

AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA (AERA)

MINUTES OF THE STAKEHOLDERS' CONSULTATION MEETING HELD ON 17.03.2026 AT 3:00 PM AT AERA STAKEHOLDER CONSULTATION ROOM, AERA OFFICE REGARDING THE CONSULTATION PAPER NO. 06/2025-26 IN THE MATTER OF DETERMINATION OF AERONAUTICAL TARIFF FOR TIRUCHIRAPPALLI INTERNATIONAL AIRPORT, TIRUCHIRAPPALLI FOR THE SECOND CONTROL PERIOD (01.04.2025 to 31.03.2030)

1. For the determination of tariff for aeronautical services, Section 13(4)(a) of the Airports Economic Regulatory Authority of India Act, 2008, provides that for ensuring transparency in the tariff determination process, due consultation with all stakeholders be held and all stakeholders be allowed to make their submissions. Accordingly, a stakeholders consultation meeting was convened by the Authority on 17.03.2026 at 3:00 PM at AERA Office, Udaan Bhawan, Safdarjung Airport, New Delhi-110003 to elicit the views of the Stakeholders on the proposals made in the Consultation Paper No. 06/2025-26 dated 27.02.2026 issued by the Authority in the matter of determination of aeronautical tariff for the 2nd Control Period (01.04.2025 to 31.03.2030) of Tiruchirappalli International Airport, Tiruchirappalli.

The list of participants is enclosed at Annexure I.

2. At the outset, Chairperson, AERA extended a warm welcome to all participants and informed all the stakeholders that AERA has issued consultation paper for Tiruchirappalli International Airport for the Second Control Period. The Chairperson highlighted that as per provisions of AERA Act 2008, Aera undertakes the tariff determination exercise as per the standard regulatory principles and formula by following a very transparent and consultative process. Further, the Chairperson explained the process of tariff determination from submission of multi-year tariff proposal (MYTP) by Airport Operator to the onboarding of the independent Tariff Consultant as per AERA established process followed by analysis of each regulatory building block. Subsequently, based on the thorough analysis of the MYTP, Consultation Paper is prepared and published. The Chairperson highlighted that AERA has a well-structured and transparent regulatory process.

The Chairperson reiterated the timelines associated with the consultation process. The Chairperson highlighted that besides giving their views/comments/suggestions during the meeting, the stakeholders can also submit their written comments within 15 days, post which the Airport Operator will have another 10 days to submit their counter-comments. All submissions would be consolidated and appropriately considered by AERA while finalising the Tariff Order.

The Chairperson recalled that the AERA Act, 2008 clearly mandates transparency and user consultation as an integral component of the tariff determination process. The stakeholder consultation meeting accordingly serves as a vital mechanism to gather meaningful feedback. He

also highlighted the importance of meaningful and valuable comments from stakeholders and its role in strengthening the entire consultative process.

3. The Airport Operator i.e., Airports Authority of India (AAI) was first requested to make their presentation after which the floor would be opened for stakeholder discussions.

Airports Authority of India (AAI)

4. Mr. L. Kuppulingam, ED (JVC), AAI welcomed the stakeholders & expressed gratitude to the Authority for convening this Stakeholders Consultation Meeting and then invited Mr. S. S. Raju, Airport Director (Tiruchirappalli International Airport), AAI to present the salient features of Tiruchirappalli International Airport and the submissions of AAI towards Consultation Paper No. 06/2025-26.
5. A detailed presentation about the Tiruchirappalli International Airport and AAI's response to Consultation Paper No. 06/2025-26 in respect of the Tiruchirappalli International Airport, encompassing the following were presented by Mr. S. S. Raju, Airport Director (Tiruchirappalli International Airport):

5.1. Background Information

- Tiruchirappalli International Airport is located in the Tiruchirappalli, Tamil Nadu, India. Tiruchirappalli is the fourth largest city in Tamil Nadu
- Tiruchirappalli International Airport is the second-busiest airport in Tamil Nadu on the basis of international passengers (after Chennai)
- Tiruchirappalli International Airport was notified as major airport by Ministry of Civil Aviation (MoCA) vide notification dated 30th October 2019, as it was proposed for leasing under phase-II of PPP.

