (net)

Components of O&M expenses as per Airport Operator's submission

- **Manpower expenses** such as salaries, wages, bonus, contribution to provident fund, staff welfare expenses, etc. for employees of Airport Operator as well as Select Employee cost of AAI staff to be reimbursed to AAI
- **Utility expenses** such as electricity, water and fuel
- **IT expenses** such as system licence costs, IT consumables, operating cost of server and website
- **Security expenses** such as X-ray, surveillance vehicles etc
- **Allocation of corporate expenses** such as allocation of common costs incurred by group companies of Airport Operator
- **Administration and general expenses** such as business promotion, communication expenses, consultancy, office maintenance, rent, traveling and conveyance
- **Insurance expenses** for project assets, personnel and third-party liability
- **Repairs and maintenance expenses** for buildings, plant and machinery, roads, runways, culverts, equipment, etc.
- **Other operating expenses** such as housekeeping and horticulture expenses.
- **Bank charges** incurred for the Company's operations

Step 2: Reasonableness assessment (Comparison of Tariff Projections vs. Actuals)

Reasonableness Assessment of the total O&M Expenses for the Second Control Period (FY 2016-17 to FY 2020-21) has been performed by comparing the approved O&M expenses as per the Tariff Order for the Second Control Period with the actual expenses incurred for the same period. The actual expenses of both AAI and the Airport Operator have been consolidated and considered in the last Financial Year, i.e., FY 2020-21 for such comparison.

Step 3: Identification of cost drivers for allocation of Common expenses

The basis used by AAI and the Airport Operator for segregation of Common expenses between Aeronautical and Non-aeronautical expenses has been analysed and wherever necessary, an alternate basis of allocation has been proposed, based on principles laid down as under:

- Common expenses pertaining to terminal operations have been segregated between Aeronautical and Non-Aeronautical expenses based on the Terminal Building ratio.
- Common employee related expenses have been segregated between Aeronautical and Non-Aeronautical expenses based on the Employee Head Count ratio.
- Common expenses included in O&M components, such as Repairs & Maintenance expenses and in Administrative and other expenses, such as property taxes have been segregated between Aeronautical and Non-Aeronautical expenses on the Gross Fixed Assets (GFA) ratio.

Step 4A: Trend analysis (Internal Benchmarking)

Trend analysis of O&M expenses for the period from FY 2011-12 to FY 2019-20 (First Control Period and four pre-COVID years of Second Control Period) have been performed by correlating each component of O&M expenses with the data on Passenger (PAX) traffic and air traffic movement (ATM) for the respective years. FY 2020-21 was excluded from the trend analysis since it was an exceptional year impacted by the COVID-19 pandemic and witnessed a change in management of the Airport from AAI to the Airport Operator.

Based on the trend analysis, the CAGR of O&M expenses vis-à-vis growth in Passenger traffic and ATM for each year has been correlated and in-depth analysis has been performed in respect of growth in O&M expenses that are disproportionate to the growth in Passenger traffic and ATM.

Step 4B: Peer analysis and benchmarking (External Benchmarking)

The benchmarking of O&M expenses with comparable airports have been done to ascertain the reasonableness of the O&M expenses of CCSIA. Based on parameters such as passenger traffic, terminal building area, passenger mix, aeronautical revenue and average gross block, the major O&M expenses of CCSIA have been benchmarked against Pune International Airport (Pune Airport), Patna International Airport (Patna Airport), Cochin International Airport (Cochin Airport), Kempegowda International Airport (Bengaluru Airport), Rajiv Gandhi International Airport (Hyderabad Airport), Chennai International Airport (Chennai Airport) and Biju Patnaik International Airport (Bhubaneswar Airport).

The benchmarking exercise has been performed only in respect of major Aeronautical O&M expenses incurred during the period from FY 2016-17 to FY 2019-20. FY 2020-21 has been excluded from this analysis, since the airport operations and passenger traffic and ATM were significantly impacted by COVID-19 pandemic and the change of CCSIA's management from AAI to the new Airport Operator resulted in transition costs affecting trends in O&M expenses for that financial year.

3. OPERATION AND MAINTENANCE EXPENSES FOR THE SECOND CONTROL PERIOD

3.1. O&M expenses and allocation as submitted by AAI for the period from FY 2016-17 till COD

The O&M expenses approved by the Authority as per the Tariff Order for the Second Control Period have been compared with the true up submission made by AAI (up to COD) and Airport Operator (Post-COD till March 31, 2021) and analysed in terms of reasonableness as shown in the following paragraphs.

3.1.1. In the Tariff Order of the Second Control Period vide Order No.37 / 2017-18 issued on February 16, 2018, the Authority has approved the O&M expenses of ₹ 401.40 Crores for CCSIA, based on its analysis of the submissions made by AAI as shown in the table below:

Table 1: Aeronautical O&M expenses approved by the Authority in the Tariff Order for the Second Control Period

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
Employee benefit expenses	28.60	38.30	40.30	42.30	44.40	193.90
Administrative & Other expenses	16.90	17.70	21.40	22.70	24.10	102.80
Repairs & Maintenance expenses	6.00	22.10	16.90	7.40	8.10	60.50
Utility (Operating) expenses	8.20	8.20	8.30	8.40	8.50	41.60
Other outflows	0.40	0.50	0.50	0.60	0.60	2.60
TOTAL	60.10	86.80	87.40	81.40	85.70	401.40

3.1.2. The Aeronautical O&M expenses as per AAI's True up submission are provided in the table below:

Table 2: Aeronautical O&M expenses submitted by AAI for the period from FY 2016-17 up to COD

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Employee benefit expenses	23.59	30.40	39.37	33.42	20.43	147.21
Administrative and other expenses	57.91	65.87	60.71	74.82	37.74	297.06
Utilities (Operating) and other outsourcing expenses	9.80	11.32	11.24	14.73	7.52	54.61
Repairs & Maintenance	11.03	15.43	19.38	17.99	17.71	81.54
Other Outflows	(0.53)	0.76	1.98	1.93	1.17	5.31
Total	101.80	123.78	132.68	142.89	84.57	585.74

* Up to COD (November 2, 2020)

3.2. O&M Expenses and allocation as submitted by Airport Operator for the period from COD till March 31, 2021

3.2.1. The O&M expenses as per Airport Operator's True up submission for the period from COD till March 31, 2021, and their segregation, has been summarised in the table below:

Table 3: O&M expenses as per Airport Operator's True up submission and their segregation for the period from COD till March 31, 2021*(₹ in Crores)*

Particulars	Grouping for analysis	Aeronautical	Non-Aeronautical	Total
Manpower expenses – AAI employees	Employee expenses	10.32	0.00	10.32
Manpower expenses – Airport Operator's employees	Employee expenses	8.00	0.25	8.25
Utility expenses	Utility expenses	3.41	0.00	3.41
IT expenses	Administrative and other expenses	0.57	0.02	0.59
Rates and Taxes	Administrative and other expenses	0.75	0.04	0.79
Security expenses	Administrative and other expenses	1.59	0.05	1.64
Corporate Cost Allocation	Administrative and other expenses	5.81	0.20	6.01
Administration and General expenses	Administrative and other expenses	3.64	0.13	3.77
Insurance expenses	Administrative and other expenses	0.40	0.02	0.42
Repairs & Maintenance expenses	Repairs and maintenance	5.30	0.28	5.58
Other expenses	Administrative and other expenses	4.12	0.22	4.34
Bank charges	Others	0.65	0.00	0.65
Total		44.55	1.21	45.76

3.3. Analysis of AAI and Airport Operator's submission of O&M expenses as per Study

3.3.1. The total expenses submitted by AAI have been verified with the extract of the audited trial balance of AAI and were observed to be in order.

3.3.2. The following expense heads, appearing in the audited financial statements of the Airport Operator have not been considered as part of O&M expenses for the purposes of the Study:

- Depreciation and Amortization expenses, as these are considered as a separate building block.
- Finance charges (other than bank charges), as these are factored in the computation of Fair Rate of Return (FRoR).
- Concession fees, as these are not eligible for pass through.

3.3.3. The reconciliation of the expenses (item-wise) as per the True up submission of Lucknow International Airport Limited for the period from COD to March 31, 2021, with the expense groupings as per the Audited Financial Statements for the year ended March 31, 2021 has been provided in the table below:

Table 4: Reconciliation of True up submission and Audited Financial Statements of Lucknow International Airport Limited for the period from COD till March 31, 2021*(₹ in Crores)*

Particulars	Amount
Operating expenses	15.49
Employee benefits expense	8.24
Other expenses	21.37
Bank charges (included in Finance costs)	0.65
Total O & M expenses as per Audited Financial Statements for the year ended March 31, 2021	45.76
Total O&M expenses as per True up submission	45.76
Difference	-

3.4. Comparison of Aeronautical O&M expenses approved as per Tariff Order for the Second Control Period vis-à-vis the actual expenses incurred

3.4.1. The Comparison of Aeronautical O&M expenses as per approved tariff order of Second Control Period (SCP) with actual expenses incurred by AAI and Airport Operator (AO) is shown in the table below:

Table 5: Aeronautical O&M expenses of CCSIA for the Second Control Period - Projections vs. Actuals

(₹ in Crores)

Particulars	Projections (as per the Tariff Order) (A) <i>(refer Table 1)</i>	Actuals as per true-up submission of AAI up to COD (B) <i>(refer Table 2)</i>	Actuals as per true-up submission of AO post-COD till March 31, 2021 (C) <i>(refer Table 3)</i>	Total Actuals as per true-up submission of AAI and AO for SCP (D=B+C)	Variance (E = D-A)	Variance (%) (F = E / A)
Employee benefit expenses	193.90	147.21	18.32	165.53	(28.37)	-
Administrative and other expenses	102.80	297.06	16.88	313.94	211.14	205.39%
Utilities (Operating) and other outsourcing expenses	41.60	54.61	3.41	58.02	16.42	39.47%
Repairs & Maintenance	60.50	81.54	5.30	86.84	26.34	43.54%
Other Outflows	2.60	5.31	0.65	5.96	3.36	129.23%
Total Aeronautical O&M expense for the Second Control Period	401.40	585.74	44.55	630.29	228.89	57.02%

3.4.2. From the above table it is observed that the actual expenses for FY 2020-21 include expenses of both AAI and Airport Operator and wherever required, the expenses of Airport Operator have been regrouped for carrying-out necessary comparison of actuals for the Second Control Period.

3.4.3. Further, it is observed that the actual total expenses incurred by CCSIA were 57.02% higher than the amount approved as per Tariff Order of the Second Control Period and the reasons for the deviations in major O&M expenses have been analysed in the following paragraphs.

3.4.4. Assessment of reasons for the deviations in O&M expenses

(i) Employee benefit expenses

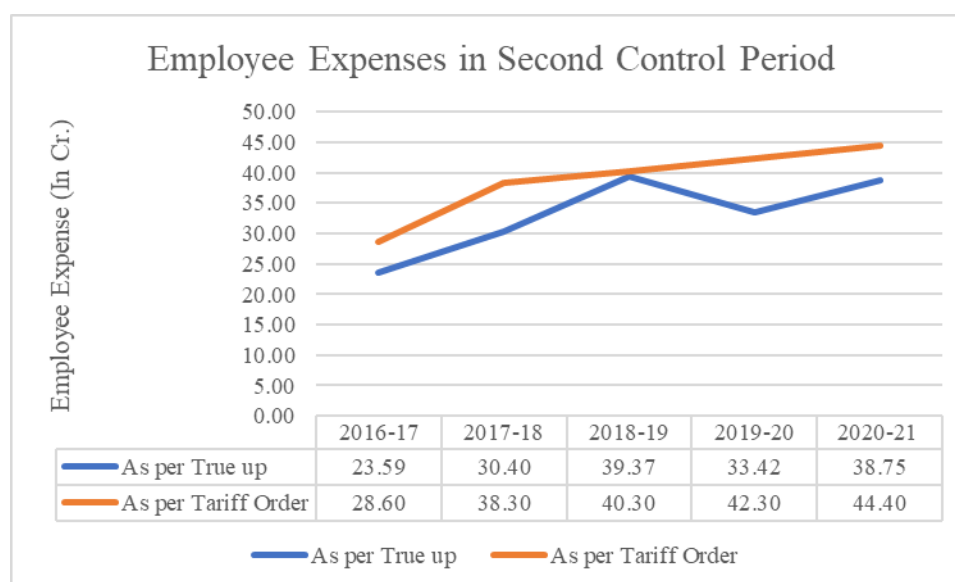
Table 6: Comparison of Employee benefit expenses as per tariff order of Second Control Period vs Actuals

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (up to COD)	FY 2020-21 (post-COD)	Total
As per True up							
Employee expenses	22.72	25.74	29.95	28.10	17.03	18.32	141.86
Retirement benefits at CHQ	0.87	4.66	9.42	5.32	3.40	-	23.67

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (up to COD)	FY 2020-21 (post-COD)	Total
Total employee benefit expenses	23.59	30.40	39.37	33.42	20.43	18.32	165.53
As per Tariff Order for SCP							
	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21		Total
Employee expenses - Non CHQ	25.10	33.60	35.30	37.10	38.90		170.00
Employee expenses – CHQ	4.40	5.90	6.20	6.50	6.80		29.80
Less: Common expenses related to Cargo, Commercial and Land	(0.90)	(1.20)	(1.20)	(1.30)	(1.30)		(5.90)
Total Employee benefit expenses	28.60	38.30	40.30	42.30	44.40		193.90

Figure 2: Analysis of Employee expenses



From the above table and figure, it can be observed that the total Employee benefit expenses of ₹ 165.53 Crores incurred by CCSIA are lower than the approved amount of ₹ 193.90 Crores as per the Tariff order for the Second Control period. It is also observed that the expenses are lower than the approved amount for each FY of the Second Control Period.

It is noted from the Tariff Order of Second Control Period that an increase of 37.16% in Employee expenses was allowed during FY 2017-18 towards pay revision followed by Y-o-Y increase of 5% for the next three years i.e., FY 2018-19, FY 2019-20 and FY 2020-21. As against the approved projections, AAI had implemented pay revision for 'Executives' in FY 2017-18 and for 'Non-Executives' in the FY 2018-19 with payment of arrears.

On further examination regarding Employee expenses, it is observed that:

- For FY 2017-18 - there was an increase of 28.87% as against 37.16% approved in the tariff order of Second Control Period.
- For FY 2018-19 – there was an increase of 29.51% as against 5% Y-o-Y approved in the

tariff order of Second Control Period, which was mainly on account of pay revision with arrears pay-out. However, the employee expense of ₹ 39.37 Crores in absolute number was lower than ₹ 40.30 crores projected in the Tariff Order for the Second Control Period.

- For FY 2019-20 – the employee expenses had decreased from the previous year since there has been no arrears pay-out. Further, it is noted that the number of employees had increased from 280 in FY 2016-17 to 304 in FY 2019-20 leading to an increase in the total employee cost. Hence the employee expenses for the period from FY 2016-17 to FY 2019-20 are considered to be reasonable.
- For FY 2020-21, the employee expenses include ₹ 20.43 Crores incurred by AAI up to COD and ₹18.32 Crores by Airport Operator Post-COD totalling to ₹ 38.75 Crores, resulting in an increase of 15.95% over the previous year's expense and is higher than the 5% Y-o-Y increase allowed by the Authority. Further, it is observed that the employee expenses of the Airport Operator amounting to ₹ 18.32 Crores for the Post-COD period of approximately 5 months, are on the higher side considering that there are existing employees of AAI i.e., select employees deputed to CCSIA for handling various functions at the airport. Hence it is proposed to reclassify the Employee Head Count Ratio based on revised employee numbers and reallocate the corresponding employee expenses of the Airport Operator (refer Chapter 5 for reallocation of expenses).

The employee expenses have been further analysed with respect to two parameters viz, number of passengers per employee and average salary per employee for the four FYs, i.e., FY 2016-17 to FY 2019-20. The FY 2020-21 has been excluded for such comparison since it was impacted by COVID Pandemic and also considering that there was change in the management of CCSIA from AAI to the Airport Operator during the year.

Based on global benchmarks, the level of staffing for an airport is generally considered to be optimum when the number of passengers per employee is around 15000-17000¹. The details for CCSIA are show below:

Table 7: Analysis of employee expenses of AAI

(₹ in Crores)

Particulars	UoM	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total
Employee expenses – as per actuals (A)	INR Cr.	23.59	30.40	39.37	33.42	126.78
Number of aeronautical employees (Aeronautical) refer Table 18 (B)	Nos	156	182	180	174	
Average salary per employee (C = A / B)	INR Cr.	0.15	0.17	0.22	0.19	
Number of Pax (D)	In Million	3.97	4.75	5.53	5.43	
Number of passengers per employee (E = D/B)	In '000	25.45	26.11	30.74	31.23	

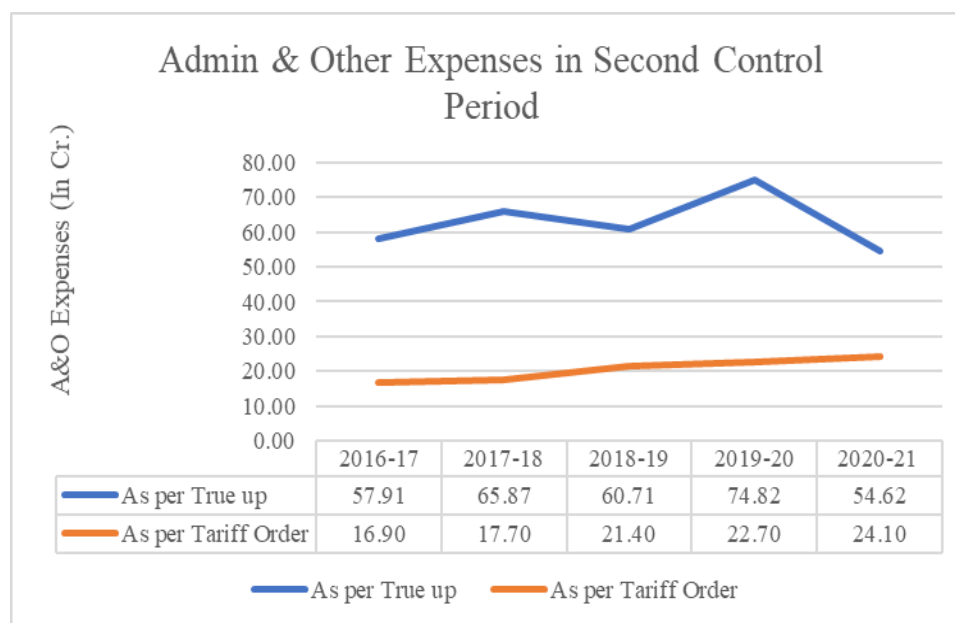
From the above table, it is evident that the Average salary per employee shows an increasing trend. There has been significant increase in employee expenses in FY 2018-19 on account of revision in pay. However, on an overall basis, the actual employee benefit expenses for each of the tariff year is well within the projections approved by AERA in the Tariff Order for the Second Control Period. Therefore, the employee expenses for CCSIA for the Second Control Period seems to be reasonable.

¹ Source: ACI Airport Key Performance Indicator 2019

(ii) **Administrative & Other Expenses****Table 8: Comparison of Administrative & Other Expenses as per tariff order of Second Control Period vs Actuals**

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	Total
Actual Administrative expenses submitted by AAI	57.91	65.87	60.71	74.82	37.74	16.88	313.94
Administrative expenses as per Tariff Order	16.90	17.70	21.40	22.70	24.10		102.80

Figure 3: Analysis of Administrative & Other expenses

It is observed from the above table and figure that, the Administrative expenses of ₹ 313.94 Crores submitted by CCSIA for true up are much higher than ₹ 102.80 Crores approved by the Authority in the Tariff Order for the Second Control Period and is mainly on account of the increase in the CHQ & RHQ expenses.

The amount of CHQ & RHQ expenses as per Tariff Order of Second Control Period was ₹ 71.20 Crores whereas the actual expenses allocated by AAI up to COD was ₹ 257.52 Crores and Airport Operator Post-COD was ₹ 5.81 Crores totalling to ₹ 263.33 Crores for the same period. This has resulted in a variance of approximately 270% and the year-wise details of the same are as follows:

Table 9: Comparison of CHQ / RHQ expenses as per tariff order of Second Control Period vs Actuals

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	Total
CHQ / RHQ expenses – as per actuals	52.47	55.85	50.47	65.10	33.62	5.81	263.33
CHQ / RHQ expenses – as per tariff order	13.00	13.50	14.20	14.90	15.60		71.20

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	Total
						Variance	(192.13)
						Variance in %	270%

Based on the above table, it is observed that the CHQ / RHQ expenses need to be rationalised (refer Chapter 7 for the rationalisation of expenses).

AAI has submitted Upkeep expenses as part of Administrative and Other Expenses. It is noted that the actual Upkeep expenses incurred during the Second Control Period amounts to ₹ 14.90 Crores which includes an amount of ₹ 13.11 Crores incurred by AAI up to COD and ₹ 1.79 Crores by the Airport Operator for the period from post-COD to March 31, 2021.

On further examination of the Upkeep expenses, it is observed that it includes ₹ 13.21 Crores incurred during the last 3 FYs i.e., FY 2018-19 to FY 2020-21 towards cost of Mechanised Environmental Support Services (MESS) / Environmental Support Services (ESS) Contract, which was awarded by AAI in the FY 2018-19.

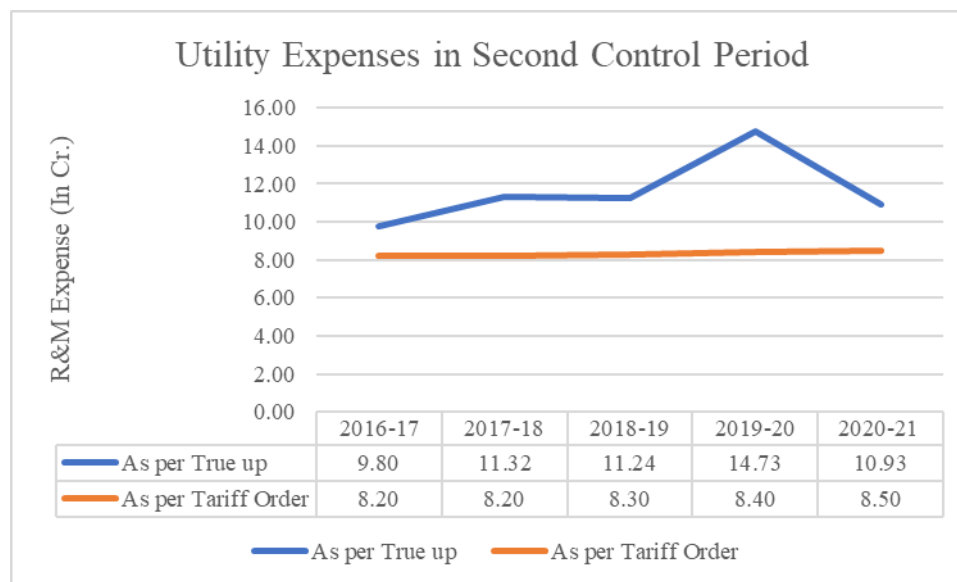
As compared to the actual Upkeep expenses of ₹ 13.21 Crores, the Authority had approved ₹ 12.97 Crores specifically for MESS / ESS Contract cost (i.e., upkeep of the airport) for the last 3 tariff years i.e., FY 2018-19 to FY 2020-21, in the tariff Order for the Second Control Period (refer Para 14.24 of the tariff order). Considering that the operations and maintenance of the airport were handled by two different Airport Operators, namely, AAI up to COD and by the Airport Operator post-COD in the last tariff year i.e., FY 2020-21, the actual upkeep expenses of ₹ 13.21 Crores incurred towards MESS / ESS are considered to be reasonable.

Hence, based on the above, it is proposed to allow the total Upkeep expenses of ₹ 14.90 Crores as per the Study.

(iii) Utility (Operating) expenses

Table 10: Comparison of Utility (Operating) expenses as per tariff order of Second Control Period vs Actuals

Particulars	(₹ in Crores)						Total
	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	
Utility expenses – as per actuals	9.80	11.32	11.24	14.73	7.52	3.41	58.02
Utility expenses – as per tariff order	8.20	8.20	8.30	8.40	8.50		41.60

Figure 4: Analysis of Utility (Operating) expenses

From the above table and figure, it can be observed that the Utility (Operating) expenses of ₹ 58.02 Crores claimed by CCSIA for True up are much higher than the approved expenses of ₹ 41.60 Crores as per the Tariff Order for the Second Control Period and the overall deviation works out to 39.47% on the total Utility expenses.

Further it is observed that the deviation is mainly on account of the increase in actual electricity expenses of ₹ 46.07 Crores incurred as against the approved amount of ₹ 30.10 crores (i.e., an increase of approx. 53%). The year-wise details of the same are shown in the table below:

Table 11: Comparison of Electricity expenses as per tariff order of Second Control Period vs Actuals

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	Total
Electricity expenses – as per actuals	7.79	9.61	9.20	10.30	5.76	3.41	46.07
Electricity expenses – as per tariff order	6.10	6.00	6.00	6.00	6.00		30.10
						Variance	(15.97)
						Variance in %	53.06%

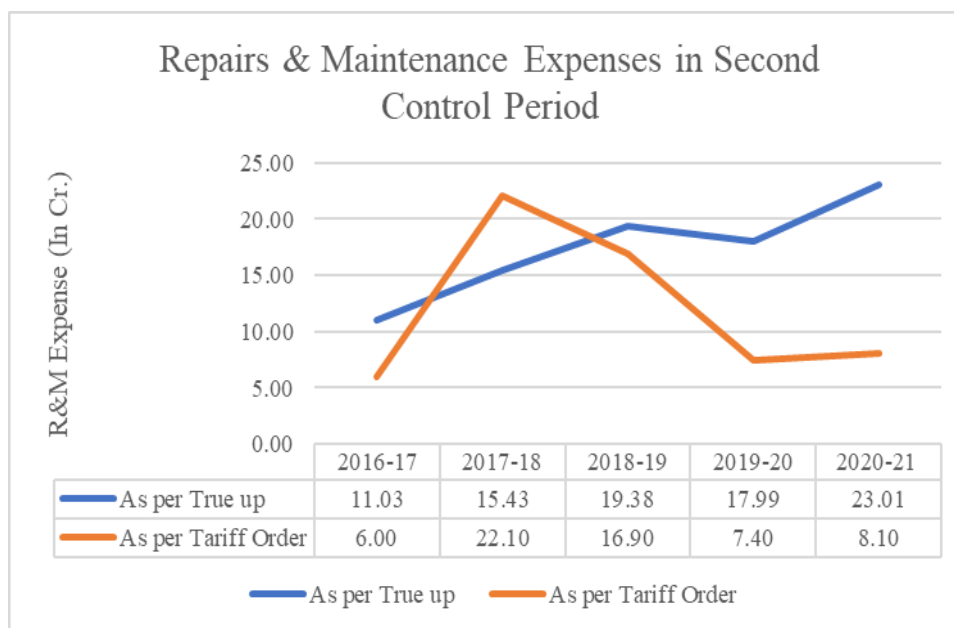
Based on the above, it is observed that the Electricity expenses are much higher than the approved projections of the tariff order and hence there is a need for rationalising the same. However, it is pertinent to note that, the electricity charges are incurred as per the power tariff finalised by the Electricity department (i.e., third party utility vendor) and therefore, there is no scope for rationalisation. Considering the same, the actual expense incurred is proposed to be considered for the purposes of True up as per the Study.

It is also observed that the Utility expenses include an amount of ₹ 1.06 Crores towards interest and penalties paid to Government authorities which shall not be considered for True up as per Authority's decision as per Para 10.d.iii of the Tariff Order issued for the Second Control Period (refer Chapter 7 for rationalisation of the expenses).

(iv) **Repairs & Maintenance****Table 12: Comparison of Repairs & Maintenance expenses as per tariff order of Second Control Period vs Actuals**

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (Up to COD)	FY 2020-21 (Post COD)	Total
Repairs & Maintenance expenses – as per actuals	11.03	15.43	19.38	17.99	17.71	5.30	86.84
Repairs & Maintenance expenses – as per tariff order	6.00	22.10	16.90	7.40	8.10		60.50

Figure 5: Analysis of Repairs & Maintenance

From the above table and figure, it can be observed that the total Repairs & Maintenance expenses of ₹ 86.84 Crores (including amortisation of runway recarpeting expenses of ₹ 22.10 Crores) claimed by CCSIA for the Second Control Period are higher than the amount ₹ 60.50 Crores approved in the tariff order for the same period.

It is to be noted that as per the tariff order of the Second Control Period, the Authority had allowed additional amount of ₹ 16.00 Crores in FY 2017-18 and ₹ 10.20 Crores in FY 2018-19 towards R&M Civil cost due to proposed runway recarpeting expenditure submitted by AAI (refer Para 14.13 of the tariff order for the Second Control Period). As against this approved amount of ₹ 26.20 Crores, AAI has incurred ₹ 22.10 Crores which is being allowed to be amortised over a period of 5 years commencing from FY 2016-17 (i.e., ₹ 4.42 Crores in each FY).

Further, it is observed that, even after excluding such expense, the Repairs & Maintenance expenses are much higher than the amount approved in the tariff order for all the FYs and details of the same are shown in the table below:

Table 13: Repairs & Maintenance expenses excluding amortisation of runway recarpeting - Comparison of Projection with Actuals

(₹ in Crores)

Particulars	FY	FY	FY	FY	FY	FY	Total
	2016-17	2017-18	2018-19	2019-20	2020-21 (Up to COD)	2020-21 (Post COD)	
Repairs & Maintenance (excluding amortisation of runway recarpeting of ₹ 4.42 Crores in each FY) – actuals incurred as per True up	6.61	11.01	14.96	13.57	13.29	5.30	64.74
Repairs & Maintenance (excluding runway recarpeting) – as per Tariff Order	6.00	6.10	6.70	7.40	8.10		34.30

On further examination of the actual Repairs & Maintenance expenses, it is observed that the same are higher than 6% of Opening RAB (determined in line with the approach of the Authority in other similar airports) for all the FYs except for FY 2016-17 and hence the same needs to be rationalised (refer Chapter 7 for the rationalisation of expenses).

(v) **Other Outflows**

It is observed from the tariff order of the Second Control Period that, the Authority had approved an amount of ₹ 2.60 Crores mainly towards consumption of stores and spares and Collection charges on UDF under this head (refer Table 44 and Para 14.14 of the Tariff Order) whereas the actual expenses incurred were ₹ 5.96 Crores for the same period.

On further examination of the actual expenses as per true up submission, it is noted the major portion of the expenses has been incurred towards CSR expenses of ₹ 4.57 Crores by AAI (up to COD) apart from certain miscellaneous / sundry office expenses and prior period expenses. An amount of ₹ 0.65 Crores towards bank charges incurred by the Airport Operator (Post COD) has also been included under this head. It is pertinent to note here that as per the true up submission of AAI, the actual expenses towards consumption of stores and spares amounting to ₹ 1.43 Crores has been included under Utility (Operating) expenses and Collection charges on UDF totalling to ₹ 5.48 Crores has been included under Administrative expenses and not under Other Outflows. Hence the actuals cannot be compared directly with the approved figures of the tariff order.

However, considering that the major portion of actuals expenses were incurred towards CSR (up to COD) and bank charges (Post COD), the expense is proposed to be considered for the true up of the Second Control Period as per the Study, subject to re-computation of the CSR expenses in accordance with the Statutory requirements under Companies Act, 2013, based on the average of Regulatory Profits Before Tax (PBT) for deriving the allowable expenses as per the Study (refer Chapter 4 below for reclassification of expenses).

3.5. Summary

- 3.5.1. The Aeronautical O&M expenses amounting to ₹ 401.40 Crores was approved by the Authority in the Tariff Order for Second Control Period.
- 3.5.2. The actual Aeronautical O&M expenses as per AAI's True up submission aggregates to ₹ 585.74 Crores for the period from FY 2016-17 to COD.
- 3.5.3. The O&M expenses as per Airport Operator's True up submission for the period from COD to March 31, 2021 aggregates to ₹ 45.76 Crores, of which Aeronautical O&M expenses are ₹ 44.55 Crores.

- 3.5.4. The total Aeronautical O&M expenses of ₹ 630.29 Crores (total of AAI and Airport Operator) incurred as per true up submissions for the Second Control Period (FY 2016-17 to 2020-21) are significantly higher than the amount of ₹ 401.40 Crores approved in the Tariff Order, resulting in a deviation of 57.02%.
- 3.5.5. The Study has determined that the Employee expenses of the Airport Operator for the post-COD period are on the higher side considering that there are existing employees of AAI i.e., “*Select Employees*” deputed to CCSIA for handling various departmental functions at the Airport. Hence, it is proposed to reclassify the Employee Head Count Ratio based on revised employee numbers and reallocate the corresponding employee costs of the Airport Operator for the post-COD period (refer Chapter 5 of this Study for reallocation).
- 3.5.6. Further, it is noted that the major reason for the overall deviation of 57.02% in the total Aeronautical O&M expenses for the Second Control period, is the increase in CHQ & RHQ expenses, from ₹ 71.20 Crores as approved in the Tariff Order to ₹ 263.33 Crores actually incurred during the Second Control Period.
- 3.5.7. Repairs & Maintenance expenses, *excluding* the amortisation of runway recarpeting expenses, were higher than that approved as per the Tariff Order for all the FYs of the Second Control Period. Further, it is observed that the expenses were higher than 6% of the Opening RAB (as approved in AERA tariff orders of other airports) for all the FYs of the Second Control Period, except for FY 2016-17.
- 3.5.8. Based on the above, the Study has determined that there is a need to rationalise and bring more efficiency by optimising the O&M expenses at CCSIA. Accordingly, it is proposed to rationalise CHQ & RHQ allocation (included in administrative and other expenses) and Repairs & Maintenance expenses incurred by CCSIA so as to determine the efficient O&M expenses (refer Chapter 7 of this Study report for detailed analysis).
- 3.5.9. It is also observed that the Utility expenses were higher than the amount approved in the Tariff Order and this was mainly due to actual Electricity expenses being approximately 53% higher than the amount approved in the Tariff Order for the Second Control Period. Since the electricity charges are incurred as per the power tariff finalised by the Electricity department (i.e., third party utility vendor), there is no scope for rationalising the same. However, it is suggested that the Airport Operator should take steps to bring efficiencies in the overall Utility expenses over a period of time.
- 3.5.10. The Study proposes to recompute CSR expenses included under ‘Other Outflows’ based on average Regulatory Profits Before Tax for deriving the allowable expense relating to Second Control Period (refer Chapter 4 of this Study).

4. ALLOCATION OF O&M EXPENSES BETWEEN AERONAUTICAL AND NON-AERONAUTICAL ACTIVITIES (FY 2016-17 TILL COD)

4.1. Basis of segregation of expenses

4.1.1. Principle for allocation of expenses

This Study segregates the O&M expenses of Lucknow International Airport into the following:

- **Aeronautical expenses:** Expenses which are incurred for operation and maintenance of Aeronautical assets have been categorised as Aeronautical expenses.
- **Non-aeronautical expenses:** Expenses which are incurred for operation and maintenance of Non-aeronautical assets have been categorized as Non-aeronautical expenses.
- **Common expenses:** Expenses for which the benefits or use cannot be exclusively linked to either Aeronautical or Non-aeronautical activities have been segregated as Common expenses. Expenses primarily incurred for provision of Aeronautical services but are also used for provision of Non-aeronautical services are segregated as Common Expenses. Expenses which are used for general corporate purposes including legal, administration, and management affairs are treated as Common Expenses.

Common expenses have further been allocated to Aeronautical activities based on an appropriate ratio, considering the nature and purpose of the services for which these expenses are incurred. However, in the absence of any specific information regarding the purpose of expense, a reasonable ratio is determined based on discussions with AAI and the Airport Operator and review of other records of the Airport.

4.2. Terms of the Concession Agreement pertaining to O&M expenses

4.2.1. The specific clauses from the Concession Agreement entered into between AAI and the Airport Operator, which are relevant for the purposes of allocation of O&M expenses are reproduced below:

4.2.1.1. Clause 6.5 states that

6.5. Authority's Employees

6.5.1 For the purpose of this Clause 6.5:

(i) "**Select Employees**" shall mean those employees of the Authority as set forth in Schedule S (of the rank of assistant general manager and below) who are posted at the Airport by the Authority and shall be deployed at the Airport for the duration of the Joint Management Period and Deemed Deputation Period. The Select Employees shall stand reduced to the extent of employees who retire, are deceased or otherwise separated from Authority's services during the Joint Management Period or Deemed Deputation Period. It is clarified that the Select Employees shall not be reduced to the extent of employees who are transferred by AAI.

(ii) "**Joint Management Period**" shall mean the period commencing from the COD and ending on the date which is 1 (one) calendar year after the COD.

(iii) "**Deemed Deputation Period**" shall mean the period commencing from the expiry of the Joint Management Period and ending on the date which is 2 (two) calendar years therefrom.

6.5.4 The Concessionaire shall bear the Select Employee Costs for the Joint Management Period and Deemed Deputation Period.

6.5.10. *If, at the expiry of the Deemed Deputation Period, the number of Accepting Employees is less than 60% (sixty) percent of the Select Employees (the "Deficit Employees"), the Concessionaire shall, commencing from the expiry of the Deemed Deputation Period pay to the Authority, on a monthly basis, such amounts as may be indicated in an invoice to be raised by the Authority on the Concessionaire with regard to the emoluments payable by the Authority in respect of such Deficit Employees (the "Deficit Employee Costs").*

(ii) The Deficit Employee Costs shall be considered for pass-through in the determination of the Aeronautical Charges.

4.2.1.2. Clause 18.6.2 states that

In the event that the Concessionaire, upon notice under Clause 18.6.1, fails to rectify or remove any hardship or danger within the period notified by the Authority, the Authority may exercise overriding powers under this Clause 18.6 and take over the performance of any or all the obligations of the Concessionaire to the extent deemed necessary by it for rectifying or removing such hardship or danger, provided that the exercise of such overriding powers by the Authority shall be of no greater scope and of no longer duration than is reasonably required hereunder, provided further that any costs and expenses incurred by the Authority in discharge of its obligations hereunder shall be deemed to be O&M Expenses, and the Authority shall be entitled to recover them from the Concessionaire in accordance with the provisions of this Agreement. The amount so recovered shall not be considered for pass-through in the determination of the Aeronautical Charges.

4.2.1.3. Clause 18.7 states that

Save and except as otherwise expressly provided in this Agreement, in the event that the Airport or any part thereof suffers any loss or damage during the Concession Period from any cause whatsoever, the Concessionaire shall, at its cost and expense, rectify and remedy such loss or damage forthwith so that the Airport conforms to the provisions of this Agreement. If such loss or damage has resulted due to any breach or default in the performance obligations of the Concessionaire under this Agreement, then, the costs undertaken by the Concessionaire on the repair or rectification of such loss or damage, shall not be taken into consideration for the purposes of the determination of the Aeronautical Charges.

4.2.1.4. Clause 18.15.7 states that

All costs and expenses arising out of or relating to Safety Requirements shall be borne by the Concessionaire, and may be considered by the Regulator as a part of the expenses incurred by the Concessionaire for the purposes of the Airport, while determining or revising the Aeronautical Charges, in accordance with this Agreement, Applicable Laws and Applicable Permits.

4.2.1.5. Clause 24.3.1 states that

The remuneration, cost and expenses of the Independent Engineer shall be paid by the Authority, and all such remuneration, cost and expenses shall be reimbursed by the Concessionaire to the Authority within 15 (fifteen) days of receiving a statement of expenditure from the Authority. Any amounts paid to the Independent Engineer shall be considered for a pass-through for the determination of the Aeronautical Charges by the Regulator.

