

AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA

MINUTES OF THE STAKEHOLDERS' CONSULTATION MEETING HELD ON 03.01.2025 AT 3:30 PM AT AERA OFFICE REGARDING THE CONSULTATION PAPER NO. 06/2024-25 IN THE MATTER OF DETERMINATION OF AERONAUTICAL TARIFF FOR AMRITSAR INTERNATIONAL AIRPORT, AMRITSAR (ATQ) FOR THE SECOND CONTROL PERIOD (FY 2024-25 to 2028-29).

1. For determination of tariff for aeronautical services, section 13(4)(a) of the Airports Economic Regulatory Authority of India Act, 2008 empowers AERA to ensure transparency in the Consultation Process in the wider interest of the public and the stakeholders. Accordingly, a Stakeholders' Consultation Meeting was convened by the Authority on 03.01.2025 at 3:30 PM at AERA Office to elicit the views of the Stakeholders on the proposals made in the Consultation Paper No. 06/2024-25 dated 19.12.2024 issued by the Authority in the matter of determination of aeronautical tariff for Amritsar International Airport, Amritsar in respect of the Second Control Period (01.04.2024 – 31.03.2029). The list of participants is enclosed at **Annexure-I**.
2. At the outset, Chairperson, AERA extended New Year greetings to all and welcomed all the participants in the Stakeholders Consultation meeting of Amritsar International Airport. He briefly outlined the agenda and the regulations under the AERA Act that guided the tariff determination for Amritsar International Airport. It was informed that the due process of evaluation and assessment of the tariff proposal submitted by Amritsar International Airport /AAI for the Second Control Period had culminated in the issuance of the said Consultation Paper and the convening of the stakeholders meeting.
3. Chairperson then provided an overview of the analysis & due diligence done by the Authority in respect of MYTP submitted by the Airports Authority of India (AAI) for Amritsar International Airport. AAI had submitted the MYTP in two parts i.e. (i) true up of the First Control Period (01.04.2019 to 31.03.2024), and (ii) projections for the Second Control Period (01.04.2024 to 31.03.2029). He informed that MoCA had notified Amritsar Airport as Major Airport considering that Amritsar Airport was shortlisted for leasing by AAI on PPP mode. However, there was a dip in traffic in 2020-21 due to onset of COVID-19. Traffic is gradually increasing now, but still it is less than the threshold limit of 3.5 MPPA. He also informed that for each Regulatory Building Block, Consultation Paper comprehensively explains AERA's review, analysis, prudence check vis-à-vis the Airport Operator's i.e. AAI's submission and proposals.

It was further apprised that the Authority is looking forward to the views/comments of the stakeholders on the various proposals of the Authority contained in the Consultation Paper. Chairperson also re-iterated that AERA is committed to ensuring transparency as per the provisions of Section 13(4)(a) of the AERA Act, 2008. The consultation meeting is a vital step for ensuring that all stakeholders' views/comments are considered on merit before finalizing the tariff of Amritsar Airport for the Second Control Period.

Thereafter, the Chairperson invited AAI Officials to make their presentation and invited stakeholders to present their views/comments on the various proposals of AERA as contained in the Consultation Paper No. 06/2024-25 for Amritsar International Airport.