5.2. Architecture of the Tiruchirappalli International Airport

A video showcasing the Airport was presented, displaying a bird's eye view of the Terminal Building along with pictures of the other architecture done at the airport displaying local art and culture.

5.3. Existing infrastructure Facilities

Tiruchirappalli International Airport has a land area of 702.02 acres and the designed passenger handling capacity created is to the tune of 4.45 million passengers per annum (MPPA), with one operational runway and 19 parking stands. It can handle 1,080 domestic passengers and 2,400 international passengers during peak hour. The terminal includes 56 check-in counters, 5 operational aerobridges and 5 conveyor belts in arrival area. Cargo is managed by AAICLAS, ground handling by AIASL, Bird Airport Services and Agile and fuel supply by IOCL, BPCL, HPCL and Reliance.

5.4. Passenger Amenities/ Facilities:

1. Check in counters with CUTE & CUSS	9. F&B and Retail outlets, Duty Free Shops
2. Self Check-in Kiosk	10. Wheelchair assistance for PRM
3. In Line Baggage Screening system	11. Reserved and Executive business Lounge
4. Flight Information Display System (FIDS)	12. Drinking Water
5. Child Care Room	13. Free Wi-Fi
6. MI Room	14. Buggy Services
7. Kids Play area	15. May I help You Services
8. Mobile Charging Stations	16. ATM counters, Money Exchange

5.5. Customer Satisfaction Score/ Airport Service Quality

The average ASQ score for 2022 stands at 4.86, for 2023 at 4.89, and for 2024 at 4.89. In 2025, Airport achieved an ASQ rating of 4.85. The Airport continues to focus on enhancing overall passenger satisfaction to further improve its ratings.

5.6. Connectivity Weekly Operations (Domestic) - 82 Movements

Tiruchirappalli International Airport recorded a total of 82 weekly aircraft movements, with the highest connectivity to Bengaluru (29 movements), followed by Chennai (28 movements). Other key connections include New Delhi (8 movements) followed by Hyderabad and Thiruvananthapuram (with 7 movements each). Additionally, smaller but essential link maintained with Mumbai (3 movements).

5.7. Connectivity Weekly Operations (International) - 89 Movements

Tiruchirappalli International Airport recorded a total of 89 weekly aircraft movements with the highest connectivity to Changi Singapore (34 movements), followed by Kuala Lumpur (26 movements) and Colombo, Dubai and Sharjah (with 8, 7 and 6 movements respectively). Additionally, smaller but essential links are maintained with Jaffna (3 movements), Abu Dhabi (3 movements) and Muscat (2 movements).

5.8. Aircrafts' Movements and Passengers' footfall

It was informed that the Airport recorded 17,398 aircraft movements in FY 2024-25, reflecting a ~22% growth over the previous year. Projections indicate an increase to 29,241 aircraft movements by the end of the Second Control Period i.e., FY 2029-30.

Further, the passenger traffic has increased to 1.95 million in FY 2024-25, showcasing a ~11% increase over the previous year and this traffic is expected to increase at a rate of around 10% y-o-y in the Second Control Period.

The recent decline in international ATM and passenger footfall due to ongoing disruptions due to conflicts in Middel East was also highlighted.