4.2.1.6. Clause 27.1.2 states that

The Monthly Concession Fee paid/ payable by the Concessionaire to the Authority under and pursuant to the terms of this Agreement shall not be included as a part of costs for provision of Aeronautical Services and no pass-through would be available in relation to the same.

4.2.1.7. Clause 28.3.4 states that

Any payments made by the Concessionaire to any Designated Government Agency, excluding security services, for providing Reserved Services such as customs, immigration, plant quarantine, animal quarantine services, meteorological, and health services within the Airport shall be considered as pass-through for the purpose of the determination of the Aeronautical Charges.

4.2.1.8. Clause 28.3.8 states that

It is clarified that costs incurred by the Concessionaire with regard to legal services, shall not be considered by the Regulator for the purpose of determining the Aeronautical Charges.

4.2.1.9. Clause 28.4.3 states that

The Parties agree and acknowledge that the Concessionaire expressly waives its right to seek as pass-through in the Aeronautical Charges such costs and/ or expenses which the Concessionaire is restrained under this Agreement from seeking to be passed-through thereunder.

4.3. Allocation of O&M expenses as per AAI's submission

4.3.1. The classification of O&M expenses as Aeronautical, Non-aeronautical and Common along with the basis of allocation of Common O&M expenses to Aeronautical and Non-aeronautical expenses, as submitted by AAI, has been presented in the table below:

Table 14: Allocation of O&M expenses as per AAI's submission

Expense Category	Expense Sub-Category / Description	Expense classification	Allocation
Employee benefit expenses	Salary, wages & bonus; Contribution to provident fund; Staff welfare expenses;	Common	Employee Head Count ratio
Administrative and other expenses	Advertisement, municipal taxes, legal and professional charges, UDF and PSF collection charges, meeting and seminar expenses, upkeep expenses, security expenses and other administrative expenses	Aeronautical	
	Festival celebrations, books and journals and other sundry expenses	Aeronautical	
	Diesel expenses for generator	Aeronautical	
	Payroll cost and Administrative expenses allocated from CHQ & RHQ	Common	95:5
Operating expenses	AOCC, water, fuel and other operating expenses	Aeronautical	
	Electricity expenses	Aeronautical	
	Vehicle taxes and fees	Aeronautical	
Repairs & Maintenance	Repairs & Maintenance of building, plant and machinery, roads, runways, equipment, etc.	Aeronautical	
	Repairs & Maintenance of residential building	Aeronautical	
	Repairs & Maintenance of IT hardware	Aeronautical	
	Repairs & Maintenance of AC equipment	Aeronautical	
	Amortisation of Runway recarpeting expenses	Aeronautical	
Other outflows	CSR expenses	Aeronautical	

Note: Expenses relating to Cargo activities in FY 2016-17 have been considered as Aeronautical expenses in all the expense categories.

4.3.2. The following allocation ratios have been adopted by AAI for allocation of Common expenses to Aeronautical and Non-aeronautical expenses:

Table 15: Allocation ratios of Common O&M expenses as per AAI's submission

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Employee Head Count ratio (Aeronautical : Non-aeronautical)	95.95:4.05	97.06:2.94	95.95:4.05	96.39:3.61	96.08:3.92
Year-wise specific allocation ratio for CHQ & RHQ allocation (Aeronautical : Non-aeronautical)	95.86:4.14	96.89:3.11	95.76:4.24	96.20:3.80	95.86:4.14
Terminal Building ratio (Aeronautical : Non-aeronautical)	94.41:5.59	94.45:5.55	93.53:6.47	93.98:6.02	93.83:6.17
Electricity ratio (Aeronautical : ANS : Non-aeronautical)	82.19:17.00: 0.81	80.19:17.00: 0.81	80.19:17.00: 0.81	80.19:17.00: 0.81	80.19:17.00: 0.81
Staff Quarters ratio (Aeronautical : ANS)	70.91:29.09	77.05:22.05	77.05:22.05	81.25:18.75	80.33:19.67

* Up to the date of COD (November 2, 2020)

4.3.3. AAI in its true up submission has mentioned the ratio allocation as 100% Aeronautical for all expenses except Employee benefit expenses which have been allocated on Employee headcount ratio. Upon further enquiry, AAI has clarified that they have allocated the Administrative expenses, Operating expenses and Repairs & Maintenance expenses as Aeronautical and Non-aeronautical by adopting the following methodology:

- for certain specific expenses pertaining to Repairs & Maintenance - by identifying the Non-aeronautical portion based on internal assessment at the contractual / transaction level; and
- for other generic expenses - by applying relatable ratios to the activity and submitted only the Aeronautical portion in the true up submission.

4.4. Allocation of O&M expenses as per Study

4.4.1. As part of this Study report, the description, nature and purpose of various expense and expense categories, as well as basis for their segregation into Aeronautical, Non-aeronautical and Common expenses has been reviewed.

4.4.2. Further, as part of the Study report, Aeronautical expenses have been directly considered for True up whereas expenses identified as Non-aeronautical are excluded from True up. The expenses classified as Common, are segregated between Aeronautical and Non-aeronautical expenses based on a suitable ratio. This ratio has been determined based on the underlying proportion of their expected utilisation for Aeronautical and Non-aeronautical services and activities at the Airport.

4.4.3. Based on the review of submissions made by AAI, the expenses have been analysed on a case-to-case basis and in case of any discrepancies identified in allocation, appropriate reclassification has been made for such expenses

Table 16: Allocation of O&M expenses as per Study

Expense Category	Expense Sub-Category / Description	Expense classification as per AAI	Allocation as per AAI	Expense classification as per the Study	Allocation as per the Study
Employee benefit expenses	Salary, wages & bonus; Contribution to provident fund; Staff welfare expenses;	Common	Employee Head Count ratio (Aeronautical: Non-aeronautical)	Common	Employee Head Count ratio (Aeronautical: Non-aeronautical)

Expense Category	Expense Sub-Category / Description	Expense classification as per AAI	Allocation as per AAI	Expense classification as per the Study	Allocation as per the Study
Administrative and other expenses	Meeting and seminar expenses	Aeronautical		Common	Employee Head count ratio (Aeronautical: Non-aeronautical)
	Advertisement, Municipal taxes, legal and professional charges, Security expenses and other administrative expenses	Aeronautical		Common	Gross Fixed Assets ratio
	Upkeep expenses	Aeronautical		Common	Terminal Building ratio (92.5:7.5)
	UDF and PSF collection charges	Aeronautical		Aeronautical	
	Festival celebrations, books and journals and other sundry expenses	Aeronautical		Common	Employee Head count ratio (Aeronautical: ANS: Non-aeronautical)
	Diesel expenses for generator	Aeronautical		Common	Electricity ratio
	Payroll cost and Administrative expenses allocated from CHQ & RHQ	Common	95:5	Common	80:20
Operating expenses	AOCC and water expenses	Aeronautical		Aeronautical	
	Fuel for vehicles / Vehicle hiring charges, taxes and fees, Inland Travel etc	Aeronautical		Common	Employee Head count ratio (Aeronautical: Non-aeronautical)
	Electricity expenses	Aeronautical		Common	Electricity ratio
	Horticultural expenses, Toiletries & Consumables, paper glass and other consumables	Aeronautical		Common	Terminal Building ratio (92.5:7.5)
	Other operating expenses such as Expense of ASF and Auditors' expense reimbursement etc	Aeronautical		Common	Gross Fixed Assets ratio
Repairs & Maintenance	Repairs & Maintenance of	Aeronautical		Common	Terminal Building ratio

Expense Category	Expense Sub-Category / Description	Expense classification as per AAI	Allocation as per AAI	Expense classification as per the Study	Allocation as per the Study
	building, furniture and equipment for terminal building				(92.5:7.5)
	Repairs & Maintenance of plant and machinery, roads, runways, etc.	Aeronautical		Aeronautical	
	Repairs & Maintenance of vehicles and office furniture	Aeronautical		Common	Employee Head count ratio (Aeronautical: Non-aeronautical)
	Repairs & Maintenance of power supply, energy efficiency equipment and general civil works	Aeronautical		Common	Gross Fixed Assets ratio
	Repairs & Maintenance of residential building	Aeronautical		Common	Staff Quarters ratio
	Repairs & Maintenance of Computer and IT hardware	Aeronautical		Common	Employee Head Count ratio (Aeronautical: ANS: Non-aeronautical)
	Repairs & Maintenance of AC equipment	Aeronautical		Common	Terminal Building ratio (92.5:7.5)
	Amortisation of Runway recarpeting expenses	Aeronautical		Aeronautical	
Other Outflows	CSR expenses	Aeronautical		Common	Average of Regulatory Profit Before Tax (PBT)

4.5. Assessment of allocation ratios for Common expenses

The following ratios have been computed and considered in this Study report for appropriate segregation of Common assets between Aeronautical and Non-aeronautical assets for the period from FY 2016-17 to FY 2020-21 (up to COD).

4.5.1. Terminal Building ratio

It was observed that AAI, in its True up submission for the period up to November 1, 2020 has considered 6.00% of total terminal building area to be Non-aeronautical area. However, the Airport Operator, based on a study conducted through its Independent Consultant - Kanti Karamsey & Co. dated March 22, 2021 (refer Exhibit 4 of the *Asset Allocation Study*), has considered Non-aeronautical to be only 5.14% of total terminal building area.

However, it is observed that the Authority had approved the Terminal Building ratio of 92.5:7.5 in the Tariff Order for the Second Control Period (refer Para 7.5 of the tariff order). Accordingly, it is proposed by the Study to consider the Terminal Building ratio of 92.5:7.5 (Aeronautical: Non-aeronautical) for the Second Control Period.

4.5.2. Gross Fixed Assets ratio

4.5.2.1. Based on the adjustments required in the Fixed Asset Register of AAI, identified in the *Study on allocation of assets between Aeronautical and Non-aeronautical assets for Chaudhary Charan Singh International Airport, Lucknow (Asset Allocation Study)* and as per Table 21 of *Asset Allocation Study*, the ratio of gross fixed assets have been considered as follows:

Table 17: Gross Fixed Assets ratio for AAI as identified in the Asset Allocation Study

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Gross Fixed Assets ratio (Aeronautical: Non-aeronautical)	95.70:4.30	95.98:4.02	96.47:3.53	96.65:3.35	96.58:3.42

*Up to the date of COD (November 2, 2020)

4.5.3. Employee Head Count ratio

4.5.3.1. The department-wise breakup of employees for the period from FY 2016-17 to COD along with the basis of computing the Employee Head Count ratio for AAI is summarised as follows:

Table 18: Employee details submitted by AAI

Department	Classification	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Airport Directorate	Aeronautical	3	3	3	3	2
Security	Aeronautical	4	3	3	3	2
Terminal Management	Aeronautical	18	22	20	20	20
M.T. Section	Aeronautical	23	22	18	16	15
Fire Service	Aeronautical	28	39	53	53	51
HRM	Common	16	18	17	17	20
Office Language	Aeronautical	3	3	2	2	2
Stores	Aeronautical	1	1	1	1	0
Finance & Accounts	Common	10	10	8	7	7
Cargo	Aeronautical	5	6	6	6	6
Commercial	Non-Aeronautical	3	3	4	4	4
Civil Engineering	Aeronautical	24	26	27	27	24
Electrical Engineering	Aeronautical	32	35	27	22	20
CNS – Other than Airport Systems	ANS	45	46	45	41	40
CNS - Airport system	Aeronautical	1	5	6	7	5
Land Management	Non-Aeronautical	3	2	3	2	2
IT	Aeronautical	0	0	0	0	0
ATC	ANS	61	55	67	73	74
Total		280	299	310	304	294
Direct Aeronautical employees		142	165	166	160	147
Direct ANS employees		106	101	112	114	114
Direct Non-Aeronautical employees		6	5	7	6	6
Common employees		26	28	25	24	27
Total		280	299	310	304	294
Common employee's apportionment						

Department	Classification	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Aeronautical		14	17	14	14	15
ANS		11	10	10	10	11
Non-Aeronautical		1	1	1	0	1
Total		26	28	25	24	27
Head Count after apportionment of Common employees						
Total Aeronautical employees		156	182.	180	174	162
Total ANS employees		117	111	122	124	125
Total Non-Aeronautical employees		7	6	8	6	7
Total employees		280	299	310	304	294
Employee Head Count ratio (Aeronautical: Non-aeronautical)		95.95:4.05	97.06:2.94	95.95:4.05	96.39:3.61	96.08:3.92
Employee Head Count ratio (Aeronautical: Non- aeronautical: ANS)		55.91:2.36:41.73	60.89:1.85:37.27	58.25:2.46:39.30	57.14:2.14:40.71	55.06:2.25:42.70

* Up to the date of COD (November 2, 2020)

4.5.3.2. The Study evaluated the basis for computing the Employee Head Count ratio as submitted by AAI and observed the classification to be generally appropriate and in line with the approach of the Authority in other airports. However, Cargo activities have been transferred from AAI to a separate entity from April 1, 2017 and hence, the employees pertaining to Cargo department from FY 2017-18 are proposed to be excluded from Aeronautical and have been considered along with ANS employees for the purposes of the Study.

Further, it was noted that the costs directly pertaining to ANS and Cargo employees have already been excluded for the purpose of analysis of O&M expenses as part of the Study but the Common expenses of ANS and Cargo are included. Accordingly, it is proposed to exclude the Common employees allocated to ANS and Cargo and the corresponding costs, since such costs are not a subject of the Study report. Accordingly, the Employee Head Count ratio for the period FY 2016-17 to COD proposed by the Study is as below:

Table 19: Employee Head Count ratio proposed by the Study for the period FY 2016-17 till COD

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Direct Aeronautical employees	142	159	160	154	141
<u>Direct ANS and Cargo employees</u>	<u>106</u>	<u>107</u>	<u>118</u>	<u>120</u>	<u>120</u>
Direct Non-Aeronautical employees	6	5	7	6	6
Common employees	26	28	25	24	27
Total	280	299	310	304	294
Common employee's apportionment					
Aeronautical	14	16	14	13	14
ANS and Cargo (deemed Non-aeronautical)	11	11	10	10	12
Non-Aeronautical	1	1	1	1	1
Total	26	28	25	24	27
Head Count after apportionment of Common employees as per Study					
Total Aeronautical employees	156	175	174	167	155
Total ANS and Cargo employees	106	107	118	120	120

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Total Non-Aeronautical employees	18	17	18	17	19
Total employees	280	299	310	304	294
Employee Head Count ratio (Aeronautical: Non-aeronautical)	89.66:10.34	91.15:8.85	90.63:9.38	90.76:9.24	89.08:10.92
Employee Head Count ratio (Aeronautical: Non- aeronautical: ANS)	55.71:6.43: 37.86	58.53:5.69: 35.79	56.13:5.81: 38.06	54.93:5.59: 39.47	52.72:6.46: 40.82

* Up to the date of COD (November 2, 2020)

Further, it is observed that, out of 294 existing employees of AAI up to COD, certain employees (excluding ANS, Cargo, Airport Directorate etc.) were deputed to CCSIA as “*Select Employees*” according to the terms of the Concession Agreement and the department-wise list of such employees as on March 31, 2021 has been shown in the table below:

Table 20: List of Department-wise Employees deputed as “Select employees” as on March 31, 2021

Department	Classification	No. of Employees
Engineering & Maintenance	Aeronautical	61
Finance	Common	5
Fire	Aeronautical	51
Human Resource & Admin	Common	34
Non-Aero Commercial	Non-aeronautical	1
Security	Aeronautical	1
Terminal & Operations	Aeronautical	14
Grand Total		167

4.5.4. Electricity ratio

4.5.4.1. The category-wise breakup of electricity units at Lucknow International Airport during the period FY 2016-17 to COD along with the basis of computing the Electricity ratio as per AAI’s submission is summarised in the table below:

Table 21: Electricity ratio as per AAI’s submission

Category	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*
Aeronautical	80.19%	80.19%	80.19%	80.19%	80.19%
Non-aeronautical	0.81%	0.81%	0.81%	0.81%	0.81%
ANS	17.00%	17.00%	17.00%	17.00%	17.00%
Cargo	2%	2%	2%	2%	2%
Total	100.00%	100.00%	100.00%	100.00%	100.00%

* Up to the date of COD (November 2, 2020)

4.5.4.2. The Study concurs with the Electricity ratio as submitted by AAI since the power costs of areas pertaining to Non-aeronautical activities are recovered from the respective Concessionaires and only the costs pertaining to the other common areas in the airport (e.g., Administrative office) would pertain to Non-aeronautical activities. Hence, proportion of Non-aeronautical allocation is deemed appropriate.

4.6. Reallocation of Common O&M expenses of AAI as per Study

The Study has assessed AAI’s allocation of Common O&M expenses along with basis of such allocation and accordingly, the proposed reclassification adjustments are discussed in the following paragraphs.

4.6.1. Employee Benefit Expenses

- 4.6.1.1. AAI has proposed to allocate the Employee Benefit Expenses into Aeronautical, Non-Aeronautical or Common and reallocate the Common expenses using Employee Head Count ratio. It was noted that the costs pertaining to ANS employees have been accounted separately and have not been included in the Employee Benefit Expenses.
- 4.6.1.2. AAI has allocated the Common Employee Benefit Expenses based on the Employee Head Count ratio determined by them (refer Table 18). However, as explained in paragraph 4.5.3.2 the Employee Head Count ratio has been revised as per the Study (refer Table 19).
- 4.6.1.3. Thus, on account of the revision in the Employee Head Count ratio, the Common Employee Benefit Expenses have been reallocated based on the ratio proposed by the Study, thereby reducing the Aeronautical employee benefit expenses by ₹ 9.67 Crores. The impact on account of the proposed reallocation is summarised below:

Table 22: Impact on Aeronautical Employee Benefit Expenses

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
AAI's submission						
Total employee benefit expenses	24.88	34.67	41.42	36.30	22.70	159.97
Aeronautical ratio – AAI (Refer Annexure 1 – Part I)	96.50%	88.84%	95.94%	93.03%	90.00%	
Aeronautical employee benefit expenses (A)	24.01	30.80	39.74	33.77	20.43	148.75
Revision as per the Study						
Total employee benefit expenses	24.88	34.67	41.42	36.30	22.70	159.97
Revised segregation ratio (Refer Annexure 1 – Part I)	91.04%	83.42%	90.63%	87.60%	80.04%	
Aeronautical employee benefit expenses (B)	22.65	28.92	37.54	31.80	18.17	139.08
Downward adjustment in Aeronautical expenses (C = A – B)	1.36	1.88	2.20	1.97	2.26	9.67

* Up to the date of COD (November 2, 2020)

4.6.2. Administrative and other expenses

- 4.6.2.1. The submissions by AAI have been analysed and it has been observed that the Administrative and other expenses include certain expenses such as tender, rent and rates and taxes, which directly relate to the Airport premises and certain expenses such as insurance of vehicles, manpower hiring, printing & stationery, conveyance, employee training etc, are relatable to employees and upkeep expenses are relatable to Terminal Building. Therefore, the components of the Administrative and other expenses related to the entire Airport is proposed to be allocated in the Gross Fixed Assets ratio, the components related to employees is proposed to be allocated in the revised Employee Head Count ratio and upkeep expenses relatable to Terminal Building is allocated in the revised Terminal Building ratio.
- 4.6.2.2. Based on the above, the Aeronautical Administrative and other expense have been reduced by ₹ 2.01 Crores. The impact on account of the proposed reallocation is summarised below:

Table 23: Impact on Aeronautical Administrative and other Expenses*(₹ in Crores)*

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
AAI's submission						
Total administrative and other expenses	60.67	68.82	63.37	78.24	39.51	310.61
Aeronautical ratio – AAI (Refer Annexure 1 – Part II)	95.45%	95.71%	95.81%	95.62%	95.52%	
Aeronautical administrative and other expenses (A)	57.91	65.87	60.71	74.81	37.74	297.05
Revision as per the Study						
Total administrative and other expenses	60.67	68.82	63.37	78.24	39.51	310.61
Revised segregation ratio (Refer Annexure 1 – Part II)	95.04%	95.21%	94.96%	94.88%	94.79%	
Aeronautical Administrative and other expenses (B)	57.66	65.52	60.17	74.23	37.45	295.04
Downward adjustment in Aeronautical expenses (C = A – B)	0.25	0.35	0.54	0.58	0.29	2.01

* Up to the date of COD (November 2, 2020)

4.6.3. Utility (Operating) expenses

4.6.3.1. AAI's submission has been analysed and it has been observed that certain expenses such as Insurance of other vehicles, hiring charges, taxes and fees of other vehicles, inland travel and meeting and seminar expenses are relatable to all employees and certain expenses such as horticultural expenses, consumables & toiletries etc are relatable to the terminal building and certain others such as ASF expenses and reimbursement to auditors, etc are relatable to the airport premises. Therefore, it would not be appropriate to consider such expenses as Aeronautical expenses. Accordingly, it is proposed to reallocate such assets in the ratio of revised Employee Head Count ratio / Terminal Building / Gross Fixed Assets ratio, depending on the nature of each ledger.

4.6.3.2. Thus, it is proposed to reallocate the operating expenses incurred commonly based on proportion of the revised Employee Head Count ratio / Terminal Building / Gross Fixed Assets ratio, thereby reducing the Aeronautical Operating expenses by ₹ 9.11 Crores for the period from FY 2016-17 to COD. The impact on account of the proposed reallocations is summarised below:

Table 24: Impact on Aeronautical Utility (Operating) expenses*(₹ in Crores)*

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
AAI's submission						
Total Utility (Operating) expenses	9.80	11.40	11.24	14.73	7.53	54.70
Aeronautical ratio – AAI (Refer Annexure 1 – Part III)	100.00%	99.30%	100.00%	100.00%	99.87%	
Aeronautical Utility (Operating) expenses (A)	9.80	11.32	11.24	14.73	7.52	54.61
Revision as per the Study						
Total Utility (Operating) expenses	9.80	11.40	11.24	14.73	7.53	54.70
Revised segregation ratio (Refer Annexure 1 – Part III)	83.98%	81.58%	82.03%	84.66%	83.40%	

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Aeronautical Utility (Operating) expenses (B)	8.23	9.30	9.22	12.47	6.28	45.48
Downward adjustment in Aeronautical Expenses (C = A – B)	1.57	2.02	2.02	2.26	1.24	9.11

* Up to the date of COD (November 2, 2020)

4.6.4. Repairs & Maintenance expenses

4.6.4.1. AAI's submission has been analysed and it is observed that certain repair expenses such as repairs for vehicles are relatable to employees, certain expenses such as electrical installation are relatable to the terminal building and certain other expenses which are relatable to the airport premises. Hence, it would not be appropriate to consider such expenses as Aeronautical expenses. Accordingly, it is proposed to reallocate such assets in the ratio of Gross Fixed Assets/ Terminal Building/ revised Employee Head Count ratio depending on the nature of each ledger.

4.6.4.2. It is observed that Repairs & Maintenance expenses include the amortisation of runway recarpeting expenses of ₹ 4.42 Crores starting from FY 2016-17 for all the FYs of the Second Control Period totalling to ₹ 22.10 Crores. It is proposed to allow the same during the Second Control Period and further, the allocation of Amortisation of Runway recarpeting expenses as aeronautical is considered to be appropriate.

4.6.4.3. Thus, it is proposed to reallocate the Repairs & Maintenance expenses (excluding amortisation of runway recarpeting expenses) incurred commonly based on proportion of the Gross Fixed Assets/ Terminal Building/ revised Employee Head Count ratio, thereby reducing the Aeronautical Repairs & Maintenance expenses by ₹ 6.66 Crores for the period from FY 2016-17 to COD. The impact on account of the proposed reallocations is summarised below:

Table 25: Impact on Aeronautical Repairs & Maintenance Expenses

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
AAI's submission						
Total Repairs & Maintenance expenses	6.61	11.01	14.96	13.70	13.29	59.57
Aeronautical ratio – AAI (Refer Annexure 1 – Part IV)	100%	100%	100%	99.05%	100%	
Aeronautical Repairs & Maintenance expenses (A)	6.61	11.01	14.96	13.57	13.29	59.44
Revision as per the Study						
Total Repairs & Maintenance expenses	6.61	11.01	14.96	13.70	13.29	59.57
Revised segregation ratio (Refer Annexure 1 – Part IV)	93.65%	87.92%	85.70%	89.93%	88.56%	
Aeronautical Repairs & Maintenance expenses (B)	6.19	9.68	12.82	12.32	11.77	52.78
Downward adjustment in Aeronautical expenses (C = A – B)	0.42	1.33	2.14	1.25	1.52	6.66

* Up to the date of COD (November 2, 2020)

4.6.5. Other Outflows – CSR Expenses

4.6.5.1. AAI's submission has been analysed and it is observed that CSR expenses have allocated to CCSIA and considered as 100% Aeronautical, which is found to be not appropriate by the Study. Accordingly, it has been proposed to recompute the allowable CSR expense in accordance with the statutory requirements under the Companies Act 2013, i.e., 2% of the average profits of the preceding 3 years as per the Study. It is pertinent to note here that, the Study has computed the CSR expense based on the average of Regulatory Profits Before Tax (PBT), which is consistent with the methodology followed for other airports.

4.6.5.2. Thus, it is proposed to reallocate the CSR expenses incurred based on Regulatory Profits Before Tax (PBT), thereby reducing the Aeronautical CSR expenses by ₹ 2.38 Crores for the period from FY 2016-17 to COD. The impact on account of the proposed reallocations is summarised below:

Table 26: Impact on Aeronautical CSR Expenses

(₹ in Crores)

Particulars	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
AAI submission									
Total CSR Costs – as per AAI (A)				0.00	0.68	1.45	1.33	1.10	4.57
Aeronautical ratio – AAI (B)				100%	100%	100%	100%	100%	
Aeronautical CSR Costs as per AAI (C = A*B)				0.00	0.68	1.45	1.33	1.10	4.57
Revision as per the Study									
Aeronautical revenues (D)	31.50	61.60	136.90	160.66	180.29	126.30	124.04	26.51	847.80
Aeronautical Operational expense (E)	46.90	59.00	60.00	101.80	123.78	132.70	142.89	84.57	751.64
Aeronautical Depreciation (F)	6.10	10.80	10.80	10.88	11.93	19.97	19.11	11.02	100.62
Regulatory PBT (H = D – E – F)	(21.50)	(8.20)	66.10	47.98	44.57	(26.37)	(37.96)	(69.08)	(4.46)
Average Regulatory PBT (last 3 financial years) (G)				12.13	35.29	52.88	22.06	(6.59)	115.79
Aeronautical CSR expenses as per the study (2% of average PBT of 3 preceding Financial Years) (I = 2%*G) or claimed by AAI whichever is less				0.24	0.71	1.06	0.44	0.00	2.45
Downward adjustment in CSR expense due to revision (J = C – I)				(0.00)	(0.00)	0.39	0.89	1.10	2.38

4.6.5.3. Further, it is observed that there is a negative amount of ₹ (0.53) Crores in the FY 2016-17 as per true up submission and it is mainly on account of prior period adjustment entry made in the financial books of that year. However, it is proposed as per the Study to consider the same as NIL (as against the negative amount of ₹ (0.53) Crores) in the FY 2016-17.

4.7. Impact of reallocation as per Study

4.7.1 The total year-wise downward adjustment of AAI's Aeronautical O&M expenses as a result of the proposed reallocation is shown below:

Table 27: Impact of proposed reallocation of AAI's Aeronautical O&M expenses as per Study

(₹ in Crores)

O&M expenses	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Employee benefit expenses	1.36	1.88	2.20	1.97	2.26	9.67
Administrative and other expenses	0.25	0.35	0.54	0.58	0.29	2.01
Utility (Operating) expenses	1.57	2.02	2.02	2.26	1.24	9.11
Repairs & Maintenance	0.42	1.33	2.14	1.25	1.52	6.66
Other Outflows	(0.53)	(0.00)	0.39	0.89	1.10	1.85
Total	3.07	5.58	7.29	6.95	6.41	29.30

* Up to COD (November 2, 2020)

4.7.2 Based on the above reclassification and change in allocation ratio, the Study has proposed the revised Aeronautical O&M expenses (prior to rationalisation) for the period FY 2016-17 up to COD as summarised in the table below:

Table 28: Aeronautical O&M expenses after reclassification and change in allocation ratio (prior to rationalisation) for AAI for the period from FY 2016-17 to COD as per Study

(₹ in Crores)

O&M expenses	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Employee benefit expenses	22.23	28.52	37.17	31.45	18.17	137.54
Administrative and other expenses	57.66	65.52	60.17	74.24	37.46	295.05
Utilities (Operating) and other outsourcing expenses	8.23	9.30	9.22	12.47	6.28	45.50
Repairs & Maintenance (including amortisation of runway recarpeting expenses amounting to ₹ 4.42 Crores in each FY)	10.61	14.10	17.24	16.74	16.19	74.88
Other Outflows	(0.00)	0.76	1.59	1.04	0.07	3.46
Total	98.73	118.20	125.39	135.94	78.16	556.42

* Up to the date of COD (November 2, 2020)

4.8. Summary

4.8.1. As per the submission of AAI the total Aeronautical O&M expenses for the period from FY 2016-17 to November 1, 2020 was ₹ 585.74 Crores (refer Table 2).

4.8.2. Based on the reallocation of the O&M expenses, the downward adjustment in the Aeronautical O&M expenses for the aforesaid period is ₹ 29.30 Crores (refer Table 27) and the reallocated Aeronautical O&M expenses (prior to rationalisation) for the period FY 2016-17 to November 1, 2020 has been determined as ₹ 556.42 Crores (refer Table 28).

5. ALLOCATION OF O&M EXPENSES BETWEEN AERONAUTICAL AND NON-AERONAUTICAL ACTIVITIES (FROM POST-COD TILL MARCH 31, 2021)

5.1. Allocation of O&M expenses as per Airport Operator's submission

- 5.1.1 The Concession Agreement dated February 14, 2020 was entered into between AAI and Lucknow International Airport Limited (Airport Operator) for the Operation, Development, Maintenance and Management of CCSIA for a period of 50 years from the Commercial Operation Date (COD). The COD was achieved on November 2, 2020 in accordance with the terms and conditions mentioned in the Concession Agreement.
- 5.1.2 Accordingly, the Airport Operator has made the true up submission of O&M expenses for the period from November 2, 2020 till March 31, 2021.
- 5.1.3 Further, the Airport Operator vide email dated March 28, 2022 requested for 'bank charges' to be included as part of true up submission and accordingly, the amount of ₹ 0.65 Crores has been taken into consideration for the assessment of O&M expenses for the FY 2020-21.
- 5.1.4 The submission of the Airport Operator relating to total O&M expenses of ₹ 45.76 Crores and Aeronautical O&M expenses of ₹ 44.55 Crores has been shown in Table 3 (refer Chapter 3). The segregation logic adopted by the Airport Operator for allocation of O&M expenses and the revision in segregation logic suggested as per the Study have been discussed in the following paragraphs.
- 5.1.5 The segregation of O&M expenses and allocation of Common expenses, as submitted by the Airport Operator, has been presented in the table below:

Table 29: Basis of allocation of O&M expenses as per Airport Operator's submission

Expense Category	Expense Sub-Category / Description	Expense classification	Allocation Basis
Manpower expenses	Salary, wages & bonus; Contribution to provident fund; Staff welfare expenses	Common	Department wise cost
	Salary related costs for AAI employees deputed at the Airport for three years from COD	Aeronautical	-
Utility expenses	Electricity, water and fuel (net of recoveries from concessionaires)	Aeronautical	-
IT expenses	IT consumables, networking, website maintenance etc.	Common	Initial RAB ratio*
Rates and taxes	Property tax, etc.	Common	Terminal Area ratio
Security expenses	Baggage screening, counter drone measures etc.	Common	Initial RAB ratio
Corporate Allocation	Cost incurred centrally by the group holding companies	Common	Initial RAB ratio
Administrative expenses	Business Promotion, Communication expenses, Consultancy, Office Maintenance, Rent, Traveling and Conveyance, Insurance Expenses, Bank Charges, etc.	Common	Initial RAB ratio
Insurance	Insurance for properties, personnel, third party insurance etc.	Common	Initial RAB ratio
Repairs & Maintenance	Repairs & Maintenance of building, plant and machinery, roads, runways, equipment, etc.	Common	Terminal Area ratio
Bank charges	Bank charges	Aeronautical	-
Others	Housekeeping, horticulture etc.	Common	Terminal Area ratio

*Initial RAB ratio pertains to the proportionate value of Aeronautical and Non-aeronautical assets as specified in the Concession Agreement (refer Table 30 and paragraph 5.1.7. below)

- 5.1.6 The following allocation ratios have been adopted by the Airport Operator for allocation of Common expenses to Aeronautical and Non-aeronautical expenses:

Table 30: Allocation ratios of Common O&M expenses as per Airport Operator's submission

Particulars	FY 2020-21*
Terminal Area ratio (Aeronautical: Non-aeronautical)	94.86:5.14
Initial RAB ratio (Aeronautical: Non-aeronautical)	96.67:3.33
Manpower department-wise cost (Aeronautical: Non-aeronautical)	97:3

* From November 2, 2020 (COD) to March 31, 2021

5.1.7 The extract of the relevant clauses from the Concession Agreement entered into between AAI and the Airport Operator pertaining to the determination of Initial RAB ratio shall be read as under:

5.1.7.1. Clause 28.11.3 (b) states that:

The estimated depreciated value of investments made by the Authority in the Aeronautical Assets at the Airport as on March 31, 2018 is Rs. 143,00,00,000 (Rupees One Hundred and Forty-Three Crore) ("Estimated Deemed Initial RAB"). It is agreed by the Parties that the Estimated Deemed Initial RAB shall be due and payable by the Concessionaire to the Authority within 90 (ninety) days of COD.

5.1.7.2. Clause 28.12.2 states that:

The estimated depreciated value of investments made by the Authority towards development of the Non-Aeronautical Assets at the Airport as on March 31, 2018 is Rs. 4,93,00,000 (Rupees Four Crores and Ninety-Three Lacs) ("Estimated Initial Non-Aeronautical Investments"). It is agreed by the Parties that the Estimated Initial Non-Aeronautical Investments shall be due and payable by the Concessionaire to the Authority within 90 (ninety) days of COD.

5.2. Allocation of O&M expenses as per Study

5.2.1. Based on the review of submissions made by the Airport Operator (AO), the basis of allocation of O&M expenses adopted in the submissions, except as specifically identified in the table below are broadly in line with the method adopted by the Authority. Further, the expenses allocated by the AO have been analysed on a case-to-case basis and in case any discrepancy has been noted in the allocation, appropriate re-classification has been proposed by the Study for such expenses.

Table 31: Allocation of O&M expenses of the Airport Operator as per Study

Expense Category	Expense Sub-Category / Description	Expense Classification by AO	Allocation as per AO	Expense Classification as per the Study	Allocation as per the Study
Manpower expenses – AAI employees	Salary related costs for "Select Employees" of AAI deputed at the Airport for three years from COD	Aeronautical	-	Common	Employee Head Count Ratio of AAI "Select Employees" (Aeronautical: Non-aeronautical = 99:1)
Manpower expenses – Airport Operator's employees	Salary, wages & bonus; Contribution to provident fund; Staff welfare expenses	Common	Department wise cost	Common	Employee Head Count Ratio of Airport Operator's employees (Aeronautical: Non-aeronautical) (84:16)
IT expenses	IT consumables, networking, website maintenance etc.	Common	Initial RAB ratio	Aeronautical / Common	Terminal Building ratio (92.50:7.50)

Expense Category	Expense Sub-Category / Description	Expense Classification by AO	Allocation as per AO	Expense Classification as per the Study	Allocation as per the Study
Rates and Taxes		Common	Terminal Area ratio	Common	Gross Fixed Assets ratio (98.19:1.81)
Security expenses		Common	Initial RAB ratio	Aeronautical / Common	Gross Fixed Assets ratio (98.19:1.81)
Corporate Cost Allocation	Cost incurred centrally by the group holding companies	Common	Initial RAB ratio	Common	Total Employee Head Count Ratio (Aeronautical: Non-aeronautical) (97:3)
Administrative expenses	AOCC services, FMS services, Outsourced Contract for IT Infrastructure, Processing fees for licenses, Professional fees for Consultants & Auditors, Travelling & other admin expenses, etc	Common	Initial RAB ratio	Aeronautical / Common	Gross Fixed Assets/ Total Employee Head Count Ratio/ Terminal Building ratio
Insurance	Insurance for properties, personnel, third party insurance etc.	Common	Initial RAB ratio	Common	Gross Fixed Assets ratio (98.19:1.81)
Repairs & Maintenance	Repairs & Maintenance of building, plant and machinery, roads, runways, equipment, etc.	Common	Terminal Area ratio	Aeronautical / Common	Terminal Building ratio (92.50:7.50)
Bank charges	Business Promotion, Communication expenses, Consultancy, Office Maintenance, Rent, Traveling and Conveyance, etc.	Aeronautical		Common	Gross Fixed Assets ratio (98.19:1.81)
Other Operating expenses	Housekeeping of Terminal Building, Environmental support services for allied buildings and paved area, Support services for passenger / vehicular movement, Outsourced manpower for Cargo operations, Pest control, PE kits, mask, face shield, providing & installation of water proof tent and other	Common	Terminal Area ratio	Aeronautical / Common	Terminal Building ratio (92.50:7.50)

Expense Category	Expense Sub-Category / Description	Expense Classification by AO	Allocation as per AO	Expense Classification as per the Study	Allocation as per the Study
	facilities for passenger facilitation, etc.				

5.3. Assessment of allocation ratios for Common expenses

The following ratios have been computed and considered in this Study report for appropriate segregation of Common assets between Aeronautical and Non-aeronautical assets for the period from FY 2016-17 to FY 2020-21.

5.3.1. Terminal Building ratio

It was observed that Airport Operator, based on a study conducted through its independent consultant - Kanti Karamsey & Co. dated March 22, 2021 (refer Exhibit 4 of the *Asset Allocation Study*), has considered Non-aeronautical to be only 5.14% of total terminal building area.

As discussed in paragraph 4.5.1, the Terminal Building ratio is proposed to be considered as 92.5:7.5 (Aeronautical: Non-aeronautical) from COD.

5.3.2. Gross Fixed Assets ratio

5.3.2.1. Based on the outcome of the *Asset Allocation Study*, the average gross fixed assets ratio for the Airport Operator has been considered as 98.19:1.81. The Aeronautical portion of the Gross Fixed Assets ratio as on March 31, 2021 is higher (98.19%) as compared to AAI (96.58%) on account of the following:

- The Non-aeronautical assets (Net block) of AAI as on COD was only 1.84% (₹ 3.63 Crores) of the total assets (refer Table 21 of *Asset Allocation Study*). Such Net Block value is considered to be the deemed Gross Block for the Airport Operator.
- Further, the Airport Operator has not developed any Non-aeronautical asset/ facility during the period from COD to March 31, 2021.