Airports Authority of India

4. Mr. L. Kuppulingam, ED (JVC), AAI extended new year greetings to all and thanked AERA on behalf of AAI for the invitation to make presentation on the Consultation Paper. He informed that a brief on the Amritsar International Airport will be presented by Mr. Sandeep Aggarwal, Airport Director and thereafter, AAI's comments/views on the Consultation Paper will be presented by Mr. R. Prabhakar, GM (Finance/JVC), AAI.
5. Mr. Sandeep Aggarwal, Airport Director (Amritsar), introduced himself and made a presentation in response to the AERA's Consultation Paper in respect of the Amritsar International Airport, covering the following information:
 - a. Background Information:
 - Sri Guru Ram Dass Jee International Airport, Amritsar is a rapidly growing aviation hub, connecting the city to key domestic and international destinations.
 - Known for its iconic Golden Temple, Attari Border Retreat Ceremony, Partition Museum, Gobindgarh Fort, Jallianwala Bagh and cultural heritage, Amritsar attracts millions of tourists and pilgrims annually.
 - In addition to tourism, the airport supports economic activities, including the export of Punjab's renowned agricultural produce. The airport's strong links to the Punjabi diaspora and its role in boosting tourism and trade have enhanced its significance.
 - With expanding routes and modern infrastructure, it is transforming Amritsar into a global aviation and cultural gateway.
 - b. Existing infrastructure & Facilities:
 - The Airport has a runway with the length of 3658m X 45m, 25 Apron parking bays and has Aircraft Rescue and Fire Fighting (ARFF) of category 08 (which can be upgraded to 09 on requirement basis).
 - The peak hour capacity of the Airport is 800 Domestic pax and 800 International pax.
 - The Terminal Building has capacity to handle 4.1 MPPA currently, with the terminal building area of 40,175 sqm with 4 Aerobridges & 39 Check-in counters.
 - No. of Boarding gates– 9 Nos.
 - c. Passenger Amenities/ Facilities include:
 - Check in counters with 33 CUPPS and 06 CUSS machines
 - Sufficient Restrooms/ Tactile Flooring, Ramp Facility for persons with reduced mobility
 - FIDS/ PA System/ Immigration & Customs counters

- Child care room, MI room etc.
- Reserved Lounge
- CCTV System and May I Help You Counters

d. APD, Amritsar presented the Passenger and ATM projections in respect of Amritsar airport for next 5 years and ASQ ratings achieved by the Airport in the recent past as highlighted below:

- Passenger traffic of Amritsar Airport is expected to be 3.46 MPPA in FY 2024-25 and airport is expected to handle 5.09 MPPA in FY 2028-29.
- The ATM traffic has already exceeded the pre-covid levels of 17,081 movements in FY 2022-23.

Chairperson AERA enquired about the growth rate in passenger traffic and the passenger mix at the Airport, to which APD, Amritsar Airport responded that growth rate in traffic is expected to be 10% to 12% and passenger mix at the Airport is 68%:32% (Domestic: International)

- ASQ rating has been maintained on an average in the range of 4.61 to 4.83 in the years 2022 and 2023, with the highest being 4.95 in Quarter 1 of the year 2022.

Chairperson AERA enquired about the actual ASQ achieved as against the target ASQ rating, to which APD Amritsar Airport responded that the average ASQ rating achieved is 4.80 in the year 2022, as against the target rating of 4.68.

e. APD, Amritsar also gave an overview of CAPEX works completed during the First Control Period (01.04.2019 to 31.03.2024)

Chairperson, AERA enquired about the reasons for non-completion of CAPEX as approved in the Tariff Order, to which the APD explained that the planned CAPEX could not be completed due to constraints caused by the COVID-19 pandemic.

Further, Chairperson, AERA emphasized that if only 50% of the CAPEX has been capitalized, it implies that users have been paying higher tariff without availing the airport facilities proposed to be created by the airport operator. AERA aims to reduce this gap and ensure a more realistic alignment of costs. While acknowledging COVID-19 as a valid reason, the Chairperson stated that small allowable shift in CAPEX due to operational/ technical reasons is acceptable, but exceeding the allowable range should generally be avoided in normal circumstances.

f. Connectivity:

- The Airport has direct international links to various destinations such as London, Gatwick, Birmingham, Milan/Rome, Doha, Dubai, Sharjah, Bangkok, Singapore and Kuala Lumpur.
- The Airport is connected to all major cities of India, with the weekly frequency being highest for Delhi (36%), followed by Mumbai (9%), Srinagar (6%) along with international destination of Dubai (6%) and Kuala Lumpur (6%) followed by Bengaluru (5%) and Sharjah (5%).
- The airline distribution is as follows: IndiGo accounts for 42%, Air India for 27%, and other airlines for 31%.



g. APD stated that Amritsar airport has an existing Terminal Building area of 40,175 sqm (approx.) and the annual capacity of Amritsar Airport is 4.1 MPPA and currently 64 flight movements are operating per day from the existing terminal building, which includes 16 international flight movements. The existing terminal building has capacity to handle 4.1 MPPA. To meet the increasing passenger traffic demand, enhance air-side infrastructure and for better passenger facilitation, following new projects have been planned:

- Reconfiguration & Extension of the existing terminal building.
- Parallel Taxi-Track (PTT) from Runway-16 beginning up to Taxiway-E (Including Rehabilitation of IAF Structure –Airmen Billets)
- Provision of Individual Lamp Control and Monitoring System (ILCMS).
- SITC of Inline XBIS at SGRDJI Airport.
- Provision of SCCTV.
- Provision of Tensile Fabric Canopy in Pickup and Drop Lane city side.
- Modification and upgradation of existing Departure BHS into Inline X-ray Baggage Handling system

APD, Amritsar Airport stated that AUCC meeting for the above projects had been conducted on November 29, 2024 and the Minutes of the meeting had been shared with all the stakeholders.

