PROJECT REPORT ON REGIONAL CONNECTIVITY SCHEME

The demand for air transport in India has seen phenomenal growth in last two decades which is expected to be sustained in view of a robust economy, growing middle class, growing urbanization, favorable demographics. India is expected to remain one of the fastest growing aviation markets in the world. However, the domestic traffic growth so far has been limited mostly to the metros and major airports in the country and a large part of the country/population has remained largely un-served or underserved. As the Indian economy grows further, consumption-led growth in populated metros is expected to spill over to hinterland areas. This is also expected to be on account of factors of production (land, labour, etc.) becoming costlier in the densely populated metro cities. In this scenario, air connectivity can provide required impetus to the economic growth of such regional centers (towns/cities).

Although National Civil Aviation Policy (NCAP) 2016 seeks to sustain and nurture a competitive market environment in the Civil Aviation Sector whereby the airlines assess demand on various routes, develop networks through deployment of appropriate capacities and equipment, it was felt that facilitating /stimulating regional air connectivity would be desirable from a public policy perspective which may need financial support, at least in the initial period, to trigger participation of players. NCAP 2016 therefore proposes to enhance regional connectivity through fiscal support and infrastructure development, and accordingly provides for a Regional Connectivity Scheme (RCS) to meet the objective of boosting regional air connectivity under the UDAN Scheme. The scheme UDAN launched on 21st Oct, 2016, envisages providing connectivity to un-served and under-served airports of the country through revival of existing air-strips and airports. The scheme would be in operation for a period of 10 years.

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1. **Regional connectivity Scheme**

It is an initiative to make flying from one part of country to another more affordable rate so that more and more passenger avail flights especially from un-served airport and that would increase the air connectivity as well. The scheme also states to promote tourism and also focus to connect cities or popular places of the country to the airport of regional or smaller areas. By doing this un-served and underserved airports will become busy and this will create employment at smaller areas.

Regional Air Connectivity[1]

> *"An air transport services to **under-served** and **un-served** markets (towns/cities) with potential, providing connectivity both within a Region as well as between Regions."*
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> *'**Un-served Airport'** - Any airport with no scheduled commercial flights during the last two flight schedules. '**Under-served Airport'** - Any airport with no more than 7 scheduled commercial flights per week as per the latest schedule*
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> *'**RCS route** - pair of origin / destination points (at least one RCS airport or heliport / no scheduled flights for last 2 schedules (heli -1) / stage length*

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[1] Draft_RCS_01July2016_7http://www.civilaviation.gov.in/sites/default/files/Draft_RCS_01July2016_7.pdf

between 200 to 800 km except hilly / island / NE regions or for heli operations (60 min)

The RCS operations will be provided various concessions by the Central and State Governments, including tax concessions, free of cost land for RCS Airports, last mile connectivity as required, free of cost security and fire services free of cost at RCS Airports; power and other utility services at substantially concessional rates.

2. **Eligibility Criteria for Proposals**

    i. A proposal shall either be for an individual RCS Route or for a set of connected RCS Routes ("Network proposals");
    ii. Operations under the Scheme would be permitted through fixed wing aircraft(excluding sea planes) and helicopters;
    Provided that operations through helicopters will be permitted only for remote areas -
    hilly terrains of Jammu and Kashmir, Himachal Pradesh, Uttarakhand and North Eastern Region of India, Andaman and Nicobar Islands and Lakshadweep Islands;
    iii. Operations under the Scheme shall be permitted by airline operators having valid Air Operator Permit (AOP) issued by DGCA.

3. **Air Operator Certification (AOP)**

    The DGCA on the 'Air Operator Certification Procedure' sets out the procedure for grant of a permit in clause 3, which is as follows:

    i. Application for grant of an initial 'No-objection certificate' (NOC).
    ii. Examination of the application for issue of the initial NOC.
    iii. Actions required to be taken by the initial NOC holder.
    iv. Application for permission for import/acquisition of aircraft.
    v. Actions to be taken after import/acquisition of aircraft.

vi. Issue of an air operator's permit.

4. **Minimum Performance Specifications**

After getting approval of AOP from DGCA the Selected Airline Operator will enter into a contract with the Implementing agency for operating RCS Flights under this Scheme. A Selected Airline Operator will be required to meet the following Minimum Performance Specifications with respect to its RCS Flight operations.

a) **For fixed wing aircraft,** a Selected Airline Operator shall be required to provide fifty percent (50%) of RCS Flight Capacity as RCS Seats per RCS Flight;

Provided that in a scenario where fifty percent (50%) of RCS Flight Capacity is more than 40 seats, the number of RCS Seats shall be capped at 40 and VGF sought would need to be limited to such 40 RCS Seats;

Provided further that in a scenario where fifty percent (50%) of RCS Flight Capacity is less than 9 seats, the Selected Airline Operator shall be required to provide 9 seats as RCS Seats per RCS Flight.

b) **For helicopters,** a Selected Airline Operator shall be required to provide fifty percent (50%) of RCS Flight Capacity as RCS Seats,

Provided that where fifty percent (50%) of RCS Flight Capacity exceeds thirteen (13) passenger seats, the RCS Seats shall be capped at thirteen (13) passenger seats,

Provided further that where fifty percent (50%) of RCS Flight Capacity is less than five (5) passenger seats, the minimum number of RCS Seats shall not be less than five (5) passenger seats.

For avoidance of doubt, a helicopter operator can operate an RCF Flight with a helicopter with 5 passenger seats only when all passenger seats of the helicopter are proposed as RCS Seats.Number of RCS Flights to be operated in a week with VGF shall be a minimum of three (3) and a maximum of seven (7) departures per week from the same RCS Airport. An Applicant may

submit an Initial Proposal for either one-way connectivity (a route) or to-and-fro connectivity (two routes) between two airports.