5.3.3. Employee Head Count ratio

5.3.3.1. The department-wise breakup of employees from COD to March 31, 2021 along with the basis of computing the Employee Head Count ratio for Lucknow International Airport Limited is summarised in the table below:

Table 32: Employee details submitted by Lucknow International Airport Limited

Department	Classification	Select Employees of AAI	Airport Operator employees	Total Employee Head Count
Chief Airport Office (CAO office)	Aeronautical	-	2	2
Techno Commercial (Procurement department)	Common	-	1	1
Corporate Affairs	Common	-	1	1
Security (includes Safety employees)	Aeronautical	1	7	8
Legal	Common	-	2	2
Quality	Aeronautical	-	1	1
Information Technology	Common	-	3	3
Airside Management	Aeronautical	-	5	5
Terminal and Operation	Aeronautical	14	11	25
Non-Aeronautical Commercial	Non-	1	4	5

Department	Classification	Select Employees of AAI	Airport Operator employees	Total Employee Head Count
	Aeronautical			
Human Resources and Admin	Common	34	5	39
Finance	Common	5	2	7
Engineering & Maintenance	Aeronautical	61	12	73
Fire fighting	Aeronautical	51	-	51
Total		167	56	223
Direct Aeronautical employees		127	38	165
Direct Non-Aeronautical employees		1	4	5
Common employees		39	14	53
Total		167	56	223
Common employee's allocation				
Allocation ratio		99:1	90:10	97:3
Common Aeronautical employees		38.61	12.60	51.41
Common Non-Aeronautical employees		0.39	1.40	1.59
Total Common employees		39	14	53
Head Count after allocation of Common employees				
Total Aeronautical employees		165.61	50.60	216.41
Total Non-Aeronautical employees		1.39	5.40	6.59
Total employees		167	56	223
Employee Head Count ratio		99:1	90:10	97:3

* For the period from November 2, 2020 to March 31, 2021

- 5.3.3.2. The employee details submitted by the Airport Operator have been verified and the Head Count of employees was observed to be matching with the Head Count as per the Table 32 above.
- 5.3.3.3. Further, it is observed that the Airport Operator has considered the Manpower expenses of “Select Employees” of AAI as 100% Aeronautical and the Total Employee Head Count Ratio (EHCR) of 97:3 for allocating the Manpower expenses of their employees.
- 5.3.3.4. The Study evaluated the basis for considering the manpower expenses of “Select Employees” of AAI as 100% Aeronautical and proposes to reallocate same on the Employee Head Count ratio of AAI employees (99:1) since the manpower of AAI is used for both Aeronautical and Non-aeronautical activities. Accordingly, the corresponding manpower expenses of “Select Employees” of AAI have been adjusted downward as shown in paragraph 5.4.1.3.
- 5.3.3.5. Further, the Study has analysed the optimal number of employees of the Airport Operator required for each department during the post-COD period of FY 2020-21, considering the fact that “Select Employees” of AAI have also been deployed at CCSIA for handling various departmental functions. Accordingly, the number of employees of the Airport Operator have been revised as explained in the below paragraphs.
- 5.3.3.6. It is noted from the above table, that certain other departments such as Security, Human Resource & Admin, Terminal Operations and Engineering & Maintenance already have existing employees of AAI deputed to CCSIA as “Select Employees”. However, the Airport Operator has submitted additional employee numbers for the same function / departments over and above the deputed employees, which is found to be on the higher side and hence it is proposed to rationalise the Employee Headcount of all the aforementioned departments for the Airport Operator.
- 5.3.3.7. Further, in respect of Security department, it is observed that barring few activities such as coordination with CISF, BCAS compliance etc. which are Aeronautical in nature, the remaining

activities are Non-aeronautical in nature (i.e., security employees deployed at kerbside, travel management, issuance of pass, etc) and hence it is proposed to be considered as Common as per the Study.

5.3.3.8. The details of the revised employee numbers for the Airport Operator as per the Study are shown in the table below:

Table 33: Department-wise Employee numbers of the Airport Operator as per the Study

Department	Classification – as per AO	Employees – as per AO	Classification – as per the Study	Employees of AO – as per the Study
Chief Airport Office (CAO office)	Aeronautical	2	Aeronautical	2
Techno Commercial (Procurement department)	Common	1	Common	1
Corporate Affairs	Common	1	Common	1
Security (includes Safety employees)	Aeronautical	7	Common	4
Legal	Common	2	Common	2
Quality	Aeronautical	1	Aeronautical	1
Information Technology	Common	3	Common	3
Airside Management	Aeronautical	5	Aeronautical	3
Terminal and Operation	Aeronautical	11	Aeronautical	7
Non-Aeronautical Commercial	Non-Aeronautical	4	Non-Aeronautical	4
Human Resources and Admin	Common	5	Common	2
Finance	Common	2	Common	2
Engineering & Maintenance	Aeronautical	12	Aeronautical	8
Fire fighting	Aeronautical	-	Aeronautical	-
Total		56		40

5.3.3.9. Based on the above revision of employee numbers of Airport Operator, the total manpower expenses of the Airport Operator are proposed to be revised proportionately, i.e., for 40 employees as against 56 submitted by AO. The details of the same have been provided in paragraph 5.4.1.4.

5.3.3.10. Further the revised department-wise Employee Headcount ratio as per the Study is summarised in the table shown below:

Table 34: Employee Head Count Ratio of the Airport Operator as per Study

Department	Classification – AAI employees	AAI employees (A)	Classification – AO	Airport Operator employees (B)	Total Employee Head Count (C)
Chief Airport Office (CAO) office	Aeronautical	-	Aeronautical	2	
Techno Commercial (Procurement department)	Common	-	Common	1	
Corporate Affairs	Common	-	Common	1	
Security (includes Safety employees)	Aeronautical	1	Common	4	
Legal	Common	-	Common	2	
Quality	Aeronautical	-	Aeronautical	1	

Department	Classification – AAI employees	AAI employees (A)	Classification – AO	Airport Operator employees (B)	Total Employee Head Count (C)
Information Technology	Common	-	Common	3	
Airside Management	Aeronautical	-	Aeronautical	3	
Terminal and Operation	Aeronautical	14	Aeronautical	7	
Non-Aeronautical Commercial	Non-Aeronautical	1	Non-Aeronautical	4	
Human Resources and Admin	Common	34	Common	2	
Finance	Common	5	Common	2	
Engineering & Maintenance	Aeronautical	61	Aeronautical	8	
Fire fighting	Aeronautical	51	Aeronautical	-	
Total		167		40	207
Direct Aeronautical employees		127		21	148
Direct Non-Aeronautical employees		1		4	5
Common employees		39		15	54
Total		167		40	207
Common employee's allocation					
Allocation ratio		99:1		84:16	97:3
Common Aeronautical employees		38.61		12.6	52.38
Common Non-Aeronautical employees		0.39		2.4	1.62
Total Common employees		39		15	54
Head Count after allocation of Common employees					
Total Aeronautical employees		165.61		33.6	200.38
Total Non-Aeronautical employees		1.39		6.4	6.62
Total employees		167		40	207
Employee Head Count ratio		99:1		84:16	97:3

* For the period from November 2, 2020 to March 31, 2021

5.3.3.11. Based on the above table it is proposed to:

- i. Revise the total manpower expenses of Airport Operator's employees for 40 employees (as against ₹ 8.24 Crores for 56 employees submitted by the AO) and
- ii. Allocate such revised total manpower expenses in the revised EHCR of Airport Operator (i.e., 84:16 as per Col B of Table 34) and accordingly, the corresponding downward adjustment in manpower expenses, is shown in paragraph 5.4.1.5 below.

5.3.3.12. Further, the Study proposes to use the revised Total EHCR of 97:3 for allocation of certain common expenses such as IT expenses, Corporate cost allocation, certain Administrative expenses, etc based on the nature of such expenses and in line with other similar airports.

5.3.4. Electricity ratio

5.3.4.1. The utility expenses have been considered by the Airport Operator as Aeronautical, as the expenses are netted-off against the recoveries from Concessionaires. It is proposed to consider 1% of the utility expenses of the Airport Operator as costs towards other common areas in the Airport, in line with the ratio considered by AAI (refer Table 21, $0.81/80.19*100$).

Table 35: Electricity ratio considered for the Airport operator for post-COD period

Category	FY 2020-21
Aeronautical	80.19
Non-aeronautical	0.81
ANS	17.00
Cargo	2.00
Total	100.00

5.4. Reallocation of Common O&M expenses for Airport Operator as per the Study from post-COD till March 31, 2021

5.4.1. Manpower expenses

- 5.4.1.1. The Airport Operator has claimed an amount of ₹ 18.32 Crores towards Aeronautical Manpower expenses which includes ₹ 10.32 Crores towards cost of deputed employees (i.e., “Select Employees”) of AAI and ₹ 8.00 Crores towards cost of employees of the Airport Operator.
- 5.4.1.2. It is observed that, the cost of “Select Employees” of AAI deputed at CCSIA are being reimbursed to AAI by the Airport Operator on monthly basis and therefore included under the Manpower expenses claimed by the Airport Operator. It is pertinent to note here that, as per Clause 6.5 read with Clause 28.4.3 of the Concession Agreement entered into between AAI and Airport Operator, the cost of “Select Employees” (deputed employees) of AAI have been considered to be eligible for pass-through in the determination of Aeronautical charges. Based on the same, the cost of deputed employees of AAI claimed by the Airport Operator is considered to be an allowable expense, as per the Study.
- 5.4.1.3. However, as already mentioned in paragraph 5.3.3.4 above, such costs have been considered as entirely Aeronautical expenses by the Airport Operator which the Study proposes to reallocate in the Employee Head Count ratio of AAI employees (99:1), thereby resulting in a downward adjustment of ₹ 0.10 Crores.
- 5.4.1.4. In respect of employees of the Airport Operator, as already mentioned in paragraph 5.3.3.11 above, proportionate total manpower expenses for 40 employees have been derived as ₹ 5.87 Crores as against ₹ 8.24 crores (for 56 employees) submitted by AO.
- 5.4.1.5. Further, it is observed that the total manpower expenses of the employees of Airport Operator have been allocated on the Total Employee Head Count ratio of 97:3 derived by the Airport Operator as per Table 32 above. However, it is proposed as per the Study to allocate the revised total manpower expenses of the Airport Operator (₹ 5.87 Crores for 40 employees) based on the revised Employee Head Count ratio of 84:16 determined as per Table 34. The impact of such difference is downward adjustment of ₹ 3.07 Crores.
- 5.4.1.6. The details of the total impact of revision in Aeronautical Manpower expenses amounting to ₹ 3.17 Crores are shown in the table below:

Table 36: Impact of revision in Aeronautical Manpower expenses of the Airport Operator

Particulars	Manpower expenses – Select Employees of AAI			Manpower expenses – Airport Operator’s employees		Total
	Classification	Allocation	Manpower Expenses (₹ in Crores)	EHCR	Manpower Expenses (₹ in Crores)	Manpower Expenses (₹ in Crores)
As per AO (A)	Aeronautical	100%	10.32	97%	8.00	18.32
Revision as per the Study (refer Table 34) (B)	Common	99%	10.22	84%*	4.93	15.15
Downward adjustment (₹ in Crores) (C = A – B)			0.10		3.07	3.17

* 84% on revised manpower expenses of ₹ 5.87 Crores

5.4.2. Utility expenses

5.4.2.1. It is observed that the Utility expenses include ₹ 0.35 Crores towards Diesel for Generator & Water charges and ₹ 3.05 Crores towards Electricity charges (net of recoveries) totalling to ₹ 3.40 Crores. However, as already mentioned in paragraph 5.3.4.1 above, it is proposed to consider 1% of the net Utility expenses as costs towards other common areas, thereby resulting in a downward adjustment of ₹ 0.03 Crores. The details of the same are shown in the table below:

Table 37: Impact of revision in Aeronautical Utility expenses of the Airport Operator

Particulars	Amount (₹ in Crores)
Diesel for Generator and Water charges (A)	0.35
Electricity charges	3.62
Less: Recoveries	(0.57)
Net Electricity charges (B)	3.05
Total Utility expenses (C = A+B)	3.40
Downward adjustment towards common areas (D = 1% of C)	0.03

5.4.3. Corporate Allocation Cost

5.4.3.1. It is observed that the Aeronautical Corporate Allocation Cost of ₹ 5.81 Crores has been incurred by the Airport Operator towards Corporate Support Services received from the Holding Companies, namely, Adani Enterprises Limited (AEL) and Adani Airports Holding Limited (AAHL) for the period from Post-COD till March 31, 2021. This cost includes ₹ 1.09 Crores towards Administrative cost and ₹ 4.72 Crores towards Salaries / Personnel cost.

5.4.3.2. Further it is observed that, AEL provides various strategic functions/activities like corporate finance, legal, central procurement, green initiative, ESG, Information technology, human resource management, etc., and also includes various leadership functions. AAHL through its corporate structure, provides expertise and specialist domain knowledge in Airports Operation, Airside Management, Master Planning, Designing, Airport Development, Airport Regulatory, Hospitality, Customer management, Cargo Development and management, Airline Marketing, Non-Aeronautical etc.

5.4.3.3. AEL and AAHL incur costs at the corporate level to provide these services and support to various Group Companies (including Airports) and Airport companies. These costs (except shareholders services and non-Aeronautical services) are recovered by AEL and AAHL through a pre-determined, appropriate allocation method.

5.4.3.4. Similar Corporate Cost allocation process is used by other private airport operators’ holding entities, such as GMR Infrastructure Limited (GIL) and GMR Airports Limited (GAL), which provide corporate administration services to DIAL and GHIAL, and their costs are allocated

based on suitable drivers. The AAI also allocates its Central Head Quarters (CHQ) / Regional Head Quarters (RHQ) costs to various airports based on appropriate drivers.

- 5.4.3.5. In respect of CCSIA for the FY 2020-21, being the first year of operations post-COD (i.e., approximately 5 months) the Airport Operator has submitted that the Corporate Cost is allocated based on the ratio of revenue earned by each airport to the total revenues. This practice is in line with the methodology followed by AAI for the allocation of CHQ / RHQ costs to its airports and accordingly is the Study considers the same to be appropriate.
- 5.4.3.6. On further examination of the Corporate cost, it is observed that the same has been allocated on Initial RAB ratio (96.67:3.33) by the Airport Operator. However, as already mentioned in paragraph 5.4.3.1 above, the major portion of this cost is made up of Salaries / Personnel costs and hence, it is proposed to reallocate it on the basis of revised Total Employee Head Count Ratio of 97:3 as determined in Table 34. The impact of such difference is an increase of ₹ (0.02) Crores as shown in the table below:

Table 38: Impact of revision in Corporate Allocation Cost of the Airport Operator

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
As per AO (A)	Common	Initial RAB	96.67%	5.81
Revision as per the Study (refer Table 34 (B))	Common	EHCR	97%	5.83
Increase (₹ in Crores) (C = A – B)				(0.02)

- 5.4.3.7. Further, it is noted that the Corporate Allocation Cost claimed by the Airport Operator includes an amount of ₹ 0.39 Crores allocated towards In-house Legal department, which is in addition to the cost of 2 employees of Legal department, already considered under the manpower expenses of the Airport Operator (refer Table 34) and is not justified. Hence, the Study proposes to exclude ₹ 0.39 Crores from the Corporate Allocation cost submitted by the AO (refer Chapter 7 for rationalisation of expenses).

5.4.4. Administrative expenses

- 5.4.4.1. The Airport Operator has submitted Aeronautical expenses of ₹ 3.64 Crores incurred towards AOCC services, Facility Management Services (FMS), Outsourced contractor charges for IT infrastructure, Professional charges paid to consultants and auditors, Travelling and other admin expenses, Processing fees for procuring licenses, etc and the same has been allocated on the basis of Initial RAB ratio of 96.67:3.33.
- 5.4.4.2. However, it is observed that certain expenses such as Processing fees for procuring licences, membership etc relate to the entire airport premises, Facility management, Safety consumables etc, relate to the Terminal Building and certain others such as Employee travel & conveyance, etc are relatable to the employees.
- 5.4.4.3. Hence, it is proposed to reallocate the same on the basis of Gross Fixed Asset ratio (98.19:1.81) / revised Total Employee Head Count Ratio (97:3) / revised Terminal Building ratio (92.5:7.5) depending upon the nature of expenses and also consider AOCC services as Aeronautical, in line with the ratio allocation followed for AAI up to COD. The impact of such reallocation is an increase of ₹ (0.01) Crores and details of the same are shown in the table below:

Table 39: Impact of revision in Aeronautical Administrative expenses of the Airport Operator

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
As per AO				
AOCC services	Common	Initial RAB ratio	96.67%	0.94
Facility Management Services (FMS)				0.23
Outsourced contract charges for IT infrastructure				0.30
Employee travel & conveyance and vehicles for other officials				0.35
Processing fees for APAO Core membership, API membership, Fees for Aerodrome license, Designing & development of websites, etc				0.45
Fire & Safety expenses such as Safety consumables, walky-talky rental, etc				0.23
Professional fees paid to consultants & auditors, Printing & stationery, Postage & xerox, books & periodicals and various other admin expenses.				1.14
Total – as per AO (A)				
Revision as per the Study				
AOCC services	Aeronautical	-	100%	0.98
Facility Management Services (FMS)	Common	Revised Terminal Building ratio	92.50%	0.22
Outsourced contract charges for IT infrastructure	Common	Revised Terminal Building ratio	92.50%	0.28
Employee travel & conveyance and vehicles for other officials	Common	Total Employee Head Count ratio	97%	0.35
Processing fees for APAO Core membership, API membership, Fees for Aerodrome license, Designing & development of websites, etc	Common	Gross Fixed Asset ratio	98.19%	0.46
Fire & Safety expenses such as Safety consumables, walky-talky rental, etc	Common	Revised Terminal Building ratio	92.50%	0.22
Professional fees paid to consultants & auditors, Printing & stationery, Postage & xerox, books & periodicals and various other admin expenses.	Common	Total Employee Head Count ratio	97%	1.15
Total – as per the Study (B)				3.65
Increase (₹ in Crores) (C = A-B)				(0.01)

5.4.5. Repairs & Maintenance expenses

- 5.4.5.1. The Airport Operator has incurred an amount of ₹ 5.30 Crores towards Aeronautical Repairs & Maintenance includes maintenance of various assets such as Constant Current Regulators, Security machines i.e., XBIS / ETD, Airfield lighting system & Power supply system, Electrical & Mechanical installations of Terminal Buildings, Central Airconditioning system of Terminal Buildings, Baggage Conveyors, Water coolers / water purifiers, Water treatment plant and AC plant, Civil works at Terminal Buildings / ancillary buildings, Civil works at CISF barracks / Admin building, Painting of runway and Apron marking, etc.
- 5.4.5.2. It is observed that this amount has been derived based on Terminal Building ratio of (94.86:5.14) assigned by the Airport Operator. However, as determined in paragraph 5.3.1 of this Study, the

Terminal Building ratio has been revised to 92.5:7.5 and hence, it is proposed to reallocate the Repair & Maintenance expenses based on the revised Terminal Building ratio (92.5:7.5).

- 5.4.5.3. However, for certain maintenance expenses such as Constant Current Regulators, Airfield lighting system & Power supply system, Painting of runway and Apron marking, Security machines i.e., XBIS / ETD, Baggage Conveyors, etc it is proposed to be considered as Aeronautical. The impact of such difference is an adjustment i.e., increase of ₹ (0.05) Crores as shown in the table below:

Table 40: Impact of revision in Aeronautical Repairs & Maintenance expenses of the Airport Operator

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
As per AO				
Constant Current Regulators (i.e., electrical supply equipment for Airfield Lighting)	Common	Terminal Building ratio	94.86%	0.59
Security machines such as XBIS, ETD				0.44
Airfield Lighting system and Power supply systems				0.43
AMC for Civil works in Terminal Buildings, ancillary buildings, power house, CISF barracks, Admin block etc				0.43
Central Airconditioning system of Terminal Buildings, Water coolers and water purifiers, Water treatment plant at Terminal Building etc				0.34
Electrical & Mechanical installations of Terminal Buildings				0.45
Baggage Handling system				0.50
Electrical & mechanical installation of STP plant and maintenance of Firefighting / Alarm system				0.36
AMC for Operational area, ATC building including boundary wall, drains etc				0.22
Hand baggage and passenger baggage machines				0.18
Painting of Runway and Apron marking				0.17
Airfield Ground Lighting spares				0.14
Civil works relating to Road marking, Canopy painting, Tactile flooring, Glass works, etc				0.13
Various other maintenance contracts				0.92
Total – as per AO (A)				
Revision as per the Study				
Constant Current Regulators (i.e., electrical supply equipment for Airfield Lighting)	Aeronautical	-	100%	0.62
Security machines such as XBIS, ETD	Aeronautical	-	100%	0.46
Airfield Lighting system and Power supply systems	Aeronautical	-	100%	0.45
AMC for Civil works in Terminal Buildings, ancillary buildings, power house, CISF barracks, Admin block etc	Common	Revised Terminal Building ratio	92.50%	0.42
Central Airconditioning system of	Common	Revised	92.50%	0.33

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
Terminal Buildings, Water coolers and water purifiers, Water treatment plant at Terminal Building etc		Terminal Building ratio		
Electrical & Mechanical installations of Terminal Buildings	Common	Revised Terminal Building ratio	92.50%	0.44
Baggage Handling system	Aeronautical	-	100%	0.53
Electrical & mechanical installation of STP plant and maintenance of Firefighting / Alarm system	Common	Revised Terminal Building ratio	92.50%	0.35
AMC for Operational area, ATC building including boundary wall, drains etc	Common	Revised Terminal Building ratio	92.50%	0.22
Hand baggage and passenger baggage machines	Aeronautical	-	100%	0.19
Painting of Runway and Apron marking	Aeronautical	-	100%	0.18
Airfield Ground Lighting spares	Aeronautical	-	100%	0.15
Civil works relating to Road marking, Canopy painting, Tactile flooring, Glass works, etc	Common	Revised Terminal Building ratio	92.50%	0.12
Various other maintenance contracts	Common	Revised Terminal Building ratio	92.50%	0.89
Total – as per the Study (B)				5.35
Increase (₹ in Crores) (C = A-B)				(0.05)

5.4.6. Other Operating expenses

5.4.6.1. It is observed that the Other Operating expenses totalling to ₹ 4.12 Crores include amount incurred towards Mechanised Environmental Support Services (MESS) for upkeep and maintenance of Terminal Building, Environment Support Services (ESS) of ancillary buildings and paved area, support security services for passenger & vehicular management, outsourced manpower for Cargo operations, pest control, providing bio-medical waste management, facility management relating to supply of hand sanitizer, disposable items, safety jackets, etc and the same has been allocated on Terminal Building ratio (94.86:5.14) by the Airport Operator.

5.4.6.2. However, as per the Study, the Terminal Building ratio has been revised to 92.5:7.5 as determined in paragraph 5.3.1 above and hence, it is proposed to reallocate the Other Operating expenses based on the revised Terminal Building ratio (92.5:7.5) except for Outsourced manpower cost for Cargo operations which is proposed to be considered as Aeronautical. The impact of such difference is downward adjustment of ₹ 0.04 Crores as shown in the table below:

Table 41: Impact of revision in Aeronautical Other Operating expenses of the Airport Operator

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
As per AO				
Upkeep and maintenance of Terminal Building Complex				1.79
Environmental Support services of ancillary buildings and paved area				0.26

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
Outsourced manpower for Cargo operations	Common	Terminal Building ratio	94.86%	0.40
Support security services				0.47
Support services for Person with reduced mobility, baggage handlers and 24*7 passenger support assistant				0.38
Providing Biomedical waste management at CCSI Airport, Facility management relating to supply of hand sanitizer, Sanitizer Stand, Disposables items, Safety Jacket,				0.36
Providing & Installation of water proof tent & other facilities for facilitation passengers arriving / Pest control / PE kits, mask, face shield, gloves etc				0.18
Various other support services				0.28
Total – as per AO (A)				
Revision as per the Study				
Upkeep and maintenance of Terminal Building Complex	Common	Revised Terminal Building ratio	92.50%	1.74
Environmental Support services of ancillary buildings and paved area	Common	Revised Terminal Building ratio	92.50%	0.25
Outsourced manpower for Cargo operations	Aeronautical	--	100%	0.42
Support security services	Common	Revised Terminal Building ratio	92.50%	0.43
Support services for Person with reduced mobility, baggage handlers and 24*7 passenger support assistant	Aeronautical	-	100%	0.40
Providing Biomedical waste management at CCSI Airport, Facility management relating to supply of hand sanitizer, Sanitizer Stand, Disposables items, Safety Jacket,	Common	Revised Terminal Building ratio	92.50%	0.33
Providing & Installation of water proof tent & other facilities for facilitation passengers arriving / Pest control / PE kits, mask, face shield, gloves etc	Common	Revised Terminal Building ratio	92.50%	0.17
Various other support services	Common	Revised Terminal Building ratio	92.50%	0.34
Total – as per the Study (B)				4.08
Downward adjustment (₹ in Crores) (C = A – B)				0.04

5.4.6.3. Further, it can be seen from table above that, an amount of ₹ 0.47 Crores is shown as support security services which the Airport Operator has claimed towards security services for handling the passenger and vehicular movement. However, this amount appears to be redundant since the Airport Operator has submitted Aeronautical Security expenses of ₹ 1.59 Crores separately in their true up submission which contains similar services provided by the same outsourced vendor. Hence, it is proposed not to allow this amount as per the Study (refer Chapter 7 for rationalisation of expenses).

5.4.7. Reallocation of the remaining expenses of the AO, namely, Rates & taxes, IT expenses, Security expenses, Insurance and Bank charges

- 5.4.7.1. It is noted that the Aeronautical expenses towards Rates & taxes amounting to ₹ 0.75 Crores has been allocated using the Terminal Building ratio of 94.86:5.14 by the Airport Operator. However, it is proposed to reallocate the Rates & taxes based on the Gross Fixed Assets ratio of 98.19:1.81 (as mentioned in paragraph 5.3.2.1). The impact of such difference is increase in the expense by ₹ 0.02 Crores as shown in Table 42 below.
- 5.4.7.2. Further it is observed that the expenses incurred towards IT amounting to ₹ 0.57 Crores have been allocated on Initial RAB ratio (96.67:3.33) by the Airport Operator. However, it is proposed to reallocate the IT expenses based on the Terminal Building ratio (92.5:7.5) and in line with other similar airports. The impact of such difference downward adjustment of ₹ 0.03 Crores as shown in Table 42 below.
- 5.4.7.3. In respect of Security expenses and Insurance, it is noted that the AO has allocated both on Initial RAB ratio (96.67:3.33). However, it is proposed to reallocate both the expenses on Gross Fixed Assets ratio of 98.19:1.81 (as mentioned in paragraph 5.3.2.1) based on the nature of expense and in line with other similar airports. The cumulative impact of such difference for both the aforementioned expenses is an increase of ₹ (0.03) Crores as shown in Table 42 below.
- 5.4.7.4. It is observed that the AO has considered Bank charges as entirely Aeronautical. However, the Study proposes to consider the same as Common and reallocate it on Gross Fixed Assets ratio of 98.19:1.81 (as mentioned in paragraph 5.3.2.1) based on the nature of expense and in line with other similar airports. The impact of such difference is downward adjustment of ₹ 0.02 Crores as shown in Table 42 below.
- 5.4.7.5. The impact of difference for the aforementioned expenses is shown in the table below:

Table 42: Impact of revision in Rates & taxes, IT expenses, Security, Insurance and Bank charges of the Airport Operator

Particulars	Classification	Allocation	Allocation ratio	Aeronautical expenses (₹ in Crores)
As per AO				
Rates & taxes	Common	Terminal Building	94.86%	0.75
IT expenses	Common	Initial RAB	96.67%	0.57
Security expenses	Common	Initial RAB	96.67%	1.59
Insurance	Common	Initial RAB	96.67%	0.40
Bank charges	Aeronautical	-	100%	0.65
Total – as per AO (A)				3.96
Revision as per the Study				
Rates & taxes	Common	Gross Fixed Assets	98.19%	0.77
IT expenses	Common	Terminal Building	92.5%	0.54
Security expenses	Common	Gross Fixed Assets	98.19%	1.61
Insurance	Common	Gross Fixed Assets	98.19%	0.41
Bank charges	Common	Gross Fixed Assets	98.19%	0.63
Total – as per the Study (B)				3.96
Downward adjustment / Increase (₹ in Crores) (C = A – B)				0.00

- 5.4.8. The total impact for the Airport Operator on Aeronautical O&M expenses as a result of the proposed reallocation is summarised below:

Table 43: Impact of proposed reallocation of Airport Operator's Aeronautical O&M expenses as per Study

(₹ in Crores)

Particulars	FY 2020-21*
Manpower expenses – AAI employees (refer Table 36)	0.10
Manpower expenses – Airport Operator's employees (refer Table 36)	3.07
Utility expenses (refer Table 37)	0.03
IT expenses (refer Table 42)	0.03
Rates & taxes (refer Table 42)	(0.02)
Security expenses (refer Table 42)	(0.02)
Corporate Allocation Cost (refer Table 38)	(0.02)
Administrative expenses (refer Table 39)	(0.01)
Insurance (refer Table 42)	(0.01)
Repairs & Maintenance (refer Table 40)	(0.05)
Other Operating expenses (refer Table 41)	0.04
Bank charges (refer Table 42)	0.02
Total	3.16

* From November 2, 2020 to March 31, 2021

5.4.9. Based on the above adjustments and reclassification, the revised Aeronautical O&M expenses for the period from COD to March 31, 2021 as per the study is summarised in the table below:

Table 44: Aeronautical O&M expenses for the Airport Operator for the period from COD to March 31, 2021 as per the Study

(₹ in Crores)

Particulars	November 2, 2020 to March 31, 2021
Manpower expenses – AAI employees	10.22
Manpower employees – Airport Operator's employees	4.93
Utility expenses	3.38
IT expenses	0.54
Rates and Taxes	0.77
Security expenses	1.61
Corporate Allocation cost	5.83
Administration and General expenses	3.65
Insurance expenses	0.41
Repairs & Maintenance expenses	5.35
Other Operating expenses	4.08
Bank charges	0.63
Total	41.39

5.5. Summary

5.5.1. As per the submission of the Airport Operator the total Aeronautical O&M expenses for the period from COD to March 31, 2021 was ₹ 44.55 Crores (refer Table 3).

5.5.2. Based on the reallocation of the O&M expenses, the downward adjustment in the Aeronautical O&M expenses for the aforesaid period is ₹ 3.16 Crores (refer Table 43) and the reallocated Aeronautical O&M expenses (prior to rationalisation) for the period from COD to March 31, 2021 has been determined as ₹ 41.39 Crores (refer Table 44).

6. INTERNAL BENCHMARKING

6.1. Background

6.1.1. The Internal Benchmarking of CCSIA's O&M expenses involves analysis of trends in the Aeronautical O&M expenses:

- For the period from FY 2011-12 to FY 2019-20 (CAGR comparison of Major O&M expenses for the First Control Period with Second Control Period up to FY 2019-20 i.e., Pre-Covid year) based on AAI's True up submission and correlation of each of the Major O&M expenses with Passenger traffic and ATM during the same period.
- FY 2020-21 has been excluded from this CAGR analysis, since the airport operations and passenger traffic and ATM were significantly impacted by COVID-19 pandemic and the change of CCSIA's management from AAI to the Airport Operator resulted in transition costs affecting trends in O&M expenses. However, FY 2020-21 data has been included in certain tables and charts in this Chapter for the purpose of complete presentation of information.

6.2. Trend analysis of Major Aeronautical O&M expenses as per Study

6.2.1. The trend analysis of CAGR of Major O&M expenses, namely, Employee benefit expenses, Administrative expenses, Operating expenses and Repairs & Maintenance for the period FY 2011-12 to 2015-16 (i.e., First Control period) as compared with FY 2016-17 to FY 2019-20 (i.e., Second Control period without considering Covid year i.e., FY 2020-21) in correlation with per PAX and per ATM for the same period has been presented in the tables and corresponding charts below:

Table 45: CAGR of Passenger Traffic, ATM and Major O&M expenses

(₹ in Crores)

Major O&M expenses	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	CAGR (5 years)	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	CAGR (4 years)	FY 2020-21
Employee benefit	21.10	27.20	26.70	31.40	28.20	7.52%	23.59	30.40	39.37	33.42	12.31%	38.75
Administrative and other expenses	7.70	7.40	7.40	12.40	17.60	22.96%	57.91	65.87	60.71	74.82	8.92%	54.62
Utility (Operating) expenses	3.00	5.70	7.70	8.60	8.20	28.58%	9.80	11.32	11.24	14.73	14.55%	10.93
Repairs & Maintenance	5.00	6.50	5.00	5.90	5.50	2.41%	11.03	15.43	19.38	17.99	17.71%	23.01
TOTAL	36.80	46.80	46.80	58.30	59.50	12.76%	102.33	123.02	130.70	140.96	11.27%	127.31
Traffic (MPPA)	2.02	2.02	2.31	2.54	3.24	12.57%	3.97	4.75	5.53	5.43	11.04%	2.44
ATM ('000)	18.55	18.40	19.68	19.75	27.32	10.16%	29.36	36.41	41.75	38.49	9.45%	22.95
Major O&M expenses per PAX	183.08	231.68	202.60	229.53	183.64	-	257.83	258.83	236.23	259.41	-	521.54
Major O&M expenses per ATM	19838.27	25441.70	23778.07	29520.48	21781.31	-	34858.29	33784.64	31303.89	36617.43	-	55,463.10

Note: Expense classifications of the Airport Operator have been re-grouped in line with the AAI's groupings for the purposes of comparison

Figure 6: CAGR of Major O&M expenses for the periods FY 2011-12 to FY 2015-16 and FY 2016-17 to FY 2019-20

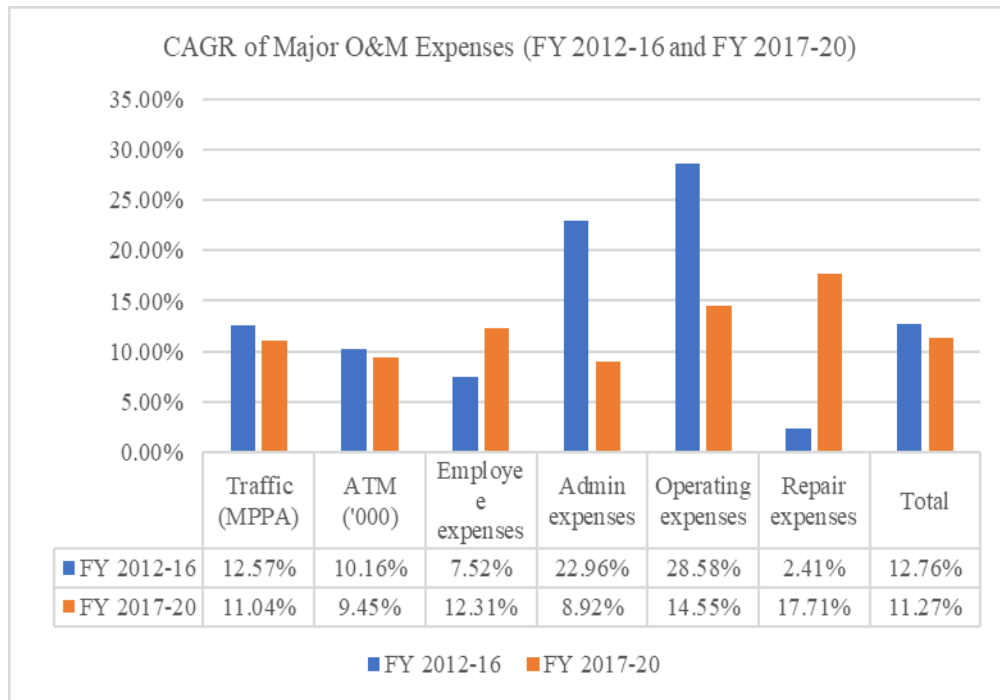


Figure 7: Analysis of Major O&M expenses per PAX FY 2011-12 to FY 2019-20

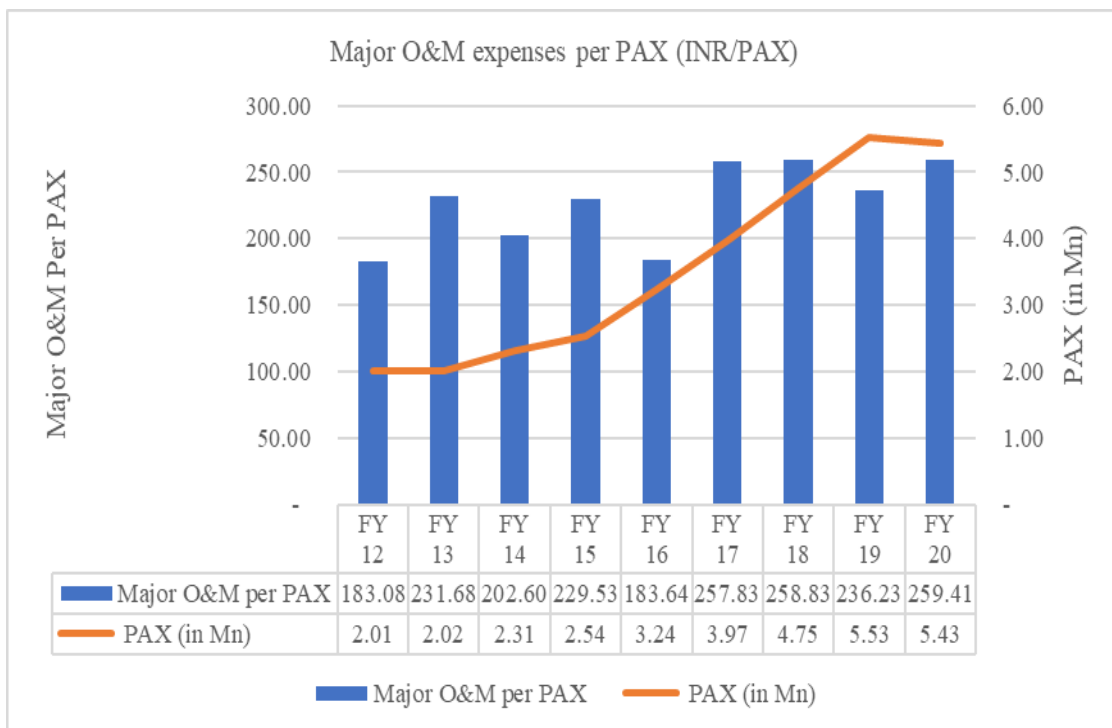
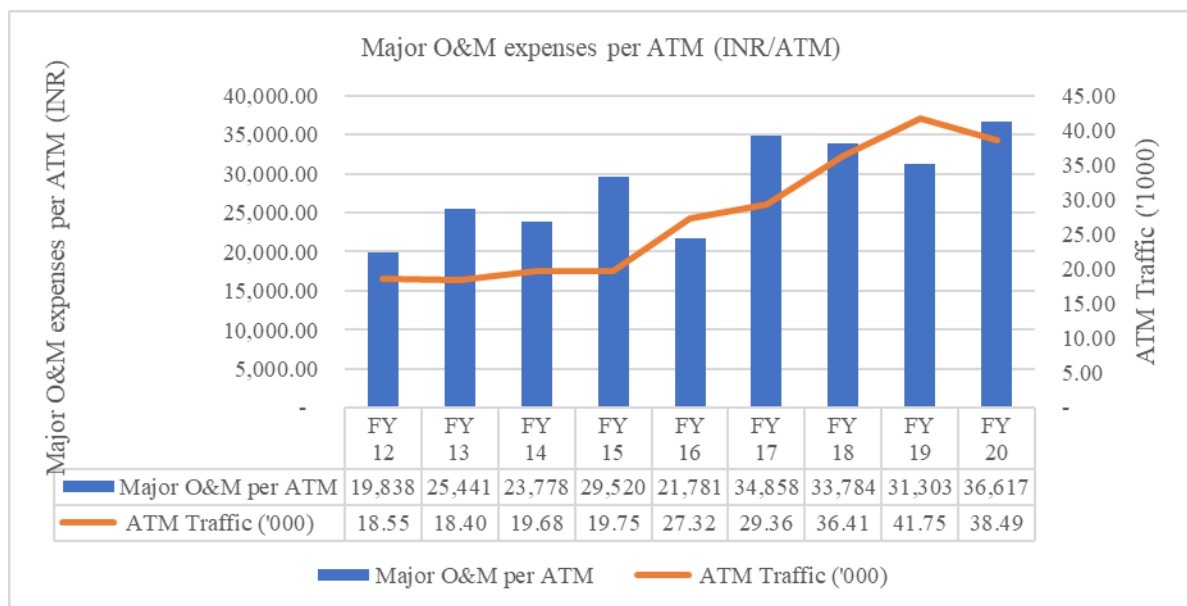


Figure 8: Analysis of Major O&M expenses per ATM FY 2011-12 to FY 2019-20

- 6.2.2. It can be observed from Table 45, Figure 6, Figure 7 and Figure 8 above that, in general the CAGR of Major O&M expenses grew at a rate higher than the respective growth in Traffic of PAX and ATM, for both the First and Second Control Periods. Further, it is observed that the CAGR of Second Control Period (11.27%) is only slightly lower than the CAGR of First Control Period (12.76%).
- 6.2.3. In respect of the First Control Period, i.e., from FY 2011-12 to FY 2015-16, O&M expenses grew at a higher CAGR of 12.76% in comparison with PAX growth of 12.57% and ATM growth of 10.16% during the same period (refer Table 45).
- 6.2.4. In respect of the Second Control Period i.e., from FY 2016-17 to FY 2019-20 (excluding COVID year 2020-21), major O&M expenses grew at a higher CAGR of 11.27% in comparison with PAX growth of 11.04% and ATM growth of 9.45% during the same period (refer Table 45).
- 6.2.5. Further it can be seen that, the CAGR of Repairs & Maintenance expenses in the Second Control Period is significantly higher than the CAGR in the First Control Period.
- 6.2.6. It is also noted that the Passenger Traffic and ATM for FY 2019-20 (prior to the COVID-19 pandemic) decreased year-on-year only marginally by (approx.) 2% and 8% respectively. Based on discussions with the management of the Airport Operator, it was noted that the reasons for the decrease are (i) termination of Jet Airways' operations and resultant vacant slots and (ii) impact of COVID-19 Pandemic towards the end of the FY 2019-20.
- 6.2.7. The major O&M expenses per PAX and per ATM have increased significantly in FY 2020-21, primarily due to fixed expenses, such as Employee benefit, Operating expenses and Administrative and other expenses not decreasing in line with the significant decrease in air traffic on account COVID-19 restrictions. There has been an increase in Administrative and other expenses on account of new recruitment of local Airport management team, and expenses such as audit fees and corporate administration expenses being incurred directly by CCSIA.