Chairperson, AERA enquired about the status of the proposed CAPEX projects such as Extension of Terminal Building, Parallel Taxi Track (PTT) etc., to which Ms. Nandita Bhatt, ED (Plg.), AAI replied that the tendering process has already been initiated with regard to the project on Extension of Terminal Building. Regarding Parallel Taxi Track, the process of getting administrative approval from the Management is under progress. AAI stated that they are hopeful of completing the projects by the stipulated timelines.

Also, representative from AAI explained that the current runway occupancy time for arriving aircraft is approximately 6 minutes, and the PTT will help to further reduce it to 2 minutes.

Member-I, AERA enquired whether the required land is available for completing the project on PTT, to which ED (Planning) responded that the existing IAF structures are being shifted.

The Chairperson, AERA emphasized that the execution of CAPEX projects should follow the correct timelines and accordingly all efforts be made to obtain necessary approvals/ sanctions in a timely manner.

h. Cargo Terminal:

- The international cargo volume from April 2024 to November 2024 was 1,552 MT, with import accounting for 9% and export for 91%. Additionally, the domestic cargo volume stands at 960 MT from April 2024 to November 2024, with inbound accounting to 48% and the outbound 52%.

6. Thereafter, Mr. R Prabhakar, GM(Finance), AAI, introduced himself and thanked AERA for issuing the Consultation Paper for Amritsar International Airport. Mr. Prabhakar made a

presentation before the Authority comprising the issues pertaining to true up of the First Control Period and tariff proposals for the Second Control Period:

AAI Submission for the True up of First Control Period

i. CHQ/ RHQ- Administrative & General Expenses:

- Mr. Prabhakar requested AERA to consider the CHQ/ RHQ expense allocation done by AAI for FY 2021-22, based on the Study conducted by ICMAI and consider the 5 % Y-o-Y increase, thereafter as claimed by AAI
- It was highlighted that rationalisation of CHQ/ RHQ expenses by AERA has not only impacted the First Control Period, but also has a cascading effect on the Second Control Period. Further, Mr. Prabhakar stated that the base year considered by AERA for rationalisation is FY 2020-21, which is a pandemic year, with a subsequent 5% Y-o-Y increase until the end of the Second Control Period. He further informed that in FY 2020-21, Austerity measures were applicable in AAI.

Chairperson, AERA acknowledged the point raised by AAI and stated that the analysis should be based on FY 2019-20 in normal circumstances, as FY 2020-21 was a COVID year. This issue will be re-examined in a detailed manner on the basis of written comments by AAI.

Director (Tariff) stated that detailed workings including actual figures for FY 2022-23 and FY 2023-24 were not shared by AAI. AAI should provide the actual allocation for these two tariff years instead of projections/estimates, so as to form a holistic view based on the actual allocation/spending pattern of CHQ/RHQ expenses.

Chairperson AERA concluded by saying that a holistic view can be formed only by analysing the actual figures for the above two tariff years and the same should be submitted by AAI within 3-4 working days. He further informed that, in the absence of same, AERA has no option but to go ahead with its present methodology, as stated in the Consultation Paper. AAI confirmed that they will provide actual working for FY 2022-23 and FY 2023-24 within the next 3-4 working days.

ii. Terminal Building Area Allotted to Airlines:

- GM (Finance), AAI stated that the terminal building space allotted to airlines has been considered as Aeronautical by AERA. However, upon re-allocation of space allotted to airlines as per AERA's approach, the non-aeronautical portion of the Terminal Building ratio has been reduced and it is in the range of 2.05% to 3.98% during the First Control Period.
- GM (Finance), AAI requested AERA to consider actual Terminal Building Ratio in true up.