5. **Submission of Initial Proposal**

If Airline operator satisfying the eligibility criteria will submit to **Implementing Agency** in form and manner.

i. Applicants can submit Initial Proposals ("First Round of Bidding") as per the timelines indicated by the Implementing Agency Subsequently, the Implementing Agency will follow two (2) half-yearly cycles for inviting & evaluating proposals and identifying the Selected Airline Operators.

ii. Applicants are expected to undertake their own due diligence, market assessment, investigations and analyses for RCF Flight operations being proposed by them and would bear full responsibility for the accuracy, adequacy, correctness, reliability and completeness of the assumptions, data & information considered by them.

iii. The MoCA, Implementing Agency, concerned State Governments, concerned airport operators, or any other agency supporting any of these entities shall not bear any responsibility for any inaccuracy or lack of data / information for the proposed RCS Flight operations by the Applicants.

iv. Applicants shall bear all their costs associated with or relating to the preparation and submission of their Proposals or any other costs incurred in connection with or relating to their Proposals. All such costs and expenses will remain with the Applicants and MoCA / the Implementing Agency shall not be liable in any manner whatsoever for the same or for anyOther costs or other expenses incurred by Applicants in preparation or submission of Proposals, regardless of the conduct or outcome of the selection process specified under the Scheme.

v. Initial Proposals received till the respective specified deadlines shall be sent to the evaluation committee constituted by the Implementing Agency

("Evaluation Committee") for in-principle approval and for proceeding with further steps.

Note: **Implementing Agency:-** As provided in NCAP 2016, the implementation Agency shall be provided appropriate administrative charges for implementing the Scheme, as may be determined by MoCA from time to time. The Airports Authority of India (AAI) is being designated as the Implementing Agency under this Scheme. Designation of Implementing Agency and its responsibilities:

a) The Implementing Agency shall be authorized to receive proposals submitted by airline operators and to take necessary administrative actions for identification of Selected Airline Operator pursuant to the Scheme;

b) Acting for and on behalf of MoCA for collection and disbursement of funds - In order to facilitate the collection and disbursement of funds under the Scheme, an escrow account shall be established for this purpose with an identified bank.

c) The Implementing Agency shall be authorized to act as the escrow agent with authority to deposit funds as well as withdraw funds from the escrow account for disbursement of VGF to Selected Airline Operators in accordance with this Scheme;

d) As provided in NCAP 2016, payment of VGF will be made to the Selected Airline Operator from the RCF and the State Governments will be asked to reimburse the applicable share (20% for States other than for North-Eastern States where the ratio will be 10%).The Implementing Agency shall manage this process of managing such accounts, seeking reimbursements and crediting reimbursement proceeds to the escrow account; and

e) Any other activities required for implementation of the Scheme.

6. **Manner for submission of Proposal**

As part of the proposal submission, an Applicant shall be required to submit information under following categories:

a) Applicant Information

b) Technical Proposal

c) Financial Proposal

a) <u>APPLICANT INFORMATION</u>

The airline operator shall provide the following information about the bidding entity:

i. Registered name of the airline operator

ii. Name of the airline

iii. Date of incorporation

iv. Certificate of incorporation

v. Airline Operator Permit

vi. Memorandum of Association and Articles of Association

vii. Names of shareholders and percentage of shareholding and names of Directors

b) <u>TECHNICAL PROPOSAL</u>

As part of the technical proposal, airline operators shall submit the following information about a proposed RCS Route.

i. Proposed RCS Route on which the airline operator would want to operate i.e. the proposed airports to be connected

ii. Route length based on flying path approved by DGCA.

iii. Proposed aircraft to be deployed on the RCS route

iv. Proposed Date of Commencement of operations

v. Seating capacity of the proposed aircraft

vi. RCS Flight Capacity proposed to be deployed on the RCS Route

vii. Number of RCS Seats per RCS Flight

viii. Number of RCS Flights per week

In case of a Network Proposal, the airline operator shall submit the above information for each of the proposed RCS Routes in the Network Proposal such that each of the RCS Routes in a Network Proposal shall have the same number of RCS Seats and RCS Flights in a week.

c) FINANCIAL PROPOSAL INFORMATION

As part of the Financial Proposal, the applicant shall submit the following information:

i. VGF per RCS Seat sought under the Scheme for RCS Flight;

ii. Maximum Airfare that the operator, if selected under RCS, will charge for RCS Seats on an RCS Flight;

iii. such that the VGF or maximum Airfare proposed by the airline operator cannot be more than the VGF Cap and the Airfare Cap respectively, as indicated in the Scheme for the applicable stage length of the proposed RCS Route.

iv. In case for network Proposal the applicant shall submit the above information for each of the proposed RCS Routes in the Network Proposal.

7. **Scrutiny of initial proposal**

i. The Evaluation Committee shall acknowledge receipt of Initial Proposal(s) after the deadline for submission of Initial Proposal(s).

ii. The Evaluation Committee shall undertake a preliminary assessment of the documents containing Applicant Information and Technical Proposal and advise the applicant whether the proposal is complete or incomplete within specified period from the deadline forsubmission thereof. The Financial Proposal as part of the Initial Proposal shall not be opened.

iii. If incomplete, the Evaluation Committee may seek clarifications from the Applicant indicating the incorrect / missing information.

iv. Initial Proposals will be subject to a screening process in order to establish their eligibility with respect to conditions mentioned under **Eligibility Criteria for Proposals**. All eligible Initial Proposals shall be subject to prioritisation based on the framework mentioned under **Prioritisation Framework**

v. After application of the prioritisation framework, the Evaluation Committee shall finalise the list of Initial Proposals against which counter proposals shall be invited. Decision of the Evaluation Committee in this regard shall be final and binding on all parties.

8. **Selection of proposals for counter bidding**

i. All Individual Route Proposals, found eligible shall be put up for inviting counter proposals along with the details

ii. Network Proposals

MoCA notes that there can be instances, where in a particular bidding cycle, the Initial Proposals pertaining to Network Proposals are received such that:

a) Only one Network Proposal is received for a particular set and sequence of RCS Routes such that there is no overlap of any of the RCS Routes with any other Initial Proposal.

b) More than one Network Proposals are received having exactly the same set and sequence of RCS Routes in their networks and there is no partial overlap of RCS Routes with any other Initial Proposal. Such Network Proposals shall be considered identical ("Identical Networks") and such set and sequence of RCS Routes shall be bid out as one network.

c) More than one Network Proposals are received which have one or more but not all common RCS Route(s). Such Network proposals shall be considered non-identical ("Non-Identical Networks") and all such networks shall be bid out as separate proposals.

Network Proposal may be a combination of both RCS Routes as well as Non-RCS Routes. For the purpose of inviting counter proposals, the Implementing Agency shall only consider the RCS Routes proposed to be connected as part of the network and their proposed sequence / network path. The Non-RCS Route(s) in a Network Proposal shall not be considered by the Implementing Agency. A counter proposal to such Network Proposal shall have the same RCS Routes for its network as are there in the Initial Proposal and published by the Implementing Agency. However, there shall be no restriction on the Non-RCS Routes as part of such counter proposal.

9. **Invitation   of Counter Proposals**

    i. The procedure   shall be followed for selecting Initial Proposals for inviting counter proposals. No changes shall be proposed to the routes offered as part of the Initial Proposal.

    ii. From the date of release of invitation for counter proposals, the Implementing Agency will provide a defined period (to be specified separately) to all other interested airline operators to submit counter proposals against an Initial Proposal provided that after receiving Initial Proposal(s), the Implementing Agency may, for administrative exigencies, provide a separate schedule for invitation of counter proposals.

    iii. All counter proposals shall include information as required and shall be subject to the Minimum Performance Specifications

    iv. VGF Cap and Airfare Cap to be considered for submission of counter proposals should be the same as that applicable during the Financial Quarter in which the Initial Proposal was submitted.

    v. For inviting counter proposals against a Network Proposal received as an Initial Proposal, the Evaluation Committee shall only release the set and sequence of RCS Routes proposed as part of the Initial Proposal, and airline operators shall be required to submit their counter proposals for such network of RCS Routes subject to the following conditions:

a) Any counter Network Proposal shall not be allowed to add/ delete/ propose any new RCS Route(s) other than the RCS Route(s) proposed as part of the Initial Proposal and released by the Evaluation Committee;

b) Any counter Network Proposal must connect exactly the same set of RCS Routes in the same sequence proposed as part of the Initial Proposal and released by the Evaluation Committee and shall satisfy conditions mentioned

10. **Evaluation of Proposals and Applicant Selection**

i. In the event that there is no counter proposal against an Initial Proposal, the Evaluation Committee shall open the Financial Proposal submitted as part of the Initial Proposal.

ii. In such an event, if the Financial Proposal of an airline operator satisfies the conditions for not require VGF cap, the airline operator who has submitted the Initial Proposal shall be identified as the "Selected Airline Operator".

iii. In case of a Network Proposal, the conditions for VGF support shall need to be satisfied for each of the RCS Routes in the Network.

iv. In the event of the Evaluation Committee receiving one or more than one counter proposals against an Initial Proposal, the Evaluation Committee shall undertake scrutiny of Application Information and Technical Proposals submitted as part of such counter proposals.

v. For all eligible counter proposals and the corresponding Initial Proposal, the Evaluation Committee shall undertake opening of the Financial Proposal at a pre-specified date in the presence of applicants, and for all Financial Proposal(s) that satisfy the conditions as specified network proposal the Preferred Applicant shall be determined based on the mechanism specified in network proposal.

11. **Performance Guarantee**

The Selected Airline Operator will enter into a three year contract with the Implementing Agency for operating RCS Flights under this Scheme. The Selected Airline Operator shall be required to comply with all applicable regulations for such operations under this Scheme including of the DGCA.

i. At the time of signing the contract, the Selected Airline Operator will be required to submit a Performance Guarantee to the Implementing Agency for an amount equivalent to five percent (5%) of the total VGF amount to be provided to such Selected Airline Operator in the first year of its operations, subject to a minimum of Rs. Five lakhs (Rs.5,00,000/-) per RCS Route.

ii. In addition to the above, in the event that an RCS Airport is non-operational and / or requires investment of INR 5 Crores or more for rehabilitation / upgradation of infrastructure (airside or the terminal building) by the respective airport owner/operator to make such RCS Airport operational / suitable for proposed RCS Flight operations, the Selected Airline Operator shall be required to submit an Additional Performance Guarantee for an amount of INR One Crore (INR 1,00,00,000/-) to the Implementing Agency. For helicopter operations under the Scheme, Additional Performance Guarantee shall not be applicable.

iii. In addition to the provisions mentioned under Section 3.18, the Performance Guarantee and the Additional Performance Guarantee, if any, will be dealt with by the Implementing Agency as follows:

    I. Performance Guarantee submitted by the Selected Airline Operator shall be liable to encashment as per the terms and conditions of the contract, if the Selected Airline Operator fails to:

        a) Ensure integrity of the scheduled flights on routes proposed under the contract signed with the Implementing Agency, i.e. it fails to operate at least 70% of the scheduled flights on routes

proposed under the contract signed with the Implementing Agency in a specified period; or

b) Adhere to any other terms and conditions of the contract signed with the Implementing Agency. Upon such encashment, the Selected Airline Operator will be required to replenish the Performance Guarantee within a specified period, failing which the Implementing Agency will be entitled to terminate the contract and proceed as per provisions of the contract.

II. Performance Guarantee will be returned by the Implementing Agency to the Selected Airline Operator upon completion of one (1) year from commencement of RCS Flight operations as per the terms and conditions of the contract ;

III. Additional Performance Guarantee, if any, will be returned by the Implementing Agency to the Selected Airline Operator as per the terms and conditions of the contract:

a) If the required rehabilitation / upgradation of infrastructure to make such RCS Airport operational / suitable for the proposed RCS Flight operations is not completed by the end of two (2) years from the date of submission of such Additional Performance Guarantee; or

b) Upon completion of one (1) year from commencement of RCS Flight operations to / from the concerned RCS Airport.

12. **Network Proposal**

An Applicant may submit an Initial Proposal which is a Network Proposal wherein it proposes to connect a minimum of three (3) and up to a maximum of seven (7) distinct airports, through a network, as part of the same proposal. Network Proposal is a set of connected RCS Routes. **RCS Route'** shall mean an identified pair of origin &

destination airports / heliports within India sought to be connected pursuant to the Scheme, satisfying all of the following conditions:

a) At least one of the origin or destination points is either an RCS Airport satisfying the definition of Underserved Airport or Un-served Airport; or an RCS Heliport;

b) A Network Proposal shall have more than one (1) route and can be a combination of RCS Routes and Non-RCS Routes such that at least one of such routes is an RCS Route.

c) The Applicants shall be required to ensure that all routes in a Network Proposal, including the Non-RCS Routes, are connected using the same aircraft (type) through the same frequency (number of flights) per week. For avoidance of doubt,

d) A Selected Airline Operator shall not be restricted from operating additional flights on Non-RCS Routes, if it so desires, provided the schedule of network as submitted as part of its Network Proposal and other conditions under the Scheme are adhered to.

e) In case of a Network Proposal, all benefits and conditions under the Scheme such as VGF support, exclusivity of operations, Airfare Cap etc. shall be applicable only on the RCS Routes forming part of the Network Proposal.

f) For further clarity, a Selected Airline Operator for a particular Network Proposal will not get any exclusivity of operations or VGF support or other benefits for the Non-RCS Route(s) proposed in its network and its operations on such Non-RCS Routes will not be subject to any Airfare Caps.

g) The Airfare Cap for every RCS Route in a Network Proposal shall be based on the respective stage length / flight duration of such RCS Route and Airfare Caps specified under this Scheme. Further VGF per RCS Seat for each RCS Route in a Network Proposal shall be based on the respective stage length / flight duration of such RCS Route &

corresponding VGF Caps specified under this Scheme and the VGF per RCS Seat bid / quoted by the Selected Airline Operator.

h) After scrutiny of Initial Proposal(s), the Implementing Agency with reference to the mechanism specified in selection of proposals for counter bidding for shall release the RCS Route(s) to be connected as part of a Network Proposal, for inviting counter proposals.

Under the scheme it has separately defined "Initial proposal for Network Proposal". Rules related to Network Proposal are give below:

i. An airline operator may submit an Initial Proposal for a network of airports ("Network Proposal") wherein it proposes to connect a minimum of three (3) and up to a maximum of five (5) airports, through a network, as part of the same proposal.

ii. A Network Proposal shall have more than one (1) route and no route shall be repeated as part of the Network Proposal. The airline operator shall be required to ensure that each route in a Network Proposal is an RCS Route and that they are connected using the same aircraft, for the same number of RCS Seats and RCS Flights per week.

iii. The Airfare Cap for every RCS Route in a Network Proposal shall be based on the respective stage length of such RCS Route and Airfare Caps specified under this Scheme.

iv. After scrutiny of Initial Proposal(s), the Evaluation Committee shall release names of the airports proposed to be connected as part of a Network Proposal, for inviting counter proposals

In the event that an airline operator does not require any VGF under the Scheme for undertaking RCS Flight operations on an RCS Route, such an airline operator will be required to indicate the same as part of its Initial Proposal. For avoidance of doubt, the technical proposal as part of an Initial

Proposal would otherwise not be required to share details on the VGF amount requested (which is to be submitted as part of the Financial Proposal). Only in cases where there is no VGF requirement, the same should be indicated as part of the technical proposal by the airline operator.

After scrutiny of Initial Proposal IA will invite for the Counter proposal. In the event that there is no counter proposal against an Initial Proposal, the Evaluation Committee shall open the Financial Proposal submitted as part of the Initial Proposal:

i. In such an event, if the Financial Proposal of an airline operator satisfies the conditions the airline operator who has submitted the Initial Proposal shall be identified as the "Selected Airline Operator".

ii. In case of a Network Proposal, the conditions shall need to be satisfied for each of the RCS Routes in the Network.

iii. In the event of the Evaluation Committee receiving one or more than one counter proposals against an Initial Proposal, the Evaluation Committee shall undertake scrutiny of Application Information and Technical Proposals submitted as part of such counter proposals.

iv. For all eligible counter proposals and the corresponding Initial Proposal, the Evaluation Committee shall undertake opening of the Financial Proposal at a pre-specified date in the presence of applicants, and for all Financial Proposal(s) that satisfy the conditions as the Preferred Applicant.

I. Initial Proposal where applicant apply not for VGF

a) In the event that two or more Applicants are determined as the Preferred Applicants, ("**Tied Preferred Applicants**"), the Evaluation Committee shall invite the Tied Preferred Applicants to resubmit their proposed Number of RCS Seats per week within eight (8) hours from the time of opening of the Financial Proposals, the Evaluation Committee shall open and rank the revised quotes and the applicant

who has quoted the maximum Number of RCS Seats per week shall be considered the **Preferred Applicant**. The same procedure shall be followed until the tie is broken.

b) In the event that the tie cannot be broken based on Number of RCS Seats per week, the evaluation of Tied Preferred Applicants shall be done on the basis of lowest Maximum Airfare to be quoted by the applicants. The applicant quoting the lowest Maximum Airfare shall be declared as the **"Preferred Applicant".**

c) In the event that such Tied Preferred Applicants have quoted the same Maximum Airfare, the Evaluation Committee shall invite the Tied Preferred Applicants tore submit their Maximum Airfare within eight (8) hours from the time of opening of the Financial Proposals. Immediately upon the resubmission of the Maximum Airfares of the Tied Preferred Applicants, the revised quotes shall be opened and ranked by the Evaluation Committee, and the applicant who has quoted the least Maximum Airfare shall be considered the **Preferred Applicant**.

II. Initial Proposal where applicant apply for VGF

Same above mentioned procedure will be followed for an applicant who requested for VGF regarding **Tied Preferred Applicants**".

13. **Exclusivity of operations**

Sustainability of operations is one of the key guiding principles for RCS. The MoCA recognizes that traffic demand on RCS Route(s) will be uncertain, and with most of such routes being untested/non-operational, the market risk for Selected Airline Operator(s) could be significant. Such market risk would tend to be accentuated on account of possible competition from other airline operators – especially in the early stages of route development. Such competition in the early stages of development of

such routes, especially given the demand uncertainty, could ultimately impact achievement of Scheme objectives

i. To encourage development of such routes by airline operators, Selected Airline Operators shall be granted exclusivity of operations for a certain period on an RCS Route under the Scheme. During such Exclusivity Period, no other airline operators would be allowed to operate flights on the specific RCS Route.

ii. Subsequent to expiry of the Exclusivity Period, other airline operators shall be allowed to freely operate flights on the specific RCS Route subject to applicable rules and regulations.

iii. MoCA invites considered suggestions from stakeholders on the following possible options for the length of Exclusivity Period:

a) One Year (1 year);

b) Two Years (2 years); or

c) Three Years (3 years).

14. **Exit from the Scheme**

A Selected Airline Operator may cease RCS Flight operations any time after one (1) year from commencement of such RCS Flight operations. In the event of such cessation of RCS Flight operations, provided there is no default by the Selected Airline Operator under the contract, the Performance Guarantee and the Additional Performance Guarantee, if any, shall be returned to the Selected Airline Operator.

If however, a Selected Airline Operator ceases RCS Flight operations before completion of one(1) year from commencement of such RCS Flight operations, the Performance Guarantee and the Additional Performance Guarantee, if any, shall be liable to be encashed and retained asper the terms and conditions of the contract.

15. **List of Airfare Cap and VGF Cap**

I. Airfare Cap under RCS

'Airfare Cap' shall mean the maximum permissible airfare that the Selected Airline Operator will be allowed to charge for RCS Seats on an RCS Flight and will be as specified under the Scheme.

In line with NCAP 2016, Airfare Caps will be applicable for operations under the Scheme.

a) Airfare for an RCS Seat will not be subject to any levies or charges imposed by the airport operators including PSF (Passenger Service Fee),DF(Development Fee) and UDF(User Development Fee).

b) Service Tax will be levied on 10% of the taxable value (abatement of 90%) of tickets for RCS Seats on an RCS Flight, without any input credit, for an initial period of 1 year from the date of notification of the Scheme by MoCA. Subsequently, this will be reviewed and notified accordingly. Service Tax will be payable by the passengers over and above the specified Airfare Cap.

c) As per the Scheme, an all-inclusive airfare not exceeding Rs.2,500 per RCS Seat will be applicable for:

d) RCS Flights operated by fixed wing aircraft for stage length (as defined by DGCA) of 500 km; and

e) RCS Flights operated by helicopters for flight duration up to 30 minutes.

f) Considering that operating costs for a flight vary with stage length, the Airfare Caps have been specified for various stage lengths at Annexure-2 to this Scheme document.

g) MoCA recognizes that changes in ATF prices and inflation have a bearing on cost of operations of airlines, and in a market scenario, airlines can vary airfares in response to changes in these parameters. In the context of RCS and specification of Airfare Cap, it was considered important to the operation of RCS that changes to Airfare Caps in future are also specified. Given the

volatility in ATF prices, linking the Airfare Cap to changes in ATF prices could introduce volatility in fares for RCS Seats potentially impacting the primary objective of the RCS to make regional air connectivity more affordable. Accordingly, as provided for in NCAP 2016, Airfare Cap(s) have been specified in terms of indexation only to inflation, i.e., Consumer Price Index Industrial Workers (CPI-IW), such indexation to be reviewed on a quarterly basis.

h) MoCA also recognizes that airlines will need advance notice for effecting changes in their systems for revision in fares and has considered a one (1) month notice period for revision of Airfare Caps under the Scheme. The Airfare Caps applicable for a Financial Year Quarter will be published by the Implementing Agency one (1) month in advance (i.e. on 01st March for the Financial Year Quarter starting 1st April).

i) It may be noted that currently CPI-IW data is released by the Government of India with a lag of one (1) month (e.g. CPI-IW for the month of October is released on 30th November), it being recognized that such lag period may vary over time. Considering the notice period of one (1) month mentioned above and current lag of 1 month in publishing of CPI-IW data, the three (3) month period for which CPI-IW data will be considered for review of indexation will not correspond to the three (3) months of that Financial Year Quarter. On account of the review being undertaken on a rolling basis for every quarter, CPI-IW data for all months will eventually get considered. Such revision will be applicable prospectively and no adjustments will be made for the past period.

Airfare Cap For Fixed-Wing Aircraft

SR NO.	STAGE LENGTH(IN KM)	AIRFARE CAP PER RCS SEAT(IN INR)
1.	201-225	1,770
2.	226-250	1,830
3.	251-275	1,890
4.	276-300	1,950
5.	301-325	2,010
6.	326-350	2,070
7.	351-375	2,130
8.	376-400	2,190
9.	401-425	2,250
10.	426-450	2,330
11.	451-475	2,370
12.	476-500	2,500
13.	501-525	2,500
14.	526-550	2,760
15.	551-575	2,890
16.	576-600	3,020
17.	601-625	3,150
18.	626-650	3,260
19.	651-675	3,410
20.	676-700	3,540
21.	701-725	3,670
22.	726-750	3,810
23.	751-775	3,940
24.	776-800	4,070

Airfare Cap for Helicopters

Sr NO.	FLIGHT DURATION(In Min)	AIRFARE CAP PER RCS SEAT(In INR)
1.	00-30	2,500
2.	31-35	2,900
3.	36-40	3,350
4.	41-45	3,750
5.	46-50	4,150
6.	51-55	4,600
7.	56-60	5,000

II. VGF Cap under RCS

Viability Gap Funding (VGF) shall mean the financial support provided to the Selected Airline Operator for operation of RCS Flight(s) from the RCS Fund pursuant to this Scheme. Tenure of VGF Support is 3 years.

a) Airline operators must refer to VGF Cap(s) before submitting proposals, as support requirements in excess of such caps, for a particular stage length, will not be considered under the Scheme.

b) The MoCA acknowledges that different aircraft operated by different operators for the same stage lengths can have different cost of operations on account of differences in inherent economics of aircraft types for stage lengths, cost of operations specific to operators in terms of various business parameters such as business models, fleet utilization, scale of operations, etc.

c) Specifying VGF Caps that satisfy all players would inevitably end up being high and therefore uneconomical from the perspective of Scheme outcome. Accordingly, the VGF Caps have been specified with reference to a broad representative data set / typical cost of

Operations and estimated revenue potential for operations on a typical RCS Route for a particular stage length.

d) Specification of such VGF Caps upfront has been considered important to ensure transparent operation of a market based mechanism under this Scheme rather than through determination subsequent to receipt of varied proposals.

e) VGF to be provided for each RCS Seat under the Scheme will be capped for:

  i. Different stage lengths for fixed wing aircraft; and

  ii. Different flight duration for helicopters.

f) It is expected that competition between players and differences in expectations on business parameters like airfares on Non-RCS Seats, PLF, etc. could lead to variations in proposals by different players. It is the intent and focus of the Scheme that operation of a market mechanism facilitates discovery of the optimum VGF requirements within such specified VGF Caps.

g) However, MoCA recognizes that in certain cases it is possible that a market based discovery of optimum VGF requirements doesn't happen and the specified (normative) VGF Cap ends up possibly being higher than the actual VGF requirement on account of factors like higher airfares for Non-RCS Seats, etc. This is likely to get reflected in outturns like higher Passenger Load Factors (PLFs)..

h) MoCA also recognizes that Selected Airline Operators may choose to sell tickets for Non-RCS Seats at certain times below the Airfare Caps applicable for RCS Seats on account of a number of business considerations like marketing / promotion of a route, responding to demand in certain lean periods of the year, as a strategy to recover a small proportion of fixed costs (as opposed to operating idle capacity), etc. Provision of VGF may facilitate / promote such outturns, and in such a scenario, the VGF amount for specified number of RCS Seats

would be deemed to have been applied or distributed over all such seats (including non-RCS Seats) for which airfares were at or below the Airfare Caps.

VGF Cap for Fixed-wing aircraft

SR NO.	STAGE LENGTH(IN KM)	VGF CAP PER RCS SEAT(IN INR)
1.	201-225	1,810
2.	226-250	2,190
3.	251-275	2,560
4.	276-300	2,940
5.	301-325	3,090
6.	326-350	3,190
7.	351-375	3,300
8.	376-400	3,400
9.	401-425	3,510
10.	426-450	3,610
11.	451-475	3,720
12.	476-500	3,750
13.	501-525	3,790
14.	526-550	3,820
15.	551-575	3,860
16.	576-600	3,890
17.	601-625	3,930
18.	626-650	3,960
19.	651-675	4,000
20.	676-700	4,040
21.	701-725	4,070

22.	726-750	4,100
23.	751-775	4,130
24.	776-800	4,170

VGF Cap for Helicopters

Sr. NO.	FLIGHT DURATION(In Min)	VGF CAP PER RCS SEAT(In INR)
1.	00-10	0
2.	11-15	1,200
3.	16-20	2,400
4.	21-25	3,600
5.	26-30	4,800
6.	31-35	5,600
7.	36-40	6,400
8.	41-45	7,200
9.	46-50	7,200
10.	51-55	7,200
11.	56-60	7,200

Moreover, as per NCAP 2016, the VGF Caps as well as VGF amounts determined for specific routes will be indexed to inflation & ATF prices to offset changes in uncontrollable cost of operations of players in future. Such revision will be applicable prospectively and no adjustments will be made for the past.

16. Procedure to obtain permission for RCS Airport

The Scheme will be applicable with respect to RCS Airports / RCS Heliports and procedure to obtain permission are:

i. At any time, the list of RCS Airports / RCS Heliports under the Scheme - as finalized in consultation with State Governments, will be published for information of stakeholders.

ii. In case any airline operator wishes to connect an airport / heliport that is not an RCS Airport /RCS Heliport, it shall be required to approach the Implementing Agency and submit an expression of interest based on which the Implementing Agency will then approach the concerned agencies for confirmation of concessions specified under the Scheme. In case any such airport is a defence airport, the approval from Ministry of Defence, Government of India will need to be obtained for permitting joint use / civil operations under the Scheme.

iii. In case any rehabilitation / upgradation of infrastructure is required at such airports to make them operational / suitable for proposed RCS Flights operations, the same can be undertaken by AAI upon reimbursement of appropriate costs of such rehabilitation / upgradation works from respective State Government/airport operator. In such cases, the ownership and operatorship of such airport(s) will continue with the State Government / airport operator.

17. Features of Regional Connectivity Scheme[2]

The Scheme will come into effect in the second quarter of 2016-17 and the tenure of the scheme would be 10 years from the date of notification. By this scheme around 160 airports and airstrips would be developed.10-15 airports will be constructed in the next 1 year. By introducing this scheme it would be expected 300 million

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[2] http://www.pradhanmantriyojana.co.in/regional-connectivity-scheme/

domestic passenger by 2021.The scheme will promote affordability of regional air connectivity by supporting operators through[3]:

a) Concessions By Central & State Governments And Airport Operators To Reduce The Cost Of Airline Operations On Regional Routes:

I. <u>Concessions offered by the Central Government shall be as follows:</u>

i. Excise Duty at a rate of 2% shall be levied on Aviation Turbine Fuel (ATF) purchased by Selected Airline Operators from RCS Airports for an initial period of three (3) years from the date of notification of this Scheme.

ii. Selected Airline Operators will have the freedom to enter into code sharing arrangements with both domestic as well as international airlines.

iii. Concession on Service Tax will be levied on 10% of the taxable value (abatement of 90%) of tickets for RCS Seats on an RCS Flight, without any input credit, for an initial period of 1 year from the date of notification of the Scheme by MoCA. Subsequently, this will be reviewed and notified accordingly. Service Tax will be payable by the passengers over and above the specified Airfare Cap.

II. <u>Concessions offered by the respective State Governments at RCS Airports within their States shall be as follows:</u>

i. Reduce VAT to 1% or less on ATF at RCS Airports located within the state for a period of 10 years;

ii. Provide minimum land, if required, free of cost and free from all encumbrances for development of RCS Airports and also provide multi-modal hinterland connectivity (road, rail, metro, waterways, etc.) as required;

iii. Provide security and fire services free of cost at RCS Airports;

iv. Provide, or cause to be provided, electricity, water and other utility services at substantially concessional rates at RCS Airports; and

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[3] **Draft Regional Connectivity Scheme (RCS or the Scheme), July, 2016**

v. Provide a certain share (20% for States other than for North-Eastern States where the ratio will be 10%) of VGF determined pursuant to this Scheme

III. Concessions offered by the airport operators shall be as follows:

i. Airport operators (whether under the ownership of the AAI, State Governments, private entities or the Ministry of Defence, Government of India) shall not levy Landing Charges and Parking Charges on RCS Flights.

ii. AAI shall not levy any Terminal Navigation Landing Charges (TNLC) on RCS Flights.

iii. Route Navigation and Facilitation Charges (RNFC) will be levied by AAI on a discounted basis @ 42.50% of Normal Rates on RCS Flights. Normal Rates refer to applicable rates specified by the AAI without any discounts or concessions.

iv. Selected Airline Operators shall be allowed self ground handling for operations under the Scheme at all airports.

b) **Financial (viability gap funding or VGF) support to meet the gap, if any, between the cost of airline operations and expected revenues on such routes:**

Under RCS, VGF is proposed to be provided for a limited period to facilitate / stimulate regional air connectivity to un-served/under-served areas. However, it is recognized that for select areas, funding may need to be provided for longer periods of time to support provision of air transport services to such areas. Viability Gap Funding (VGF) will be shared between MoCA and the State Government in the ratio of 80:20. For the North Eastern States, the ratio will be 90:10. The payment of the full amount of VGF will be made to the airline operator from the Regional Connectivity Fund (RCF) and the State Governments will be subsequently asked reimbursement.

i. Proposals for provision of VGF under the Scheme will be considered only until the end of 7 years from the date of notification of the Scheme.

ii. Even if during such period of three (3) years, an RCS Route ceases to satisfy any of the conditions for an RCS Route as specified under this Scheme, VGF to the Selected Airline Operator under an existing contract shall be continued to be provided till the expiry of such period of three (3) years.

iii. Subsequent to the completion of such period of three (3) years, VGF payments to the Selected Airline Operator shall be discontinued.

iv. If subsequent to the completion of such period of three (3) years, the route ceases to have any scheduled commercial flights of fixed-wing aircraft or commercial flights of helicopters, as applicable, provision of VGF on such route shall be considered pursuant to provisions of this Scheme after a period of two (2) years from the date the route ceases to have such operations, i.e., the date of last scheduled commercial flight for fixed-wing operation and date of last commercial flight for helicopter operation, as applicable.

Note: 'Viability Gap Funding or VGF' shall mean the financial support provided to the Selected Airline operator for operation of RCS Flight(s) from the RCS Fund pursuant to this Scheme.

The Scheme envisages a market mechanism for selection of an airline operator to operate on an RCS Route or a Network, wherein the Initial Proposal and Counter Proposal(s) will be evaluated as per the mechanism presented below. Pursuant to

such evaluation of proposals, a Selected Airline Operator will be identified and the Implementing Agency will enter into a contract with the Selected Airline Operator for operations on the RCS Route.

18. **Lists of under -served Airports and un-served Airport**

i.   **Lists of under served Airports :**

Presented below is a tentative list of Underserved Airports. Applicants are expected to undertake their own due diligence vis-à-vis suitability of these airports for their proposals. In case any such airport is a defence airport, the approval from Ministry of Defence, Government of India will need to be obtained for permitting joint use / civil operations under the Scheme. It may be noted that this list does not include RCS Heliports. Applicants interested to submit proposals for helicopter operations will be required to ascertain eligible RCS Heliports from DGCA.

Name of Airport	State Where airport located
1. Car Nicobar	Andaman Nicobar
2. Jorhat	Assam
3. North Lakhimpur	Assam
4. Tezpur	Assam
5. Jamnagar	Gujarat
6. Bhavnagar	Gujarat
7. Kullu	Himachal Pradesh
8. Thoise	Jammu&Kashmir
9. Agati	Lakshadweep Islands
10. Shillong	Meghalaya
11. Diu	Daman and Diu(u.t)
12. Agra	Uttar Pradesh
13. Allahabad	Uttar Pradesh
14. Gwalior	Madhya Pradesh
15. Pantnagar	Uttarakhand
16. Ondal	West Bengal

ii. Lists of un-served Airports :

Presented below is a tentative list of Un-served Airports. Applicants are expected to undertake their own due diligence vis-à-vis suitability of these airports for their proposals. In case any such airport is a defence airport, the approval from Ministry of Defence, Government of India will need to be obtained for permitting joint use / civil operations under the Scheme. It may be noted that this list does not include RCS Heliports. Applicants interested to submit proposals for helicopter operations will be required to ascertain eligible RCS Heliports from DGCA.

State(Where airport located)	Name of Airport
1. Andhra Pradesh	1. Bobbili 2. Donakonda 3. Ellore 4. Sri Satya Sai Puttapurthy(Pransanthinilyam)
2. Arunachal Pradesh	1. Alinya 2. Along 3. Daparizo 4. Mechuka 5. Passighat 6. Tezu 7. Tuting 8. Yinghiong 9. Zero
3. Assam	1. Bograjeng 2. Borengajuli 3. Chabua

	4. Darrang
	5. Dinjan
	6. Doomur
	7. Dullang
	8. Kokrajhar
	9. Kolapni
	10. Lakhipur
	11. Ledo
	12. Mackebpur
	13. Misa
	14. Misa Mari
	15. Mornai
	16. Nazira
	17. Panneri
	18. Rupsi
	19. Sadiya
	20. Shella
	21. Sorbhog
	22. Sukerating(Dum Dum)
4. Bihar	1. Begusarai
	2. Bettiah
	3. Bhabua
	4. Bhagalpur
	5. Bhowrah
	6. Bihar Shariff
	7. Bihita
	8. Birpur
	9. Buxur
	10. Chhapra

	11. Dalbhundarh
	12. Daltonganj
	13. Darbhaga
	14. Dehri
	15. Giridhi
	16. Hathwa
	17. Jehanabad
	18. Jogbani
	19. Katihar
	20. Kishangang
	21. Kursela
	22. Madhubani
	23. Monghyr
	24. Motihari
	25. Munger
	26. Muzzafarpur
	27. Naria
	28. Panchanpur
	29. Purnea
	30. Raxaul
	31. Safiabad
	32. Saharsa
5.Chattihgarh	1. Ambikapur
	2. Bhilai
	3. Bilaspur
	4. Durg
	5. Jagdalpur
	6. Kargid
	7. Korba
	8. Raigarh (Jindal)

	9. Raigarh (Kondatarai)
	10. Raigarh (Sariya)
	11. Raipur (Baikunth)
	12. Tilda (Kohaka)
6.Gujarat	1. Amreli (Amroli)
	2. Chela
	3. Chhand Bet
	4. Darbhanga
	5. Deesa (Palanpur)
	6. Kandla
	7. Keshod
	8. Khambalia
	9. Khavada
	10. Limbdi
	11. Mandvi
	12. Mehsana
	13. Mithapur (Dwarka)
	14. Morvi
	15. Mundra
	16. Naliya
	17. Parsoli
	18. Porbandar
	19. Radhanpur
	20. Wadhwan
	21. Wankaner
7.Haryana	1. Ambala
	2. Bhiwani
	3. Gurgaon.
	4. Hissar

	5. Karnal
	6. Narnaul
	7. Pinjore
	8. Sirsa
8.Himachal Pradesh	1. Shimla
9.Jammu & Kashmir	1. Akhnur
	2. Awantipur
	3. Chamb
	4. Chushal
	5. Fukche
	6. Gurex
	7. Jhangar
	8. Kargil
	9. Kishtwar
	10. Mantalai
	11. Miran Sahib
	12. Panzgam
	13. Poonch
	14. Rajouri
	15. Udhampur
10. Jharkhand	1. Bokaro
	2. Chaibasa
	3. Chakulia
	4. Daltonganj
	5. Deoghar
	6. Dhanbad
	7. Dumka
	8. Hazaribagh
	9. Jamshedpur

11. Karnataka	1. Ammasandra
	2. Baldota/Koppal
	3. Bangalore (Iis)
	4. Bellary
	5. Bidar
	6. Ginigera (Hospet)
	7. Hassan
	8. Jakur
	9. Kolar
	10. Mysore (Mandacally)
	11. Raichur
	12. Shahbad
	13. Vidyanagar
	14. Yadgiri
	15. Yehlanka
12. Kerala	1. Chillari
13. Madhya Pradesh	1. Amla
	2. Betul
	3. Birlagram (Nagda)
	4. Birwa
	5. Burhar (Shahdol)
	6. Chhindwara
	7. Damoh
	8. Dhana
	9. Gandhisagar
	10. Guna
	11. Jhabua
	12. Jhabua (Ranpet)
	13. Kanha
	14. Khandwa

	15. Khargone
	16. Lalpur
	17. Nagda
	18. Neemuch
	19. Nowgong
	20. Pachmarhi
	21. Panna
	22. Raisen (Chiklod)
	23. Rajhara (Dhalli)
	24. Rakhikol
	25. Ratlam Rewa
	26. Sagar
	27. Sarangarh
	28. Sarani
	29. Satna
	30. Shahdol
	31. Shivpuri
	32. Sidhi
	33. Sitamanu (Sitamaw, Mandasore)
	34. Tekanpur
	35. Ujjain
14. Maharashtra	1. Ahemad Nagar
	2. Akola
	3. Amravati
	4. Baramati
	5. Chandrapur
	6. Darna Camp
	7. Deolali
	8. Dhulia

	9. Gondia
	10. Hadapser(Pune)
	11. Jalgaon
	12. Jath
	13. Kalyan
	14. Karad
	15. Kawalpur
	16. Kolhapur
	17. Kudal
	18. Latur (MADC)
	19. Lonavala Amby Valley
	20. Mumbai (Juhu)
	21. Nanded
	22. Nasik Road
	23. Osmanabad
	24. Ozar (Nasik)
	25. Phaltan
	26. Ratnagiri
	27. Shirpur
	28. Sholapur
	29. Waluj
15. Manipur	1. Imphal (Korangee)
	2. Palel
16.Meghalaya	1. Dwara
	2. Shella
	3. Tura
17.Mizoram	1. Aizawl
18.Nagaland	1. Kohima

19.Orissa	1. Amarda Road
	2. Angul
	3. Barbil
	4. Baripada
	5. Birasal
	6. Cuttack
	7. Gonapur
	8. Gopalpur
	9. Gudari
	10. Hirakund
	11. Jayakpur
	12. Jaypore
	13. Jharsuguda
	14. Keonjhar
	15. Khandpara
	16. Konarak
	17. Lanjigarh
	18. Nawapara
	19. Padampur
	20. Rairangpur
	21. Raisuan
	22. Rangeilunda
	23. Rourkela (Sail)
	24. Sarlake
	25. Theruboli
	26. Tushra
	27. Utkela
20.Punjab	1. Adampur
	2. Bakshiwala
	3. Beas

	4. Bhatinda
	5. Dablan
	6. Faridkot
	7. Ferozpur
	8. Gurdaspur
	9. Halwara
	10. Jawalapur
	11. Jullandhar
	12. Khemkaran
	13. Ludhiana
	14. Nabha
	15. Nanak
	16. Sar
	17. Pathankot
	18. Patiala
21.Rajasthan	1. Abu Road
	2. Ajmer
	3. Alwar
	4. Banar
	5. Banasthali
	6. Banswara (Tilwara)
	7. Bharatpur
	8. Bhawi
	9. Bikaner (Nal)
	10. Bundi
	11. Dholpur
	12. Falna Road (Pali)
	13. Gadra Road
	14. Hamirgarh
	15. Isarda

	16. Jaisalmer
	17. Jawai
	18. Jhalawar(Brijnagar)
	19. Jhunjhunu
	20. Kankoroli
	21. Kishangarh
	22. Kota
	23. Lalgarh
	24. Malapura
	25. Mathania
	26. Merta Road
	27. Nagaur
	28. Pilani
	29. Salawas
	30. SawaiMadhopur
	31. Shahpur
	32. Sheo
	33. Sirohi
	34. Suratgarh
	35. Uterlai
22.Tamil Nadu	1. Arkonam
	2. Chetinad
	3. Cholavaram
	4. Hosur
	5. Kayattar
	6. Neyveli
	7. Ramnad
	8. Salem
	9. Sulur
	10. Tambaram

	11. Tanjore
	12. Ulundurpet
	13. Vellore
23.Telengana	1. Adilbad
	2. Aleru
	3. Basant Nagar
	4. