



## Airports Authority of India

### Lokpriya Gopinath Bordoloi International Airport, Guwahati

#### Airport Charges for the first control period - effective FY 2013-14 from 1st January, 2014 to 31st March 2016

#### Contents

<b>1.</b>	<b>Airport Charges for FY 2013-14 effective from 1st January, 2014</b>	<b>2</b>
1.1.	Landing, Parking and Housing charges	2
1.2.	Parking and Housing Charges	2
1.3.	Throughput Charges	3
1.4.	User Development Fee (UDF)	3
1.5.	Extension of Service Hours (Airport) [Watch Hours]	4
1.6.	General Condition	5
<b>2.</b>	<b>Airport Charges for FY 2014-15 effective from 1st April, 2014</b>	<b>6</b>
2.1.	Landing, Parking and Housing charges	6
2.2.	Parking and Housing Charges	6
2.3.	Throughput Charges	7
2.4.	User Development Fee (UDF)	7
2.5.	Extension of Service Hours (Airport) [Watch Hours]	8
2.6.	General Condition	9
<b>3.</b>	<b>Airport Charges for FY 2015-16 effective from 1st April, 2015</b>	<b>10</b>
3.1.	Landing, Parking and Housing charges	10
3.2.	Parking and Housing Charges	10
3.3.	Throughput Charges	11
3.4.	User Development Fee (UDF)	11
3.5.	Extension of Service Hours (Airport) [Watch Hours]	12
3.6.	General Condition	13

## 1. Airport Charges for FY 2013-14 effective from 1st January, 2014

### 1.1. Landing, Parking and Housing charges

#### 1.1.1. Domestic/ International Landing Charges – per single landing

Weight of the Aircraft	Rate Per Landing (In INR)
Up to 20 MT	180.00 per MT
Above 20 MT up to 50 MT	3600.00 + 285.00 per MT in excess of 20 MT
Above 50MT up to 100 MT	12150.00 + 292.00 per MT in excess of 50 MT
Above 100 MT	26750.00 + 390.00 per Mt in excess of 100 MT

**Note:**

1.1.1.a. In order to encourage air connectivity to the North Eastern Region (NER) and to promote Intra regional connectivity it has been decided to retain waiver of landing charges for (a) aircraft with a maximum certified capacity of less than 80 seats, being operated by domestic scheduled operators (b) Helicopters of all types as approved by Govt. of India vide order no. G.17018/7/2001-AAI dated 9<sup>th</sup> Feb.2004.

1.1.1.b. Charges shall be calculated on the basis of nearest Metric Ton (MT) (i.e. 1,000 kgs.) of the aircraft.

1.1.1.c. A surcharge of 25% will be levied on landing charges for supersonic aircraft.

1.1.1.d. A minimum fee of INR 3000/- shall be charged per single landing to General Aviation Aircrafts (not applicable to Regional Airlines & Scheduled Domestic Airlines) and foreign Airlines.

1.1.1.e. Weight of aircraft means maximum takeoff weight (MTOW) as indicated in the Certificate of Airworthiness filed with Director General of Civil Aviation (DGCA).

### 1.2. Parking and Housing Charges

Weight of Aircraft	RATES (In INR)	
	Parking Charges Rate per MT per Hour	Housing Charges Rate per MT per Hour
Up to 40 MT	4.20 per hour per MT	8.40 per hour per MT
Above 40 MT up to 100 MT	168.00 + 8.00 per hour per MT in excess of 40 MT	336.00 + 15.60 per hour per MT in excess of 40 MT
Above 100 MT	648.00 + 10.40 per MT per hour in excess of 100 MT	1272.00 +20.00 per MT per hour in excess of 100 MT

**Note:**

1.2.1.a. AAI has decided in principle to waive off the night parking charges for all domestic scheduled operators at those airports where the State Government levies the rate of tax (VAT) on

ATF up to 5%. The above waiver of night parking charges (between 22:00 hrs to 06:00 hrs) will be made applicable from the date of implementation of the levy of tax (VAT) on ATF up to 5% by the respective State Govt. (s). This relief shall be applicable initially for a period of five years and will be reviewed thereafter. In the event of upward revision in the tax rate of ATF by the respective State Govt. (s), the relief of free night parking charges will also be deemed to be withdrawn for all the airports within the jurisdiction of the said State(s).