Director (Tariff), AERA stated that IMG norms recommend that non-aeronautical area, in airports having passenger traffic up to 10 MPPA should be in the range of 8% to 12%. Further, in the past, the Terminal Building Ratio for many AAI airports has been considered as 90:10 (aero: non-aero).



Consultant, AERA highlighted that AAI in their submission itself had applied Terminal Building ratio of 90:10 for allocation of assets into Aeronautical and Non-Aeronautical in the Financial Model/ MYTP submitted for the True up of the First Control Period.

Chairperson, AERA, responded that the non-aeronautical portion, as benchmarked by the IMG norms, should be at least 10%, and the same had been considered on all the regulatory building blocks. Furthermore, the MYTP submitted by AAI also considered Terminal Building Ratio of 90:10.

AAI Submissions for the Second Control Period

iii. Apportionment of Capital Expenditure

- Mr. Prabhakar submitted that AERA has applied terminal building ratio of 90:10, as against AAI submission of actual terminal building ratio 96.77%: 3.23%, for expansion of terminal building. Further, expansion of terminal building includes aerobridge of ₹ 3 crore which is purely 100% aeronautical. AAI requested AERA to consider the terminal building ratio on actual basis as submitted by AAI.

Consultant, AERA informed that bifurcation of Cost was not provided by AAI during examination of MYTP.

- Further, GM (JVC) stated that AERA has applied terminal building ratio of 90:10 for SCCTV. SCCTV is purely for the purpose of security and comes under passenger facilitation. AAI requested AERA to consider these as 100% aeronautical.

The Consultant, AERA, responded that CCTV is installed throughout the Airport premises which also includes the commercial area, and therefore the same has been apportioned in the Terminal Building Ratio.

Director (Tariff) added that the Aviation Expert, after a thorough analysis of the capital expenditure, concluded that the CCTV system should be considered as common asset and accordingly apportioned in the Terminal Building ratio.

Chairperson, AERA, stated that while the CCTV system is a security requirement, it also serves concessionaires in the non-aeronautical premises. Additionally, since AAI receives revenue from these concessionaires, a similar segregation is applied to the costs. Therefore, the CCTV system cannot be classified as 100% aeronautical for the entire airport premises.

iv. Computation of Fair Rate of Return (FRoR):

- Mr. Prabhakar submitted that AERA has considered a notional gearing ratio of 48:52 (Debt: Equity) and Cost of Debt at 8.35%, for the computation of FRoR pertaining to the Second Control Period.
- He requested that FRoR proposed by AERA may be applied only in the year of capitalization of expansion of terminal building and PTT, instead of the entire control period. He further requested that atleast notional IDC may be allowed to AAI.

Clarification was sought from AAI about the projects on which AAI is seeking higher FRoR in 2nd Control Period. DGM (Finance), AAI clarified that they are seeking FRoR of 14% in 2nd Control Period on the Work in Progress Projects as on 31.03.2024.

It was informed to AAI that AERA has determined FRoR based on the recommendations of Niti Aayog during the PIB meeting held recently for few AAI airport projects. Further, FRoR is to be applied for the entire Control Period and not in the year of capitalisation, as these are long term projects, for which the notional gearing ratio has been considered by AERA. On notional IDC, it was clarified to AAI that IDC is not allowed on notional basis.

v. **Operation & Maintenance (O&M) Expenses proposed by AAI v/s as considered by AERA:**

GM(Finance), AAI submitted the following with respect to O&M expenses proposed by AAI and that proposed to be considered by AERA in the Consultation Paper.

a. **Repairs and Maintenance**

- Mr. Prabhakar submitted that AERA has excluded ₹1.95 crores from PTT, considering it as CMC cost. However, the same has not been added to repair and maintenance expenses. He requested AERA to consider it either as part of PTT cost or in repair and maintenance.

Consultant, AERA, stated that the project on PTT has been proposed for capitalisation in FY 2028-29 (which is the last tariff year of the Second Control Period). As the asset is newly constructed, the maintenance expenses related to the same, would be covered under the defect liability period for about 1-2 years. Therefore, incurrence of such maintenance expenses if any, which is subject to contingencies, would be examined by the Authority while truing up for the Second Control Period, based on actuals.