6. AAI submission on Consultation Paper No. 06/ 2025-26

6.1. True up of Capex for the First Control Period

In the true up of Capex for the First Control Period which majorly includes construction of new integrated terminal building and other associated works. AAI raised the following concerns on the proposals given in Consultation Paper No. 06/2025-26 and requested AERA to consider the same while finalising Tariff Order for the Second Control Period for the Tiruchirappalli International Airport: -

- AAI requested to consider the Capex amount of ₹ 1.41 crore for wall-to-wall grading work, as it was undertaken in compliance with the DGCA surveillance inspection observation.
- AAI requested to consider the Capex amount of ₹ 1.46 crore for the construction of RCC Drain and strengthening of unpaved area. It was incurred for improving the drainage system to ensure proper disposal of rainwater from the runway basic strip at 09 side and also mitigate flooding of runway in compliance with ICAO standards for safe aircraft operations. Further strengthening of unpaved surface has been undertaken to facilitate the movement and operation of ground support equipment (GSE) used by airlines, thereby enhancing the efficiency of aircraft operations.
- Requested to consider the Capex amount of ₹ 1.98 crore for the construction and overlay of existing concrete pavement at fire station including construction of approach road. The newly constructed Parallel Taxi Track (PTT) crosses the fire station approach road to runway. There is a level difference of 1.35 M around fire station hard stand and top finished level of parallel taxi. The CFT vehicles are required to approach the runway by crossing PTT. Besides, the existing approach road between fire station hard stand and PTT and the road between PTT and RWY was required to be elevated to match the top level of PTT. Accordingly, the fire station approach road was overlaid to enable the movement of CFT vehicles as per operational requirements. Also, the existing concrete pavement around the fire station has been overlaid to raise the pavement level and to eliminate water inundation during rains which is a threat to aircraft safety
- To consider the Capex amount of ₹ 3.87 crore for widening of existing perimeter road and approach road and CAT-I approach lighting system. The said work was carried out to maintain the readiness and efficiency of airport rescue and firefighting services (CFT) as per fire manual requirement. Further, the approach road in the existing CAT-I approach lighting system area has been extended, including the construction of a footpath to facilitate effective maintenance of the approach lighting system, which is essential for safe aircraft landing operations.

- AAI requested to consider the Capex amount of ₹ 1.25 crore for perimeter road and drainage. The existing perimeter road was extended and connected with the New Integrated Terminal Building (NITB) along with associated drainage works to secure the operational area adjoining the NITB including the new apron area and two operational vehicle gates, to ensure smooth movement of security patrol and maintenance vehicles along the airport boundary and to improve the drainage system to prevent water stagnation in the surrounding areas. These works are essential for maintaining operational safety and security in accordance with the standards and requirements prescribed by BCAS.
- AAI requested to consider the Capex amount of ₹ 81.17 crore towards construction of NITB. The NITB project was approved by the Public Investment Board (PIB) of Ministry of Finance and underwent audits by the Comptroller and Auditor General (CAG) and internal auditors. The project's cost increased due to unforeseen events such as the COVID-19 pandemic, cyclones, and non-availability of materials, which caused a cost escalation and not due to re-configuration work.

The terminal building's capacity increased from 3.63 MPPA to 4.45 MPPA, with internal modifications like removal of partition wall, providing additional counters, augmentation of conveyor due to increase in check-in counters, providing additional XBIS in security hold area (SHA), to meet the passenger peak hour capacity (PHP). This was undertaken mainly to cater domestic passengers (in view of increase in domestic passengers from 20% to 40% and minimum two domestic flights in one hour as per slot allotment) for better space efficiency, increased passenger capacity, efficient flow of passengers, removal of bottlenecks and to increase the peak hour capacity of terminal building. There was no change in total area of the NITB (75,000 sqm) for this capacity increase.

Chairperson, AERA enquired about the cost incurred for reconfiguration of NITB from 3.63 to 4.45 MPPA. APD Tiruchirappalli International Airport informed that approximately ₹ 25 crore was spent on reconfiguration of the new integrated terminal building from 3.63 to 4.45 MPPA.

AERA further enquired on the need and the timing for augmenting the designated capacity of the NITB from 3.63 to 4.45 MPPA during the 1st Control Period (2020-25) when the earlier planned designed capacity of 3.63 MPPA was not envisaged to be achieved even in the last tariff year i.e. 2029-30 of the 2nd Control Period (2025-30). Further, it is the accepted norm that the need for capacity enhancement arises or is triggered when the actual traffic achieves ~80% of the designated terminal capacity.