6.3. Inflation-adjusted analysis of Major O&M expenses as per Study

- 6.3.1. The actual CAGR of the major components of Aeronautical O&M expenses, including on a per PAX and per ATM-basis, for the period from FY 2016-17 to FY 2019-20 (as per Table 45) have also been compared with the Wholesale Price Index (WPI)-based inflation adjusted expenses, which is presented in the table below. While FY 2016-17 has been considered as the base year, the

actual expenses for years from FY 2017-18 to FY 2019-20 (as per Table 45) have been adjusted downward by the WPI inflation factor to reflect the real increase in the expenses. Other outflows /expenses have been excluded for this analysis.

Table 46: Analysis of WPI Inflation-adjusted Major O&M expenses

(₹ in Crores)

Major O&M expenses	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total	CAGR
WPI*	100	102.96	107.35	109.14		
Employee benefit expenses	23.59	29.53	36.67	30.62	120.41	9.08%
Administrative and other expenses	57.91	63.98	56.55	68.55	246.99	5.79%
Utility (Operating) expenses	9.92	10.99	10.47	13.50	44.88	10.81%
Repairs & Maintenance	11.03	14.99	18.05	16.48	60.55	14.33%
Per PAX						
Employee benefit expenses	59.44	62.12	66.29	56.35	244.19	-1.76%
Administrative and other expenses	145.91	134.60	102.21	126.16	508.89	-4.73%
Utility (Operating) expenses	24.99	23.13	18.92	24.84	91.89	-0.21%
Repairs & Maintenance	27.79	31.53	32.63	30.34	122.29	2.96%
Per ATM						
Employee benefit expenses	8,035.84	8,108.65	8,783.87	7,953.64	32,882.00	-0.34%
Administrative and other expenses	19,726.80	17,569.63	13,545.06	17,809.05	68,650.54	-3.35%
Utility (Operating) expenses	3,379.21	3,019.41	2,507.77	3,506.11	12,412.49	1.24%
Repairs & Maintenance	3,757.32	4,115.67	4,323.89	4,282.07	16,478.96	4.45%

* Source: Office of The Economic Adviser, Government of India (<https://eaindstry.nic.in>)

6.3.2. It is observed from the above table that there has been a significant increase in the inflation-adjusted Utility (Operating) expenses and Repairs & Maintenance expenses of 10.81% and 14.33%, respectively over 4-year period mainly due to increase in Electricity expenses and increased expenditure on certain Repairs & Maintenance costs relating to Terminal building and Other buildings, Civil Runways, Surveillance equipment, Computers, IT Hardware etc and amortisation of runway recarpeting expenses, during the period. On a per PAX basis, the corresponding growth has been 0.21% and 2.96%, respectively, and on a per ATM basis, the corresponding growth has been 1.24% and 4.45% respectively.

6.4. Proportion of Domestic and International Passenger Traffic

6.4.1. The profile of passenger traffic at CCSIA was also analysed as part of Internal Benchmarking as per this Study report. O&M expenses related to Domestic passenger movement such as utilities and maintenance costs, are generally lower, on account of lesser time spent at terminal building and passenger hold area, and higher gate utilisation. Comparatively, the International passenger movement involves relatively higher cost on account of longer time spent in terminal building and passenger hold area and lower gate capacity utilisation. Therefore, it is expected that the proportion of Domestic and International passengers would impact the trend in Operating expenses, which relate to costs of utilities and upkeep of the terminal building.

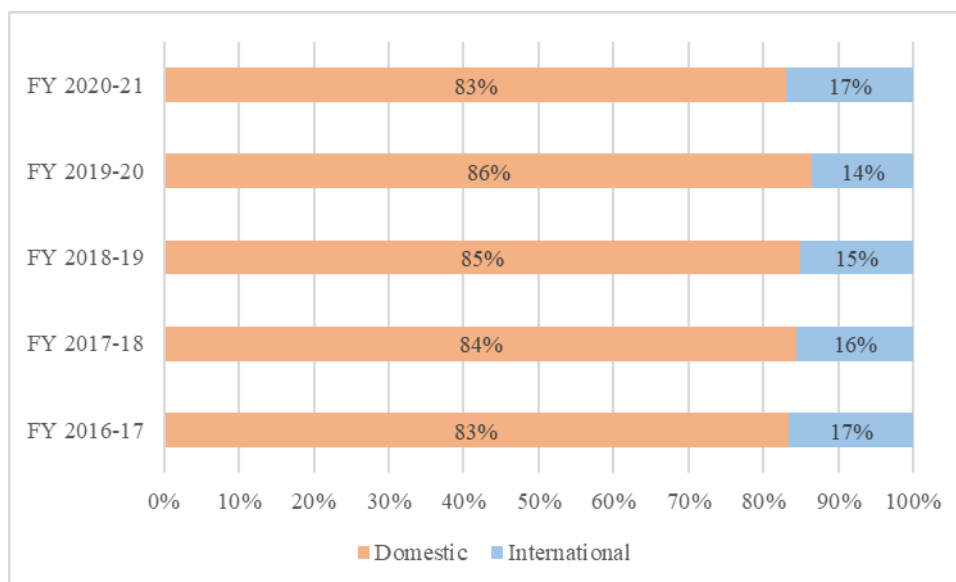
6.4.2. The proportion of Domestic and International passengers for the period from FY 2016-17 to FY 2020-21, along with the per PAX and per ATM inflation-adjusted Operating expenses are summarised in the table below:

Table 47: Proportion of Domestic and International passengers along with the per PAX and per ATM Aeronautical Operating expenses of CCSIA

Passenger profile	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
Domestic	83%	84%	85%	86%	83%
International	17%	16%	15%	14%	17%
Utility (Operating)	24.99	23.13	18.92	24.84	44.78

Passenger profile	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
expenses / PAX (₹, inflation adjusted)					
Utility (Operating) expenses / ATM (₹, inflation adjusted)	3379.21	3019.41	2507.77	3506.11	4761.70

Figure 9: Traffic Mix at CCSIA



6.4.3. It is observed that proportion of Domestic passengers has been on the higher side from FY 2016-17 but has increased only marginally i.e., from 83% in FY 2016-17 to 86% in FY 2019-20. However, the corresponding increase in inflation-adjusted per PAX and per ATM Utility (Operating) expenses during the period has only been 0.21% and 1.24%, respectively (refer Table 46) and this has been on account of increase in Electricity expenses during the period.

6.5. Summary of Internal Benchmarking

- 6.5.1. The four major components of O&M expenses, namely, Employee cost, Administrative expenses, Utility (Operating) expenses and Repairs & Maintenance expenses have grown at a higher CAGR than that of PAX and ATM traffic during the period FY 2011-12 to FY 2019-20.
- 6.5.2. Further, the CAGR of major O&M expenses during Second Control Period (from FY 2016-17 to FY 2019-20) i.e., 11.27% was only slightly lower than CAGR of 12.76% during the First Control Period (FY 2011-12 to FY 2015-16). However, it was observed that, the CAGR of Repairs & Maintenance expenses in the Second Control Period was significantly higher than the CAGR in the First Control Period.
- 6.5.3. In respect of Second Control Period i.e., for the period FY 2016-17 to 2019-20 (excluding FY 2020-21) the major O&M expenses grew at a higher CAGR of 11.27% in comparison with PAX growth of 11.04% and ATM growth of 9.45%
- 6.5.4. It is also observed from the inflation-adjusted analysis of O&M expenses that there has been a significant increase in the inflation-adjusted Utility (Operating) expenses and Repairs & Maintenance expenses of 10.81% and 14.33%, respectively over the 4-year period mainly due to increase in Electricity expenses and increased expenditure on various Repairs & maintenance costs, during the period.

- 6.5.5. The Study has determined that there is a need to rationalise and bring more efficiency by optimising the O&M expenses at CCSIA. Accordingly, it is proposed to rationalise Repairs & maintenance expenses so as to determine the efficient O&M expenses (refer Chapter 7 of this Study report for detailed analysis). It is also observed that the inflation-adjusted Utility (Operating) expenses are found to be on the higher side and this is mainly due to actual Electricity expenses incurred. Since the electricity charges are incurred as per the tariff finalised by third party utility vendors, there is no scope for rationalising the same.
- 6.5.6. It is proposed that the amount of ₹ 1.06 Crores paid towards interest and penalties to Government authorities as part of Utility (Operating) expenses by AAI shall not be considered for True up as per Authority's proposal vide paragraph 10.d.iii. in the Tariff Order No.37 / 2017-18 issued on February 16, 2018 for the Second Control Period.

7. RATIONALISATION OF AERONAUTICAL O&M EXPENSES

7.1. Background

- 7.1.1. Based on the Assessment of reasonableness of O&M expenses, Internal Benchmarking and External Benchmarking analysis discussed in Chapters 3, 6 and 8, it was observed that the O&M expenses for CCSIA during the Second Control Period (FY 2016-17 to FY 2020-21) are higher than normal operating efficiency levels, in respect of:
- CHQ/RHQ allocations of the corporate overheads included in Administrative and other expenses; and
 - Repairs & Maintenance expenses.
- 7.1.2. It is proposed to rationalise such expenses to determine the efficient Aeronautical O&M expenses for the period from FY 2016-17 to FY 2020-21.
- 7.1.3. It is also proposed not to allow the amount of ₹ 1.06 Crores paid by AAI towards interest and penalties to Government authorities as part of Utility (Operating) expenses during the Second Control Period.

7.2. Rationalisation of CHQ & RHQ allocation (included in Administrative and other expenses)

- 7.2.1. The basis for allocation of AAI's CHQ & RHQ expenses to CCSIA and other airports was reviewed and the following was noted:
- All expenses incurred by CHQ & RHQ (such as staff costs, Administrative and other expenses, Repairs & Maintenance, utilities, outsourcing expenses, etc.) is allocated to all AAI airports.
 - All the above-mentioned expenses, including Employee benefit expenses, are allocated in the ratio of revenues earned by each airport.
 - Expenses such as legal costs, interest and penalties are related to specific airports. However, these have also been allocated to the common pool and apportioned to all AAI airports.
- 7.2.2. Based on analysis of the major components of CHQ & RHQ expenses for the period from FY 2016-17 to FY 2019-20 submitted by AAI, the following expense allocation has been proposed as per Study:
- a) **Pay and Allowances**
- AAI has considered pay and allowances of Commercial department at CHQ & RHQ as Aeronautical expenses, whereas it is proposed to consider such expenses as Non-Aeronautical.
 - AAI has excluded pay and allowances of employees involved in ATM, CNS and Cargo departments at CHQ & RHQ while determining the allocation to the airport. However, costs of support services departments including HR, Finance, Civil, and Terminal Management (Housekeeping) were not excluded in the determination of such allocation.
 - CHQ & RHQ staff also provide services to Non-aeronautical activities, ATC and CNS cadres at respective airports for which appropriate adjustment was not carried out.

In order to give effect to the above re-allocation, it is proposed that 20% of CHQ & RHQ pay and

allowances be excluded towards adjustment for:

- i. Support services to ANS, Cargo and Commercial at CHQ, RHQ and Airports; and
- ii. Officials of Directorate and Commercial

It is proposed that the balance 80% of CHQ & RHQ pay and allowances be allocated to airports.

b) Administrative and other expenses

- AAI has incurred legal and arbitration costs at CHQ & RHQ, which have been allocated across all AAI airports instead of allocation to specific airports on a case-to-case basis.
- Further, AAI has paid interest and penalties to Government of India at CHQ & RHQ due to various lapses and delays, and allocated the same across all AAI airports instead of allocation to specific airports on a case-to-case basis.
- As per Section 13 of the AERA Act, 2008 and ICAO's principle of 'Cost-relatedness', it is determined that CHQ/ RHQ expenses being allocated to CCSIA on the basis of revenue results in large year-on-year variation in such expenses.

7.2.3. Accordingly, the revised allocation of CHQ & RHQ expenses to CCSIA is ₹ 199.21 Crores as compared to ₹ 257.44 Crores allocated by AAI and the same has been proposed by carrying-out the following rationalisation:

- (i) By excluding 20% of CHQ and RHQ pay and allowances towards adjustment for support services to ANS, Cargo, Commercial at CHQ & RHQ and Officials of Directorate and Commercial
- (ii) By excluding the allocated costs of legal and arbitration expenses and interest and penalties paid to Government of India by AAI at CHQ & RHQ and
- (iii) By considering the allocation of expenses only up to COD (i.e., for 7 months) as against the entire year considered by AAI for the FY 2020-21

Table 48: Adjustments for CHQ/ RHQ expenses allocation and Interest / Penalties paid to Government Authorities for the period from FY 2016-17 till COD

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Allocation of CHQ/ RHQ – Administrative and other expenses by AAI – A	52.47	55.77	50.47	65.10	33.63	257.44
Revised allocation of CHQ/ RHQ expenses as per Study – B	42.88	43.89	40.10	55.21	17.06	199.21
Amount not proposed to be considered as per Study – C = A - B	9.59	11.88	10.38	9.90	16.56	58.31
Interest / Penalties paid to Government Authorities by AAI						
Amount rationalized/ not proposed to be considered as per Study – D	-	-	-	1.05	0.01	1.06
Total Administrative expenses not proposed to be considered as per Study – C + D	9.59	11.88	10.38	10.95	16.57	59.37

* Up to the date of COD (November 2, 2020)

7.3. Rationalisation of Aeronautical Repairs & Maintenance expenses

7.3.1. It was observed that the Aeronautical Repairs & Maintenance expense claimed by AAI, excluding the amortisation of runway recarpeting expenses, was higher than 6% of the Opening RAB as approved in AERA tariff orders of other airports, in all the FYs of the Second Control Period except for FY 2016-17.

7.3.2. The impact of the above adjustment is summarised in the following table:

Table 49: Adjustment to Aeronautical Repairs & Maintenance expenses of AAI

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Total Aeronautical Repairs & Maintenance expenses (post reclassification in Chapter 4) <i>including</i> Amortisation of runway recarpeting expenses (refer Table 28) - (A)	10.61	14.10	17.24	16.74	16.19	74.88
Amortisation of Runway recarpeting expenses (B)	4.42	4.42	4.42	4.42	4.42	22.10
Net Aeronautical Repairs & Maintenance expenses (post reclassification in Chapter 4) <i>excluding</i> Amortisation of runway recarpeting expenses (C)	6.19	9.68	12.82	12.32	11.77	52.78
Opening RAB (as per Table 13 of <i>Asset Allocation Report</i>) (D)	151.73	177.42	173.72	200.20	207.46	
Repairs & Maintenance expenses calculated at 6% on Opening RAB (E)	9.10	10.65	10.42	12.01	7.26#	49.45
Amount proposed to be allowed as per Study (F = C or E whichever is lower)	6.19	9.68	10.42	12.01	7.26	45.56
Amount proposed not to be allowed as per Study (G) = (C – F)	0.00	0.00	2.40	0.31	4.51	7.22
Total Aeronautical Repairs & Maintenance expenses – post rationalization (H = A – G)	10.61	14.10	14.84	16.43	11.68	67.66

* Up to the date of COD (November 2, 2020)

Repairs and Maintenance expenses at 6% of RAB for FY 2020-21 has been derived proportionately for the period up to COD.

7.3.3. Based on the rationalisation proposed as above, the efficient Aeronautical O&M expenses of AAI as per Study is as follows:

Table 50: Efficient Aeronautical O&M expenses for AAI for the period from FY 2016-17 till COD after rationalisation as per Study

(₹ in Crores)

Aeronautical O&M expenses	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Reallocated O&M expenses of AAI as per Study (refer Table 28)						
Employee benefit expenses	22.23	28.52	37.17	31.45	18.17	137.54
Administrative and other expenses	57.66	65.52	60.17	74.24	37.46	295.05
Utilities (Operating) and other outsourcing expenses	8.23	9.30	9.22	12.47	6.28	45.50

Aeronautical O&M expenses	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21*	Total
Repairs & Maintenance (including amortisation of runway recarpeting expenses amounting to ₹ 4.42 Crores in each FY)	10.61	14.10	17.24	16.74	16.19	74.88
Other Outflows	(0.00)	0.76	1.59	1.04	0.07	3.46
Total	98.73	118.20	125.39	135.94	78.16	556.42
Amount proposed not to be allowed as per Study						
Employee benefit expenses	-	-	-	-	-	-
Administrative and other expenses (refer Table 48)	9.59	11.88	10.38	10.95	16.57	59.37
Utilities (Operating) and other outsourcing expenses	-	-	-	-	-	-
Repairs & Maintenance expenses (refer Table 49)	0.00	0.00	2.40	0.31	4.51	7.22
Other Outflows	-	-	-	-	-	-
Total	9.59	11.88	12.78	11.26	21.08	66.59
Efficient O&M expenses of AAI as per Study						
Employee benefit expenses	22.23	28.52	37.17	31.45	18.17	137.54
Administrative and other expenses	48.07	53.64	49.79	63.29	20.89	235.68
Utilities (Operating) and other outsourcing expenses	8.23	9.30	9.22	12.47	6.28	45.50
Repairs & Maintenance expenses	10.61	14.10	14.84	16.43	11.68	67.66
Other Outflows	(0.00)	0.76	1.59	1.04	0.07	3.46
Total	89.14	106.32	112.61	124.68	57.09	489.83

* Up to the date of COD (November 2, 2020)

7.4. Rationalisation of Corporate Allocation Cost of the Airport Operator

7.4.1. The Airport Operator has considered ₹ 0.39 Crores pertaining to In-house Legal department in the Corporate costs allocated to CCSIA, which is in addition to the salary cost of legal department's staff which has already been considered under the Manpower expenses of Airport Operator and is not justified. Hence the same is proposed to be excluded from Allowable Corporate Allocation Cost, as per the Study (refer 5.4.3.7).

The details of the Corporate Allocation Cost after rationalisation are shown in the table below:

Table 51: Adjustments to Aeronautical Corporate Allocation Cost of the Airport Operator

Particulars		(₹ in Crores) COD to March 31, 2021
Aeronautical Corporate Allocation Cost submitted by Airport Operator (refer Table 38)	A	5.81
Aeronautical Corporate Allocation Cost Post-reclassification as per the Study (refer Table 38)	B	5.83
Less: Cost of In-house legal team allocated to CCSIA	C	(0.39)
Aeronautical Corporate Allocation Cost – allowed as per the Study	D	5.44

Based on the above, the Study proposes to allow ₹ 5.44 Crores as Corporate Allocation Cost of the Airport Operator for the period from COD till March 31, 2021.

7.5. Rationalisation of Other Operating expenses submitted by the Airport Operator

7.5.1. It is observed as per the Study that an amount of ₹ 0.47 Crores claimed by the Airport Operator towards support security services for handling passenger and vehicular movement under the

aforementioned head is redundant since the cost of similar activities have been claimed separately under Aeronautical Security expenses of ₹ 1.59 Crores as part of true up submission.

7.5.2. On examination of the Aeronautical Security expenses of ₹ 1.59 Crores, it is noted that the same were incurred by the Airport Operator towards:

- (i) ILBHS (Inline Baggage Handling System) manpower services provided by AAICLAS (AAI Cargo Logistics and Allied Services, a subsidiary of AAI) amounting to ₹ 0.81 Crores wherein AAICLAS performed services such as multi-level X-ray screening of the baggage, interview of passenger for uncleared / suspect baggage, interaction with the Airport Operator and Bomb Detection teams for suspect baggage, etc and
- (ii) Outsourced security manpower services amounting to ₹ 0.78 Crores (outsourced contract awarded to a vendor, namely, Modern Veer Rays Security Force (India) Private Ltd) for handling the passenger movement, kerbside management, traffic marshalling, patrolling, emergency response etc, at the Airport.

7.5.3. Further examination of the supporting invoices provided by the Airport Operator for the expenses under each head (i.e., under Security expenses and Other Operating expenses) shows that the services are performed by the same vendor, namely, Modern Veer Rays Security Force (India) Private Ltd and the services and rates mentioned in the invoices are similar and also that, there is lack of clarity in differentiating between the exact description of the services rendered.

7.5.4. Considering that the outsourced contractor appears to be already performing similar activities and the corresponding cost is included under Aeronautical Security expenses of ₹ 0.78 Crores as shown in paragraph 7.5.2(ii) above, the amount of ₹ 0.47 Crores shown under Other Operating expenses is not justified.

7.5.5. Further, it is observed that this amount of ₹ 0.47 crores has been derived based on the ratio allocation of 94.86:5.14 (i.e., Terminal Building ratio assigned by the Airport Operator) and it is proposed to be revised based on the Terminal Building ratio of 92.5:7.5 determined as per the Study. Based on the same, it is proposed not to allow the amount of ₹ 0.43 Crores, as per the Study. The details of the same are shown in the table below:

Table 52: Adjustments to Aeronautical Other Operating expenses of the Airport Operator

(₹ in Crores)

Particulars		COD to March 31, 2021
Aeronautical Other Operating expenses submitted by Airport Operator – for 5 months (refer Table 41)	A	4.12
Aeronautical Other Operating expenses post-reclassification as per the Study – for 5 months (refer Table 41)	B	4.08
Less: Cost of support security services (not allowed as per the Study)	C	(0.43)
Aeronautical Other Operating expenses – allowed as per the Study	D	3.65

7.5.6. Based on the above, the Study proposes to allow ₹ 3.65 Crores as Other Operating expenses.

7.6. Rationalisation of Repairs & Maintenance expenses of Airport Operator

7.6.1. In respect of Repairs & Maintenance expenses, it is observed that the AO has submitted an amount of ₹ 5.30 Crores for the period from COD to March 31, 2021. However, the same has already been adjusted (increased) due to reclassification done in Chapter 5 above and post reclassification the revised amount of ₹ 5.35 Crores is compared with 6% of Opening RAB to arrive at the amount proposed to be allowed by the Study.

7.6.2. The post reclassification amount of Repairs & Maintenance expenses and its comparison with 6% of Opening RAB is summarised below:

Table 53: Aeronautical Repairs & Maintenance expenses and opening RAB of the Airport Operator

(₹ in Crores)

Particulars		COD to March 31, 2021
Aeronautical Repairs & Maintenance expenses submitted by Airport Operator – for 5 months (refer Table 40)	A	5.30
Aeronautical Repairs & Maintenance expenses post-reclassification as per the Study – for 5 months (refer Table 40)	B	5.35
Proportionate Repairs & Maintenance expenses for entire year, i.e., 12 months (B *12/5)	C	12.84
Opening RAB as on COD*	D	187.88
Proportionate Repairs & Maintenance as % of RAB (E= (C/D*100))	E	6.83%
Proportionate amount of 6% of Opening RAB for 5 months (D* 6%*(5/12))	F	4.70
Repairs & Maintenance expenses proposed to be allowed for the Airport Operator as per the Study	G	4.70
Amount proposed not to be considered as per the Study (H = B – G)	H	0.65

* As determined in paragraph 7.6, Table 25 of the *Asset Allocation Study report*

7.6.3. It is observed that the proportionate Repairs & Maintenance expenses of the Airport Operator as a percentage of RAB is higher than 6% of Opening RAB and hence the same has been rationalised as shown in Table 53 above. The amount proposed to allowed as per the Study is ₹ 4.70 Crores for the Airport Operator.

7.6.4. Based on the above proposed rationalisation for the Airport Operator, the efficient Aeronautical O&M expenses of the Airport Operator as per Study is as follows:

Table 54: Efficient Aeronautical O&M expenses of the Airport Operator for the period from COD to March 31, 2021 after rationalisation as per Study

(₹ in Crores)

Aeronautical O&M expenses	COD to March 31, 2021
Reallocated O&M expenses of AO (refer Table 44)	
Manpower expenses – AAI employees	10.22
Manpower employees – Airport Operator’s employees	4.93
Utility expenses	3.38
IT expenses	0.57
Rates and Taxes	0.73
Security expenses	1.61
Corporate Cost Allocation	5.83
Administration and General expenses	3.65
Insurance expenses	0.41
Repairs & Maintenance expenses	5.35
Other Operating expenses	4.08
Bank charges	0.64
Total	41.39
Amount proposed not to be allowed by the Study	
Manpower expenses	-
Utility expenses	-
IT expenses	-
Rates and Taxes	-
Security expenses	-

Aeronautical O&M expenses	COD to March 31, 2021
Corporate Cost Allocation (refer Table 51)	(0.39)
Administration and General expenses	-
Insurance expenses	-
Repairs & Maintenance expenses (refer Table 53)	(0.65)
Other Operating expenses (refer Table 52)	(0.43)
Bank charges	-
Total	1.47
Efficient O&M expenses of AO as per Study	
Manpower expenses – AAI employees	10.22
Manpower employees – Airport Operator’s employees	4.93
Utility expenses	3.38
IT expenses	0.54
Rates and Taxes	0.77
Security expenses	1.61
Allocation of Corporate expenses	5.44
Administration and General expenses	3.65
Insurance expenses	0.41
Repairs & Maintenance expenses	4.70
Other Operating expenses	3.65
Bank charges	0.63
Total	39.92

7.7. Summary

- 7.7.1. As per the submission of AAI the total Aeronautical O&M expenses for the period from FY 2016-17 to November 1, 2020 was ₹ 585.74 Crores (refer Table 2).
- 7.7.2. Based on the reallocation of the O&M expenses, the downward adjustment in the Aeronautical O&M expenses for the aforesaid period is ₹ 29.30 Crores (refer Table 27) and the reallocated Aeronautical O&M expenses for the period FY 2016-17 to November 1, 2020 has been determined as ₹ 556.42 Crores (refer Table 28).
- 7.7.3. Based on the Internal and External Benchmarking exercise, the Aeronautical O&M expenses was proposed to be rationalised. Pursuant to such rationalisation, the Aeronautical O&M expenses of AAI is proposed to be reduced by ₹ 66.59 Crores (refer Table 50).
- 7.7.4. As per the Study, the efficient Aeronautical O&M expenses for AAI for the period from FY 2016-17 to COD is ₹ 489.83 Crores (refer Table 50).
- 7.7.5. As per the submission of the Airport Operator the total Aeronautical O&M expenses for the period from COD to March 31, 2021 was ₹ 44.55 Crores (refer Table 3).
- 7.7.6. Based on the reallocation of the O&M expenses, the total downward adjustment in the Aeronautical O&M expenses for the aforesaid period is ₹ 3.16 Crores (refer Table 43) and the reallocated Aeronautical O&M expenses for the period from COD to March 31, 2021 has been determined as ₹ 41.39 Crores (refer Table 44).
- 7.7.7. As per the study it is observed for the Airport Operator that, Corporate Allocation cost includes expenses allocated towards legal department which is required to be excluded as per the relevant Clause of the Concession Agreement and hence, based on the same, there is a downward adjustment of ₹ 0.39 Crores (refer Table 51). The Other Operating expenses include redundant security services cost based on which, there is a downward adjustment of ₹ 0.43 Crores (refer Table 52). Further, the Repairs & Maintenance expenses as percentage of RAB are higher than the 6% of Opening RAB which have been rationalised with a downward adjustment of ₹ 0.65 Crores

(refer Table 53). Pursuant to such rationalisation, the Aeronautical O&M expenses of Airport Operator is proposed to be reduced by ₹ 1.47 Crores (refer Table 54).

- 7.7.8. Based on above proposal of the Study, the efficient Aeronautical O&M expenses for the Airport Operator for the period from COD to March 31, 2021 is ₹ 39.92 Crores (refer Table 54).

8. EXTERNAL BENCHMARKING

8.1. Background

8.1.1. The benchmarking of O&M expenses with similar airport or airports has been done to ascertain the reasonableness of the O&M expenses of CCSI (Lucknow Airport). It must be noted that, in general, benchmarking is a complex exercise on account of the variances in each airport caused by the following factors:

- Passenger traffic
- Passenger profile (i.e., Domestic vs. International; tourist, business and industrial visitors)
- Private sector ownership vs. Airports Authority of India (AAI) operated
- Extent of outsourcing of activities, such as ground, fuel and baggage handling
- Local labour conditions impacting minimum wages
- Age of the airport, and extent of automation and investment in IT systems
- Physical size of the airport, proximate city infrastructure, and availability of surplus land for Non-aeronautical activities
- Air-side infrastructure such as apron design and availability of aerobridges
- Weather conditions that can impact extent of air-conditioning and heating
- Usage of facilities by Defence forces and VIP movements

8.1.2. It has been determined that based on parameters such as passenger traffic, terminal building area, passenger mix, weather patterns and climate-induced operational parameters, Pune International Airport (Pune Airport), Patna International Airport (Patna Airport), Cochin International Airport (Cochin Airport), Kempegowda International Airport (Bengaluru Airport), Rajiv Gandhi International Airport (Hyderabad Airport), Chennai International Airport (Chennai Airport) and Biju Patnaik International Airport (Bhubaneswar Airport) are comparable to CCSIA (Lucknow Airport). Hence, the O&M expenses of CCSIA have been benchmarked against all the above-mentioned airports.

8.1.3. It was also observed that Varanasi Airport has certain similar configuration as described above CCSIA. However, there is insufficient comparable data for the period covered by this Study to include it as a comparable airport.

8.1.4. The benchmarking exercise has been performed only in respect of Major O&M expenses incurred during the period from FY 2016-17 to FY 2019-20. FY 2020-21 has been excluded from this analysis, since the airport operations, and passenger traffic and ATM were significantly impacted by COVID-19 pandemic and the change of CCSIA's management from AAI to the Airport Operator resulted in transition costs affecting trends in O&M expenses for that financial year. However, the figures of FY 2020-21 have been provided in certain tables in this Chapter for the purpose of complete presentation of information.

8.1.5. The following assumptions have been considered while carrying out External Benchmarking:

- Only major Aeronautical O&M expenses have been considered for benchmarking
- For CCSIA, major Aeronautical O&M expenses for four years, i.e., from FY 2016-17 to FY 2019-20, have been considered.
- For the other comparable airports, the actual major Aeronautical O&M expenses approved by AERA's Tariff Order No. 45/2021-22 (Pune Airport), No. 13/2019-20 (Patna Airport),

No. 08/ 2021-22 (Cochin Airport), No. 11/2021-22 (Bengaluru Airport), No. 12/2021-22 (Hyderabad Airport), No. 38/2021-22 (Chennai Airport) and No. 46/2018-19 (Bhubaneswar Airport) respectively for the period from FY 2016-17 to FY 2019-20 have been considered.

- Similar expenses have been grouped under the same O&M expense heads in order to make these airports comparable.

8.1.6. The metrics used for External Benchmarking are total PAX, ATM, Terminal Building Area, Aeronautical revenues and Average RAB.

8.2. Analysis of Major Aeronautical O&M expenses as per Study

8.2.1. Passenger traffic and traffic mix

8.2.1.1. The passenger traffic for the period from FY 2016-17 to FY 2020-21 for the comparable set of airports considered in this Study is summarised in the table below:

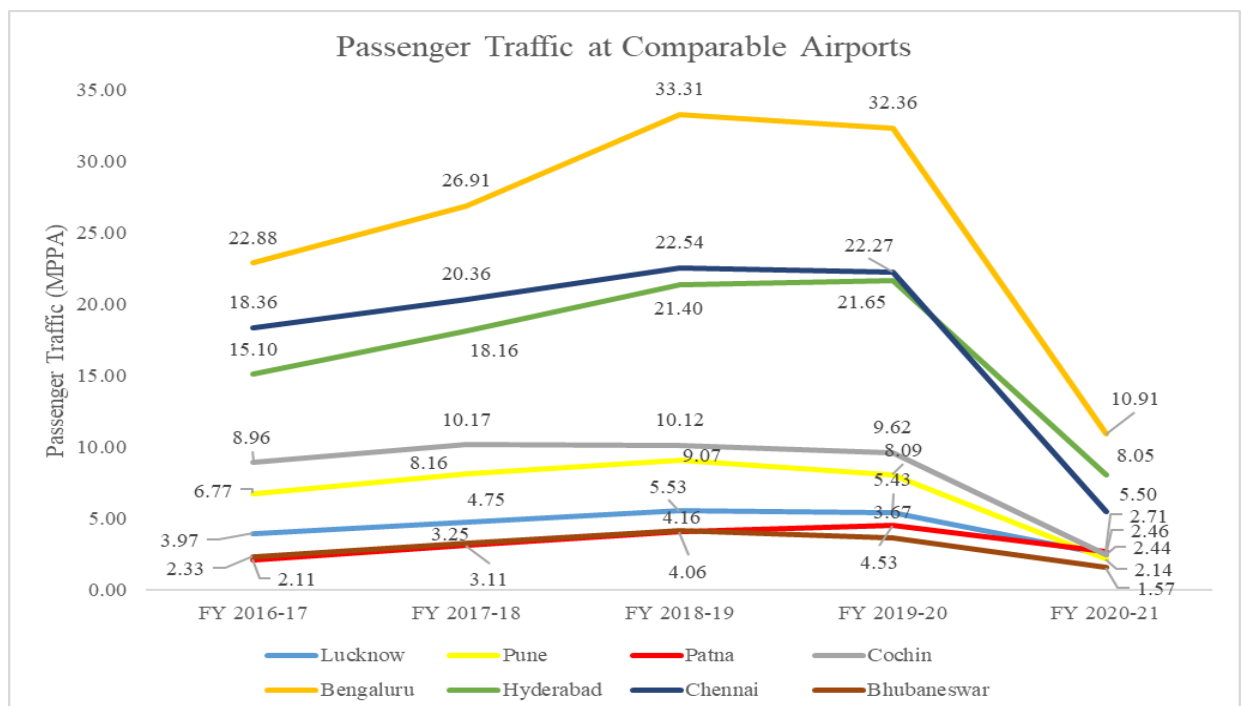
Table 55: Total Passenger traffic at comparable airports in India

Airports	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	CAGR (4 years up to FY 2019-20)*	FY 2020-21	Total (5 years)
Lucknow	3.97	4.75	5.53	5.43	11.0%	2.44	22.13
Pune	6.77	8.16	9.07	8.09	6.1%	2.14	30.84
Patna	2.11	3.11	4.06	4.53	28.9%	2.71	15.47
Cochin	8.96	10.17	10.12	9.62	2.4%	2.46	41.33
Bengaluru	22.88	26.91	33.31	32.36	12.2%	10.91	126.38
Hyderabad	15.10	18.16	21.40	21.65	12.8%	8.05	84.36
Chennai	18.36	20.36	22.54	22.27	6.6%	5.50	89.03
Bhubaneswar	2.33	3.25	4.16	3.67	16.3%	1.57	14.99

* CAGR has been calculated for the period from FY 2016-17 to FY 2019-20 (refer paragraph 8.1.4)

Source: <https://www.aai.aero/en/business-opportunities/aai-traffic-news>

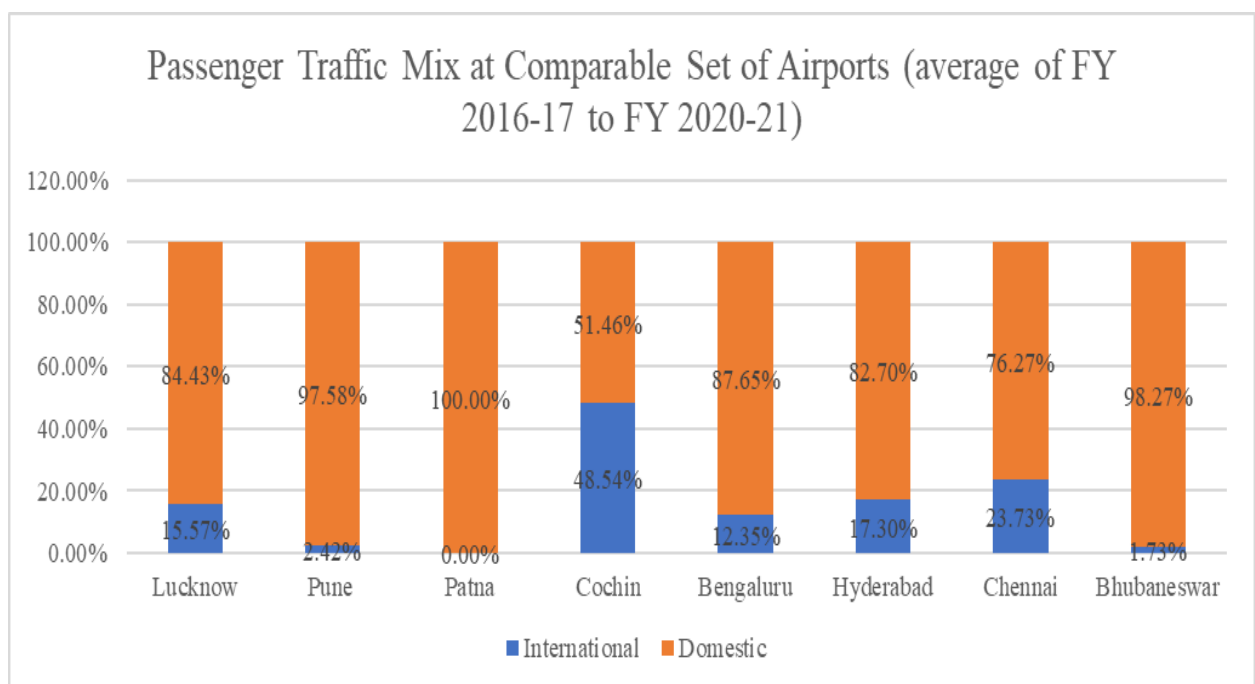
Figure 10: Passenger Traffic at Comparable Airports



8.2.1.2. From the above data, it is observed that the passenger traffic of Lucknow Airport is comparable to Pune, Patna and Bhubaneswar, while Chennai and other PPP airports have much higher passenger traffic.