1.2.1.b. No Parking Charges shall be levied for the first two hours. While calculating free parking period, standard time of 15 minutes shall be added on account of time taken between touch down time and actual parking time on the parking stand. Another standard time of 15 minutes shall be added on account of taxing time of aircraft from parking stand to take off point. These periods shall be applicable for each aircraft irrespective of the actual time taken in the movement of aircraft after landing and before takeoff.

1.2.1.c. For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.

1.2.1.d. Charges shall be calculated on the basis of next MT.

1.2.1.e. Charges for each parking period shall be rounded off to nearest Rupee.

1.2.1.f. Whilst in-contact stands, after free parking, for the next two hours parking charges shall be levied. After this period, Housing Charges shall be levied.

### 1.3. Throughput Charges

Rate Per KL (In INR)
112.10

### 1.4. User Development Fee (UDF)

Rate (In INR)	
Domestic/International Passenger	295 per embarking passenger

#### **Note:**

1.4.1.a. Collection charges: If the payment is made within 15 days of receipt of invoice, then collection charges at INR 5.00 per departing passenger shall be paid by AAI. No collection charges shall be paid in case the airline fails to pay the UDF invoice to AAI within the credit period of 15 days.

1.4.1.b. Transit/Transfer passengers: A passenger is treated in-transit/transfer only if the onward journey is within 24 hours from the time of arrival at airport and the onward travel is part of same ticket. In case 2 separate tickets are issued (one for arrival and one for departure) then the

passenger is not treated as Transit passenger. Transit passenger does not include passenger on return journey.

### 1.5. Extension of Service Hours (Airport) [Watch Hours]

Rate (In INR)
9180 Per Hour Per Aircraft

**Note:**

1.5.1.a. The charges are payable by all operators/agencies operating outside the watch hours, except aircraft(s) belonging to any armed force of the Union, including BSF & NCC.

1.5.1.b. The charges are payable at the Aerodromes where extension is availed at the time of landing / taking off as the case may be.

1.5.1.c. When the two aircrafts use the facility at the same time, Charges for Extension of Service Hours (Airport) [Watch Hours] for each aircraft would be charged separately and no sharing of charges between the aircrafts is permissible.

1.5.1.d. The charges for Extension of Service Hours (Airport) shall be levied as per the rate indicated above on hourly basis for a minimum period of one hour.

1.5.1.e. Subsequent fraction of hours may be rounded off to the next half an hour and charged accordingly.

1.5.1.f. If the aircraft has taken off just before the closing of watch hours, watch hours should be extended at least for a period of 30 minutes after take off as is the normal practice, this will not attract extra service charge. If the aircraft returns to land due to any technical reason, extended period beyond the normal watch hour, if any, should not be charged. However, any extension required after such landing should be charged as per rates applicable.

1.5.1.g. Any extension of Service Hours provided to accommodate an aircraft experiencing technical problem and requesting emergency landing should not be charged. Any extension required after such landing should be charged as per rates applicable.

1.5.1.h. No charges will be levied for extension of Service hours due to inescapable delays because of runway blockage/VIP Movements/weather conditions at the station.

1.5.1.i. If an Operator, after obtaining approval of AAI for extension of service hours, subsequently intends to withdraw the request under any circumstances, shall inform AAI at least 6 hours in advance of the scheduled departure or arrival time. If the Operator fails to do so, he shall be charged Service Charges for Extension of Service Hours for a period of 4 hours as penalty.

1.5.1.j. The Service Charges indicated above are only for the services rendered by AAI.

## 1.6. **General Condition**

1.6.1. All the above Charges are excluding of Service Tax. Service Tax at the applicable rates are payable in addition to above charges.