ED (Planning), AAI, clarified that the terminal building has been designed based on PHP rather than on an annual designated capacity since the building gets saturated during peak hours. Further, he stated that Tiruchirappalli International Airport is one of the rarest of the

airport, where domestic traffic is less than the international traffic. So, the building was designed considering the same and construction started in 2018-19. However, during the construction stage, it was observed that domestic traffic also started to increase at the Airport. Therefore, the reconfiguration was envisaged to increase peak hour capacity of the NITB w.r.t the domestic traffic.

AAI was directed to submit their peak hour passenger calculations details while giving their submission of written comments.

- AAI requested to consider the Capex amount of ₹ 3.54 crore for construction of Gopuram in forecourt of NITB. The construction of Gopuram was undertaken to enhance the aesthetic appeal of the terminal forecourt, reflecting the local architectural heritage and cultural identity of the region, and creating a distinctive visual identity for the airport. The structure, designed in traditional temple architecture style, along with associated civil and electrical works, aims to improve ambience and visibility, enriching the passenger experience, particularly for the large number of international passengers.
- AAI requested to consider the Capex amount of ₹ 0.18 crore for the provision for toilets in the extended SHA, which was created to address congestion and provide better passenger facilities in the old terminal building, which had a capacity of 1.5 MPPA.
- AAI requested to consider the Capex amount of ₹ 3.77 crore for construction of tensile membrane fabric around column capitals and gopuram vestibule. At NITB, four departure entry gate vestibules and two arrival exit gate vestibules (Gopuram vestibules) have been constructed, along with tensile membrane fabric around column capitals, to maintain architectural uniformity and enhance the aesthetic appeal of the terminal forecourt. These works improve the visual ambience, passenger movement areas, and overall passenger experience, aligning with the original conceptual design of the NITB.
- AAI requested to consider the Capex amount of ₹ 0.75 crore for construction of boundary wall and providing chain link fencing at newly acquired land. A boundary wall was constructed to secure the Simple Approach Lighting System (SAPL) of Runway 09 on the city side, which is crucial for safe aircraft landings. The wall and associated fencing are necessary to prevent unauthorized access, complying with ICAO and DGCA regulations, and ensure the integrity and security of the approach lighting system and airside infrastructure, which was undertaken based on operational requirements.
- To consider the Capex amount of ₹ 4.38 crore for construction of compound wall, perimeter road, RCC drain for NITB. A compound wall has been constructed to secure the operational area adjoining the NITB, including a new apron area and two vehicle gates, in compliance with BCAS requirements. Additionally, a perimeter road and RCC drain have been built to

facilitate operations and enable CISF security patrolling. These works are crucial for safeguarding airport infrastructure, facilitating movement, and preventing water accumulation, and are essential for maintaining operational safety and security.

- AAI requested to consider the Capex amount of ₹ 3.63 crore for construction of pre-cast property wall around NITB. Work was undertaken to construct a precast property wall on the city side of the NITB to ensure security and protection of critical airport infrastructure, including power supply, substation, sewage treatment plant, water supply system, and car parking area. The wall also enhances security for passenger movement in the city-side area of the terminal, and its provision was considered as part of BCAS security vetting requirements.
- To consider the Capex amount of ₹ 1.45 crore for Biometric Access Control Systems. The Biometric Access Control System for the old NITB has been implemented by CHQ. The system has been installed to facilitate centralized access control for staff entry within the terminal premises, thereby enhancing security and monitoring of personnel movement.
- AAI requested to consider the Capex amount of ₹ 0.26 crore for replacement of 3x400TR cooling tower for existing HVAC Plant (Elect.). Three 400 TR cooling towers were installed at the old NITB terminal's HVAC plant, but over time, their rooftop insulators deteriorated and the cooling load increased due to growing flight operations and added electrical equipment. This reduced the cooling towers' efficiency, impacting air conditioning services to the terminal. To maintain operational efficiency and provide optimal air conditioning to passengers, procurement of new cooling towers was essential.
- AAI requested to consider the Capex amount of ₹ 1.18 crore for 250 KWP Solar PV power plant. A 250 KWP solar PV power plant was installed at the NITB service yard as part of the original project scope, aligning with GRIHA-4 norms for energy conservation. The plant enhances the airport's energy efficiency, reduces dependency on non-renewable sources, and is expected to save ₹ 8.92 lakh per annum in electricity costs by generating approximately 3.81 lakh units of solar power annually.
- To consider the Capex amount of ₹ 1.15 crore for apron flood lightings for new and existing apron. The new apron, part of the NITB project's original scope, includes flood lighting that meets ICAO and DGCA requirements, ensuring safe and efficient aircraft operations, particularly at night or in low-visibility conditions, and complying with international safety standards.
- AAI requested to consider the Capex amount of ₹ 1.18 crore for others plant & machinery. Other plant and machinery have been procured to support day-to-day airport operations,