- 8.2.1.3. It is further observed that Lucknow Airport has recorded higher CAGR PAX growth than Pune Airport, but lower than Patna and Bhubaneswar Airports and in respect of PPP Airports, CCSIA's growth is comparable to Bengaluru and Hyderabad Airports.
- 8.2.1.4. It is noted that Pune is more impacted by its proximity to Mumbai and hence, a lower catchment area having higher volatility in traffic growth patterns. Patna and Bhubaneswar Airports' growth is higher since the PAX traffic is mostly Domestic while Lucknow Airport has approximately 13.5%-17% share of International passenger traffic during the period of the Study. Since the West Asian and Middle East economic scenario were impacted even prior to COVID-19 pandemic in FY 2019-20, the passenger traffic growth rate of Lucknow Airport has been impacted to a higher extent.
- 8.2.1.5. The average Domestic and International passenger mix for the above discussed airports is provided in the chart below:

Figure 11: Passenger traffic mix at Comparable airports



8.2.2. ATM traffic and mix

- 8.2.2.1. The ATM for the period from FY 2016-17 to FY 2020-21 for the comparable set of airports considered in this Study is summarised in the table below:

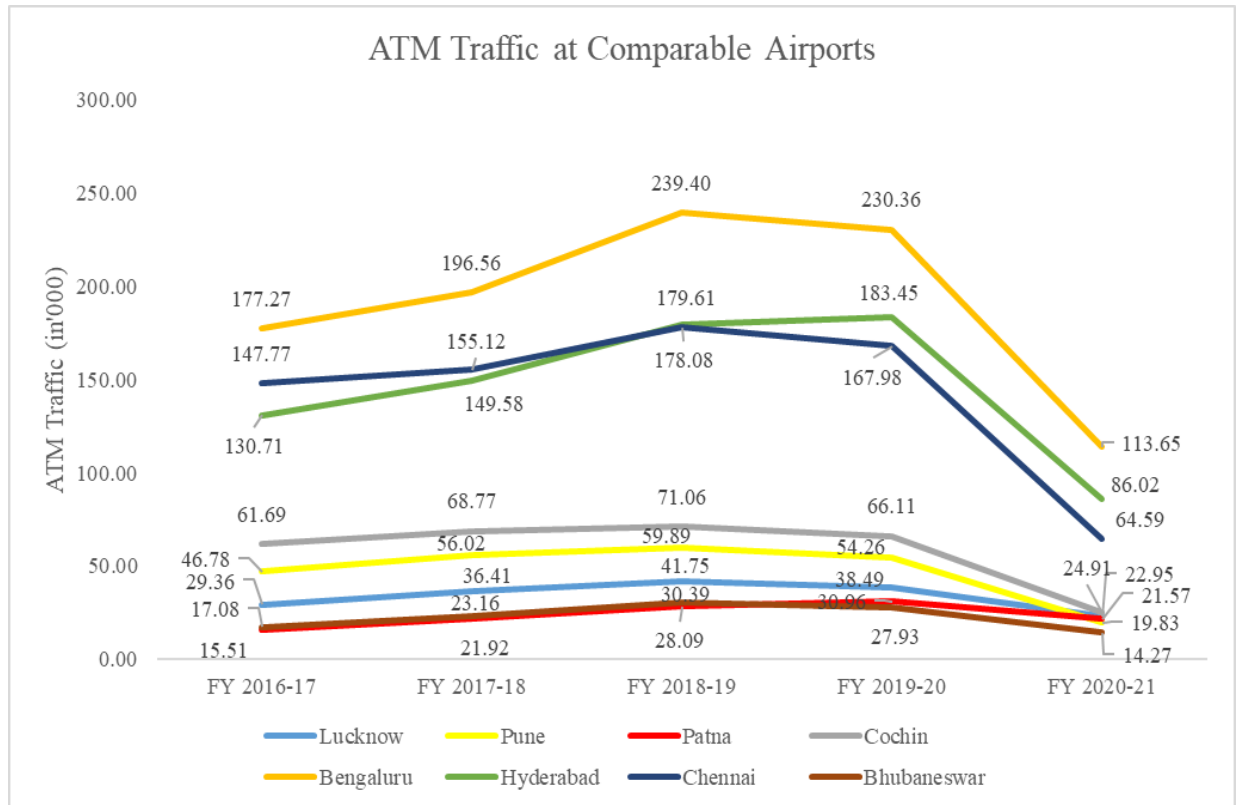
Table 56: ATM traffic at comparable airports in India

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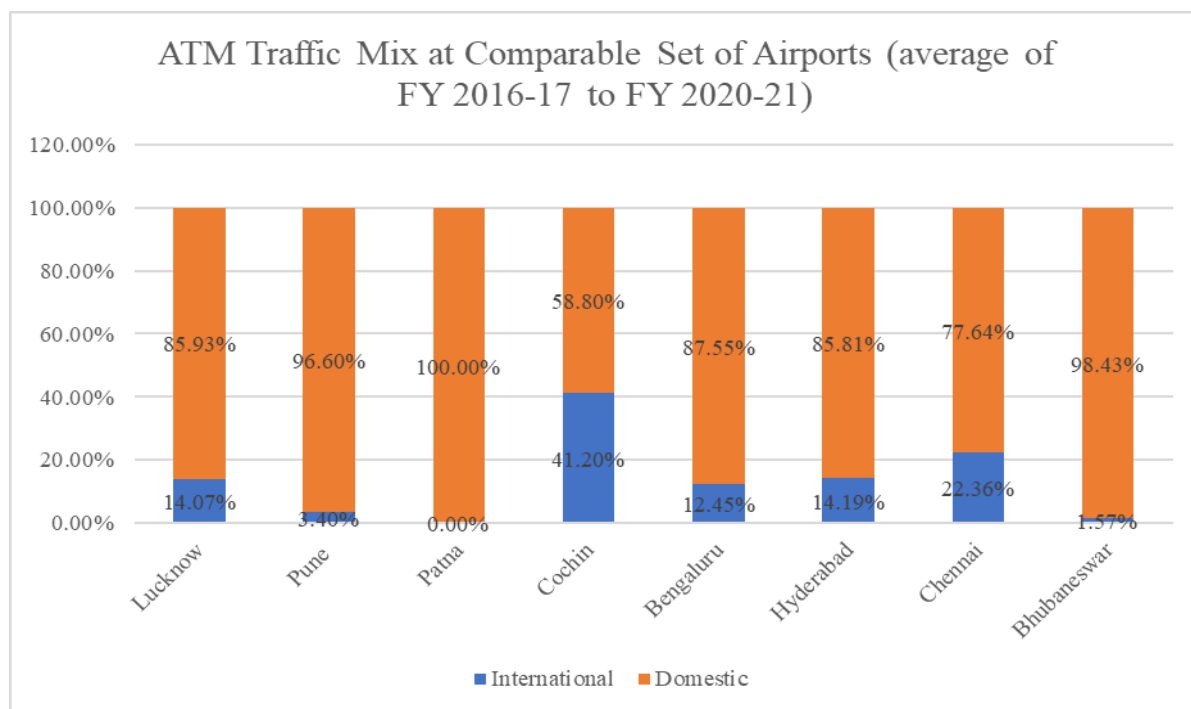
Airports	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	CAGR (4 years up to FY 2019-20)	FY 2020-21	Total (5 years)
Lucknow	29.36	36.41	41.75	38.49	9.5%	22.95	168.97
Pune	46.78	56.02	59.89	54.26	5.1%	19.83	236.78
Patna	15.51	21.92	28.09	30.96	25.9%	21.57	118.04
Cochin	61.69	68.77	71.06	66.11	2.3%	24.91	292.54
Bengaluru	177.27	196.56	239.40	230.36	9.1%	113.65	957.24
Hyderabad	130.71	149.58	179.61	183.45	12.0%	86.02	729.37
Chennai	147.77	155.12	178.08	167.98	4.4%	64.59	713.54
Bhubaneswar	17.08	23.16	30.39	27.93	17.8%	14.27	112.82

<https://www.aai.aero/en/business-opportunities/aai-traffic-news>

Figure 12: ATM Traffic at Comparable Airport



- 8.2.2.2. From the above data, it is observed that the ATM traffic of Lucknow Airport is comparable to Pune, Patna and Bhubaneswar, while Chennai and other PPP airports have much higher ATM traffic.
- 8.2.2.3. It is observed that Lucknow Airport has recorded higher CAGR ATM growth than Pune Airport, but lower than Patna and Bhubaneswar Airports and with respect to PPP Airports, CCSIA’s growth is comparable to Bengaluru and Hyderabad Airports.
- 8.2.2.4. It is noted that the ATM growth rate of Patna and Bhubaneswar Airports vis-à-vis Lucknow Airport has been relatively higher since it was not impacted by the fall in International traffic in FY 2019-20. The average Domestic and International ATM mix is provided in the chart below:

Figure 13: ATM Traffic Mix at Comparable Set of Airports

8.2.3. The details of other parameters such as, Terminal Building Area, Aeronautical Revenues and Average RAB of the comparable airports considered for the analysis are shown in the tables below:

Table 57: Terminal Building Area

(in Sq.m.)

Airports	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
Lucknow	29,815	29,815	29,815	29,815	29,815
Pune	23,560	23,560	23,560	23,560	23,560
Patna	7,864	7,864	7,864	7,864	7,864
Cochin	74,123	2,20,651	2,20,651	2,20,651	2,20,651
Bengaluru	1,63,000	1,63,000	1,63,000	1,63,000	1,63,000
Hyderabad	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
Chennai	1,75,442	1,75,442	1,75,442	1,75,442	1,75,442
Bhubaneswar	32,244	32,244	32,244	32,244	32,244

8.2.3.1. The Comparative airports to Lucknow in terms of Terminal Building Area are Pune and Bhubaneswar.

Table 58: Aeronautical Revenue

(₹ in Crores)

Airports	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
Lucknow	161	180	126	124	68
Pune	45	84	191	178	50
Patna	23	24	43	69	109
Cochin	258	349	394	402	174
Bengaluru	997	1,123	960	829	354
Hyderabad	841	949	1,100	1,121	264
Chennai	979	843	445	273	161
Bhubaneswar	28	37	46	144	173

8.2.3.2. The Comparative airports to Lucknow in terms of Aeronautical Revenue are Pune and Bhubaneswar.

Table 59: Average RAB

(₹ in Crores)

Airports	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
Lucknow	167	179	190	207	205
Pune	79	78	85	97	101
Patna	16	18	29	71	99
Cochin	804	1,363	1,474	1,537	1,564
Bengaluru	2,230	2,209	2,121	3,074	4,257
Hyderabad	1,402	1,323	1,502	1,827	1,887
Chennai	2,024	1,833	1,805	1,828	1,790
Bhubaneswar	98	100	129	168	239

8.2.3.3. The Comparative airport to Lucknow in terms of average RAB is Bhubaneswar.

8.2.4. It is observed that the comparable airports to Lucknow are Pune, Patna and Bhubaneswar. However, considering that CCSIA has been privatised in FY 2020-21, it is proposed to perform the external benchmarking including certain PPP airports viz., Cochin, Bengaluru and Hyderabad.

8.2.5. The Major O&M expenses of the comparable set of airports for the period from FY 2016-17 to FY 2019-20, are analysed in the following section.

8.2.5.1 Payroll Expenditure

Table 60: Payroll Expenditure for comparable set of airports

(₹ in Crores)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20	CAGR (4 years up to FY 2019-20)	FY 20-21
Lucknow	23.59	30.40	39.37	33.42	12.31%	38.75
Pune	24.37	25.28	29.03	26.32	2.60%	22.62
Patna	10.75	14.12	17.16	18.43	19.68%	19.72
Cochin	50.44	54.92	76.7	75.13	14.20%	75.57
Bengaluru	107.37	110.43	137.41	174.29	17.52%	157.35
Hyderabad	53.44	64.4	89.68	108.18	26.50%	101.76
Chennai	118.12	120.12	129.6	139.42	5.68%	127.13
Bhubaneswar	11.65	15.02	17.8	19.07	17.85%	20.41

a) The comparable benchmarking data of Payroll Expenditure per PAX, per ATM, per Sq.m. of Terminal Building area, as % of Revenue and as % of RAB are provided in the tables below:

Table 61: Payroll Expenditure/PAX for comparable set of airports

(₹ per PAX)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	59.44	63.96	71.16	61.50
Pune	36.00	30.96	32.00	32.55
Patna	50.90	45.38	42.25	40.72
Cochin	56.32	53.99	75.79	78.06

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Bengaluru	46.92	41.04	41.25	53.86
Hyderabad	35.38	35.47	41.90	49.96
Chennai	64.33	58.99	57.49	62.61
Bhubaneswar	49.95	46.21	42.80	51.93

Table 62: Payroll Expenditure/ATM for comparable set of airports

(₹ per ATM)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	8,036	8,349	9,429	8,682
Pune	5,209	4,513	4,847	4,851
Patna	6,932	6,443	6,110	5,953
Cochin	8,177	7,986	10,794	11,365
Bengaluru	6,057	5,618	5,740	7,566
Hyderabad	4,088	4,305	4,993	5,897
Chennai	7,994	7,744	7,278	8,300
Bhubaneswar	6,822	6,487	5,857	6,828

Table 63: Payroll Expenditure/Sq. m. of terminal building area for comparable set of airports

(₹ per Sq.m.)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	7,912	10,196	13,205	11,209
Pune	10,344	10,730	12,322	11,171
Patna	13,670	17,955	21,821	23,436
Cochin	6,805	2,489	3,476	3,405
Bengaluru	6,587	6,775	8,430	10,693
Hyderabad	4,568	5,504	7,665	9,246
Chennai	6,733	6,847	7,387	7,947
Bhubaneswar	3,613	4,658	5,520	5,914

Table 64: Payroll Expenditure/as % Revenue for comparable set of airports

(% of Revenue)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	14.68%	16.86%	31.17%	26.94%
Pune	53.88%	30.06%	15.18%	14.83%
Patna	46.74%	58.83%	40.28%	26.77%
Cochin	19.57%	15.72%	19.47%	18.67%
Bengaluru	10.77%	9.84%	14.31%	21.02%
Hyderabad	6.35%	6.79%	8.15%	9.65%
Chennai	12.07%	14.25%	29.12%	51.13%

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Bhubaneswar	41.61%	40.59%	38.70%	13.24%

Table 65: Payroll Expenditure/as % RAB for comparable set of airports
(% of RAB)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	14.12%	17.00%	20.70%	16.11%
Pune	30.67%	32.29%	34.21%	27.12%
Patna	65.95%	77.58%	59.15%	25.94%
Cochin	6.28%	4.03%	5.20%	4.89%
Bengaluru	4.81%	5.00%	6.48%	5.67%
Hyderabad	3.81%	4.87%	5.97%	5.92%
Chennai	5.84%	6.55%	7.18%	7.63%
Bhubaneswar	11.86%	15.00%	13.78%	11.32%

- b) From the above tables, it is observed that the payroll expenses of CCSIA
- on a per PAX basis is the highest amongst the comparable set of airports (excluding a couple of years in comparison with Cochin and Chennai)
 - on a per ATM basis is higher than all airports other than Cochin
 - on per Sq.m. of terminal building area and as a % of RAB is higher than that of PPP airports, Chennai and Bhubaneswar and is lower than that of Pune and Patna
 - as a % of revenue (average) is higher than the PPP airports and lower than the other airports
- c) Though the payroll expenditure is higher than that of other airports in certain parameters, the costs are lower than that of Pune and Patna on per Sq.m. of terminal building area and as a % of RAB and revenue. Accordingly, the payroll expenditure is considered to be reasonable.

8.2.5.1. Administrative & General Expenses

Table 66: Administrative & General Expenses for comparable set of airports

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20	CAGR (4 years up to FY 2019-20)	FY 20-21
Lucknow	57.91	65.87	60.71	74.82	8.92%	54.62
Pune	15.44	25.05	32.03	39.69	36.99%	38.48
Patna	22.65	25	25.88	27.33	6.46%	28.86
Cochin	29.59	28.2	42.69	48.55	17.95%	28.78
Bengaluru	53.36	57.62	55.98	64.64	6.60%	51.14
Hyderabad	71.02	95	103.29	131.84	22.90%	93.29
Chennai	57.73	53.78	45.15	73.39	8.33%	43.48
Bhubaneswar	30.43	33.86	35.88	37.81	7.51%	39.84

- a) The benchmarking for Administrative & General Expenses on per PAX, per ATM, per Sq.m. of Terminal Building area, as % of Revenue and as % of RAB are provided in the tables below:

Table 67: Administrative & General Expenses /PAX for comparable set of airports

(₹ per PAX)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	145.91	138.59	109.73	137.69
Pune	22.81	30.68	35.31	49.09
Patna	107.24	80.35	63.71	60.39
Cochin	33.04	27.72	42.18	50.45
Bengaluru	23.32	21.41	16.81	19.97
Hyderabad	47.02	52.32	48.26	60.89
Chennai	31.44	26.41	20.03	32.96
Bhubaneswar	130.46	104.16	86.28	102.96

Table 68: Administrative & General Expenses /ATM for comparable set of airports

(₹ per ATM)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	19,727	18,090	14,541	19,437
Pune	3,300	4,472	5,348	7,315
Patna	14,605	11,407	9,214	8,828
Cochin	4,797	4,101	6,008	7,344
Bengaluru	3,010	2,931	2,338	2,806
Hyderabad	5,433	6,351	5,751	7,187
Chennai	3,907	3,467	2,535	4,369
Bhubaneswar	17,818	14,623	11,807	13,537

Table 69: Administrative & General Expenses /Sq. m. of terminal building area for comparable set of airports

(₹ per Sq.m.)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	19,423	22,093	20,362	25,095
Pune	6,553	10,632	13,595	16,846
Patna	28,802	31,790	32,909	34,753
Cochin	3,992	1,278	1,935	2,200
Bengaluru	3,274	3,535	3,434	3,966
Hyderabad	6,070	8,120	8,828	11,268
Chennai	3,291	3,065	2,574	4,183
Bhubaneswar	9,437	10,501	11,128	11,726

Table 70: Administrative & General Expenses/as % Revenue for comparable set of airports

Airports	(% of Revenue)			
	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	36.04%	36.54%	48.07%	60.32%
Pune	34.14%	29.78%	16.75%	22.36%
Patna	98.48%	104.17%	60.75%	39.70%
Cochin	11.48%	8.07%	10.84%	12.06%
Bengaluru	5.35%	5.13%	5.83%	7.80%
Hyderabad	8.44%	10.01%	9.39%	11.76%
Chennai	5.90%	6.38%	10.14%	26.92%
Bhubaneswar	108.68%	91.51%	78.00%	26.26%

Table 71: Administrative & General Expenses /as % RAB for comparable set of airports

Airports	(% of RAB)			
	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	34.66%	36.83%	31.92%	36.06%
Pune	19.43%	31.99%	37.75%	40.90%
Patna	138.96%	137.36%	89.21%	38.46%
Cochin	3.68%	2.07%	2.90%	3.16%
Bengaluru	2.39%	2.61%	2.64%	2.10%
Hyderabad	5.06%	7.18%	6.88%	7.22%
Chennai	2.85%	2.93%	2.50%	4.01%
Bhubaneswar	30.99%	33.83%	27.78%	22.45%

- b) From the above tables, it is observed that the Administrative & General expenses of CCSIA
- on a per PAX and per ATM basis is the highest amongst the comparable set of airports.
 - on per Sq.m. of terminal building area and as a % of RAB is higher than all the other airports, except for Patna and Pune for a couple of years
 - as a % of revenue is higher than the other airports, except for Patna and Bhubaneswar.
- c) The Administrative & General expenses is observed to be on the higher side, which is primarily on account of the significant CHQ & RHQ allocation costs. Accordingly, the same is proposed to be rationalised.

8.2.5.2. Repairs & Maintenance Expenses**Table 72: Repairs & Maintenance Expenses for comparable set of airports***(₹ in Crores)*

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20	CAGR (4 years up to FY 2019-20)	FY 20-21
Lucknow	11.03	15.43	19.38	17.99	17.71%	23.01
Pune	4.80	4.73	4.66	5.52	4.77%	6.13
Patna	2.96	4.6	4.23	9.84	49.25%	10.3
Cochin	15.72	19.76	21.93	25.93	18.15%	23.67
Bengaluru	83.03	98.97	96.93	117.09	12.14%	123.78
Hyderabad	45.38	45.42	48.84	58.88	9.07%	53.41
Chennai	92.49	101.02	72.44	72.66	-7.73%	72.32
Bhubaneswar	5.88	8.51	9.36	10.29	20.51%	11.32

- a) The benchmarking for Repairs & Maintenance Expenses has been undertaken as per PAX, per ATM, per Sq.m. of Terminal Building area, as % of Revenue and as % of RAB is provided in the tables below:

Table 73: Repairs & Maintenance Expenses/PAX for comparable set of airports*(₹ per PAX)*

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	27.79	32.46	35.03	33.11
Pune	7.09	5.79	5.14	6.83
Patna	14.01	14.78	10.41	21.74
Cochin	17.55	19.42	21.67	26.94
Bengaluru	36.29	36.78	29.10	36.18
Hyderabad	30.05	25.02	22.82	27.19
Chennai	50.37	49.61	32.13	32.63
Bhubaneswar	25.21	26.18	22.51	28.02

Table 74: Repairs & Maintenance Expenses/ATM for comparable set of airports*(₹ per ATM)*

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	3,757	4,237	4,642	4,673
Pune	1,026	844	778	1,017
Patna	1,909	2,099	1,506	3,178
Cochin	2,548	2,873	3,086	3,922
Bengaluru	4,684	5,035	4,049	5,083
Hyderabad	3,472	3,036	2,719	3,210
Chennai	6,259	6,512	4,068	4,325
Bhubaneswar	3,443	3,675	3,080	3,684

Table 75: Repairs & Maintenance Expenses/Sq. m. of terminal building area for comparable set of airports

(₹ per Sq. m.)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	3,699	5,175	6,500	6,034
Pune	2,037	2,008	1,978	2,343
Patna	3,764	5,849	5,379	12,513
Cochin	2,121	896	994	1,175
Bengaluru	5,094	6,072	5,947	7,183
Hyderabad	3,879	3,882	4,174	5,032
Chennai	5,272	5,758	4,129	4,142
Bhubaneswar	1,824	2,639	2,903	3,191

Table 76: Repairs & Maintenance Expenses /as % Revenue for comparable set of airports

(% of Revenue)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	6.87%	8.56%	15.34%	14.50%
Pune	10.61%	5.62%	2.44%	3.11%
Patna	12.87%	19.17%	9.93%	14.29%
Cochin	6.10%	5.65%	5.57%	6.44%
Bengaluru	8.33%	8.82%	10.10%	14.12%
Hyderabad	5.40%	4.79%	4.44%	5.25%
Chennai	9.45%	11.99%	16.28%	26.65%
Bhubaneswar	21.00%	23.00%	20.35%	7.15%

Table 77: Repairs & Maintenance Expenses /as % RAB for comparable set of airports

(% of RAB)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	6.60%	8.63%	10.19%	8.67%
Pune	6.04%	6.04%	5.49%	5.69%
Patna	18.16%	25.27%	14.58%	13.85%
Cochin	1.96%	1.45%	1.49%	1.69%
Bengaluru	3.72%	4.48%	4.57%	3.81%
Hyderabad	3.24%	3.43%	3.25%	3.22%
Chennai	4.57%	5.51%	4.01%	3.97%
Bhubaneswar	5.99%	8.50%	7.25%	6.11%

- b) From the above tables, it is observed that the Repairs & Maintenance expenses of CCSIA
- on a per PAX and per ATM basis is lower than Chennai and Bengaluru airports and higher than the other comparable airports.
 - on per Sq.m. of terminal building area basis is lower than Patna and Bengaluru airports and higher than the other comparable airports.

- as a % of revenue is lower than Bhubaneswar, Chennai and Patna airports and higher than the other airports.
 - as a % of RAB is lower than Patna airport and higher than all other airports.
- c) The Repairs & Maintenance expense is generally observed to be on the higher as a proportion of RAB. Accordingly, the same is proposed to be rationalised.

8.2.5.3. Utility (Operating) Expenses

Table 78: Utility (Operating) Expenses for comparable set of airports

(₹ in Crores)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20	CAGR (4 years up to FY 2019-20)	FY 20-21
Lucknow	9.80	11.32	11.24	14.73	14.55%	10.93
Pune	7.54	8.77	10.28	11.31	14.47%	8.51
Patna	1.50	1.62	2.04	2.07	11.33%	2.11
Cochin	26.51	38.96	42.02	46.93	20.97%	31.21
Bengaluru	36.45	41.92	34.86	34.22	-2.08%	25.2
Hyderabad	33.70	34.50	42.42	44.92	10.05%	28.68
Chennai	88.49	89.25	84.51	82.15	-2.45%	59.15
Bhubaneswar	4.71	5.12	2.01	2.10	-23.60%	2.19

- a) The benchmarking for Operating Expenses has been undertaken as per PAX, per ATM, per Sq.m. of Terminal Building area, as % of Revenue and as % of RAB is provided in the tables below:

Table 79: Utility (Operating) Expenses/PAX for comparable set of airports

(₹ per PAX)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	24.69	23.82	20.32	27.11
Pune	11.14	10.74	11.33	13.99
Patna	7.10	5.21	5.02	4.57
Cochin	29.60	38.30	41.52	48.76
Bengaluru	15.93	15.58	10.47	10.57
Hyderabad	22.31	19.00	19.82	20.75
Chennai	48.19	43.83	37.49	36.89
Bhubaneswar	20.19	15.75	4.83	5.72

Table 80: Utility (Operating) Expenses/ATM for comparable set of airports

(₹ per ATM)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	3,338	3,109	2,692	3,827
Pune	1,612	1,565	1,717	2,084
Patna	967	739	726	669

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Cochin	4,297	5,665	5,914	7,099
Bengaluru	2,056	2,133	1,456	1,486
Hyderabad	2,578	2,306	2,362	2,449
Chennai	5,988	5,753	4,746	4,890
Bhubaneswar	2,758	2,211	661	752

Table 81: Utility (Operating) Expenses/Sq. m. of terminal building area for comparable set of airports

(₹ per Sq.m.)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	3,287	3,797	3,770	4,940
Pune	3,200	3,722	4,363	4,801
Patna	1,907	2,060	2,594	2,632
Cochin	3,576	1,766	1,904	2,127
Bengaluru	2,236	2,572	2,139	2,099
Hyderabad	2,880	2,949	3,626	3,839
Chennai	5,044	5,087	4,817	4,682
Bhubaneswar	1,461	1,588	623	651

Table 82: Utility (Operating) Expenses/as % Revenue for comparable set of airports

(% of Revenue)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	6.10%	6.28%	8.90%	11.88%
Pune	16.67%	10.43%	5.38%	6.37%
Patna	6.52%	6.75%	4.79%	3.01%
Cochin	10.28%	11.15%	10.67%	11.66%
Bengaluru	3.66%	3.73%	3.63%	4.13%
Hyderabad	4.01%	3.64%	3.86%	4.01%
Chennai	9.04%	10.59%	18.99%	30.13%
Bhubaneswar	16.82%	13.84%	4.37%	1.46%

Table 83: Utility (Operating) Expenses/as % RAB for comparable set of airports

(% of Revenue)

Airports	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Lucknow	5.87%	6.33%	5.91%	7.10%
Pune	9.49%	11.20%	12.12%	11.65%
Patna	9.20%	8.90%	7.03%	2.91%
Cochin	3.30%	2.86%	2.85%	3.05%
Bengaluru	1.63%	1.90%	1.64%	1.11%
Hyderabad	2.40%	2.61%	2.82%	2.46%

Chennai	4.37%	4.87%	4.68%	4.49%
Bhubaneswar	4.80%	5.11%	1.56%	1.25%

b) From the above tables, it is observed that the Utility (Operating) expenses of CCSIA

- on a per PAX and per ATM basis is lower than Chennai and Cochin airports and higher than the other comparable airports.
- on per Sq.m. of terminal building area basis is lower than Chennai airport and higher than the other comparable airports.
- as a % of revenue is higher than Bengaluru, Hyderabad and Patna airports and lower than the other comparable airports.
- as a % of RAB is lower than Pune and Patna airports and higher than the other comparable airports.

c) Though the Utility expenses are generally observed to be on the higher side, the cost is determined based on the tariff fixed by the Electricity department (i.e., third-party utility vendor) and accordingly the same is considered to be reasonable.

8.2.6. Based on all the above, it is observed that the certain expenses of CCSIA are comparable to some of the airports but varying widely with the other comparable airports. In this respect, it is important to note that the huge variation in the expense numbers for each airport, signals that all these operational expenses at the airport are a function of various factors such as the size of the airport infrastructure, profile of passengers, existing capacity and traffic, weather conditions, age of the airport assets, etc. Hence, comparison of O&M expenses between distinct airports may not be exactly suitable to regulate the expenses.

8.3. Summary of External Benchmarking

8.3.1. The Study has determined that there is a need to rationalise and bring more efficiency by optimising the O&M expenses at CCSIA, Lucknow though the regulation of expenses based on External Benchmarking may not be entirely appropriate due to the variability in factors between different airports. Specifically, it is proposed to rationalise CHQ & RHQ allocation costs and Repairs & Maintenance expenses incurred by CCSIA so as to determine the efficient O&M expenses.

8.3.2. It is noted from AERA's previous tariff orders of other Public-private partnership (PPP) airports such as BIAL, MIAL, HIAL, DIAL and CIAL that the Repairs & Maintenance expenses approved for future years are generally in the range of 1% to 4% of the asset values. It is recommended that CCSIA should also plan to improve efficiency in Repairs & Maintenance expenses and limit such expenses within the range of 1% to 4% of the asset values.

8.3.3. Based on the External Benchmarking analysis, it is observed that the O&M expenses, other than CHQ & RHQ allocation cost and Repairs & Maintenance, are reasonable. However, it is suggested that the Airport Operator should take steps to bring efficiencies in the overall Utility expenses over a period of time.

9. OVERALL SUMMARY OF THE STUDY

- 9.1. CCSIA was operated by AAI up to November 1, 2020. Pursuant to the Concession Agreement entered into by AAI and the Airport Operator, the Airport Operations are handled by Lucknow International Airport Limited from November 2, 2020 (COD).
- 9.2. The total passenger traffic grew at a CAGR of 11.04% and the CAGR of air traffic movement was 9.45% for the period FY 2016-17 – FY 2019-20.

Assessment of Reasonableness of O&M expenses (Tariff Order Projections vs Actuals)

- 9.3. The total Aeronautical O&M expenses of ₹ 630.29 Crores incurred as per true up submission for the Second Control Period (FY 2016-17 to 2020-21) are significantly higher than the amount approved in the Tariff Order of ₹ 401.40 Crores which resulted in a deviation of 57.02% from the approved projections.
- 9.4. The Study has determined that the Employee expenses of the Airport Operator for the post-COD period are on the higher side considering that there are existing employees of AAI i.e., “*Select Employees*” deputed to CCSIA for handling various departmental functions at the airport. Hence it is proposed to reclassify the Employee Head Count Ratio based on revised employee numbers and reallocate the corresponding employee costs of the Airport Operator for the post-COD period.
- 9.5. Further, it is noted that the major reason for the overall deviation of 57.02% in the total Aeronautical O&M expenses for the Second Control period, is the increase in CHQ & RHQ expenses, i.e., from ₹ 71.20 Crores as approved in the Tariff Order to ₹ 263.33 Crores of actual expenses allocated during the same period.
- 9.6. It was also observed that the Repairs & Maintenance expenses, *excluding* the amortisation of runway recarpeting expenses, as per true up were higher than the Tariff Order projection and higher than 6% of the Opening RAB (as approved in AERA tariff orders of other airports) for all the FYs of the Second Control Period except for FY 2016-17.
- 9.7. It was observed that the actual Utility (Operating) expenses incurred were higher than the Tariff Order projections and this was mainly due to actual Electricity expenses being about 42% higher than the amount approved in the Tariff Order. Since the electricity charges are incurred as per the tariff finalised by the Electricity department (i.e., third party utility vendors), there is no scope for rationalisation.

Segregation of costs

- 9.8. AAI has submitted their O&M expenses under eight major expense heads and mentioned the allocation ratio as 100% for all expenses except Employee benefit expenses which have been allocated using the Employee Headcount ratio. AAI has allocated the other expenses, namely, Administrative expenses, Operating expenses and Repairs & Maintenance expenses as Aeronautical and Non-aeronautical by adopting following methodology:
 - a) for certain specific expenses pertaining to Repairs & Maintenance - by identifying the Non-aeronautical portion based on internal assessment at the contractual / transaction level; and
 - b) for other generic expenses - by applying relatable ratios to the activity and submitted only the Aeronautical portion in the True up submission.
- 9.9. The Airport Operator has submitted their O&M expenses under nine major expense heads and the segregation of all operation and maintenance costs into Aeronautical, Non-aeronautical and

Common is based on the nature of the expense head. The Common costs have been further segregated into Aeronautical and Non-aeronautical using an appropriate allocation ratio.

- 9.10. The impact of reallocation of the O&M expenses of AAI and the Airport Operator as per the Study is given in Table 27 and Table 43 respectively. The total downward adjustment in the Aeronautical expenses pursuant to such re-allocation is ₹ 29.30 Crores for AAI for the period from FY 2016-17 to November 1, 2020 and ₹ 3.16 Crores for the Airport Operator for the period from COD to March 31, 2021.
- 9.11. Further, based on analysis of the actual expenses submitted by the Airport Operator, it is determined to rationalise the Corporate Allocation Cost, Other Operating expenses apart from Repairs & Maintenance expenses already mentioned in paragraph 9.4 above.

Internal and External Benchmarking

- 9.12. Internal Benchmarking is performed by analysing the CAGR trend of four Major Aeronautical O&M expenses in comparison with the growth of PAX and ATM traffic over the period FY 2011-12 to FY 2019-20 (comparison of First Control Period with Second Control period *excluding FY 2020-21*).
- 9.13. The four major O&M expenses, namely, Payroll expenses, Administrative expenses, Utility (Operating) expenses and Repairs & Maintenance expenses have grown at a higher CAGR than that of PAX and ATM traffic during both the First and Second Control Periods, i.e., from FY 2011-12 to FY 2019-20.
- 9.14. In particular it is observed that the major O&M expenses for the period FY 2016-17 to 2019-20, grew at a higher CAGR of 11.27% in comparison with PAX growth of 11.04% and ATM growth of 9.45%.
- 9.15. Further, the CAGR of major O&M expenses during Second Control Period (FY 2016-17 to FY 2019-20) i.e., 11.27% was only slightly lower than CAGR of 12.76% during the First Control Period (FY 2011-12 to FY 2015-16). However, it was observed that, the CAGR of Repairs & Maintenance expenses in the Second Control Period was significantly higher than the CAGR in the First Control Period.
- 9.16. It is also observed from the Inflation-adjusted analysis of O&M expenses that there has been a significant increase in the inflation-adjusted Utility (Operating) expenses and Repairs & Maintenance expenses of 11.31% and 14.78%, respectively over the 4-year period mainly due to increase in Electricity expenses and increased expenditure on various Repairs & maintenance costs, during the period.
- 9.17. Based on the internal benchmarking analysis, it has been determined that there is a need to rationalise and bring more efficiency by optimising the O&M expenses at CCSIA. Accordingly, it is proposed to rationalise Repairs & maintenance expenses so as to determine the efficient O&M expenses.
- 9.18. External benchmarking is performed for the period FY 2016-17 to FY 2019-20 (i.e., for the Second Control period *excluding FY 2020-21*) by comparing the major O&M expenses of CCSIA with other comparable airports using various parameters (Passenger traffic, ATM, Terminal Building area, % of Revenue and % of RAB).
- 9.19. It is observed that out of all the comparable airports identified by the Study, Patna and Bhubaneswar Airports are more comparable to CCSIA closely followed by Pune Airport than the other bigger and PPP airports, in terms of both Pax and ATM traffic.

- 9.20. Further, it is observed that all the four major O&M expenses of CCSIA are higher in terms of absolute figures than the O&M expenses of closely comparable airports of Pune, Patna and Bhubaneswar during the entire period, while the same were lower than Chennai and other PPP airports.
- 9.21. Based on the external benchmarking analysis, the O&M expenses other than CHQ & RHQ expense allocation (included in Administrative & General expenses) and Repairs & Maintenance expenses for the period from FY 2016-17 to FY 2019-2020 were found to be reasonable. Therefore, the Study proposes the rationalisation of CHQ & RHQ expenses and Repairs & Maintenance expenses.
- 9.22. However, in respect of Utility (Operation) expenses, it is suggested that the Airport Operator should take steps to bring efficiencies in the overall Utility expenses over a period of time.

Rationalisation

- 9.23. Based on the rationalisation of expenses, the Study proposes a downward adjustment of ₹ 66.59 Crores towards both CHQ & RHQ allocation (included in Administrative and other expenses) and Repairs & Maintenance expenses of AAI.
- 9.24. Based on the rationalisation of expenses, the Study proposes a downward adjustment of ₹ 1.47 Crores towards cost of in-house legal department included in Corporate Cost allocated to CCSIA, cost of security services included in Other Operating expenses and Repairs & Maintenance expenses of the Airport Operator.

Conclusion

- 9.25. The year-wise summary of the reclassification and other adjustments to O&M expenses is provided in the table below.

Table 84: Year-wise summary of reclassification and other adjustments to O&M expenses

(₹ in Crores)

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 until COD	FY 2020-21 post-COD	Total FY 2020-21	Total FY 2020-21 (till COD)	Total in Second Control Period
O&M expenses as per true up submission of AAI and AO (A)	101.80	123.78	132.70	142.89	84.57	44.55	129.12	585.74	630.29
O&M expenses as per Study:									
Employee benefit expenses	22.23	28.52	37.17	31.45	18.17	15.15	33.32	137.54	152.69
Administrative and other expenses	48.07	53.64	49.79	63.29	20.89	16.06	36.94	235.68	251.73
Utilities (Operating) and other outsourcing expenses	8.23	9.30	9.22	12.47	6.28	3.38	9.66	45.5	48.88
Repairs & Maintenance expenses	10.61	14.1	14.84	16.43	11.68	4.70	16.38	67.66	72.36
Other Outflows	(0.00)	0.76	1.59	1.04	0.07	0.63	0.71	3.46	4.10
Total (B)	89.14	106.32	112.61	124.68	57.09	39.92	97.01	489.83	529.75
Impact (A-B)	12.66	17.46	20.09	18.21	27.48	4.63	32.11	95.91	100.54

- 9.26. AAI has claimed Aeronautical O&M expenses of ₹ 585.74 Crores for the period from FY 2016-17 till COD as part of their True up submission and the Airport Operator has claimed Aeronautical

O&M expenses of ₹ 44.55 Crores as part of their True up submission for the period from COD up to March 31, 2021.

- 9.27. The Study proposes ₹ 489.93 Crores as the Aeronautical O&M expenses for AAI for the period from FY 2016-17 till COD, thus, resulting in a downward adjustment of ₹ 95.91 Crores in the Aeronautical O&M expenses. The Aeronautical O&M expenses for the period from FY 2016-17 till COD is reduced by 16.37%.
- 9.28. The Study proposes ₹ 39.92 Crores as the Aeronautical O&M expenses for the Airport Operator for the period from COD up to March 31, 2021, thus, resulting in a downward adjustment of ₹ 4.63 Crores for the Airport Operator. The Aeronautical O&M expenses for the period from COD up to March 31, 2021 is reduced by 10.39%.

10. GLOSSARY

Abbreviation	Full Form
AAI	Airports Authority of India
AAHL	Adani Airport Holding Limited
A&G	Administrative & General
AERA	Airports Economic Regulatory Authority
AEL	Adani Enterprises Limited
Airport Operator	Lucknow International Airport Limited
Asset Allocation Report	Study on allocation of assets between Aeronautical and Non-aeronautical assets for CCSIA, Lucknow
ATM	Air Traffic Movement
CAGR	Compounded Annual Growth Rate
CCSIA	Chaudhary Charan Singh International Airport
COD	Commercial Operation Date
CUTE	Common User Terminal Equipment
DIAL	Delhi International Airport Limited
EHCR	Employee Head Count Ratio
FRoR	Fair Rate of Return
FY	Financial Year
GAL	GMR Airports Limited
GFA	Gross Fixed Asset
GIL	GMR Infrastructure Limited
GoI	Government of India
GHIAL	GMR Hyderabad International Airport Limited
IATA	International Air Transport Association
IMG	Inter-Ministerial Group
INR	Indian Rupee
IT	Information Technology
LIAL	Lucknow International Airport Limited
MPPA	Million Passengers Per Annum
MYTP	Multi Year Tariff Proposal
NCAP	National Civil Aviation Policy
O&M	Operation and Maintenance
PAX	Passenger
R&M	Repairs & Maintenance
RAB	Regulatory Asset Base
RFP	Request for Proposal
Sq.m.	Square metre
VIP	Very Important Person
WPI	Wholesale Price Index

Annexure I - Part 1

Determination of the ratio of Aeronautical Employee Benefit expenses

Summary of Employee Benefit expenses

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (upto 30-Oct-2020)	Total
Employee benefit expenses	24.88	34.67	41.42	36.30	22.70	
Total	24.88	34.67	41.42	36.30	22.70	159.97
As per AAI						
Aeronautical employee benefit expenses	24.01	30.80	39.74	33.77	20.43	
Aeronautical expense	24.01	30.80	39.74	33.77	20.43	148.75
Ratio of Aeronautical expense	96.50%	88.84%	95.94%	93.03%	90.00%	
As per Study						
Aeronautical employee benefit expenses	22.65	28.92	37.54	31.80	18.17	
Aeronautical expense	22.65	28.92	37.54	31.80	18.17	139.08
Ratio of Aeronautical expense	91.04%	83.42%	90.63%	87.60%	80.04%	
Reduction in Aeronautical expense	1.36	1.88	2.20	1.97	2.26	9.67

Annexure I - Part 1

FY 2016-17

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
701001000	Employee Benefit	Basic Pay/PP/SP	Cargo	20000	8,334,094.49	100.00%	8,334,094.49	100.00%	8,334,094.49	Employee Ratio - Aero : Non-Aero
701001000	Employee Benefit	Basic Pay/PP/SP	Airport	40000	59,112,673.96	95.95%	56,716,214.20	89.66%	53,000,423.47	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Cargo	20000	11,680.00	100.00%	11,680.00	100.00%	11,680.00	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Airport	40000	59,070.01	95.95%	56,675.28	89.66%	52,962.17	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Cargo	20000	9,686,946.16	100.00%	9,686,946.16	100.00%	9,686,946.16	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Airport	40000	68,945,969.83	95.95%	66,150,862.95	89.66%	61,816,956.55	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Cargo	20000	1,410,537.99	100.00%	1,410,537.99	100.00%	1,410,537.99	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Airport	40000	8,452,794.26	95.95%	8,110,113.41	89.66%	7,578,775.33	Employee Ratio - Aero : Non-Aero
701007000	Employee Benefit	Prof.Allowance	Cargo	20000	546,088.01	100.00%	546,088.01	100.00%	546,088.01	Employee Ratio - Aero : Non-Aero
701007000	Employee Benefit	Prof.Allowance	Airport	40000	3,517,713.15	95.95%	3,375,103.16	89.66%	3,153,981.61	Employee Ratio - Aero : Non-Aero
701008000	Employee Benefit	Rating Allowance	Airport	40000	52,675.00	95.95%	50,539.53	89.66%	47,228.41	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Cargo	20000	519,281.35	100.00%	519,281.35	100.00%	519,281.35	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Airport	40000	3,622,557.00	95.95%	3,475,696.58	89.66%	3,247,984.61	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Cargo	20000	3,609,024.92	100.00%	3,609,024.92	100.00%	3,609,024.92	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Airport	40000	7,443,914.97	95.95%	7,142,134.63	89.66%	6,674,214.16	Employee Ratio - Aero : Non-Aero
703001000	Employee Benefit	Imm.Death Relief	Airport	40000	25,000.00	95.95%	23,986.49	89.66%	22,415.00	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Cargo	20000	937,915.00	100.00%	937,915.00	100.00%	937,915.00	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Airport	40000	7,161,483.00	95.95%	6,871,152.61	89.66%	6,420,985.66	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Cargo	20000	1,224,644.00	100.00%	1,224,644.00	100.00%	1,224,644.00	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Airport	40000	8,217,428.00	95.95%	7,884,289.03	89.66%	7,367,745.94	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Cargo	20000	7,434.31	100.00%	7,434.31	100.00%	7,434.31	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Airport	40000	54,096.62	95.95%	51,903.51	89.66%	48,503.03	Employee Ratio - Aero : Non-Aero
704015000	Employee Benefit	Act.Val.-Retd.Ben.	Airport	40000	9,061,000.00	95.95%	8,693,662.16	89.66%	8,124,092.60	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Cargo	20000	1,754,674.05	100.00%	1,754,674.05	100.00%	1,754,674.05	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Airport	40000	10,971,383.15	95.95%	10,526,597.35	89.66%	9,836,942.13	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Cargo	20000	393,714.79	100.00%	393,714.79	100.00%	393,714.79	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Airport	40000	3,354,933.00	95.95%	3,218,922.20	89.66%	3,008,032.93	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Cargo	20000	67,571.00	100.00%	67,571.00	100.00%	67,571.00	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Airport	40000	772,003.00	95.95%	740,705.58	89.66%	692,177.89	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Cargo	20000	11,407.00	100.00%	11,407.00	100.00%	11,407.00	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Airport	40000	3,405,946.00	95.95%	3,267,867.11	89.66%	3,053,771.18	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPanel	Airport	40000	204,475.00	95.95%	196,185.47	89.66%	183,332.29	Employee Ratio - Aero : Non-Aero
707003000	Employee Benefit	Med.ExpPathological	Cargo	20000	14,477.00	100.00%	14,477.00	100.00%	14,477.00	Employee Ratio - Aero : Non-Aero

707003000	Employee Benefit	Med.ExpPathological	Airport	40000	115,475.00	95.95%	110,793.58	89.66%	103,534.89	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Cargo	20000	268,634.00	100.00%	268,634.00	100.00%	268,634.00	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Airport	40000	1,258,381.00	95.95%	1,207,365.55	89.66%	1,128,264.40	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Cargo	20000	859,044.30	100.00%	859,044.30	100.00%	859,044.30	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Airport	40000	5,545,003.58	95.95%	5,320,206.14	89.66%	4,971,650.21	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Airport	40000	1,821,555.00	95.95%	1,747,708.18	89.66%	1,633,206.21	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Cargo	20000	140,976.00	100.00%	140,976.00	100.00%	140,976.00	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Airport	40000	1,848,432.00	95.95%	1,773,495.57	89.66%	1,657,304.13	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Cargo	20000	215,035.00	100.00%	215,035.00	100.00%	215,035.00	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Airport	40000	741,117.00	95.95%	711,071.72	89.66%	664,485.50	Employee Ratio - Aero : Non-Aero
708006000	Employee Benefit	Retd.Med.Out.Path.	Airport	40000	19,918.00	95.95%	19,110.51	89.66%	17,858.48	Employee Ratio - Aero : Non-Aero
709001000	Employee Benefit	Employee Welfare Exp.	Airport	40000	16,000.00	95.95%	15,351.35	89.66%	14,345.60	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Cargo	20000	3,695,780.64	100.00%	3,695,780.64	100.00%	3,695,780.64	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Airport	40000	27,211,877.41	95.95%	26,108,693.19	89.66%	24,398,169.29	Employee Ratio - Aero : Non-Aero
940017000	Non Aeronautical Airport Ser	EWChgs(Oth)	Airport	40000	-11,939,212.30	95.95%	-11,455,190.18	89.66%	-10,704,697.75	Employee Ratio - Aero : Non-Aero
940018000	Non Aeronautical Airport Ser	EWC(Govt.)	Airport	40000	-4,042,194.00	95.95%	-3,878,321.27	89.66%	-3,624,231.14	Employee Ratio - Aero : Non-Aero
980012000	Non Aeronautical Airport Ser	EWC(Staff)	Cargo	20000	-50,009.00	100.00%	-50,009.00	100.00%	-50,009.00	Aero
980012000	Non Aeronautical Airport Ser	EWC(Staff)	Airport	40000	-1,170,069.00	95.95%	-1,122,633.77	89.66%	-1,049,083.87	Employee Ratio - Aero : Non-Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Cargo	20000	-35,000.00	100.00%	-35,000.00	100.00%	-35,000.00	Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Airport	40000	-407,983.00	95.95%	-391,443.15	89.66%	-365,797.56	Employee Ratio - Aero : Non-Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Cargo	20000	-12,755.76	100.00%	-12,755.76	100.00%	-12,755.76	Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Airport	40000	-258,044.42	95.95%	-247,583.16	89.66%	-231,362.63	Employee Ratio - Aero : Non-Aero
980016000	Staff Recoveries	Holiday Home fees	Airport	40000	-800.00	95.95%	-767.57	89.66%	-717.28	Employee Ratio - Aero : Non-Aero
980017000	Staff Recoveries	Medical Card-RetdEm	Airport	40000	-28,100.00	95.95%	-26,960.81	89.66%	-25,194.46	Employee Ratio - Aero : Non-Aero
					248,777,667.47		240,054,702.38		226,529,454.24	

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FY 2017-18

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
701001000	Employee Benefit	Basic Pay/PP/SP	Cargo	20000	10,748,096.78	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701001000	Employee Benefit	Basic Pay/PP/SP	Airport	40000	115,764,019.59	97.06%	112,359,195.48	91.15%	105,518,903.86	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Cargo	20000	4,760.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Airport	40000	63,309.99	97.06%	61,447.93	91.15%	57,707.06	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Cargo	20000	4,210,261.09	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Airport	40000	33,882,771.22	97.06%	32,886,219.13	91.15%	30,884,145.97	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Cargo	20000	1,110,698.80	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Airport	40000	10,494,951.60	97.06%	10,186,276.55	91.15%	9,566,148.38	Employee Ratio - Aero : Non-Aero
701007000	Employee Benefit	Prof.Allowance	Airport	40000	3,384.00	97.06%	3,284.47	91.15%	3,084.52	Employee Ratio - Aero : Non-Aero
701013000	Employee Benefit	Stipend for Trainees	Airport	40000	422,034.00	97.06%	409,621.24	91.15%	384,683.99	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Cargo	20000	386,476.29	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Airport	40000	2,599,345.00	97.06%	2,522,893.68	91.15%	2,369,302.97	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Cargo	20000	2,020,682.08	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Airport	40000	4,465,662.09	97.06%	4,334,319.09	91.15%	4,070,451.00	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Cargo	20000	783,909.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Airport	40000	8,791,003.00	97.06%	8,532,444.09	91.15%	8,012,999.23	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Cargo	20000	1,017,940.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Airport	40000	9,352,823.00	97.06%	9,077,739.97	91.15%	8,525,098.16	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Cargo	20000	16,722.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Airport	40000	182,463.63	97.06%	177,097.05	91.15%	166,315.60	Employee Ratio - Aero : Non-Aero
704015000	Employee Benefit	Act.Val.-Retd.Ben.	Airport	40000	48,004,000.00	97.06%	46,592,117.65	91.15%	43,755,646.00	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Cargo	20000	4,258,484.20	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Airport	40000	36,615,950.87	97.06%	35,539,011.14	91.15%	33,375,439.22	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Cargo	20000	287,587.80	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Airport	40000	1,251,033.48	97.06%	1,214,238.38	91.15%	1,140,317.02	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Cargo	20000	46,801.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Airport	40000	855,192.00	97.06%	830,039.29	91.15%	779,507.51	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Cargo	20000	31,345.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Airport	40000	3,548,961.37	97.06%	3,444,580.15	91.15%	3,234,878.29	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPanel	Cargo	20000	7,474.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPanel	Airport	40000	103,412.00	97.06%	100,370.47	91.15%	94,260.04	Employee Ratio - Aero : Non-Aero
707003000	Employee Benefit	Med.ExpPathological	Cargo	20000	14,400.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707003000	Employee Benefit	Med.ExpPathological	Airport	40000	83,033.00	97.06%	80,590.85	91.15%	75,684.58	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Cargo	20000	122,305.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Airport	40000	1,954,842.00	97.06%	1,897,346.65	91.15%	1,781,838.48	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Cargo	20000	650,164.55	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Airport	40000	5,851,640.47	97.06%	5,679,533.40	91.15%	5,333,770.29	Employee Ratio - Aero : Non-Aero
707006000	Employee Benefit	First Aid facilities	Airport	40000	76,000.00	97.06%	73,764.71	91.15%	69,274.00	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Airport	40000	1,162,824.00	97.06%	1,128,623.29	91.15%	1,059,914.08	Employee Ratio - Aero : Non-Aero
708002000	Employee Benefit	Retd.Med.IndoorNonP	Airport	40000	106,936.00	97.06%	103,790.82	91.15%	97,472.16	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Cargo	20000	178,088.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Airport	40000	1,766,151.95	97.06%	1,714,206.30	91.15%	1,609,847.50	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Cargo	20000	266,837.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Airport	40000	1,110,492.00	97.06%	1,077,830.47	91.15%	1,012,213.46	Employee Ratio - Aero : Non-Aero
708006000	Employee Benefit	Retd.Med.Out.Path.	Airport	40000	25,695.00	97.06%	24,939.26	91.15%	23,420.99	Employee Ratio - Aero : Non-Aero
709001000	Employee Benefit	Employee Welfare Exp.	Airport	40000	33,300.00	97.06%	32,320.59	91.15%	30,352.95	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Cargo	20000	4,155,340.08	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Airport	40000	42,288,074.13	97.06%	41,044,307.24	91.15%	38,545,579.57	Employee Ratio - Aero : Non-Aero
940017000	Non Aeronautical Airport Ser	EWChgs(Oth)	Cargo	20000	-620,253.00	100.00%	-	0.00%	-	Aero
940017000	Non Aeronautical Airport Ser	EWChgs(Oth)	Airport	40000	-9,066,654.98	97.06%	-8,799,988.66	91.15%	-8,264,256.01	Employee Ratio - Aero : Non-Aero

940018000	Non Aeronautical Airport Ser	EWC(Govt.)	Airport	40000	-2,252,358.00	97.06%	-2,186,112.18	91.15%	-2,053,024.32	Employee Ratio - Aero : Non-Aero
980012000	Non Aeronautical Airport Ser	EWC(Staff)	Cargo	20000	-44,047.99	100.00%	-	0.00%	-	Aero
980012000	Non Aeronautical Airport Ser	EWC(Staff)	Airport	40000	-1,240,641.32	97.06%	-1,204,151.87	91.15%	-1,130,844.56	Employee Ratio - Aero : Non-Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Cargo	20000	-272,836.00	100.00%	-	0.00%	-	Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Airport	40000	-568,547.00	97.06%	-551,825.03	91.15%	-518,230.59	Employee Ratio - Aero : Non-Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Cargo	20000	-16,547.56	100.00%	-	0.00%	-	Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Airport	40000	-420,054.86	97.06%	-407,700.31	91.15%	-382,880.00	Employee Ratio - Aero : Non-Aero
980015000	Staff Recoveries	Conservancy Chg-Emp	Airport	40000	-18.62	97.06%	-18.07	91.15%	-16.97	Employee Ratio - Aero : Non-Aero
980016000	Staff Recoveries	Holiday Home fees	Airport	40000	-541.94	97.06%	-526.00	91.15%	-493.98	Employee Ratio - Aero : Non-Aero
980017000	Staff Recoveries	Medical Card-RetdEm	Airport	40000	-12,200.00	97.06%	-11,841.18	91.15%	-11,120.30	Employee Ratio - Aero : Non-Aero
					346,662,976.79		307,965,986.06		289,217,390.12	

Annexure I - Part 1
FY 2018-19

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
701001000	Employee Benefit	Basic Pay/PP/SP	Airport	40000	171,748,704.68	95.95%	164,799,335.13	90.63%	155,655,851.05	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Airport	40000	47,283.06	95.95%	45,369.87	90.63%	42,852.64	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Airport	40000	7,611,583.60	95.95%	7,303,600.45	90.63%	6,898,378.22	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Airport	40000	20,283,686.93	95.95%	19,462,959.71	90.63%	18,383,105.46	Employee Ratio - Aero : Non-Aero
701007000	Employee Benefit	Prof.Allowance	Airport	40000	146,380.00	95.95%	140,457.11	90.63%	132,664.19	Employee Ratio - Aero : Non-Aero
701009000	Employee Benefit	Service weightage NE	Airport	40000	2,806,570.77	95.95%	2,693,010.10	90.63%	2,543,595.09	Employee Ratio - Aero : Non-Aero
701011075	Employee Benefit	PLI-Non-Executives	Airport	40000	-81,764.00	95.95%	-78,455.63	90.63%	-74,102.71	Employee Ratio - Aero : Non-Aero
701013000	Employee Benefit	Stipend for Trainees	Airport	40000	629,247.00	95.95%	603,786.14	90.63%	570,286.56	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Airport	40000	6,470,090.85	95.95%	6,208,295.27	90.63%	5,863,843.34	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Airport	40000	10,322,749.53	95.95%	9,905,066.02	90.63%	9,355,507.90	Employee Ratio - Aero : Non-Aero
703001000	Employee Benefit	Imm.Death Relief	Airport	40000	75,000.00	95.95%	71,965.32	90.63%	67,972.50	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Airport	40000	10,155,507.53	95.95%	9,744,591.04	90.63%	9,203,936.47	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Airport	40000	10,642,382.45	95.95%	10,211,765.82	90.63%	9,645,191.21	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Airport	40000	590,638.49	95.95%	566,739.82	90.63%	535,295.66	Employee Ratio - Aero : Non-Aero
704015000	Employee Benefit	Act.Val.-Retd.Ben.	Airport	40000	98,200,000.00	95.95%	94,226,589.60	90.63%	88,998,660.00	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Airport	40000	9,846,270.52	95.95%	9,447,866.51	90.63%	8,923,674.97	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Airport	40000	4,367,039.14	95.95%	4,190,338.13	90.63%	3,957,847.57	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Airport	40000	1,281,800.62	95.95%	1,229,935.86	90.63%	1,161,695.90	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Airport	40000	2,501,283.00	95.95%	2,400,075.02	90.63%	2,266,912.78	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPanel	Airport	40000	219,785.25	95.95%	210,892.21	90.63%	199,191.37	Employee Ratio - Aero : Non-Aero
707003000	Employee Benefit	Med.ExpPathological	Airport	40000	82,586.63	95.95%	79,244.97	90.63%	74,848.26	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Airport	40000	1,778,088.10	95.95%	1,706,142.34	90.63%	1,611,481.25	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Airport	40000	6,514,469.09	95.95%	6,250,877.86	90.63%	5,904,063.34	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Airport	40000	1,117,293.00	95.95%	1,072,084.61	90.63%	1,012,602.65	Employee Ratio - Aero : Non-Aero
708002000	Employee Benefit	Retd.Med.IndoorNonP	Airport	40000	111,290.00	95.95%	106,786.94	90.63%	100,862.13	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Airport	40000	2,415,974.34	95.95%	2,318,218.15	90.63%	2,189,597.54	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Airport	40000	1,694,472.20	95.95%	1,625,909.74	90.63%	1,535,700.15	Employee Ratio - Aero : Non-Aero
708006000	Employee Benefit	Retd.Med.Out.Path.	Airport	40000	9,543.55	95.95%	9,157.39	90.63%	8,649.32	Employee Ratio - Aero : Non-Aero
709001000	Employee Benefit	Employee Welfare Exp.	Airport	40000	240,269.00	95.95%	230,547.13	90.63%	217,755.79	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Airport	40000	58,899,049.70	95.95%	56,515,851.16	90.63%	53,380,208.74	Employee Ratio - Aero : Non-Aero
940017000	Non Aeronautical Airport Services	EWChgs(Oth)	Airport	40000	-12,944,762.92	95.95%	-12,420,986.39	90.63%	-11,731,838.63	Employee Ratio - Aero : Non-Aero
940018000	Non Aeronautical Airport Services	EWC(Govt.)	Airport	40000	-1,923,644.00	95.95%	-1,845,808.69	90.63%	-1,743,398.56	Employee Ratio - Aero : Non-Aero
980012000	Non Aeronautical Airport Services	EWC(Staff)	Airport	40000	-1,110,842.78	95.95%	-1,065,895.38	90.63%	-1,006,756.81	Employee Ratio - Aero : Non-Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Airport	40000	-220,430.00	95.95%	-211,510.87	90.63%	-199,775.71	Employee Ratio - Aero : Non-Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Cargo	20000	-3,334.90	100.00%	-	0.00%	-	Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Airport	40000	-308,252.19	95.95%	-295,779.56	90.63%	-279,368.96	Employee Ratio - Aero : Non-Aero
980015000	Staff Recoveries	Conservancy Chg-Emp	Airport	40000	-35.94	95.95%	-34.49	90.63%	-32.57	Employee Ratio - Aero : Non-Aero
980016000	Staff Recoveries	Holiday Home fees	Airport	40000	-1,550.00	95.95%	-1,487.28	90.63%	-1,404.77	Employee Ratio - Aero : Non-Aero
980017000	Staff Recoveries	Medical Card-RetdEm	Airport	40000	-28,600.00	95.95%	-27,442.77	90.63%	-25,920.18	Employee Ratio - Aero : Non-Aero
					414,185,822.30		397,430,058.35		375,379,633.17	

Annexure I - Part 1
FY 2019-20

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
701001000	Employee Benefit	Basic Pay/PP/SP	Cargo	20000	5,453,640.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701001000	Employee Benefit	Basic Pay/PP/SP	Airport	40000	135,755,855.30	96.39%	130,849,017.16	90.76%	123,212,014.27	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Airport	40000	45,940.00	96.39%	44,279.52	90.76%	41,695.14	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Cargo	20000	741,695.04	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Airport	40000	17,311,094.76	96.39%	16,685,392.54	90.76%	15,711,549.60	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Cargo	20000	521,376.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Airport	40000	16,345,504.75	96.39%	15,754,703.37	90.76%	14,835,180.11	Employee Ratio - Aero : Non-Aero
701007000	Employee Benefit	Prof.Allowance	Airport	40000	-150,971.00	96.39%	-145,514.22	90.76%	-137,021.28	Employee Ratio - Aero : Non-Aero
701008000	Employee Benefit	Rating Allowance	Airport	40000	13,200.00	96.39%	12,722.89	90.76%	11,980.32	Employee Ratio - Aero : Non-Aero
701009000	Employee Benefit	Service weightage NE	Cargo	20000	138,240.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701009000	Employee Benefit	Service weightage NE	Airport	40000	2,672,693.86	96.39%	2,576,090.47	90.76%	2,425,736.95	Employee Ratio - Aero : Non-Aero
701011050	Employee Benefit	PRP Pmts	Cargo	20000	45,438.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701011075	Employee Benefit	PLI-Non-Executives	Cargo	20000	727,817.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701011075	Employee Benefit	PLI-Non-Executives	Airport	40000	16,362,423.00	96.39%	15,771,010.12	90.76%	14,850,535.11	Employee Ratio - Aero : Non-Aero
701013000	Employee Benefit	Stipend for Trainees	Airport	40000	1,498,400.00	96.39%	1,444,240.96	90.76%	1,359,947.84	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Cargo	20000	272,313.25	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Airport	40000	1,938,484.15	96.39%	1,868,418.46	90.76%	1,759,368.21	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Cargo	20000	465,280.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Airport	40000	16,539,689.65	96.39%	15,941,869.54	90.76%	15,011,422.33	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Cargo	20000	439,760.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Airport	40000	8,100,596.00	96.39%	7,807,803.37	90.76%	7,352,100.93	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Cargo	20000	303,680.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Airport	40000	10,127,378.00	96.39%	9,761,328.19	90.76%	9,191,608.27	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Cargo	20000	18,000.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Airport	40000	572,072.84	96.39%	551,395.51	90.76%	519,213.31	Employee Ratio - Aero : Non-Aero
704015000	Employee Benefit	Act.Val.-Retd.Ben.	Airport	40000	55,191,309.84	96.39%	53,196,443.22	90.76%	50,091,632.81	Employee Ratio - Aero : Non-Aero
704020000	Employee Benefit	CONT DEF PENSION	Cargo	20000	745,831.11	100.00%	-	0.00%	-	Aero
704020000	Employee Benefit	CONT DEF PENSION	Airport	40000	10,269,520.67	96.39%	9,898,333.18	90.76%	9,320,616.96	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Cargo	20000	393,828.10	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Airport	40000	7,730,513.25	96.39%	7,451,097.11	90.76%	7,016,213.83	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Airport	40000	1,394,284.19	96.39%	1,343,888.38	90.76%	1,265,452.33	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Airport	40000	895,611.00	96.39%	863,239.52	90.76%	812,856.54	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Airport	40000	3,969,720.00	96.39%	3,826,236.14	90.76%	3,602,917.87	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPanel	Airport	40000	12,061.00	96.39%	11,625.06	90.76%	10,946.56	Employee Ratio - Aero : Non-Aero
707003000	Employee Benefit	Med.ExpPathological	Airport	40000	20,233.00	96.39%	19,501.69	90.76%	18,363.47	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Airport	40000	539,756.00	96.39%	520,246.75	90.76%	489,882.55	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Airport	40000	-206,652.68	96.39%	-199,183.31	90.76%	-187,557.97	Employee Ratio - Aero : Non-Aero
707007000	Employee Benefit	Medical Scheme AOP	Airport	40000	837,784.00	96.39%	807,502.65	90.76%	760,372.76	Employee Ratio - Aero : Non-Aero
707008000	Employee Benefit	Dental &Physiotherap	Cargo	20000	2,892.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
707008000	Employee Benefit	Dental &Physiotherap	Airport	40000	451,522.00	96.39%	435,201.93	90.76%	409,801.37	Employee Ratio - Aero : Non-Aero
707009000	Employee Benefit	Pathology HCT	Airport	40000	111,675.00	96.39%	107,638.55	90.76%	101,356.23	Employee Ratio - Aero : Non-Aero
707011000	Employee Benefit	Chronic Critical	Airport	40000	19,080.00	96.39%	18,390.36	90.76%	17,317.01	Employee Ratio - Aero : Non-Aero
707012000	Employee Benefit	HB Physiotherapy	Airport	40000	53,250.00	96.39%	51,325.30	90.76%	48,329.70	Employee Ratio - Aero : Non-Aero
707016000	Employee Benefit	Scheme B	Cargo	20000	248,948.00	100.00%	-	0.00%	-	Aero
707016000	Employee Benefit	Scheme B	Airport	40000	6,454,923.58	96.39%	6,221,613.09	90.76%	5,858,488.64	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Airport	40000	4,134,336.00	96.39%	3,984,902.17	90.76%	3,752,323.35	Employee Ratio - Aero : Non-Aero
708002000	Employee Benefit	Retd.Med.IndoorNonP	Airport	40000	46,509.00	96.39%	44,827.95	90.76%	42,211.57	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Airport	40000	1,239,126.00	96.39%	1,194,338.31	90.76%	1,124,630.76	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Cargo	20000	97,960.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Airport	40000	602,730.00	96.39%	580,944.58	90.76%	547,037.75	Employee Ratio - Aero : Non-Aero
708006000	Employee Benefit	Retd.Med.Out.Path.	Airport	40000	56,114.00	96.39%	54,085.78	90.76%	50,929.07	Employee Ratio - Aero : Non-Aero

708007000	Employee Benefit	Scheme A OPD Retire	Airport	40000	895,286.00	96.39%	862,926.27	90.76%	812,561.57	Employee Ratio - Aero : Non-Aero
708008000	Employee Benefit	Dental &Physiotherap	Airport	40000	160,898.00	96.39%	155,082.41	90.76%	146,031.02	Employee Ratio - Aero : Non-Aero
708009000	Employee Benefit	Pathology HCT ret	Airport	40000	3,761.00	96.39%	3,625.06	90.76%	3,413.48	Employee Ratio - Aero : Non-Aero
708012000	Employee Benefit	Chronic Critical ret	Airport	40000	408,152.00	96.39%	393,399.52	90.76%	370,438.76	Employee Ratio - Aero : Non-Aero
708016000	Employee Benefit	Scheme B Ret	Airport	40000	2,239,452.00	96.39%	2,158,507.95	90.76%	2,032,526.64	Employee Ratio - Aero : Non-Aero
709001000	Employee Benefit	Emplyee Welfare Exp.	Airport	40000	144,306.00	96.39%	139,090.12	90.76%	130,972.13	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Cargo	20000	2,079,174.77	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Airport	40000	46,899,611.80	96.39%	45,204,445.11	90.76%	42,566,087.67	Employee Ratio - Aero : Non-Aero
940017000	Non Aeronautical Airport Services	EWChgs(Oth)	Airport	40000	-16,544,618.78	96.39%	-15,946,620.51	90.76%	-15,015,896.00	Employee Ratio - Aero : Non-Aero
940018000	Non Aeronautical Airport Services	EWC(Govt.)	Airport	40000	-2,405,357.01	96.39%	-2,318,416.40	90.76%	-2,183,102.02	Employee Ratio - Aero : Non-Aero
980012000	Non Aeronautical Airport Services	EWC(Staff)	Cargo	20000	-17,451.00	100.00%	-	0.00%	-	Aero
980012000	Non Aeronautical Airport Services	EWC(Staff)	Airport	40000	-2,092,562.34	96.39%	-2,016,927.56	90.76%	-1,899,209.58	Employee Ratio - Aero : Non-Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Airport	40000	-5,000.00	96.39%	-4,819.28	90.76%	-4,538.00	Employee Ratio - Aero : Non-Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Cargo	20000	-4,488.44	100.00%	-	0.00%	-	Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Airport	40000	-298,100.64	96.39%	-287,325.92	90.76%	-270,556.14	Employee Ratio - Aero : Non-Aero
980015000	Staff Recoveries	Conservancy Chg-Emp	Airport	40000	-1,048.00	96.39%	-1,010.12	90.76%	-951.16	Employee Ratio - Aero : Non-Aero
980016000	Staff Recoveries	Holiday Home fees	Airport	40000	-550.00	96.39%	-530.12	90.76%	-499.18	Employee Ratio - Aero : Non-Aero
980017000	Staff Recoveries	Medical Card-RetdEm	Airport	40000	-26,400.00	96.39%	-25,445.78	90.76%	-23,960.64	Employee Ratio - Aero : Non-Aero
					363,007,531.02		337,670,937.05		317,962,772.81	

Annexure I - Part 1
FY 2020-21 (up to 30-Oct-20)

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
701001000	Employee Benefit	Basic Pay/PP/SP	Cargo	20000	6,682,405.17	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701001000	Employee Benefit	Basic Pay/PP/SP	Airport	40000	88,219,566.48	96.08%	84,759,975.64	89.08%	78,585,989.82	Employee Ratio - Aero : Non-Aero
701003000	Employee Benefit	Family Planning Pay	Airport	40000	21,758.71	96.08%	20,905.43	89.08%	19,382.66	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Cargo	20000	1,238,129.47	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701005000	Employee Benefit	VDA	Airport	40000	16,470,944.32	96.08%	15,825,024.93	89.08%	14,672,317.20	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Cargo	20000	1,017,139.20	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701006000	Employee Benefit	House Rent Allowance	Airport	40000	10,277,534.97	96.08%	9,874,494.38	89.08%	9,155,228.15	Employee Ratio - Aero : Non-Aero
701008000	Employee Benefit	Rating Allowance	Airport	40000	8,400.00	96.08%	8,070.59	89.08%	7,482.72	Employee Ratio - Aero : Non-Aero
701009000	Employee Benefit	Service weightage NE	Cargo	20000	139,567.42	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701009000	Employee Benefit	Service weightage NE	Airport	40000	1,084,732.33	96.08%	1,042,193.81	89.08%	966,279.56	Employee Ratio - Aero : Non-Aero
701011050	Employee Benefit	PRP Pmts	Cargo	20000	-8,369.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
701011050	Employee Benefit	PRP Pmts	Airport	40000	415,762.00	96.08%	399,457.61	89.08%	370,360.79	Employee Ratio - Aero : Non-Aero
701013000	Employee Benefit	Stipend for Trainees	Airport	40000	1,395,000.00	96.08%	1,340,294.12	0.00%	-	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Cargo	20000	147,600.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
701023000	Employee Benefit	Other Allow/Reimb.	Airport	40000	2,423,778.97	96.08%	2,328,728.81	0.00%	-	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Cargo	20000	871,599.85	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
702001000	Employee Benefit	Overtime	Airport	40000	4,635,441.88	96.08%	4,453,659.85	0.00%	-	Employee Ratio - Aero : Non-Aero
703001000	Employee Benefit	Imm.Death Relief	Airport	40000	40,000.00	96.08%	38,431.37	89.08%	35,632.00	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Cargo	20000	366,892.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704001000	Employee Benefit	AAI Cont. to PF	Airport	40000	6,986,115.00	96.08%	6,712,149.71	89.08%	6,223,231.24	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Cargo	20000	583,574.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
704002000	Employee Benefit	AAI Cont-PensionFund	Airport	40000	5,409,273.00	96.08%	5,197,144.65	89.08%	4,818,580.39	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Cargo	20000	22,750.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
704012000	Employee Benefit	Cont.Staff Ben.Fund	Airport	40000	311,939.25	96.08%	299,706.34	89.08%	277,875.48	Employee Ratio - Aero : Non-Aero
704015000	Employee Benefit	Act.Val.-Retd.Ben.	Airport	40000	35,428,284.65	96.08%	34,038,940.15	89.08%	31,559,515.96	Employee Ratio - Aero : Non-Aero
706012000	Employee Benefit	EL Encashment	Airport	40000	1,426,689.36	96.08%	1,370,740.76	89.08%	1,270,894.88	Employee Ratio - Aero : Non-Aero
706013000	Employee Benefit	HPL Encashment	Airport	40000	1,118,214.04	96.08%	1,074,362.51	89.08%	996,105.07	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Cargo	20000	3,120.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
706015001	Employee Benefit	IT Perk-Lease&QTRS	Airport	40000	388,195.00	96.08%	372,971.67	89.08%	345,804.11	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Cargo	20000	43,483.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
707001000	Employee Benefit	Med.Indoor ExpPanel	Airport	40000	1,290,614.84	96.08%	1,240,002.49	89.08%	1,149,679.70	Employee Ratio - Aero : Non-Aero
707002000	Employee Benefit	Med.Indoor ExpNPane	Airport	40000	324,591.00	96.08%	311,861.94	89.08%	289,145.66	Employee Ratio - Aero : Non-Aero
707004000	Employee Benefit	Med.OutdoorChronic	Airport	40000	14,856.00	96.08%	14,273.41	89.08%	13,233.72	Employee Ratio - Aero : Non-Aero
707005000	Employee Benefit	Medical Allow.-fixed	Airport	40000	7,283.46	96.08%	6,997.83	89.08%	6,488.11	Employee Ratio - Aero : Non-Aero
707007000	Employee Benefit	Medical Scheme AOP	Airport	40000	695,163.00	96.08%	667,901.71	89.08%	619,251.20	Employee Ratio - Aero : Non-Aero
707008000	Employee Benefit	Dental &Physiotherap	Airport	40000	248,529.00	96.08%	238,782.76	0.00%	-	Aero
707009000	Employee Benefit	Pathology HCT	Cargo	20000	3,825.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
707009000	Employee Benefit	Pathology HCT	Airport	40000	73,638.00	96.08%	70,750.24	89.08%	65,596.73	Employee Ratio - Aero : Non-Aero
707010000	Employee Benefit	option A Chronic	Airport	40000	31,781.00	96.08%	30,534.69	89.08%	28,310.51	Employee Ratio - Aero : Non-Aero
707011000	Employee Benefit	Chronic Critical	Airport	40000	41,672.00	96.08%	40,037.80	89.08%	37,121.42	Employee Ratio - Aero : Non-Aero
707012000	Employee Benefit	HB Physiotherapy	Airport	40000	78,558.00	96.08%	75,477.29	89.08%	69,979.47	Employee Ratio - Aero : Non-Aero
707016000	Employee Benefit	Scheme B	Cargo	20000	552,550.00	100.00%	-	0.00%	-	Aero
707016000	Employee Benefit	Scheme B	Airport	40000	5,717,198.79	96.08%	5,492,994.92	89.08%	5,092,880.68	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Cargo	20000	24,781.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
708001000	Employee Benefit	Retd. Med.Indoor Pl	Airport	40000	2,117,118.95	96.08%	2,034,094.68	89.08%	1,885,929.56	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Cargo	20000	30,390.00	100.00%	-	0.00%	-	Employee Ratio - Aero : Non-Aero
708003000	Employee Benefit	Retd.Med.Outdoor	Airport	40000	197,317.50	96.08%	189,579.56	89.08%	175,770.43	Employee Ratio - Aero : Non-Aero
708005000	Employee Benefit	Retd.Med.OutdoorChr	Airport	40000	8,742.00	96.08%	8,399.18	89.08%	7,787.37	Employee Ratio - Aero : Non-Aero
708007000	Employee Benefit	Scheme A OPD Retire	Cargo	20000	81,660.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
708007000	Employee Benefit	Scheme A OPD Retire	Airport	40000	474,576.00	96.08%	455,965.18	89.08%	422,752.30	Employee Ratio - Aero : Non-Aero
708008000	Employee Benefit	Dental &Physiotherap	Airport	40000	31,750.00	96.08%	30,504.90	89.08%	28,282.90	Employee Ratio - Aero : Non-Aero

708009000	Employee Benefit	Pathology HCT ret	Airport	40000	27,000.00	96.08%	25,941.18	89.08%	24,051.60	Employee Ratio - Aero : Non-Aero
708010000	Employee Benefit	option A Chronic ret	Cargo	20000	12,335.00	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
708010000	Employee Benefit	option A Chronic ret	Airport	40000	8,339.00	96.08%	8,011.98	89.08%	7,428.38	Employee Ratio - Aero : Non-Aero
708012000	Employee Benefit	Chronic Critical ret	Airport	40000	40,213.00	96.08%	38,636.02	89.08%	35,821.74	Employee Ratio - Aero : Non-Aero
708013000	Employee Benefit	HB Physiotherapy ret	Cargo	20000	20,000.00	100.00%	-	0.00%	-	Aero
708013000	Employee Benefit	HB Physiotherapy ret	Airport	40000	20,600.00	96.08%	19,792.16	89.08%	18,350.48	Employee Ratio - Aero : Non-Aero
708016000	Employee Benefit	Scheme B Ret	Cargo	20000	165,727.75	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
708016000	Employee Benefit	Scheme B Ret	Airport	40000	1,882,496.62	96.08%	1,808,673.22	89.08%	1,676,927.99	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Cargo	20000	2,304,845.63	100.00%	-	89.08%	-	Employee Ratio - Aero : Non-Aero
710001000	Employee Benefit	Employee Perks	Airport	40000	30,570,411.61	96.08%	29,371,571.94	89.08%	27,232,122.66	Employee Ratio - Aero : Non-Aero
940017000	Non Aeronautical Airport Services	EWChgs(Oth)	Airport	40000	-5,923,783.48	96.08%	-5,691,478.25	89.08%	-5,276,906.32	Employee Ratio - Aero : Non-Aero
940018000	Non Aeronautical Airport Services	EWC(Govt.)	Airport	40000	-176,305.00	96.08%	-169,391.08	89.08%	-157,052.49	Employee Ratio - Aero : Non-Aero
980012000	Non Aeronautical Airport Services	EWC(Staff)	Cargo	20000	-22,777.00	100.00%	-	0.00%	-	Aero
980012000	Non Aeronautical Airport Services	EWC(Staff)	Airport	40000	-833,074.67	96.08%	-800,405.08	89.08%	-742,102.92	Employee Ratio - Aero : Non-Aero
980013000	Staff Recoveries	Misc.Recov-Employee	Airport	40000	-150,000.00	96.08%	-144,117.65	89.08%	-133,620.00	Employee Ratio - Aero : Non-Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Cargo	20000	-2,681.00	100.00%	-	0.00%	-	Aero
980014000	Staff Recoveries	L.fees-Resdl Qtrs	Airport	40000	-179,562.03	96.08%	-172,520.38	89.08%	-159,953.86	Employee Ratio - Aero : Non-Aero
980015000	Staff Recoveries	Conservancy Chg-Emp	Airport	40000	-48.00	96.08%	-46.12	89.08%	-42.76	Employee Ratio - Aero : Non-Aero
980017000	Staff Recoveries	Medical Card-RetdEm	Airport	40000	-13,600.00	96.08%	-13,066.67	89.08%	-12,114.88	Employee Ratio - Aero : Non-Aero
					226,966,254.04		204,347,012.17		181,709,799.42	

Annexure I - Part 2

Determination of the ratio of Aeronautical Administrative and Other expenses

Summary of Administrative and Other expenses						
Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (upto 30-Oct-2020)	Total
Administrative and other expenses	5.44	10.03	10.24	9.71	4.12	
Add: CHQ and RHQ allocation	55.23	58.79	53.13	68.53	35.39	
Total	60.67	68.82	63.37	78.24	39.51	310.61
As per AAI						
Aeronautical Administrative and other expenses	5.44	10.02	10.24	9.71	4.12	
Add: Aeronautical CHQ and RHQ allocation	52.47	55.85	50.47	65.10	33.62	
Aeronautical expense	57.91	65.87	60.71	74.81	37.74	297.05
Ratio of Aeronautical expense	95.45%	95.71%	95.81%	95.62%	95.52%	
As per Study						
Aeronautical Administrative and other expenses	5.19	9.67	9.70	9.13	3.83	
Add: Aeronautical CHQ and RHQ allocation	52.47	55.85	50.47	65.10	33.62	
Aeronautical expense	57.66	65.52	60.17	74.23	37.45	295.04
Ratio of Aeronautical expense	95.04%	95.21%	94.96%	94.88%	94.79%	
Reduction in Aeronautical expense	0.25	0.35	0.54	0.58	0.29	2.01

Annexure I - Part 2

FY 2016-17

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
721001000	Administrative & Other Expenses	ADVT..TENDER INVIT.	Airport	40000	397,682.06	100%	397,682.06	95.70%	380,581.73	Gross Fixed Assets ratio
721007000	Administrative & Other Expenses	ADVT..OTHERS	Cargo	20000	38,925.00	100%	38,925.00	100.00%	38,925.00	Aero
722001000	Administrative & Other Expenses	POL for CFT	Airport	40000	749,826.13	100%	749,826.13	100.00%	749,826.13	Aero
726002000	Administrative & Other Expenses	Diesel/Oil-DG sets	Airport	40000	3,744,292.00	100%	3,744,292.00	82.19%	3,077,433.59	Electricity Ratio
727006000	Administrative & Other Expenses	INSU.VEH.EXL.MC&JEE	Airport	40000	93,605.00	100%	93,605.00	89.66%	83,926.24	Employee Head Count Ratio - Aero : Non-Aero
727007000	Administrative & Other Expenses	INSUR..MC&JEEP	Airport	40000	83,366.00	100%	83,366.00	89.66%	74,745.96	Employee Head Count Ratio - Aero : Non-Aero
727012000	Administrative & Other Expenses	Other Insurance	Airport	40000	4,276.00	100%	4,276.00	95.70%	4,092.13	Gross Fixed Assets ratio
729004000	Administrative & Other Expenses	Hiring..manpower	Cargo	20000	321,455.45	100%	321,455.45	100.00%	321,455.45	Aero
729004000	Administrative & Other Expenses	Hiring..manpower	Airport	40000	1,245,530.00	100%	1,245,530.00	89.66%	1,116,742.20	Employee Head Count Ratio - Aero : Non-Aero
732001000	Administrative & Other Expenses	MUNICIPAL TAXES	Airport	40000	21,715,972.00	100%	21,715,972.00	95.70%	20,782,185.20	Gross Fixed Assets ratio
742001000	Administrative & Other Expenses	WV-OTH.SEC.CONT.	Airport	40000	1,309,054.68	100%	1,309,054.68	100.00%	1,309,054.68	Aero
745002000	Administrative & Other Expenses	Medi.Indoor Exp-ASF	Airport	40000	305,163.00	100%	305,163.00	95.70%	292,040.99	Gross Fixed Assets ratio
745014000	Administrative & Other Expenses	COLL..CHG.PSF-Secu	Airport	40000	1,061,970.06	100%	1,061,970.06	95.70%	1,016,305.33	Gross Fixed Assets ratio
753001000	Administrative & Other Expenses	Other Prof. Exp.	Airport	40000	318,080.00	100%	318,080.00	95.70%	304,402.56	Gross Fixed Assets ratio
753002000	Administrative & Other Expenses	Consultancy Ch-India	Cargo	20000	27,000.00	100%	27,000.00	100.00%	27,000.00	Aero
753002000	Administrative & Other Expenses	Consultancy Ch-India	Airport	40000	167,282.00	100%	167,282.00	95.70%	160,088.87	Gross Fixed Assets ratio
755001000	Administrative & Other Expenses	FREIGHT CHARGES	Airport	40000	23,556.37	100%	23,556.37	95.70%	22,543.45	Gross Fixed Assets ratio
756001000	Administrative & Other Expenses	POST & COURIER CHGS	Airport	40000	109,916.00	100%	109,916.00	89.66%	98,550.69	Employee Head Count Ratio - Aero : Non-Aero
757001000	Administrative & Other Expenses	Prtg&Stat.Chgs	Airport	40000	645,557.40	100%	645,557.40	89.66%	578,806.76	Employee Head Count Ratio - Aero : Non-Aero
757002000	Administrative & Other Expenses	Photocopy charges	Airport	40000	157,286.00	100%	157,286.00	89.66%	141,022.63	Employee Head Count Ratio - Aero : Non-Aero
758002000	Administrative & Other Expenses	TRG.WORKERS & SPRV	Airport	40000	25,000.00	100%	25,000.00	89.66%	22,415.00	Employee Head Count Ratio - Aero : Non-Aero
759004000	Administrative & Other Expenses	Conveyance Charges	Airport	40000	7,200.00	100%	7,200.00	89.66%	6,455.52	Employee Head Count Ratio - Aero : Non-Aero
760001000	Administrative & Other Expenses	Upkeep Exp(ESS Exp.)	Airport	40000	1,836,263.14	100%	1,836,263.14	92.50%	1,698,543.41	Terminal Building ratio
760002000	Administrative & Other Expenses	Upkeep Exp(MESS)	Airport	40000	5,779,631.24	100%	5,779,631.24	92.50%	5,346,158.90	Terminal Building ratio
761001000	Administrative & Other Expenses	Office Tele.Exp	Airport	40000	415,282.00	100%	415,282.00	89.66%	372,341.84	Employee Head Count Ratio - Aero : Non-Aero
761004000	Administrative & Other Expenses	Internet Charges	Airport	40000	6,678.00	100%	6,678.00	89.66%	5,987.49	Employee Head Count Ratio - Aero : Non-Aero
800005000	Administrative & Other Expenses	Off Guest Hosp.Exp.	Airport	40000	23,288.00	100%	23,288.00	89.66%	20,880.02	Employee Head Count Ratio - Aero : Non-Aero
800021000	Administrative & Other Expenses	Arbitration Exp.	Airport	40000	48,393.89	100%	48,393.89	95.70%	46,312.96	Gross Fixed Assets ratio
800029000	Administrative & Other Expenses	BANK CHARGES-NOTax	Airport	40000	19,876.29	100%	19,876.29	100.00%	19,876.29	Aero
802001000	Administrative & Other Expenses	LEGAL FEES & EXP	Airport	40000	106,500.00	100%	106,500.00	95.70%	101,920.50	Gross Fixed Assets ratio
826003000	Administrative & Other Expenses	Admn.Fee-ATC E&F ser	Airport	40000	5,806,195.48	100%	5,806,195.48	100.00%	5,806,195.48	Aero
826005000	Administrative & Other Expenses	Collec.Chgs-UDF	Airport	40000	7,829,794.08	100%	7,829,794.08	100.00%	7,829,794.08	Aero
					54,423,897.28		54,423,897.28		51,856,611.10	

Annexure I - Part 2

FY 2017-18

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
721001000	Administrative & Other Expenses	ADVT.TENDER INVIT.	Airport	40000	293,470.00	100%	293,470.00	95.98%	281,672.51	Gross Fixed Assets ratio
722001000	Administrative & Other Expenses	POL for CFT	Airport	40000	1,161,873.08	100%	1,161,873.08	100.00%	1,161,873.08	Aero
726002000	Administrative & Other Expenses	Diesel/Oil-DG sets	Airport	40000	497,194.00	100%	497,194.00	80.19%	398,699.87	Electricity Ratio
727006000	Administrative & Other Expenses	INSU.VEH.EXL.MC&JEE	Airport	40000	79,305.00	100%	79,305.00	91.15%	72,286.51	Employee Head Count Ratio - Aero : Non-Aero
727007000	Administrative & Other Expenses	INSUR..MC&JEEP	Airport	40000	304,096.22	100%	304,096.22	91.15%	277,183.70	Employee Head Count Ratio - Aero : Non-Aero
727008000	Administrative & Other Expenses	Fidelity Insurance	Airport	40000	1,555.22	100%	1,555.22	91.15%	1,417.58	Employee Head Count Ratio - Aero : Non-Aero
727013000	Administrative & Other Expenses	Other Insurance	Airport	40000	5,724.00	100%	5,724.00	95.98%	5,493.90	Gross Fixed Assets ratio
729004000	Administrative & Other Expenses	Hiring-manpower	Cargo	20000	47,259.00	100%	-	100.00%	-	Aero
729004000	Administrative & Other Expenses	Hiring-manpower	Airport	40000	1,743,025.71	100%	1,743,025.71	91.15%	1,588,767.93	Employee Head Count Ratio - Aero : Non-Aero
732001000	Administrative & Other Expenses	MUNICIPAL TAXES	Airport	40000	21,715,970.00	100%	21,715,970.00	95.98%	20,842,988.01	Gross Fixed Assets ratio
742001000	Administrative & Other Expenses	WW-OTH.SEC CONT.	Airport	40000	1,879,573.51	100%	1,879,573.51	100.00%	1,879,573.51	Aero
745001000	Administrative & Other Expenses	Pay & Allowances-ASF	Airport	40000	33,206,720.00	100%	33,206,720.00	95.98%	31,871,809.86	Gross Fixed Assets ratio
745002000	Administrative & Other Expenses	Medi Indoor Exp-ASF	Airport	40000	15,032.00	100%	15,032.00	95.98%	14,427.71	Gross Fixed Assets ratio
745014000	Administrative & Other Expenses	COLL. CHG-PSF-Secu	Airport	40000	6,127,660.52	100%	6,127,660.52	95.98%	5,881,328.57	Gross Fixed Assets ratio
753001000	Administrative & Other Expenses	Other Prof. Exp.	Airport	40000	139,972.37	100%	139,972.37	95.98%	134,345.48	Gross Fixed Assets ratio
753002000	Administrative & Other Expenses	Consultancy Ch-India	Airport	40000	217,509.00	100%	217,509.00	95.98%	208,765.14	Gross Fixed Assets ratio
755001000	Administrative & Other Expenses	FREIGHT CHARGES	Airport	40000	30,603.00	100%	30,603.00	95.98%	29,372.76	Gross Fixed Assets ratio
756001000	Administrative & Other Expenses	POST. & COURIER CHGS	Airport	40000	106,001.53	100%	106,001.53	91.15%	96,620.39	Employee Head Count Ratio - Aero : Non-Aero
757001000	Administrative & Other Expenses	Prtg&Stat.Chgs	Airport	40000	589,126.91	100%	589,126.91	91.15%	536,989.18	Employee Head Count Ratio - Aero : Non-Aero
757002000	Administrative & Other Expenses	Photocopy charges	Airport	40000	154,289.58	100%	154,289.58	91.15%	140,634.95	Employee Head Count Ratio - Aero : Non-Aero
758002000	Administrative & Other Expenses	TRG.WORKERS & SPRV	Airport	40000	14,011.00	100%	14,011.00	91.15%	12,771.03	Employee Head Count Ratio - Aero : Non-Aero
760001000	Administrative & Other Expenses	Upkeep Exp(ESS Exp.)	Airport	40000	3,386,693.40	100%	3,386,693.40	92.50%	3,132,691.40	Terminal Building Ratio
760002000	Administrative & Other Expenses	Upkeep Exp(MESS)	Airport	40000	5,895,710.86	100%	5,895,710.86	92.50%	5,453,532.54	Terminal Building Ratio
761001000	Administrative & Other Expenses	Office Tele.Exp	Airport	40000	204,910.71	100%	204,910.71	91.15%	186,776.11	Employee Head Count Ratio - Aero : Non-Aero
761004000	Administrative & Other Expenses	Internet Charges	Airport	40000	4,079.00	100%	4,079.00	91.15%	3,718.01	Employee Head Count Ratio - Aero : Non-Aero
80001000	Administrative & Other Expenses	Fees paid-Outsiders	Airport	40000	500,000.00	100%	500,000.00	95.98%	479,900.00	Gross Fixed Assets ratio
800029000	Administrative & Other Expenses	BANK CHARGES-NOTax	Airport	40000	82,578.37	100%	82,578.37	100.00%	82,578.37	Aero
802001000	Administrative & Other Expenses	LEGAL FEES & EXP	Airport	40000	76,263.00	100%	76,263.00	95.98%	73,197.23	Gross Fixed Assets ratio
826002000	Administrative & Other Expenses	Collecchgs-PSF Facil	Airport	40000	154,607.00	100%	154,607.00	100.00%	154,607.00	Aero
826003000	Administrative & Other Expenses	Admin.Fee-ATC E&F ser	Airport	40000	8,275,281.95	100%	8,275,281.95	100.00%	8,275,281.95	Aero
826005000	Administrative & Other Expenses	Collec.Chgs-UDF	Airport	40000	13,373,680.94	100%	13,373,680.94	100.00%	13,373,680.94	Aero
					100,283,776.88		100,236,517.88		96,652,985.21	

Annexure I - Part 2

FY 2018-19

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
721001000	Administrative & Other Expenses	ADVT.-TENDER INVIT.	Airport	40000	322,549.81	100%	322,549.81	96.47%	311,163.80	Gross Fixed Assets ratio
722001000	Administrative & Other Expenses	POL. for CFT	Airport	40000	1,079,558.85	100%	1,079,558.85	100.00%	1,079,558.85	Aero
726002000	Administrative & Other Expenses	Diesel/Oil-DG sets	Airport	40000	3,247,492.00	100%	3,247,492.00	80.19%	2,604,163.83	Electricity Ratio
727004000	Administrative & Other Expenses	INSUR.-PLANT & M/C	Airport	40000	7,458.25	100%	7,458.25	96.47%	7,194.97	Gross Fixed Assets ratio
727006000	Administrative & Other Expenses	INSU.VEH.EXL.MC&JEE	Airport	40000	27,902.79	100%	27,902.79	90.63%	25,288.30	Employee Head Count Ratio - Aero : Non-Aero
727007000	Administrative & Other Expenses	INSUR.-MC&JEEP	Airport	40000	304,925.12	100%	304,925.12	90.63%	276,353.64	Employee Head Count Ratio - Aero : Non-Aero
727008000	Administrative & Other Expenses	Fidelity Insurance	Airport	40000	3,237.56	100%	3,237.56	90.63%	2,934.20	Employee Head Count Ratio - Aero : Non-Aero
729004000	Administrative & Other Expenses	Hiring-manpower	Airport	40000	2,429,880.83	100%	2,429,880.83	90.63%	2,202,201.00	Employee Head Count Ratio - Aero : Non-Aero
732001000	Administrative & Other Expenses	MUNICIPAL TAXES	Airport	40000	22,029,918.00	100%	22,029,918.00	96.47%	21,252,261.89	Gross Fixed Assets ratio
742001000	Administrative & Other Expenses	W/W-OTH.SEC.CONT.	Airport	40000	1,802,263.38	100%	1,802,263.38	100.00%	1,802,263.38	Aero
745014000	Administrative & Other Expenses	COLL. CHG.PSF.Secu	Airport	40000	5,251,056.04	100%	5,251,056.04	96.47%	5,065,693.76	Gross Fixed Assets ratio
753001000	Administrative & Other Expenses	Other Prof. Exp.	Airport	40000	1,598,507.40	100%	1,598,507.40	96.47%	1,542,080.09	Gross Fixed Assets ratio
755001000	Administrative & Other Expenses	FREIGHT CHARGES	Airport	40000	1,041,924.92	100%	1,041,924.92	96.47%	1,005,144.97	Gross Fixed Assets ratio
756001000	Administrative & Other Expenses	POST. & COURIER CHGS	Airport	40000	94,533.00	100%	94,533.00	90.63%	85,675.26	Employee Head Count Ratio - Aero : Non-Aero
757001000	Administrative & Other Expenses	Prtg&Stat.Chgs	Airport	40000	499,424.94	100%	499,424.94	90.63%	452,628.82	Employee Head Count Ratio - Aero : Non-Aero
757002000	Administrative & Other Expenses	Photocopy charges	Airport	40000	171,801.75	100%	171,801.75	90.63%	155,703.93	Employee Head Count Ratio - Aero : Non-Aero
760001000	Administrative & Other Expenses	Upkeep Exp(ESS Exp.)	Airport	40000	6,478,029.09	100%	6,478,029.09	92.50%	5,992,176.91	Terminal Building Ratio
760002000	Administrative & Other Expenses	Upkeep Exp(MESS)	Airport	40000	34,355,734.55	100%	34,355,734.55	92.50%	31,779,054.46	Terminal Building Ratio
761001000	Administrative & Other Expenses	Office Tele Exp	Airport	40000	45,584.21	100%	45,584.21	90.63%	41,312.97	Employee Head Count Ratio - Aero : Non-Aero
800005000	Administrative & Other Expenses	Off Guest Hosp.Exp.	Airport	40000	66,089.00	100%	66,089.00	90.63%	59,896.46	Employee Head Count Ratio - Aero : Non-Aero
800021000	Administrative & Other Expenses	Arbitration Exp.	Airport	40000	7,594,956.00	100%	7,594,956.00	96.47%	7,326,854.05	Gross Fixed Assets ratio
800029000	Administrative & Other Expenses	BANK CHARGES-NOtax	Airport	40000	100,005.39	100%	100,005.39	100.00%	100,005.39	Aero
802001000	Administrative & Other Expenses	LEGAL FEES & EXP	Airport	40000	49,125.00	100%	49,125.00	96.47%	47,390.89	Gross Fixed Assets ratio
826002000	Administrative & Other Expenses	Collecchs-PSF Facil	Airport	40000	591,382.06	100%	591,382.06	100.00%	591,382.06	Aero
826003000	Administrative & Other Expenses	Admn.Fee-ATC E&F ser	Airport	40000	4,419,670.00	100%	4,419,670.00	100.00%	4,419,670.00	Aero
826005000	Administrative & Other Expenses	Collec.Chgs-UDF	Airport	40000	8,800,343.14	100%	8,800,343.14	100.00%	8,800,343.14	Aero
					102,413,353.08		102,413,353.08		97,028,397.02	

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FY 2019-20

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
721001000	Administrative & Other Expenses	ADVT.-TENDER INVIT.	Airport	40000	79,008.28	100%	79,008.28	96.65%	76,361.50	Gross Fixed Assets ratio
722001000	Administrative & Other Expenses	POL. for CFT	Airport	40000	1,094,825.25	100%	1,094,825.25	100.00%	1,094,825.25	Aero
726002000	Administrative & Other Expenses	Diesel/Oil-DG sets	Airport	40000	4,450,290.00	100%	4,450,290.00	80.19%	3,568,687.55	Electricity Ratio
727004000	Administrative & Other Expenses	INSUR.-PLANT & M/C	Airport	40000	137,531.87	100%	137,531.87	96.65%	132,924.55	Gross Fixed Assets ratio
727006000	Administrative & Other Expenses	INSU.VEH.EXL.MC&JEE	Airport	40000	271,161.35	100%	271,161.35	90.76%	246,106.04	Employee Head Count Ratio - Aero : Non-Aero
727007000	Administrative & Other Expenses	INSUR.-MC&JEEP	Airport	40000	137,272.15	100%	137,272.15	90.76%	124,588.20	Employee Head Count Ratio - Aero : Non-Aero
727012000	Administrative & Other Expenses	Other Insurance	Airport	40000	4,610.70	100%	4,610.70	96.65%	4,456.24	Gross Fixed Assets ratio
729004000	Administrative & Other Expenses	Hiring-manpower	Airport	40000	8,163,784.30	100%	8,163,784.30	90.76%	7,409,450.63	Employee Head Count Ratio - Aero : Non-Aero
732001000	Administrative & Other Expenses	MUNICIPAL TAXES	Airport	40000	12,159,022.00	100%	12,159,022.00	96.65%	11,751,694.76	Gross Fixed Assets ratio
733001000	Administrative & Other Expenses	AOCC Expenses	Airport	40000	2,873,801.32	100%	2,873,801.32	100.00%	2,873,801.32	Aero
742001000	Administrative & Other Expenses	W/W-OTH.SEC.CONT.	Airport	40000	449,496.00	100%	449,496.00	100.00%	449,496.00	Aero
745014000	Administrative & Other Expenses	COLL. CHG.PSF.Secu	Airport	40000	223,947.80	100%	223,947.80	96.65%	216,445.55	Gross Fixed Assets ratio
753001000	Administrative & Other Expenses	Other Prof. Exp.	Airport	40000	620,536.44	100%	620,536.44	96.65%	599,748.47	Gross Fixed Assets ratio
755001000	Administrative & Other Expenses	FREIGHT CHARGES	Airport	40000	8,260.00	100%	8,260.00	96.65%	7,983.29	Gross Fixed Assets ratio
756001000	Administrative & Other Expenses	POST. & COURIER CHGS	Airport	40000	75,951.00	100%	75,951.00	90.76%	68,933.13	Employee Head Count Ratio - Aero : Non-Aero
757001000	Administrative & Other Expenses	Prtg&Stat.Chgs	Airport	40000	613,189.96	100%	613,189.96	90.76%	556,531.21	Employee Head Count Ratio - Aero : Non-Aero
757002000	Administrative & Other Expenses	Photocopy charges	Airport	40000	110,758.97	100%	110,758.97	90.76%	100,524.84	Employee Head Count Ratio - Aero : Non-Aero
758002000	Administrative & Other Expenses	TRG.WORKERS & SPRV	Airport	40000	61,425.00	100%	61,425.00	90.76%	55,749.33	Employee Head Count Ratio - Aero : Non-Aero
759004000	Administrative & Other Expenses	Conveyance Charges	Airport	40000	210.00	100%	210.00	90.76%	190.60	Employee Head Count Ratio - Aero : Non-Aero
760001000	Administrative & Other Expenses	Upkeep Exp(ESS Exp.)	Airport	40000	4,339,709.75	100%	4,339,709.75	92.50%	4,014,231.52	Terminal Building Ratio
760002000	Administrative & Other Expenses	Upkeep Exp(MESS)	Airport	40000	43,440,762.78	100%	43,440,762.78	92.50%	40,182,705.57	Terminal Building Ratio
761001000	Administrative & Other Expenses	Office Tele Exp	Airport	40000	-14,686.80	100%	-14,686.80	90.76%	-13,329.74	Employee Head Count Ratio - Aero : Non-Aero
800005000	Administrative & Other Expenses	Off Guest Hosp.Exp.	Airport	40000	197,294.00	100%	197,294.00	90.76%	179,064.03	Employee Head Count Ratio - Aero : Non-Aero
800021000	Administrative & Other Expenses	Arbitration Exp.	Airport	40000	30,609.26	100%	30,609.26	96.65%	29,583.85	Gross Fixed Assets ratio
800029000	Administrative & Other Expenses	BANK CHARGES-NOtax	Airport	40000	120,215.36	100%	120,215.36	100.00%	120,215.36	Aero
802001000	Administrative & Other Expenses	LEGAL FEES & EXP	Airport	40000	358,600.00	100%	358,600.00	96.65%	346,586.90	Gross Fixed Assets ratio
826002000	Administrative & Other Expenses	Collecchs-PSF Facil	Airport	40000	152,401.00	100%	152,401.00	100.00%	152,401.00	Aero
826003000	Administrative & Other Expenses	Admn.Fee-ATC E&F ser	Airport	40000	5,920,592.00	100%	5,920,592.00	100.00%	5,920,592.00	Aero
826005000	Administrative & Other Expenses	Collec.Chgs-UDF	Airport	40000	11,050,049.26	100%	11,050,049.26	100.00%	11,050,049.26	Aero
					97,130,629.00		97,130,629.00		91,320,598.22	

Annexure I - Part 2
 FY 2020-21 (up to 30-Oct-20)

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
721001000	Administrative & Other Expenses	ADVT.TENDER INVIT.	Airport	40000	66,827.58	100%	66,827.58	96.58%	64,542.08	Gross Fixed Assets ratio
722001000	Administrative & Other Expenses	POL for CFT	Airport	40000	522,613.22	100%	522,613.22	100.00%	522,613.22	Aero
726002000	Administrative & Other Expenses	Diesel/Oil-DG sets	Airport	40000	1,794,428.00	100%	1,794,428.00	80.19%	1,438,951.81	Electricity Ratio
727004000	Administrative & Other Expenses	INSUR.-PLANT & M/C	Airport	40000	88,367.80	100%	88,367.80	96.58%	85,345.62	Gross Fixed Assets ratio
727006000	Administrative & Other Expenses	INSUR.VEH.EXL.MC&JEE	Airport	40000	228,890.10	100%	228,890.10	89.08%	203,895.30	Employee Head Count Ratio - Aero : Non-Aero
727007000	Administrative & Other Expenses	INSUR.-MC&JEEP	Airport	40000	137,340.45	100%	137,340.45	89.08%	122,342.87	Employee Head Count Ratio - Aero : Non-Aero
727012000	Administrative & Other Expenses	Other Insurance	Airport	40000	951.62	100%	951.62	96.58%	919.07	Gross Fixed Assets ratio
729004000	Administrative & Other Expenses	Hiring-manpower	Airport	40000	2,112,603.25	100%	2,112,603.25	89.08%	1,881,906.98	Employee Head Count Ratio - Aero : Non-Aero
732001000	Administrative & Other Expenses	MUNICIPAL TAXES	Airport	40000	7,869,818.00	100%	7,869,818.00	96.58%	7,600,670.22	Gross Fixed Assets ratio
742001000	Administrative & Other Expenses	WV-OTH.SEC CONT.	Airport	40000	1,207,409.82	100%	1,207,409.82	100.00%	1,207,409.82	Aero
753001000	Administrative & Other Expenses	Other Prof. Exp.	Airport	40000	134,927.48	100%	134,927.48	96.58%	130,312.96	Gross Fixed Assets ratio
756001000	Administrative & Other Expenses	POST & COURIER CHGS	Airport	40000	26,199.00	100%	26,199.00	89.08%	23,338.07	Employee Head Count Ratio - Aero : Non-Aero
757001000	Administrative & Other Expenses	Prtg&Stat.Chgs	Airport	40000	152,962.17	100%	152,962.17	89.08%	136,258.70	Employee Head Count Ratio - Aero : Non-Aero
757002000	Administrative & Other Expenses	Photocopy charges	Airport	40000	73,719.28	100%	73,719.28	89.08%	65,669.13	Employee Head Count Ratio - Aero : Non-Aero
758002000	Administrative & Other Expenses	TRG.WORKERS & SPRVE	Airport	40000	31,000.00	100%	31,000.00	89.08%	27,614.80	Employee Head Count Ratio - Aero : Non-Aero
760001000	Administrative & Other Expenses	Upkeep Exp(ESS Exp.)	Airport	40000	-1,153,850.35	100%	-1,153,850.35	92.50%	-1,067,311.57	Terminal Building Ratio
760002000	Administrative & Other Expenses	Upkeep Exp(MESS)	Airport	40000	26,761,945.76	100%	26,761,945.76	92.50%	24,754,799.83	Terminal Building Ratio
761001000	Administrative & Other Expenses	Office Tele.Exp	Airport	40000	165,537.28	100%	165,537.28	89.08%	147,460.61	Employee Head Count Ratio - Aero : Non-Aero
800005000	Administrative & Other Expenses	Off Guest Hosp.Exp.	Airport	40000	54,482.00	100%	54,482.00	89.08%	48,532.57	Employee Head Count Ratio - Aero : Non-Aero
800029000	Administrative & Other Expenses	BANK CHARGES-NOTax	Airport	40000	19,014.55	100%	19,014.55	100.00%	19,014.55	Aero
802001000	Administrative & Other Expenses	LEGAL FEES & EXP	Airport	40000	170,650.00	100%	170,650.00	96.58%	164,813.77	Gross Fixed Assets ratio
826003000	Administrative & Other Expenses	Admn.Fee-ATC E&F ser	Airport	40000	533,471.00	100%	533,471.00	100.00%	533,471.00	Aero
826005000	Administrative & Other Expenses	Collec.Chgs-UDF	Airport	40000	230,408.64	100%	230,408.64	100.00%	230,408.64	Aero
					41,229,716.65		41,229,716.65		38,342,980.05	

Annexure I - Part 3

Determination of the ratio of Aeronautical Utilities (Operating) and outsourcing expenses

Summary of Utilities (Operating) and outsourcing expenses

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (upto 30 Oct-2020)	Total
Operating expenses	9.80	11.40	11.24	14.73	7.53	
Total	9.80	11.40	11.24	14.73	7.53	54.70
As per AAI						
Aeronautical Operating expenses	9.80	11.32	11.24	14.73	7.52	
Aeronautical expense	9.80	11.32	11.24	14.73	7.52	54.61
Ratio of Aeronautical expense	100.00%	99.30%	100.00%	100.00%	99.87%	
As per Study						
Aeronautical Operating expenses	8.23	9.30	9.22	12.47	6.28	
Aeronautical expense	8.23	9.30	9.22	12.47	6.28	45.50
Ratio of Aeronautical expense	83.98%	81.58%	82.03%	84.66%	83.40%	
Reduction in Aeronautical expense	1.57	2.02	2.02	2.26	1.24	9.11

Annexure I - Part 3

FY 2016-17

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
722002000	Operating Expenses	POL-Other Cars/Jeep	Airport	40000	1,137,987.07	100%	1,137,987.07	89.66%	1,020,319.21	Employee Head Count Ratio - Aero : Non-Aero
722003002	Operating Expenses	POL-Other Vehicles	Airport	40000	307,741.66	100%	307,741.66	89.66%	275,921.17	Employee Head Count Ratio - Aero : Non-Aero
722005000	Operating Expenses	Toilettry&Cons.Stores	Airport	40000	268,747.00	100%	268,747.00	92.50%	248,590.98	Terminal Building Ratio
722006000	Operating Expenses	CONS.-PAPER GLASS	Airport	40000	591,500.00	100%	591,500.00	92.50%	547,137.50	Terminal Building Ratio
722010000	Operating Expenses	Cons-Tyres O Vehicle	Airport	40000	319,033.00	100%	319,033.00	89.66%	286,044.99	Employee Head Count Ratio - Aero : Non-Aero
722011000	Operating Expenses	CNS Store-Import	Airport	40000	1,582,104.38	100%	1,582,104.38	100.00%	1,582,104.38	Aero
722013000	Operating Expenses	Other Consumables	Airport	40000	629,044.00	100%	629,044.00	100.00%	629,044.00	Aero
726001000	Operating Expenses	Electricity Expenses	Airport	40000	77,868,779.00	100%	77,868,779.00	82.00%	63,852,398.78	Electricity Ratio
727003000	Operating Expenses	CARGO GOODS INSUR.	Cargo	20000	2,656.00	100%	2,656.00	100.00%	2,656.00	Aero
727003000	Operating Expenses	CARGO GOODS INSUR.	Airport	40000	6,981.00	100%	6,981.00	100.00%	6,981.00	Aero
729001000	Operating Expenses	HIRE CHGS-MC/JEEPS	Airport	40000	172,513.60	100%	172,513.60	89.66%	154,675.69	Employee Head Count Ratio - Aero : Non-Aero
729002000	Operating Expenses	Other Hire Charges	Airport	40000	350,382.00	100%	350,382.00	89.66%	314,152.50	Employee Head Count Ratio - Aero : Non-Aero
729003000	Operating Expenses	HIRE CHG-OTH.VEHICLE	Airport	40000	1,234,501.00	100%	1,234,501.00	89.66%	1,106,853.60	Employee Head Count Ratio - Aero : Non-Aero
730002000	Operating Expenses	TAXE&FEE-OTH.VEHICLE	Airport	40000	2,679.00	100%	2,679.00	89.66%	2,401.99	Employee Head Count Ratio - Aero : Non-Aero
731408000	Operating Expenses	Tel. Leased Lines/Sp	Airport	40000	77,778.00	100%	77,778.00	89.66%	69,735.75	Employee Head Count Ratio - Aero : Non-Aero
745004000	Operating Expenses	Vehi.Hiring Exp-ASF	Airport	40000	2,865,368.00	100%	2,865,368.00	95.70%	2,742,157.18	Gross Fixed Assets ratio
745009000	Operating Expenses	Welfare Exp-ASF	Airport	40000	567,745.00	100%	567,745.00	95.70%	543,331.97	Gross Fixed Assets ratio
745016000	Operating Expenses	Dog Squad Exp.-ASF	Airport	40000	62,550.00	100%	62,550.00	95.70%	59,860.35	Gross Fixed Assets ratio
759001000	Operating Expenses	Inland Travel Fare	Cargo	20000	1,248,120.00	100%	1,248,120.00	89.66%	1,119,064.39	Employee Head Count Ratio - Aero : Non-Aero
759001000	Operating Expenses	Inland Travel Fare	Airport	40000	3,570,147.00	100%	3,570,147.00	89.66%	3,200,993.80	Employee Head Count Ratio - Aero : Non-Aero
759002000	Operating Expenses	Confer.Particip.Fee	Airport	40000	25,000.00	100%	25,000.00	89.66%	22,415.00	Employee Head Count Ratio - Aero : Non-Aero
759003000	Operating Expenses	Hotel Exp	Airport	40000	3,069,831.00	100%	3,069,831.00	89.66%	2,752,410.47	Employee Head Count Ratio - Aero : Non-Aero
759006000	Operating Expenses	Travel FareForeign	Airport	40000	42,329.00	100%	42,329.00	89.66%	37,952.18	Employee Head Count Ratio - Aero : Non-Aero
760004000	Operating Expenses	HORTICULTURAL EXP	Airport	40000	1,860.00	100%	1,860.00	92.50%	1,720.50	Terminal Building Ratio
761003000	Operating Expenses	Mobile phone reimb.	Airport	40000	15,479.00	100%	15,479.00	89.66%	13,878.47	Employee Head Count Ratio - Aero : Non-Aero
762001000	Operating Expenses	EXP. ON RAJYA BHASHA	Airport	40000	225,985.00	100%	225,985.00	55.91%	126,338.07	Employee Head Count Ratio - Aero : ANS : Non Aero
800002000	Operating Expenses	BOOKS, JOURNALS etc	Airport	40000	1,796.00	100%	1,796.00	55.91%	1,004.06	Employee Head Count Ratio - Aero : ANS : Non Aero
800007000	Operating Expenses	Meeting/Seminar Ent.	Airport	40000	1,712,455.50	100%	1,712,455.50	89.66%	1,535,387.60	Employee Head Count Ratio - Aero : Non-Aero
800009000	Operating Expenses	L/Republic Day Exp	Airport	40000	28,950.00	100%	28,950.00	89.66%	25,956.57	Employee Head Count Ratio - Aero : Non-Aero
800012000	Operating Expenses	ISO Certif. Fees	Airport	40000	16,633.00	100%	16,633.00	100.00%	16,633.00	Aero
					98,006,675.21		98,006,675.21		82,298,121.16	

Annexure I - Part 3

FY 2017-18

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
722002000	Operating Expenses	POL-Other Cars/Jeep	Airport	40000	1,059,303.83	100%	1,059,303.83	91.15%	965,555.44	Employee Head Count Ratio - Aero : Non-Aero
722003002	Operating Expenses	POL-Other Vehicles	Airport	40000	253,939.11	100%	253,939.11	91.15%	231,465.50	Employee Head Count Ratio - Aero : Non-Aero
722005000	Operating Expenses	Toilettry&Cons.Stores	Airport	40000	272,912.54	100%	272,912.54	92.50%	252,444.10	Terminal Building Ratio
722006000	Operating Expenses	CONS.-PAPER GLASS	Airport	40000	976,932.24	100%	976,932.24	92.50%	903,662.32	Terminal Building Ratio
722008000	Operating Expenses	Cons. Of Elec.Spare	Airport	40000	1,075,542.42	100%	1,075,542.42	100.00%	1,075,542.42	Aero
722010000	Operating Expenses	Cons-Tyres O Vehicle	Airport	40000	4,531.24	100%	4,531.24	91.15%	4,130.23	Employee Head Count Ratio - Aero : Non-Aero
722013000	Operating Expenses	Other Consumables	Airport	40000	2,212,490.57	100%	2,212,490.57	100.00%	2,212,490.57	Aero
726001000	Operating Expenses	Electricity Expenses	Airport	40000	96,072,860.84	100%	96,072,860.84	80.00%	76,858,288.67	Electricity Ratio
727003000	Operating Expenses	CARGO GOODS INSUR.	Cargo	20000	2,571.19	100%	-	100.00%	-	Aero
729002000	Operating Expenses	Other Hire Charges	Airport	40000	1,024,026.04	100%	1,024,026.04	91.15%	933,399.74	Employee Head Count Ratio - Aero : Non-Aero
729003000	Operating Expenses	HIRE CHG-OTH.VEHICLE	Airport	40000	467,707.00	100%	467,707.00	91.15%	426,314.93	Employee Head Count Ratio - Aero : Non-Aero
730002000	Operating Expenses	TAXE&FEE-OTH.VEHICLE	Airport	40000	19,350.00	100%	19,350.00	91.15%	17,637.53	Employee Head Count Ratio - Aero : Non-Aero
730003000	Operating Expenses	TAXES ON MC/JEEP	Airport	40000	570.00	100%	570.00	91.15%	519.56	Employee Head Count Ratio - Aero : Non-Aero
745004000	Operating Expenses	Vehi.Hiring Exp-ASF	Airport	40000	4,137,413.30	100%	4,137,413.30	95.98%	3,971,089.29	Gross Fixed Assets ratio
759001000	Operating Expenses	Inland Travel Fare	Cargo	20000	872,114.00	100%	-	100.00%	-	Aero
759001000	Operating Expenses	Inland Travel Fare	Airport	40000	1,311,221.00	100%	1,311,221.00	91.15%	1,195,177.94	Employee Head Count Ratio - Aero : Non-Aero
759001001	Operating Expenses	InlandTravelFareCab	Airport	40000	44,560.00	100%	44,560.00	91.15%	40,616.44	Employee Head Count Ratio - Aero : Non-Aero
759001002	Operating Expenses	InlandTravelFareRail	Airport	40000	25,742.00	100%	25,742.00	91.15%	23,463.83	Employee Head Count Ratio - Aero : Non-Aero
759001003	Operating Expenses	InlandTravelFareBus	Airport	40000	3,378.00	100%	3,378.00	91.15%	3,079.05	Employee Head Count Ratio - Aero : Non-Aero
759001004	Operating Expenses	InTrFareTick(D)	Airport	40000	853,987.10	100%	853,987.10	91.15%	778,409.24	Employee Head Count Ratio - Aero : Non-Aero
759003000	Operating Expenses	Hotel Exp	Airport	40000	768,928.34	100%	768,928.34	91.15%	700,878.18	Employee Head Count Ratio - Aero : Non-Aero
759003001	Operating Expenses	Hotel Acc(Domestic)	Airport	40000	783,338.68	100%	783,338.68	91.15%	714,013.21	Employee Head Count Ratio - Aero : Non-Aero
759006000	Operating Expenses	Travel FareForeign	Airport	40000	407,588.00	100%	407,588.00	91.15%	371,516.46	Employee Head Count Ratio - Aero : Non-Aero
760004000	Operating Expenses	HORTICULTURAL EXP	Airport	40000	210,465.00	100%	210,465.00	92.50%	194,680.13	Terminal Building Ratio
761003000	Operating Expenses	Mobile phone reimb.	Airport	40000	8,491.64	100%	8,491.64	91.15%	7,740.13	Employee Head Count Ratio - Aero : Non-Aero
762001000	Operating Expenses	EXP. ON RAJYA BHASHA	Airport	40000	350,717.00	100%	350,717.00	91.15%	319,678.55	Employee Head Count Ratio - Aero : Non-Aero
800007000	Operating Expenses	Meeting/Seminar Ent.	Airport	40000	782,888.86	100%	782,888.86	91.15%	713,603.20	Employee Head Count Ratio - Aero : Non-Aero
800009000	Operating Expenses	L/Republic Day Exp	Airport	40000	25,557.14	100%	25,557.14	91.15%	23,295.33	Employee Head Count Ratio - Aero : Non-Aero
800022000	Operating Expenses	INT./PENALTIES-GOVT	Airport	40000	15,862.00	100%	15,862.00	100.00%	15,862.00	Aero
					114,044,989.08		113,170,303.89		92,954,553.96	

Annexure I - Part 3
FY 2018-19

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
722002000	Operating Expenses	POL-Other Cars/Jeep	Airport	40000	872,117.24	100%	872,117.24	90.63%	790,399.85	Employee Head Count Ratio - Aero : Non-Aero
722003002	Operating Expenses	POL-Other Vehicles	Airport	40000	633,881.79	100%	633,881.79	90.63%	574,487.07	Employee Head Count Ratio - Aero : Non-Aero
722005000	Operating Expenses	Toilettry&Cons.Stores	Airport	40000	119,034.00	100%	119,034.00	92.50%	110,106.45	Terminal Building Ratio
722006000	Operating Expenses	CONS.-PAPER GLASS	Airport	40000	1,175,833.50	100%	1,175,833.50	92.50%	1,087,645.99	Terminal Building Ratio
722008000	Operating Expenses	Cons. Of Elec.Spare	Airport	40000	196,833.00	100%	196,833.00	100.00%	196,833.00	Aero
722010000	Operating Expenses	Cons-Tyres O Vehicle	Airport	40000	57,600.00	100%	57,600.00	90.63%	52,202.88	Employee Head Count Ratio - Aero : Non-Aero
722013000	Operating Expenses	Other Consumables	Airport	40000	604,346.50	100%	604,346.50	100.00%	604,346.50	Aero
726001000	Operating Expenses	Electricity Expenses	Airport	40000	92,029,008.41	100%	92,029,008.41	80.00%	73,623,206.73	Electricity Ratio
727003000	Operating Expenses	CARGO GOODS INSUR.	Airport	40000	6,119.49	100%	6,119.49	96.47%	5,903.47	Gross Fixed Assets ratio
729002000	Operating Expenses	Other Hire Charges	Airport	40000	1,791,480.00	100%	1,791,480.00	90.63%	1,623,618.32	Employee Head Count Ratio - Aero : Non-Aero
729003000	Operating Expenses	HIRE CHG-OTH.VEHICLE	Airport	40000	2,106,384.54	100%	2,106,384.54	90.63%	1,909,016.31	Employee Head Count Ratio - Aero : Non-Aero
730002000	Operating Expenses	TAXE&FEE-OTH.VEHICLE	Airport	40000	16,078.00	100%	16,078.00	90.63%	14,571.49	Employee Head Count Ratio - Aero : Non-Aero
745016000	Operating Expenses	Dog Squad Exp.-ASF	Airport	40000	14,475.26	100%	14,475.26	96.47%	13,964.28	Gross Fixed Assets ratio
751006000	Operating Expenses	Reimb.Audit exp.	Airport	40000	15,000.00	100%	15,000.00	96.47%	14,470.50	Gross Fixed Assets ratio
759001000	Operating Expenses	Inland Travel Fare	Airport	40000	6,211,457.00	100%	6,211,457.00	90.63%	5,629,443.48	Employee Head Count Ratio - Aero : Non-Aero
759001001	Operating Expenses	InlandTravel FareCab	Airport	40000	77,552.65	100%	77,552.65	90.63%	70,285.97	Employee Head Count Ratio - Aero : Non-Aero
759001002	Operating Expenses	InlandTravelFareRail	Airport	40000	35,213.00	100%	35,213.00	90.63%	31,913.54	Employee Head Count Ratio - Aero : Non-Aero
759001003	Operating Expenses	InlandTravelFareBus	Airport	40000	3,102.00	100%	3,102.00	90.63%	2,811.34	Employee Head Count Ratio - Aero : Non-Aero
759001004	Operating Expenses	InTrFAirTick(D)	Airport	40000	1,377,959.92	100%	1,377,959.92	90.63%	1,248,845.08	Employee Head Count Ratio - Aero : Non-Aero
759003000	Operating Expenses	Hotel Exp	Airport	40000	547,661.58	100%	547,661.58	90.63%	496,345.69	Employee Head Count Ratio - Aero : Non-Aero
759003001	Operating Expenses	Hotel Acc(Domestic)	Airport	40000	1,687,710.23	100%	1,687,710.23	90.63%	1,529,571.78	Employee Head Count Ratio - Aero : Non-Aero
759006000	Operating Expenses	Travel FareForeign	Airport	40000	775,187.00	100%	775,187.00	90.63%	702,551.98	Employee Head Count Ratio - Aero : Non-Aero
759006001	Operating Expenses	Trv FarAir/TkForgn	Airport	40000	185,118.66	100%	185,118.66	90.63%	167,773.04	Employee Head Count Ratio - Aero : Non-Aero
759006002	Operating Expenses	Trv FarAir/TkVisa	Airport	40000	26,284.00	100%	26,284.00	90.63%	23,821.19	Employee Head Count Ratio - Aero : Non-Aero
759006003	Operating Expenses	Trv FarAir/TkInsranc	Airport	40000	9,669.00	100%	9,669.00	90.63%	8,763.01	Employee Head Count Ratio - Aero : Non-Aero
760004000	Operating Expenses	HORTICULTURAL EXP	Airport	40000	25,000.00	100%	25,000.00	92.50%	23,125.00	Terminal Building Ratio
762001000	Operating Expenses	EXP. ON RAJYA BHASHA	Airport	40000	390,027.00	100%	390,027.00	90.63%	353,481.47	Employee Head Count Ratio - Aero : Non-Aero
800006000	Operating Expenses	Hosp.ExpOth than off	Airport	40000	904,997.48	100%	904,997.48	90.63%	820,199.22	Employee Head Count Ratio - Aero : Non-Aero
800007000	Operating Expenses	Meeting/Seminar Ent.	Airport	40000	217,151.00	100%	217,151.00	90.63%	196,803.95	Employee Head Count Ratio - Aero : Non-Aero
800009000	Operating Expenses	L/Republic Day Exp	Airport	40000	79,361.66	100%	79,361.66	90.63%	71,925.47	Employee Head Count Ratio - Aero : Non-Aero
800012000	Operating Expenses	ISO Certif. Fees	Airport	40000	16,550.00	100%	16,550.00	100.00%	16,550.00	Aero
800020000	Operating Expenses	DECORATING EXPENSES	Airport	40000	194,421.16	100%	194,421.16	90.63%	176,203.90	Employee Head Count Ratio - Aero : Non-Aero
800022000	Operating Expenses	INT./PENALTIES-GOVT	Airport	40000	4,735.00	100%	4,735.00	100.00%	4,735.00	Aero
					112,407,350.07		112,407,350.07		92,195,922.95	

Annexure I - Part 3
FY 2019-20

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
722002000	Operating Expenses	POL-Other Cars/Jeep	Airport	40000	758,561.91	100%	758,561.91	90.76%	688,470.79	Employee Head Count Ratio - Aero : Non-Aero
722003002	Operating Expenses	POL-Other Vehicles	Airport	40000	921,445.67	100%	921,445.67	90.76%	836,304.09	Employee Head Count Ratio - Aero : Non-Aero
722005000	Operating Expenses	Toilettry&Cons.Stores	Airport	40000	79,880.78	100%	79,880.78	92.50%	73,889.72	Terminal Building Ratio
722006000	Operating Expenses	CONS.-PAPER GLASS	Airport	40000	1,230,712.25	100%	1,230,712.25	92.50%	1,138,408.83	Terminal Building Ratio
722008000	Operating Expenses	Cons. Of Elec.Spare	Airport	40000	26,393.28	100%	26,393.28	100.00%	26,393.28	Aero
722010000	Operating Expenses	Cons-Tyres O Vehicle	Airport	40000	116,400.00	100%	116,400.00	90.76%	105,644.64	Employee Head Count Ratio - Aero : Non-Aero
722013000	Operating Expenses	Other Consumables	Airport	40000	1,062,494.14	100%	1,062,494.14	100.00%	1,062,494.14	Aero
726001000	Operating Expenses	Electricity Expenses	Airport	40000	103,028,788.08	100%	103,028,788.08	80.00%	82,423,030.46	Electricity Ratio
726003000	Operating Expenses	Water Charges	Airport	40000	10,394,144.00	100%	10,394,144.00	100.00%	10,394,144.00	Aero
729002000	Operating Expenses	Other Hire Charges	Airport	40000	1,808,556.00	100%	1,808,556.00	90.76%	1,641,445.43	Employee Head Count Ratio - Aero : Non-Aero
729003000	Operating Expenses	HIRE CHG-OTH.VEHICLE	Airport	40000	2,910,582.50	100%	2,910,582.50	90.76%	2,641,644.68	Employee Head Count Ratio - Aero : Non-Aero
730002000	Operating Expenses	TAXE&FEE-OTH.VEHICLE	Airport	40000	33,195.00	100%	33,195.00	90.76%	30,127.78	Employee Head Count Ratio - Aero : Non-Aero
751006000	Operating Expenses	Reimb.Audit exp.	Airport	40000	5,142.00	100%	5,142.00	96.65%	4,969.74	Gross Fixed Assets ratio
759001000	Operating Expenses	Inland Travel Fare	Cargo	20000	19,015.00	100%	-	90.76%	-	Employee Head Count Ratio - Aero : Non-Aero
759001001	Operating Expenses	Inland Travel Fare	Airport	40000	3,677,582.00	100%	3,677,582.00	90.76%	3,337,773.42	Employee Head Count Ratio - Aero : Non-Aero
759001001	Operating Expenses	InlandTravel FareCab	Airport	40000	61,930.93	100%	61,930.93	90.76%	56,208.51	Employee Head Count Ratio - Aero : Non-Aero
759001002	Operating Expenses	InlandTravelFareRail	Airport	40000	35,469.00	100%	35,469.00	90.76%	32,191.66	Employee Head Count Ratio - Aero : Non-Aero
759001003	Operating Expenses	InlandTravelFareBus	Airport	40000	8,492.00	100%	8,492.00	90.76%	7,707.34	Employee Head Count Ratio - Aero : Non-Aero
759001004	Operating Expenses	InTrFAirTick(D)	Airport	40000	1,204,593.63	100%	1,204,593.63	100.00%	1,204,593.63	Aero
759003000	Operating Expenses	Hotel Exp	Airport	40000	44,000.00	100%	44,000.00	90.76%	39,934.40	Employee Head Count Ratio - Aero : Non-Aero
759003001	Operating Expenses	Hotel Acc(Domestic)	Airport	40000	3,847,694.12	100%	3,847,694.12	90.76%	3,492,167.18	Employee Head Count Ratio - Aero : Non-Aero
759006000	Operating Expenses	Travel FareForeign	Airport	40000	920,708.00	100%	920,708.00	90.76%	835,634.58	Employee Head Count Ratio - Aero : Non-Aero
762001000	Operating Expenses	EXP. ON RAJYA BHASHA	Airport	40000	354,444.60	100%	354,444.60	55.00%	194,944.53	Employee Head Count Ratio - Aero : ANS : Non Aero
800006000	Operating Expenses	Hosp.ExpOth than off	Airport	40000	2,667,347.72	100%	2,667,347.72	90.76%	2,420,884.79	Employee Head Count Ratio - Aero : Non-Aero
800007000	Operating Expenses	Meeting/Seminar Ent.	Airport	40000	746,192.50	100%	746,192.50	90.76%	677,244.31	Employee Head Count Ratio - Aero : Non-Aero
800008000	Operating Expenses	Festival Celeb Exp.	Airport	40000	5,000.00	100%	5,000.00	55.00%	2,750.00	Employee Head Count Ratio - Aero : ANS : Non Aero
800009000	Operating Expenses	L/Republic Day Exp	Airport	40000	79,999.00	100%	79,999.00	90.76%	72,607.09	Employee Head Count Ratio - Aero : ANS : Non Aero
800020000	Operating Expenses	DECORATING EXPENSES	Airport	40000	750,205.00	100%	750,205.00	90.76%	680,886.06	Employee Head Count Ratio - Aero : Non-Aero
800022000	Operating Expenses	INT./PENALTIES-GOVT	Airport	40000	10,530,308.27	100%	10,530,308.27	100.00%	10,530,308.27	Aero
					147,329,277.38		147,310,262.38		124,652,803.37	

Annexure I - Part 3
FY 2020-21 (up to 30-Oct-20)

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
722002000	Operating Expenses	POL-Other Cars/Jeep	Airport	40000	571,979.87	100%	571,979.87	89.08%	509,519.67	Employee Head Count Ratio - Aero : Non-Aero
722003002	Operating Expenses	POL-Other Vehicles	Airport	40000	503,004.39	100%	503,004.39	89.08%	448,076.31	Employee Head Count Ratio - Aero : Non-Aero
722005000	Operating Expenses	Toilettry&Cons.Stores	Airport	40000	2,543.03	100%	2,543.03	92.50%	2,352.30	Terminal Building Ratio
722006000	Operating Expenses	CONS.-PAPER GLASS	Airport	40000	84,000.00	100%	84,000.00	92.50%	77,700.00	Terminal Building Ratio
722013000	Operating Expenses	Other Consumables	Airport	40000	1,646,573.60	100%	1,646,573.60	100.00%	1,646,573.60	Aero
726001000	Operating Expenses	Electricity Expenses	Airport	40000	57,582,285.00	100%	57,582,285.00	80.00%	46,065,828.00	Electricity Ratio
726003000	Operating Expenses	Water Charges	Airport	40000	6,558,184.00	100%	6,558,184.00	100.00%	6,558,184.00	Aero
729002000	Operating Expenses	Other Hire Charges	Airport	40000	1,290,235.20	100%	1,290,235.20	89.08%	1,149,341.52	Employee Head Count Ratio - Aero : Non-Aero
729003000	Operating Expenses	HIRE CHG-OTH.VEHICLE	Airport	40000	2,278,984.74	100%	2,278,984.74	89.08%	2,030,119.61	Employee Head Count Ratio - Aero : Non-Aero
730002000	Operating Expenses	TAXE&FEE-OTH.VEHICLE	Airport	40000	7,144.00	100%	7,144.00	89.08%	6,363.88	Employee Head Count Ratio - Aero : Non-Aero
745004000	Operating Expenses	Vehi.Hiring Exp-ASF	Airport	40000	1,346,535.74	100%	1,346,535.74	96.58%	1,300,484.22	Gross Fixed Assets ratio
745004009	Operating Expenses	VEHICLE HIRING NASFT	Airport	40000	-598,997.93	100%	-598,997.93	96.58%	-578,512.20	Gross Fixed Assets ratio
745013000	Operating Expenses	ARMS & AMMUN.ASF	Airport	40000	975,463.50	100%	975,463.50	89.08%	868,942.89	Employee Head Count Ratio - Aero : Non-Aero
751005000	Operating Expenses	Oth.Svcs-Auditors	Airport	40000	60,000.00	100%	60,000.00	96.58%	57,948.00	Gross Fixed Assets Ratio
759001000	Operating Expenses	Inland Travel Fare	Cargo	20000	42,238.00	100%	-	89.08%	-	Employee Head Count Ratio - Aero : Non-Aero
759001001	Operating Expenses	Inland Travel Fare	Airport	40000	2,441,646.00	100%	2,441,646.00	89.08%	2,175,018.26	Employee Head Count Ratio - Aero : Non-Aero
759001004	Operating Expenses	InTrFAirTick(D)	Airport	40000	1.34	100%	1.34	100.00%	1.34	Aero
759003000	Operating Expenses	Hotel Exp	Airport	40000	18,942.22	100%	18,942.22	89.08%	16,873.73	Employee Head Count Ratio - Aero : Non-Aero
762001000	Operating Expenses	EXP. ON RAJYA BHASHA	Airport	40000	13,300.00	100%	13,300.00	52.81%	7,023.60	Employee Head Count Ratio - Aero : ANS : Non Aero
800006000	Operating Expenses	Hosp.ExpOth than off	Airport	40000	256,391.25	100%	256,391.25	89.08%	228,393.33	Employee Head Count Ratio - Aero : Non-Aero
800007000	Operating Expenses	Meeting/Seminar Ent.	Airport	40000	138,918.20	100%	138,918.20	89.08%	123,748.33	Employee Head Count Ratio - Aero : Non-Aero
800022000	Operating Expenses	INT./PENALTIES-GOVT	Airport	40000	65,802.00	100%	65,802.00	100.00%	65,802.00	Aero
					75,285,174.15		75,242,936.15		62,759,782.36	

Annexure I - Part 4

Determination of the ratio of Aeronautical Repairs & Maintenance expenses

Summary of Repairs & Maintenance expenses

Particulars	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21 (upto 30-Oct-2020)	Total
Repairs and maintenance expenses	6.61	11.01	14.96	13.70	13.29	
Total	6.61	11.01	14.96	13.70	13.29	59.57
As per AAI						
Aeronautical Repairs and maintenance expense	6.61	11.01	14.96	13.57	13.29	
Aeronautical expense	6.61	11.01	14.96	13.57	13.29	59.44
Ratio of Aeronautical expense	100.00%	100.00%	100.00%	99.05%	100.00%	
As per Study						
Aeronautical Repairs and maintenance expense	6.19	9.68	12.82	12.32	11.77	
Aeronautical expense	6.19	9.68	12.82	12.32	11.77	52.78
Ratio of Aeronautical expense	93.65%	87.92%	85.70%	89.93%	88.56%	
Reduction in Aeronautical expense	0.42	1.33	2.14	1.25	1.52	6.66

Annexure I - Part 4

FY 2016-17

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
731003000	Repairs & Maintenance	R&M-TB&OTH.BLDGS-Ops	Airport	40000	433,235	100%	433,234.98	92.50%	400,742.36	Terminal Building ratio
731009000	Repairs & Maintenance	R & M: CIVIL-GENERAL	Airport	40000	20,959,605	100%	20,959,605.02	95.70%	20,058,342.00	Gross Fixed Assets ratio
731101000	Repairs & Maintenance	R&M-A/C EQPT	Airport	40000	4,293,003	100%	4,293,003.35	92.50%	3,971,028.10	Terminal Building ratio
731102000	Repairs & Maintenance	R&M-POWR SU.&GEN.SET	Airport	40000	5,723,508	100%	5,723,508.12	95.70%	5,477,397.27	Gross Fixed Assets ratio
731103000	Repairs & Maintenance	R&M-GRND LIGHT	Airport	40000	4,656,983	100%	4,656,982.97	100.00%	4,656,982.97	
731104000	Repairs & Maintenance	R & M: ELEC. INSTAL	Airport	40000	18,735,614	100%	18,735,613.98	92.50%	17,330,442.93	Terminal Building ratio
731105000	Repairs & Maintenance	R & M: ELEC.-OTHERS	Airport	40000	7,020,201	100%	7,020,201.00	92.50%	6,493,685.93	Terminal Building ratio
731202000	Repairs & Maintenance	R & M: CAR'S (FBT)	Airport	40000	18,093	100%	18,093.00	89.66%	16,222.18	Employee Head Count Ratio - Aero : Non-Aero
731203000	Repairs & Maintenance	R & M: JEEPS (FBT)	Airport	40000	354,789	100%	354,789.00	89.66%	318,103.82	Employee Head Count Ratio - Aero : Non-Aero
731204000	Repairs & Maintenance	R & M: AMBULANCES	Airport	40000	14,632	100%	14,632.00	100.00%	14,632.00	
731206000	Repairs & Maintenance	R & M: FF VEH.& EQPT	Airport	40000	59,031	100%	59,031.00	100.00%	59,031.00	
731207000	Repairs & Maintenance	R & M: VEHICLE:OTHER	Airport	40000	602,331	100%	602,330.52	89.66%	540,049.54	Employee Head Count Ratio - Aero : Non-Aero
731209000	Repairs & Maintenance	R&M-Te.MT.Fire.S.Rep	Airport	40000	8,322	100%	8,322.00	100.00%	8,322.00	
731301000	Repairs & Maintenance	R & M: F&F-Office	Airport	40000	557,705	100%	557,705.23	89.66%	500,038.51	Employee Head Count Ratio - Aero : Non-Aero
731302000	Repairs & Maintenance	R & M: F&F-T.Bldg	Airport	40000	351,700	100%	351,700.00	92.50%	325,322.50	Terminal Building ratio
731401000	Repairs & Maintenance	R&M-Surveillance Eq	Airport	40000	150,000	100%	150,000.00	100.00%	150,000.00	
731402000	Repairs & Maintenance	R&M-Comm. Eqpts	Airport	40000	240,580	100%	240,580.00	92.50%	222,536.50	Terminal Building ratio
731407000	Operating Expenses	R&M-Sec.Eqpts.	Airport	40000	738,611	100%	738,610.84	92.50%	683,215.03	Terminal Building ratio
731407010	Repairs & Maintenance	R&M-Electron-Spl Rep	Airport	40000	14,318	100%	14,318.00	92.50%	13,244.15	Terminal Building ratio
731409000	Operating Expenses	R&M-Other CNS Eqpt	Airport	40000	-6,700	100%	-6,700.00	100.00%	-6,700.00	Aero
731501000	Repairs & Maintenance	R&M: COMP., IT H/W	Airport	40000	1,198,555	100%	1,198,555.47	55.91%	670,058.57	Employee Head Count Ratio - Aero : ANS : Non Aero
					66,124,116		66,124,116		61,902,697	

Annexure I - Part 4

FY 2017-18

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
731003000	Repairs & Maintenance	R&M-TB&OTH.BLDGS-Ops	Airport	40000	1,740,060	100%	1,740,060.46	92.50%	1,609,555.93	Terminal Building ratio
731006000	Repairs & Maintenance	R&M-OTH.BLDG	Airport	40000	1,673,150	100%	1,673,150.00	92.50%	1,547,663.75	Terminal Building ratio
731007000	Repairs & Maintenance	R&M-SFWE&DRAINAGE	Airport	40000	1,106,043	100%	1,106,042.93	100.00%	1,106,042.93	
731009000	Repairs & Maintenance	R & M: CIVIL-GENERAL	Airport	40000	17,045,088	100%	17,045,087.96	95.98%	16,359,875.43	Gross Fixed Assets ratio
731010000	Operating Expenses	R&M-ROAD&CULVERT	Airport	40000	932,389	100%	932,389.00	100.00%	932,389.00	Aero
731101000	Repairs & Maintenance	R&M-A/C EQPT	Airport	40000	4,467,578	100%	4,467,577.95	92.50%	4,132,509.60	Terminal Building ratio
731102000	Repairs & Maintenance	R&M-POWR SU.&GEN.SET	Airport	40000	16,422,686	100%	16,422,685.52	95.98%	15,762,493.56	Gross Fixed Assets ratio
731103000	Repairs & Maintenance	R&M-GRND LIGHT	Airport	40000	7,864,225	100%	7,864,224.98	100.00%	7,864,224.98	
731104000	Repairs & Maintenance	R & M: ELEC. INSTAL	Airport	40000	17,927,117	100%	17,927,116.59	92.50%	16,582,582.85	Terminal Building ratio
731105000	Repairs & Maintenance	R & M: ELEC.-OTHERS	Airport	40000	16,239,982	100%	16,239,982.03	92.50%	15,021,983.38	Terminal Building ratio
731202000	Repairs & Maintenance	R & M: CAR'S (FBT)	Airport	40000	23,999	100%	23,998.78	91.15%	21,874.89	Employee Head Count Ratio - Aero : Non-Aero
731203000	Repairs & Maintenance	R & M: JEEPS (FBT)	Airport	40000	188,682	100%	188,681.59	91.15%	171,983.27	Employee Head Count Ratio - Aero : Non-Aero
731204000	Repairs & Maintenance	R & M: AMBULANCES	Airport	40000	37,776	100%	37,776.00	100.00%	37,776.00	
731206000	Repairs & Maintenance	R & M: FF VEH.& EQPT	Airport	40000	162,558	100%	162,558.04	100.00%	162,558.04	
731207000	Repairs & Maintenance	R & M: VEHICLE:OTHER	Airport	40000	2,509,762	100%	2,509,762.06	91.15%	2,287,648.12	Employee Head Count Ratio - Aero : Non-Aero
731301000	Repairs & Maintenance	R & M: F&F-Office	Airport	40000	76,587	100%	76,586.92	91.15%	69,808.98	Employee Head Count Ratio - Aero : Non-Aero
731401000	Repairs & Maintenance	R&M-Surveillance Eq	Airport	40000	280,897	100%	280,897.00	100.00%	280,897.00	
731407005	Repairs & Maintenance	R&M BOT XBIS LEASE	Airport	40000	645,157	100%	645,157.20	100.00%	645,157.20	
731501000	Repairs & Maintenance	R&M: COMP., IT H/W	Airport	40000	20,739,406	100%	20,739,406.12	58.67%	12,168,138.65	Employee Head Count Ratio - Aero : ANS : Non Aero
					110,083,141		110,083,141		96,765,164	

Annexure I - Part 4

FY 2018-19

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
731001000	Repairs & Maintenance	R & M:Civil RUNWAYS	Airport	40000	150,000	100%	150,000.00	100.00%	150,000.00	
731002000	Operating Expenses	R&M-Civil T/w-APRONS	Airport	40000	1,106,887	100%	1,106,887.00	100.00%	1,106,887.00	Aero
731003000	Repairs & Maintenance	R&M-TB&OTH.BLDGS-Ops	Airport	40000	4,817,421	100%	4,817,421.04	92.50%	4,456,114.46	Terminal Building ratio
731006000	Repairs & Maintenance	R&M-OTH.BLDG	Airport	40000	65,044	100%	65,043.94	92.50%	60,165.64	Terminal Building ratio
731007000	Repairs & Maintenance	R&M-SFWE&DRAINAGE	Airport	40000	1,031,049	100%	1,031,049.32	100.00%	1,031,049.32	
731009000	Repairs & Maintenance	R & M: CIVIL-GENERAL	Airport	40000	31,397,498	100%	31,397,497.62	96.47%	30,289,165.95	Gross Fixed Assets ratio
731010000	Operating Expenses	R&M-ROAD&CULVERT	Airport	40000	1,304,138	100%	1,304,138.00	100.00%	1,304,138.00	Aero
731101000	Repairs & Maintenance	R&M-A/C EQPT	Airport	40000	1,134,782	100%	1,134,781.60	92.50%	1,049,672.98	Terminal Building ratio
731102000	Repairs & Maintenance	R&M-POWR SU.&GEN.SET	Airport	40000	1,546,090	100%	1,546,090.42	96.47%	1,491,513.43	Gross Fixed Assets ratio
731103000	Repairs & Maintenance	R&M-GRND LIGHT	Airport	40000	2,173,883	100%	2,173,882.86	100.00%	2,173,882.86	
731104000	Repairs & Maintenance	R & M: ELEC. INSTAL	Airport	40000	26,638,814	100%	26,638,813.91	92.50%	24,640,902.87	Terminal Building ratio
731105000	Repairs & Maintenance	R & M: ELEC.-OTHERS	Airport	40000	36,084,699	100%	36,084,699.04	92.50%	33,378,346.62	Terminal Building ratio
731201000	Operating Expenses	R&M:P&MFOR-RR/GR.	Airport	40000	1,031	100%	1,031.25	100.00%	1,031.25	Aero
731202000	Repairs & Maintenance	R & M: CAR'S (FBT)	Airport	40000	17,738	100%	17,738.20	90.63%	16,076.13	Employee Head Count Ratio - Aero : Non-Aero
731203000	Repairs & Maintenance	R & M: JEEPS (FBT)	Airport	40000	80,504	100%	80,503.97	90.63%	72,960.75	Employee Head Count Ratio - Aero : Non-Aero
731204000	Repairs & Maintenance	R & M: AMBULANCES	Airport	40000	10,428	100%	10,428.41	90.63%	9,451.27	Employee Head Count Ratio - Aero : Non-Aero
731206000	Repairs & Maintenance	R & M: FF VEH.& EQPT	Airport	40000	2,628,498	100%	2,628,497.96	100.00%	2,628,497.96	
731207000	Repairs & Maintenance	R & M: VEHICLE:OTHER	Airport	40000	631,744	100%	631,743.74	90.63%	572,549.35	Employee Head Count Ratio - Aero : Non-Aero
731301000	Repairs & Maintenance	R & M: F&F-Office	Airport	40000	19,237	100%	19,236.92	90.63%	17,434.42	Employee Head Count Ratio - Aero : Non-Aero
731401000	Repairs & Maintenance	R&M-Surveillance Eq	Airport	40000	855,197	100%	855,196.98	100.00%	855,196.98	
731407005	Repairs & Maintenance	R&M BOT XBIS LEASE	Airport	40000	3,554,602	100%	3,554,601.57	100.00%	3,554,601.57	
731501000	Repairs & Maintenance	R&M: COMP., IT H/W	Airport	40000	34,384,348	100%	34,384,348.22	56.14%	19,303,493.74	Employee Head Count Ratio - Aero : ANS : Non Aero
					149,633,632		149,633,632		128,163,133	

Annexure I - Part 4
FY 2019-20

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
731001000	Repairs & Maintenance	R & M Civil RUNWAYS	Airport	40000	2,711,404	100%	2,711,404.34	100.00%	2,711,404.34	
731003000	Repairs & Maintenance	R&M-TB&OTH.BLDGS-Ops	Airport	40000	6,185,812	100%	6,185,812.08	92.50%	5,721,876.17	Terminal Building ratio
731005000	Repairs & Maintenance	R&M-RESDL.BLDG	Airport	40000	1,699,786	100%	1,699,786.46	81.25%	1,381,076.50	Staff Quarters ratio
731006000	Repairs & Maintenance	R&M-OTH.BLDG	Airport	40000	308,600	100%	308,600.00	92.50%	285,455.00	Terminal Building ratio
731007000	Repairs & Maintenance	R&M-SEWAGE&DRAINAGE	Airport	40000	3,150,137	100%	3,150,136.80	100.00%	3,150,136.80	
731008000	Operating Expenses	R&M-FENCING,SEC.B/w	Airport	40000	1,458,222	100%	1,458,222.28	100.00%	1,458,222.28	Aero
731009000	Repairs & Maintenance	R & M: CIVIL-GENERAL	Airport	40000	33,775,859	100%	33,775,859.03	96.65%	32,644,367.75	Gross Fixed Assets ratio
731101000	Operating Expenses	R&M-A/C EQP	Cargo	20000	1,288,518	100%	-	90.00%	-	Terminal Building ratio
731101000	Repairs & Maintenance	R&M-A/C EQP	Airport	40000	-193,818	100%	-193,817.64	92.50%	-179,281.32	Terminal Building ratio
731102000	Repairs & Maintenance	R&M:POWR.SU.&GEN.SET	Airport	40000	905,144	100%	905,144.02	96.65%	874,821.70	Gross Fixed Assets ratio
731104000	Repairs & Maintenance	R & M: ELEC. INSTAL.	Airport	40000	13,659,235	100%	13,659,235.28	92.50%	12,634,792.63	Terminal Building ratio
731105000	Repairs & Maintenance	R & M: ELEC.:OTHERS	Airport	40000	49,485,804	100%	49,485,803.80	92.50%	45,774,368.52	Terminal Building ratio
731202000	Repairs & Maintenance	R & M: CARS (FBT)	Airport	40000	1,303,219	100%	1,303,219.06	90.76%	1,182,801.62	Employee Head Count Ratio - Aero : Non-Aero
731203000	Repairs & Maintenance	R & M: JEEPS (FBT)	Airport	40000	272,002	100%	272,001.94	90.76%	246,868.96	Employee Head Count Ratio - Aero : Non-Aero
731204000	Repairs & Maintenance	R & M: AMBULANCES	Airport	40000	30,332	100%	30,332.26	100.00%	30,332.26	
731206000	Repairs & Maintenance	R & M: FF VEH.& EQPT	Airport	40000	1,058,977	100%	1,058,976.66	100.00%	1,058,976.66	
731207000	Repairs & Maintenance	R & M: VEHICLE:OTHER	Airport	40000	3,060,076	100%	3,060,076.14	90.76%	2,777,325.10	Employee Head Count Ratio - Aero : Non-Aero
731209000	Repairs & Maintenance	R&M-Te.MT.Fire.S.Rep	Airport	40000	370,551	100%	370,550.85	100.00%	370,550.85	
731301000	Repairs & Maintenance	R & M: F&F-Office	Airport	40000	28,800	100%	28,800.00	90.76%	26,138.88	Employee Head Count Ratio - Aero : Non-Aero
731401000	Repairs & Maintenance	R&M-Surveillance Eq	Airport	40000	1,725,484	100%	1,725,484.41	100.00%	1,725,484.41	
731407005	Repairs & Maintenance	R&M BOT XBIS LEASE	Airport	40000	2,752,542	100%	2,752,541.60	100.00%	2,752,541.60	
731409000	Operating Expenses	R&M-Other CNS Eght	Airport	40000	750	100%	750.00	100.00%	750.00	Aero
731501000	Operating Expenses	R&M: COMP., IT H/W	Cargo	20000	15,774	100%	-	0.00%	-	Aero
731501000	Repairs & Maintenance	R&M: COMP., IT H/W	Airport	40000	11,964,467	100%	11,964,466.76	55.00%	6,580,456.72	Employee Head Count Ratio - Aero : ANS : Non Aero
					137,017,678		135,713,386		123,209,467	

Annexure I - Part 4
FY 2020-21 (up to 30-Oct-20)

GL Account Number	GL Account Description	Classification	Segment Name	Segment No	Total expenses	AERO Ratios as per AAI	Aero Cost as per AAI	AERO Ratios as per Study	Aero Cost as per the Study	Allocation basis as per the Study
731001000	Repairs & Maintenance	R & M Civil RUNWAYS	Airport	40000	2,972,643	100%	2,972,642.73	100.00%	2,972,642.73	
731003000	Repairs & Maintenance	R&M-TB&OTH.BLDGS-Ops	Airport	40000	8,737,435	100%	8,737,434.83	92.50%	8,082,127.22	Terminal Building ratio
731006000	Repairs & Maintenance	R&M-OTH.BLDG	Airport	40000	8,370	100%	8,370.00	92.50%	7,742.25	Terminal Building ratio
731007000	Repairs & Maintenance	R&M-SEWAGE&DRAINAGE	Airport	40000	443,400	100%	443,400.00	100.00%	443,400.00	
731009000	Repairs & Maintenance	R & M: CIVIL-GENERAL	Airport	40000	31,330,895	100%	31,330,894.78	96.58%	30,259,378.18	Gross Fixed Assets ratio
731101000	Repairs & Maintenance	R&M-A/C EQP	Airport	40000	1,180,108	100%	1,180,108.05	92.50%	1,091,599.95	Terminal Building ratio
731102000	Repairs & Maintenance	R&M:POWR.SU.&GEN.SET	Airport	40000	1,597,044	100%	1,597,043.93	96.58%	1,542,425.03	Gross Fixed Assets ratio
731103000	Repairs & Maintenance	R&M-GRND LIGHT	Airport	40000	4,796,294	100%	4,796,294.40	100.00%	4,796,294.40	
731104000	Repairs & Maintenance	R & M: ELEC. INSTAL.	Airport	40000	5,697,641	100%	5,697,640.62	92.50%	5,270,317.57	Terminal Building ratio
731105000	Repairs & Maintenance	R & M: ELEC.:OTHERS	Airport	40000	49,505,669	100%	49,505,668.78	92.50%	45,792,743.62	Terminal Building ratio
731202000	Repairs & Maintenance	R & M: CARS (FBT)	Airport	40000	25,738	100%	25,738.25	89.08%	22,927.63	Employee Head Count Ratio - Aero : Non-Aero
731203000	Repairs & Maintenance	R & M: JEEPS (FBT)	Airport	40000	84,462	100%	84,462.22	89.08%	75,238.95	Employee Head Count Ratio - Aero : Non-Aero
731204000	Repairs & Maintenance	R & M: AMBULANCES	Airport	40000	15,417	100%	15,417.25	100.00%	15,417.25	
731206000	Repairs & Maintenance	R & M: FF VEH.& EQPT	Airport	40000	787,047	100%	787,047.00	100.00%	787,047.00	
731207000	Repairs & Maintenance	R & M: VEHICLE:OTHER	Airport	40000	1,503,815	100%	1,503,814.58	89.08%	1,339,598.03	Employee Head Count Ratio - Aero : Non-Aero
731209000	Repairs & Maintenance	R&M-Te.MT.Fire.S.Rep	Airport	40000	25,763	100%	25,762.72	100.00%	25,762.72	
731401000	Repairs & Maintenance	R&M-Surveillance Eq	Airport	40000	4,069,575	100%	4,069,574.97	100.00%	4,069,574.97	
731402000	Repairs & Maintenance	R&M-Comm. Eghts	Airport	40000	36,225	100%	36,225.48	92.50%	33,508.57	Terminal Building ratio
731407005	Repairs & Maintenance	R&M BOT XBIS LEASE	Airport	40000	827,207	100%	827,206.80	100.00%	827,206.80	
731501000	Repairs & Maintenance	R&M: COMP., IT H/W	Airport	40000	18,910,996	100%	18,910,996.26	52.81%	9,986,705.89	Employee Head Count Ratio - Aero : ANS : Non Aero
731502000	Operating Expenses	R&M: AMC-S/w	Airport	40000	295,769	100%	295,769.33	96.58%	285,654.02	Gross Fixed Assets ratio
					132,851,513		132,851,513		117,727,313	