1.6.2. PSF (Security) will be continued to be levied at the applicable rate.

1.6.3. PSF (Facilitation) will be continued to be charged till UDF levy is implemented.

## 2. Airport Charges for FY 2014-15 effective from 1st April, 2014

### 2.1. Landing, Parking and Housing charges

#### 2.1.1. Domestic/International Landing Charges - per single landing

Weight of the Aircraft	Rate Per Landing (In INR)
Up to 20 MT	190.80 per MT
Above 20 MT up to 50 MT	3816.00 + 302.10 per MT in excess of 20 MT
Above 50 MT up to 100 MT	12879.00 +309.50 per MT in excess of 50 MT
Above 100 MT	28354.00 + 413.40 per MT in excess of 100 MT

**Note:**

2.1.1.a. In order to encourage air connectivity to the North Eastern Region (NER) and to promote Intra regional connectivity it has been decided to retain waiver of landing charges for (a) aircraft with a maximum certified capacity of less than 80 seats, being operated by domestic scheduled operators (b) Helicopters of all types as approved by Govt. of India vide order no. G.17018/7/2001-AAI dated 9<sup>th</sup> Feb.2004.

2.1.1.b. Charges shall be calculated on the basis of nearest Metric Ton (MT) (i.e.1,000 kgs.) of the aircraft.

2.1.1.c. A surcharge of 25% will be levied on landing charges for supersonic aircraft.

2.1.1.d. A minimum fee of INR 3000/- shall be charged per single landing to General Aviation Aircrafts (not applicable to Regional Airlines & Scheduled Domestic Airlines) and foreign Airlines.

2.1.1.e. Weight of aircraft means maximum takeoff weight (MTOW) as indicated in the Certificate of Airworthiness filed with Director General of Civil Aviation (DGCA).

### 2.2. Parking and Housing Charges

Weight of Aircraft	RATES (In INR)	
	Parking Charges Rate per MT per Hour	Housing Charges Rate per MT per Hour
Up to 40 MT	4.50 per hour per MT	8.90 per hour per MT
Above 40 MT up to 100 MT	180.00 + 8.50 per hour per MT in excess of 40 MT	356.00 + 16.50 per hour per MT in excess of 40 MT
Above 100 MT	690.00 + 11.00 per MT per hour in excess of 100 MT	1346.00 +21.20 per MT per hour in excess of 100 MT

**Note:**

2.2.1.a. AAI has decided in principle to waive off the night parking charges for all domestic scheduled operators at those airports where the State Government levies the rate of tax (VAT) on

ATF up to 5%. The above waiver of night parking charges (between 22:00 hrs to 06:00 hrs) will be made applicable from the date of implementation of the levy of tax (VAT) on ATF up to 5% by the respective State Govt. (s). This relief shall be applicable initially for a period of five years and will be reviewed thereafter. In the event of upward revision in the tax rate of ATF by the respective State Govt. (s), the relief of free night parking charges will also be deemed to be withdrawn for all the airports within the jurisdiction of the said State(s).

2.2.1.b. No Parking Charges shall be levied for the first two hours. While calculating free parking period, standard time of 15 minutes shall be added on account of time taken between touch down time and actual parking time on the parking stand. Another standard time of 15 minutes shall be added on account of taxing time of aircraft from parking stand to take off point. These periods shall be applicable for each aircraft irrespective of the actual time taken in the movement of aircraft after landing and before takeoff.

2.2.1.c. For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.

2.2.1.d. Charges shall be calculated on the basis of next MT.

2.2.1.e. Charges for each parking period shall be rounded off to nearest Rupee.

2.2.1.f. Whilst in-contact stands, after free parking, for the next two hours parking charges shall be levied. After this period, Housing Charges shall be levied.

### 2.3. Throughput Charges

Rate Per KL (In INR)
112.10

### 2.4. User Development Fee (UDF)

Rate (In INR)	
Domestic/International Passenger	313 per embarking passenger

#### **Note:**

2.4.1.a. Collection charges: If the payment is made within 15 days of receipt of invoice, then collection charges at INR 5.00 per departing passenger shall be paid by AAI. No collection charges shall be paid in case the airline fails to pay the UDF invoice to AAI within the credit period of 15 days.

2.4.1.b. Transit/Transfer passengers: A passenger is treated in-transit/transfer only if the onward journey is within 24 hours from the time of arrival at airport and the onward travel is part of same ticket. In case 2 separate tickets are issued (one for arrival and one for departure), then the

passenger is not treated as Transit passenger. Transit passenger does not include passenger on return journey.

## 2.5. Extension of Service Hours (Airport) [Watch Hours]

Rate (In INR)
9731 Per Hour Per Aircraft

### **Note:**

2.5.1.a. The charges are payable by all operators/agencies operating outside the watch hours , except aircraft(s) belonging to any armed force of the Union, including BSF & NCC.