including essential safety equipment for passenger handling and operational activities, to maintain operational standards, safety requirements, and service quality.

- To consider the Capex amount of ₹ 0.38 crore for computers. The Capex expenditure on IT hardware, such as laptops, printers, and routers, was primarily for operational purposes, including uninterrupted communication, effective supervision of airside and terminal operations, and timely response to operational and safety events, ultimately strengthening operational control and supporting passenger services.
- AAI requested to consider the water connection works of ₹ 15.10 crore as Operating expenditure and not to treat as Capex. It is for availing water supply from Tamil Nadu Water Supply and Drainage Board (TWAD Board) through a 13.5 KM pipeline, as groundwater use is prohibited as per environmental clearance for NITB. As per the accounting policy “expenditure not represented by AAI Assets” is charged off as Revenue expenses.
- Further AAI requested to consider the Supply items i.e. 01 bomb inhibitor, SITC of 3 nos. ETD and Supply of 01 Fiber optic surveillance device totaling an amount of ₹ 0.54 crore. The same is required for safety and security of the Airport (Operational requirement). AAI has also requested to consider the other tools & equipment of ₹ 1.10 crore procured for day-to-day operations requirement and Inline Baggage Handling System of ₹ 87.09 crore. The Inline Baggage Handling system in NITB along with HB & RB of ₹ 87.09 crore has been submitted by AAI in MYTP. However, due to linking error in financial model, AERA has not considered in CP 06/2025-26.

In addition to the above, AAI informed that there are few Capex items which are not considered due to non- submission/difference in the final carrying cost of the asset in the MYTP, which will be submitted to AERA for True-up in written.

APD (Tiruchirappalli International Airport), AAI further said that the submissions made in the presentation are limited and the detailed comments for the CP 06/2025-26 will be sent in writing within the prescribed timeline.

6.2. Regulated Year

AAI requested to consider the Capex based on the actuals incurred for the FY 2019-20 (Regulated Year) along with the true up of First Control Period. The Capex includes procurement of 1 no. CFT (₹ 5.25 crore), 1 MWP ground based Solar plant (₹ 4.69 crore), Fire Hydrant (₹ 0.51 crore) works which is very vital and operationally required.

AERA inquired about the date of capitalisation of the Capex incurred during the regulated year. AERA team was asked to check and examine if the Capex incurred in the regulated year is on/after or before the date of notification of Tiruchirappalli international Airport as a major airport i.e. 30th October 2019.

6.3. Capex Projections for the Second Control Period

APD Tiruchirappalli International Airport, AAI presented major Capex projected for the Second Control Period for Tiruchirappalli International Airport, which included the following:

i. **Construction of Departure level tensile canopy and balance Conical canopy at arrival level including drainage system**

Construction of Departure level tensile canopy and balance Conical canopy at arrival level including drainage system - Civil Portion executed for ₹ 5.31 crore and capitalized during the FY 2025-26. Since the same couldn't be submitted in the MYTP proposal and as the work is completed in FY 2025-26, AAI requested AERA to consider the said amount in Second Control period.

ii. **Construction of precast boundary wall at newly acquired land at Tiruchirappalli International Airport (₹ 24.99 crore - AA&ES Amount)**

AAI requested AERA to consider the above Capex for the Second Control Period. AAI stated that the work is awarded on March 5, 2026, for ₹ 17.52 crore including GST and has been commenced. The expected PDC is in March 2027. The work is undertaken to extend the existing basic strip, which is currently only 85 meters, up to the required 140 meters in accordance with ICAO Annex-14 and DGCA CAR norms, thereby ensuring safe operating conditions for aircraft and passengers. DGCA notified as non-compliance and AAI requested temporary exemption till June 2026.

iii. **Construction of RCC drain, RCC box culvert and allied works in area between PTT and new apron ₹ 13.92 crore)**

AAI requested AERA to consider the Capex of ₹ 13.92 crore, which has been made for constructing an RCC drain, culvert, and allied works to enhance airport drainage and airside infrastructure, aiming to prevent water stagnation, surface runoff, and mud sedimentation that could compromise aircraft and passenger safety. Presently the tender has been called, and financial bid has been opened with L1 quote of ₹ 9.22 crore including GST with expected PDC in Nov 2026. AAI requested AERA to consider the Capex for the Second Control Period.

6.4. Other submission by AAI on Consultation Paper No. 06/ 2025-26

AAI requested AERA to allow all upkeep expenses under the MESS contract, as despite reduced passenger traffic, the full-scale deployment of machinery and manpower is still required to maintain cleanliness in all areas, including toilets. As such, there won't be any reduction in upkeep expenses due to less PAX.

APD, Tiruchirappalli International Airport, also requested the Chairperson, AERA to kindly consider the submission and also stated that he would also provide detailed comments.

Chairperson, AERA complimented AAI for the comprehensive presentation and stated that the issues raised would be examined on merit and then invited other stakeholders to share their comments/ views.

Director, Tariff (P&S), AERA, invited other stakeholders including those who joined online besides those who were present physically to share their views/comments.

Airport Operators

i. GMR Group

Mr. Raman Gulati said that they are going through the Consultation Paper and would submit the written comments, if any.

ii. Adani Group

Mr. Madhur Arora, GM (Regulatory), said that they do not have any specific comments and would be submitted their comments in writing, if any.

iii. Noida International Airport

Mr. Gautam Garyali, Lead (Regulatory), said that they are going through the Consultation Paper and would submit the written comments, if any.

Airlines and Airlines Associations

i. Indigo Airlines

Ms. Prakriti Nambiar, Senior Executive (Aero Political & Industry Affairs) thanked AERA for conducting the stakeholders' consultation meeting and AAI for giving such informative presentation and said they do not have any specific comments at the moment and would submit in writing, if any. She requested to circulate the Presentation with stakeholders.

Director Tariff informed that the presentation will be available on AERA's website for everybody's perusal.

ii. Air India

Mr. Shashi Chetia, Head (Airport Planning-Commercial), thanked AERA for conducting the stakeholders' consultation meeting and APD Tiruchirappalli International Airport, AAI for giving an informative presentation. He stated that Air India has started number of flights from Tiruchirappalli International Airport and has pioneered the market development of Tiruchirappalli International Airport. He further stated that the airport rates emerging in the MYTP of the Airport Operator and its further rationalisation by AERA are on the higher side and even higher than Chennai Airport.

It was further informed that rates proposed for landing and parking are becoming double which would make Trichy operation for airline difficult. Further, there is also an increase in UDF.

Tamil Nadu is the price sensitive State and accordingly if airport charges increase then the passengers would look for the other options and would lead to diversion of the traffic. It would be difficult for airlines to absorb the new charges. He concluded with a request to AERA not to increase the charges and spread the expenditure incurred over the years.

iii. **Federation of Indian Airlines (FIA)**

Mr. Ujjwal Dey, Associate Director (FIA) appreciated AAI for the detailed presentation. He highlighted that though there was substantial increase in Capex and escalation, but no fresh AUCC has been conducted. The last AUCC conducted was in 2019 and accordingly Tiruchirappalli International Airport should have called for an AUCC. He further highlighted the lack of cargo infrastructure facility, for inbound domestic cargo, which is currently handled through passenger terminal thereby resulting in congestions issues.

He thanked AERA for fair and prudent check and further requested all the airport operators to harness non-aeronautical revenues.

Other Industry Bodies

i. **Consumer Unity & trust Society (CUTS)**

Mr. Vijay Kumar Singh thanked AERA for conducting the stakeholder consultation meeting. He raised a question whether airport infrastructure investment has an impact on airports tariff determination.

Chairperson, AERA, replied that airport infrastructure investment is very critical for determination of tariff and also referred the tariff guidelines of AERA (2011), where the regulatory model and formula has been illustrated, based on which aggregate revenue requirement of the airport operator is determined based on the cost for running the airport plus a reasonable return on the investments made by Airport Operator for the expansion/upgradation/modernization of the airport as per the cost-plus regulatory model approved by the Government of India.

The ARR is the entitled revenue, which is recovered in the form of airport charges like landing & parking, user development fees (UDF), other charges etc. Revenue entitlement is determined by the formula, which is a function of Capex (investment infused), Opex, depreciation, taxation and traffic. The same has been explained in the Tariff Guidelines. Further, the National Civil Aviation Policy (NCAP) has provided the hybrid till mechanism wherein 30% of non- aeronautical revenue is used to cross subsidize the revenue entitlement from the aeronautical services.

Mr. Vijay Kumar Singh from CUTS concluded with appreciation for AERAs work.

ii. **Air Travellers Association (ATA)**

Mr. G.S Bawa appreciated AERAs work and its transparent approach. He proposed that Air Travellers Association and AERA must work together to enhance overall air traveller experience. He focused on addition of service quality parameters in airports presentations by airport director. He also focused on the need of efficient planning of Capex. He suggested to accept Capex such as boundary wall but to exclude capex related to art works.

He also endorsed the points raised by airlines particularly by Mr. Shashi Chetia. He suggested that the recording of the stakeholder consultation meeting be made available to all the stakeholders.

iii. **International Air Transport Association (IATA)**

Mr. Ujjwal Bakshi, Industry Affairs Manager, thanked AAI for a detailed presentation. He said that the Capex planned is not very efficient from the user perspective and there is further scope of rationalisation. He also seconded the views of Mr. Shashi Chetia regarding the increase in landing charges, parking charges and UDF which may lead to change in mode of transport by users as the market is very price sensitive.

He highlighted the need of fresh AUCC for additional capex incurred at the airport and that the requirement of holding the AUCC before submission of MYTP needs to be followed in letter & spirit as most of the airlines come to know about the Capex being incurred during its implementation stage.

He suggested to further rationalise the cost of new integrated terminal building and allow only ~50% of the cost of terminal building.

7. **Conclusion**

7.1. **Member, AERA** thanked all participants for attending the meeting and appreciated AAI for their detailed presentation that incorporated all relevant images of the airport and said that if the same would have been provided as part of the MYTP proposal, it would have been easier to understand the various aspects of the MYTP.

She stated that a Tariff order would be issued after the detailed analysis of the Stakeholders Comments. The very purpose of the stakeholder meeting is to take inputs. She further asked all the stakeholders to provide their written comments as the same is very critical for ensuring a transparent and balanced tariff determination. It also aligns with the interest of all stakeholders.

7.2. **Chairperson, AERA** concluded by thanking all the participating stakeholders for their valuable inputs. He also thanked AAI for making a comprehensive presentation.


He seconded the suggestion of Member for providing along with the MYTP the images of different areas of the airport that were developed and constructed. He appreciated the valuable suggestions received from various stakeholders. He reiterated that the planning of the airport has to consider the traffic projections and highlighted the need to strive for a balance between expansions plans and the costs which are ultimately borne by the airport users. Capex incurred by airport operator is to be analysed based on the three aspects of essentiality, reasonability and scheduling. The Capex generally needs to be incurred in a phased manner by adopting modular approach.

He also seconded the view of Mr. Shashi Chetia from Air India, stating that if landing & parking charges are high, then it would be difficult for Tiruchirappalli International Airport to grow. He said that growth of the airport is dependent on the passenger traffic and any sort of high charges would discourage the growth of the passenger and ultimately of the airport.

The views of IATA that if the charges are higher, then user tend to switch to other modes of transport needs to be kept in mind. He stated that AERA while analysing would ensure that charges are reasonable.

In the end the Chairperson, AERA informed all that the issues raised have been noted and the same would be examined on merit. Further, all the stakeholders were requested that they may submit their written comments/views/suggestions by the stipulated timelines.

The meeting concluded with a vote of thanks.


(Ram Krishan)
Director (P&S)

List of Participants:

Airports Economic Regulatory Authority of India

1. Shri S. K.G. Rahate, Chairperson
2. Ms. V. Vidya, Member
3. Shri Suyash Narain, Secretary
4. Shri Ram Krishan, Director (Tariff)-I
5. Shri Mukesh Wadhwa, Director (Tariff)-II
6. Shri Rajan Gupta, Jt.GM (Fin)-Tariff
7. Shri Satish Kumar, DGM (Fin.) – Tariff
8. Shri Trilok Chand, Sr. Manager (Fin.)- Tariff
9. Shri S. D. Tiwari, Senior Consultant

Airports Authority of India (AAI)

1. Sh. L. Kuppulingam, E.D. (JVC-I)
2. Sh. Sujoy Dey, ED (Arch.)
3. Sh. S. S. Raju, Airport Director (Tiruchirappalli International Airport)
4. Captain Vivek Atri, GM (Ops.)
5. Sh. Rajesh Khanna, GM (JVC)
6. Sh. Mohd. Saquib, DGM (Arch.)
7. Sh. S. Sufi, DGM (CP&MS)
8. Sh. Sunil Kumar, DGM (E-C)
9. Sh. K. Suren Prabhu, SM (Civil), Tiruchirappalli International Airport
10. Sh. Rakesh Dembla, Joint GM (Fin.) - Tariff
11. Sh. Ravi Kanojia, Sr Mgr. (Fin.)
12. Sh. Pardeep Agrawal, Sr. Mgr. (Fin.)
13. Sh. Rajarajan K S, Manager (Fin), Tiruchirappalli International Airport

GMR Group

1. Mr. Raman Gulati

Adani Group

1. Mr. Madhur Arora, GM (Regulatory)

Noida International Airport

1. Mr. Gautam Garyali, Lead (Regulatory)

Airlines & Associations:

Federation of Indian Airlines (FIA)

1. Mr. Ujjwal Dey, Associate Director

Indigo Airlines

1. Ms. Prakriti Nambiar, Senior Executive (Aeropolitical & Industry Affairs)

Air India

1. Mr. Shashi Chetia, Head, Airport Planning (Commercial)
2. Mr. Sachin Gautam, Manager, Airport Planning (Commercial)
3. Ms. Ankita Jandon

Other Industry Bodies

International Air Transport Association (IATA)

1. Mr. Ujjwal Bakshi, Industry Affairs Manager

Air Travellers Association (ATA)

1. Mr. G S Bawa

Consumer Unity & Trust Society (CUTS)

1. Mr. Vijay Kumar Singh

AERA's Consultant – Crisil Ltd.

1. Mr. Anshuman Chauhan, Director
2. Mr. Roshan Yadav, Associate Director
3. Mr. G. D Gupta, Aviation Expert
4. Mr. Neelabh Jain, Senior Consultant
5. Ms. Ekta Sharma, Senior Consultant