- Mr. Prabhakar highlighted that AERA has applied the capping @6% of opening RAB for determining allowable R&M expenses. However, applying the same on opening RAB means as the time passes, the allowable repair and maintenance would decrease for that asset. However, in reality as the asset gets older, it necessitates incurrence of expenses towards repairs and maintenance. Therefore, applying capping of 6% on opening RAB is not justified.

It was clarified that the issue is under examination by AERA and a holistic view will be taken on same as appropriate.

- b. **Payroll Expenses:** AERA has considered 6% Y-o-Y growth in Payroll expenses, as against 7% Y-o-Y growth proposed by AAI. Further, in the next year, DA would cross 50%, which would result in increase in HRA by 3%. Further, AERA has also disallowed additional 20% increase proposed in FY 2027-28, on account of 8th Pay Commission.

It was informed to AAI that such increase in HRA was not projected by AAI during MYTP submission.

- c. **Upkeep, Utility and Outsourcing Expenses:** AERA has proposed 5% Y-o-Y growth in these expenses, as against 10% Y-o-Y increase submitted by AAI.

When enquired about upkeep expenses Mr. Prabhakar stated that these contracts are based on manpower, which is subject to quarterly revision as per Minimum Wages Act. Consultant of AERA clarified that the Upkeep contracts are negotiated for a period of 3 years and it is a composite contract, which includes cost of material and labour. It was clarified that increase in costs due to changes in statutory requirements can be considered on actual basis, at the time of true up of the Second Control Period. Moreover, AAI had not provided any basis/working of consideration of 10% Y-o-Y increase. Further, at other airports also, increase considered by AERA is in this range only.

On conclusion of AAI's presentation, AERA invited other stakeholders to present their views/comments.

7. Airport Operators

7.1 Adani Airports Holding Limited

Ms. Krishna Laddha, Associate Manager said that they would submit the comments in writing.

7.2 Noida International Airport

Ms. Nitu Samra said that they do not have any inputs but are grateful to be the part of the meeting.

Airlines & Associations

7.3 Spicejet Airlines

Ms. Poonam Yadav, Senior Manager, Spicejet Airlines extended New Year greetings to everyone and complimented AERA for its efforts. She added that Spicejet would share its written comments to the Authority.

7.4 Indigo Airlines

Mr. Lakshya Bhagnari, Sr. Manager, Indigo Airlines thanked AERA and said that they do not have any comments to share in the meeting but would submit written comments to the Authority.

7.5 Air India Express

Mr. Sunil Joshi, Air India Express said they do not have any comments regarding the Consultation Paper of Amritsar Airport. However, he raised some queries regarding the traffic growth rates presented by AAI, to which ED Planning, AAI clarified by saying that traffic is projected by CPMS department by considering three scenarios i.e. highest, middle and lowest and various other scenarios that may impact the traffic growth.

Mr. Rohit Thapa from Air India Express greeted AERA and asked AAI to explain about the peak hour traffic, to which AAI responded by saying that the peak hour passenger traffic is 1,600 pax which is further broken down into 800:800 (arrival: departure)

Mr. Rohit added that he had concerns about the lack of space in international Security Hold Area.

AAI responded to Mr. Rohit by saying that there are plans in place for expanding the first floor of the international terminal building and the same necessitates obtaining Security clearances. Ms. Nandita, ED -Planning, AAI added that BCAS has changed its norms for Security and all the other parameters recently, based on which AAI have arranged equipments for the screening of the passengers, so that the Airlines do not face any challenges. Regarding the current space constraints at the Airport, she said that expansion plans are in process and would be completed within the scheduled timelines. However, she requested airlines to have a staggered slot, so that they do not face any issues regarding congestion at the Airport.

Oil Companies

7.6 Hindustan Petroleum Corporation Limited (HPCL)

Mr. Manish Sinha from HPCL said that they do not have any comments at the moment and would submit written comments with the Authority.

7.7 Indian Oil Corporation Limited (IOCL)

Mr. Amit Kabre, DGM (Aviation) greeted AERA and expressed his gratitude towards everyone for sharing such useful inputs and said that he do not have any specific comment to share in the meeting.

Other Industry Bodies

7.8 Consumer Unity & Trust Society (CUTS)

Mr. Vijay Singh said that they have already submitted the written comments to the Authority. Additionally, he added that in several newspapers and other platforms the customers have shown dissatisfaction towards Amritsar Airport, despite a rise in international flights. Key concerns were poor sanitation, poor hygiene standards, poor maintenance of washrooms, water logging and water leakages etc. He requested AAI to consider these inputs as a valuable tool to improve airport maintenance services. He also mentioned that initiatives like Udaan Yatri Café at Kolkata airport which offers affordable food options, with prices starting from ₹10, marks a significant step towards making air travel affordable. He said that the same practices may be replicated at Amritsar Airport, as well. He requested to hold stakeholders meeting in hybrid format to attract more participation.

Chairperson, AERA asked AAI to address the concerns of the passengers to which APD, Amritsar Airport replied that over the last 3 months, they have taken efforts to address customer complaints regarding washrooms and other infrastructural faults at the Airport.

7.9 International Air Transport Association (IATA)

Mr. Ujjwal Bakshi, Industry Affairs Manager extended his New Year's greetings and thanked AAI & AERA for providing such useful inputs. He complimented AERA for its comprehensive and elaborate protocols in the examination of the MYTP and determination of tariff. Mr. Ujjwal also appreciated Amritsar Airport for performing well in terms of increasing its Non-aeronautical Revenue. He complimented AERA for issuing comprehensive AUCC protocol/guidelines. He concluded by saying that they look forward to the framework for performance standards, that AERA is working on, and they would be happy to support, wherever needed.



7.10 Air Traveler's Association

Mr. G.S. Bawa representing Air Traveler's Association appreciated AERA's efforts for arranging the platform where they constantly obtain comments from the stakeholders and use those inputs for future references. Mr. G.S. Bawa also praised Amritsar Airport for their performance and maintenance, as he frequently travels to the Airport. He appreciated the concerns raised by the passengers and stated that the Airport Operator should initiate efforts to resolve such issues and update the same in the social media. Further, he added that maintaining a good Airport Service Quality rating is essential for every airport and AERA may come up with solutions to address the quality related issues.

Mr. G.S. Bawa added by saying that AAI has stated that by constructing a new taxiway, the operational efficiency of the flights would improve from 6 minutes (existing) to 2-3 minutes. However, it is important to understand the Global standards on the timelines for such passengers services.

He also highlighted several other issues at the Airport, such as, security concerns, poor or low quality of X-ray machines, slow baggage machines and facilities like Digi Yatra that needs to be prioritised as passengers are paying charges to experience seamless flow at the airport.

He complimented AERA for taking care of the interests of the passengers and other Airport Users.

7.11 Business Aircraft Operations Associations (BAOA)

Gp. Capt. Rajesh K Bali (retd.) from BAOA, greeted AERA and expressed his gratitude towards AAI for being a wonderful host to him at AUCC meeting held in Amritsar on 29th November, 2024. He said that the AUCC meeting was insightful and the same was attended by the personnel of Airforce and local Police. Several inputs were provided to the Airport Operator, which included construction of a library in the lounge area, that has also been initiated at the Varanasi Airport. He concluded by thanking AERA and everyone for conducting such meetings.

Chairperson, AERA asked Gp. Capt. Bali if he could share the inputs provided by the Airforce and local Police during the AUCC of Amritsar Airport, to which he responded that the local police shared concerns regarding the parking services and management of local traffic around the airport. Wing Commander from Airforce attended the meeting and shared their inputs on extension of taxiway project as they have to relocate some of their facilities/ airmen. Chairperson complimented Gp. Capt. Bali for his participation at such meetings.

8. Conclusion

In the end, Chairperson, AERA asked the Members to share their views: -

- 8.1 **Ms. V. Vidya, Member-II, AERA** extended her New Year's greetings to everyone and thanked all the participants for physically attending the meeting. She praised AAI for making such a detailed presentation and said that most of the comments raised by AAI are repetitive or are under discussion and should be finalised shortly. She assured that AERA has a transparent approach and the concerns raised by AAI would be examined while finalising the tariff order of the Amritsar Airport. She concluded by saying that AERA wishes more stakeholders to participate physically in such meetings.

8.2 **Mr. D K Kamra, Member-I, AERA** extended his New Year's greetings and thanked the stakeholders for their physical participation in the meeting. He then emphasized upon factors such as timely submission of the MYTP by AAI, in the absence of which there is shrinkage of control period, resulting in higher tariffs. Secondly, he advised AAI to provide detailed submission of their CAPEX projections, as AERA's Aviation Expert had to put more efforts to determine and suggest the efficient and reasonable CAPEX. Also, he stated that AAI should ask its subsidiary AAICLAS to submit MYTP of Cargo facilities at the earliest. He thanked stakeholders for attending the AUCC meeting.

8.3 **Shri S.K.G. Rahate, Chairperson, AERA** in his concluding remarks thanked AAI for a detailed presentation and all the stakeholders for their insightful views and valuable comments. He stated that all the points raised by AAI and other stakeholders during the meeting have been noted and the same would be reviewed and duly considered on merits. He also appreciated the presence of most of the stakeholders in the meeting and requested the stakeholders to continue their participation in such consultation meetings, in future as well. It was reiterated to all the stakeholders that their written comments/views/ suggestions on the consultation paper, should be submitted within the stipulated timelines, after which the comments and counter comments would be uploaded on AERA's website, prior to issuance of the final tariff order of Amritsar Airport.



(Ram Krishan)
Director (Tariff)

List of Participants:

Airports Economic Regulatory Authority of India

1. Shri S. K.G. Rahate, Chairperson
2. Shri D. K. Kamra, Member-I
3. Ms. V. Vidya, Member- II
4. Shri Ram Krishan, Director (Tariff)
5. Shri Rajan Gupta, DGM (Fin.) - Tariff
6. Shri Satish Kumar, DGM (Fin.) – Tariff
7. S. Inderpal Singh, US(P&S)
8. Shri Trilok Chand, Manager (Fin.) - Tariff

Airports Authority of India (AAI)

1. Mr. L Kuppulingam, ED (JVC)
2. Ms. Nandita Bhatt, ED (Plg.)
3. Mr. R. Prabhakar, GM (Fin.)-JVC
4. Mr. Amit Kumar, GM (Plg.)
5. Mr. Sandeep Aggarwal, Airport Director (Amritsar)
6. Mr. Iltaf Ansari, JGM (CP&MS)
7. Mr. Rakesh Dembla, DGM (Fin.)
8. Mr. Moan T. George, DGM (Ops.)
9. Mr. Jagir Singh, AGM Engg (Civil) - Amritsar Airport
10. Mr. Vivekanand Moril, AGM Engg, (Elect) – Amritsar Airport
11. Mr. Vartika Gupta, SM (Fin.)
12. Ms. Vineeta Kumari, SM (Fin.)
13. Mr. Pradeep Aggarwal SM (Fin)
14. Mr. Ronak, Asst Manager (Ops)

Adani Group

1. Ms. Krishna Laddha, Associate Manager

Noida International Airport

1. Ms. Nitu Samra, CFO
2. Ms. Trisha Bedi, Head Regulatory

Airlines & Associations:

Spice Jet Airlines

1. Ms. Poonam Yadav, Senior Manager Ground Services

Indigo Airlines

1. Mr. Lakshya Bhagnari, Senior Manager- Aeropolitical & Industry Affairs

2. Ms. Prakriti Nambiar, Senior Executive - Aeropolitical & Industry Affairs

Air India Express

1. Mr. Sunil Joshi
2. Mr. Rohit Thapa, Chief Manager- Network Planning

Oil Companies:

Hindustan Petroleum Corporation Limited (HPCL)

1. Shri Manish Kumar Sinha, Chief Manager - Operations

Indian Oil Corporation Ltd. (IOCL)

1. Sh. Amit Kabre, Dy. General Manager (Aviation)

Other Industry Bodies:

Business Aircraft Operators Association (BAOA)

1. Gp. Capt. Rajesh K Bali (retd.)

Consumer Unity & Trust Society

1. Mr. Vijay Singh

International Air Transport Association (IATA)

1. Mr. Ujjwal Bakshi, Industry Affairs Manager

Air Traveller's Association

1. Mr. G. S. Bawa
2. Mr. I. M. Wadhwa

AERA's Consultant - R. Subramanian and Company, LLP

1. Ms. Krithika Gopal, Partner
2. Ms. Shally Gupta, Manager
3. Ms. Komal Singh, Manager
4. Mr. Shivam Kanojia, Executive