2.5.1.b. The charges are payable at the Aerodromes where extension is availed at the time of landing / taking off as the case may be.

2.5.1.c. When the two aircraft use the facility at the same time, Charges for Extension of Service Hours (Airport) [Watch Hours] for each aircraft would be charged separately and no sharing of charges between the aircrafts is permissible.

2.5.1.d. The charges for Extension of Service Hours (Airport) shall be levied as per the rate indicated above on hourly basis for a minimum period of one hour.

2.5.1.e. Subsequent fraction of hours may be rounded off to the next half an hour and charged accordingly.

2.5.1.f. If the aircraft has taken off just before the closing of watch hours, watch hours should be extended at least for a period of 30 minutes after take off as is the normal practice, this will not attract extra service charge. If the aircraft returns to land due to any technical reason, extended period beyond the normal watch hour, if any, should not be charged. However, any extension required after such landing should be charged as per rates applicable.

2.5.1.g. Any extension of Service Hours provided to accommodate an aircraft experiencing technical problem and requesting emergency landing should not be charged. Any extension required after such landing should be charged as per rates applicable.

2.5.1.h. No charges will be levied for extension of Service hours due to inescapable delays because of runway blockage/VIP Movements/weather conditions at the station.

2.5.1.i. If an Operator, after obtaining approval of AAI for extension of service hours, subsequently intends to withdraw the request under any circumstances, shall inform AAI at least 6 hours in advance of the scheduled departure or arrival time. If the Operator fails to do so, he shall be charged Service Charges for Extension of Service Hours for a period of 4 hours as penalty.

The Service Charges indicated above are only for the services rendered by AAI.

## 2.6. **General Condition**

2.6.1. All the above Charges are excluding of Service Tax. Service Tax at the applicable rates are payable in addition to above charges.

2.6.2. PSF (Security) will be continued to be levied at the applicable rate.

### 3. Airport Charges for FY 2015-16 effective from 1st April, 2015

#### 3.1. Landing, Parking and Housing charges

##### 3.1.1. Domestic/International Landing Charges - per single landing

Weight of the Aircraft	Rate Per Landing (In INR)
Up to 20 MT	202.20 per MT
Above 20 MT up to 50 MT	4044.00 + 320.20 per MT in excess of 20 MT
Above 50 MT up to 100 MT	13650.00 + 328.10 per MT in excess of 50 MT
Above 100 MT	30055.00 +438.20 per MT in excess of 100 MT

**Note:**

3.1.1.a. In order to encourage air connectivity to the North Eastern Region (NER) and to promote Intra regional connectivity it has been decided to retain waiver of landing charges for (a) aircraft with a maximum certified capacity of less than 80 seats, being operated by domestic scheduled operators (b) Helicopters of all types as approved by Govt. of India vide order no. G.17018/7/2001-AAI dated 9<sup>th</sup> Feb.2004.

3.1.1.b. Charges shall be calculated on the basis of nearest Metric Ton (MT) (i.e.1,000 kgs.) of the aircraft.

3.1.1.c. A surcharge of 25% will be levied on landing charges for supersonic aircraft.

3.1.1.d. A minimum fee of INR 3000/- shall be charged per single landing to General Aviation Aircrafts (not applicable to Regional Airlines & Scheduled Domestic Airlines) and foreign Airlines.

3.1.1.e. Weight of aircraft means maximum takeoff weight (MTOW) as indicated in the Certificate of Airworthiness filed with Director General of Civil Aviation (DGCA).

#### 3.2. Parking and Housing Charges

Weight of Aircraft	Rates (In INR)	
	Parking Charges Rate per MT per Hour	Housing Charges Rate per MT per Hour
Up to 40 MT	4.80 per hour per MT	9.40 per hour per MT
Above 40 MT up to 100 MT	192.00 + 9.00 per hour per MT in excess of 40 MT	376.00 + 17.50 per hour per MT in excess of 40 MT
Above 100 MT	732.00 + 11.70 per MT per hour in excess of 100 MT	1426.00 +22.50 per MT per hour in excess of 100 MT

**Note:**

3.2.1.a. AAI has decided in principle to waive off the night parking charges for all domestic scheduled operators at those airports where the State Government levies the rate of tax (VAT) on ATF up to 5%. The above waiver of night parking charges (between 22:00 hrs to 0:600 hrs) will be made applicable from the date of implementation of the levy of tax(VAT) on ATF up to 5% by the respective State Govt. (s). This relief shall be applicable initially for a period of five years and will be reviewed thereafter. In the event of upward revision in the tax rate of ATF by the respective State Govt. (s),the relief of free night parking charges will also be deemed to be withdrawn for all the airports within the jurisdiction of the said State(s).

3.2.1.b. No Parking Charges shall be levied for the first two hours. While calculating free parking period, standard time of 15 minutes shall be added on account of time taken between touch down time and actual parking time on the parking stand. Another standard time of 15 minutes shall be added on account of taxing time of aircraft from parking stand to take off point. These periods shall be applicable for each aircraft irrespective of the actual time taken in the movement of aircraft after landing and before takeoff.

3.2.1.c. For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.

3.2.1.d. Charges shall be calculated on the basis of next MT.

3.2.1.e. Charges for each parking period shall be rounded off to nearest Rupee.

3.2.1.f. Whilst in-contact stands, after free parking, for the next two hours parking charges shall be levied. After this period, Housing Charges shall be levied.

**3.3. Throughput Charges**

Rate Per KL (In INR)
112.10

**3.4. User Development Fee (UDF)**

Rate ( In INR)	
Domestic/International Passenger	332 per embarking passenger

**Note:**

3.4.1.a. Collection charges: If the payment is made within 15 days of receipt of invoice, then collection charges at INR 5.00 per departing passenger shall be paid by AAI. No collection charges

shall be paid in case the airline fails to pay the UDF invoice to AAI within the credit period of 15 days.

3.4.1.b. Transit/Transfer passengers: A passenger is treated in-transit/transfer only if the onward journey is within 24 hours from the time of arrival at airport and the onward travel is part of same ticket. In case 2 separate tickets are issued (one for arrival and one for departure), then the passenger is not treated as Transit passenger. Transit passenger does not include passenger on return journey.

### 3.5. Extension of Service Hours (Airport) [Watch Hours]

Rate (In INR)
10315 Per Hour Per Aircraft

**Note:**

3.5.1.a. The charges are payable by all operators/agencies operating outside the watch hours , except aircraft(s) belonging to any armed force of the Union, including BSF & NCC.

3.5.1.b. The charges are payable at the Aerodromes where extension is availed at the time of landing / taking off as the case may be.

3.5.1.c. When the two aircraft use the facility at the same time, Charges for Extension of Service Hours (Airport) [Watch Hours] for each aircraft would be charged separately and no sharing of charges between the aircrafts is permissible.

3.5.1.d. The charges for Extension of Service Hours (Airport) shall be levied as per the rate indicated above on hourly basis for a minimum period of one hour.

3.5.1.e. Subsequent fraction of hours may be rounded off to the next half an hour and charged accordingly.

3.5.1.f. If the aircraft has taken off just before the closing of watch hours, watch hours should be extended at least for a period of 30 minutes after take off as is the normal practice, this will not attract extra service charge. If the aircraft returns to land due to any technical reason, extended period beyond the normal watch hour, if any, should not be charged. However, any extension required after such landing should be charged as per rates applicable.

3.5.1.g. Any extension of Service Hours provided to accommodate an aircraft experiencing technical problem and requesting emergency landing should not be charged. Any extension required after such landing should be charged as per rates applicable.

3.5.1.h. No charges will be levied for extension of Service hours due to inescapable delays because of runway blockage/VIP Movements/weather conditions at the station.

3.5.1.i. If an Operator, after obtaining approval of AAI for extension of service hours, subsequently intends to withdraw the request under any circumstances, shall inform AAI at least 6 hours in advance of the scheduled departure or arrival time. If the Operator fails to do so, he shall be charged Service Charges for Extension of Service Hours for a period of 4 hours as penalty.

The Service Charges indicated above are only for the services rendered by AAI.

### 3.6. **General Condition**

3.6.1. All the above Charges are excluding of Service Tax. Service Tax at the applicable rates are payable in addition to above charges.

3.6.2. PSF (Security) will be continued to be levied at the applicable rate.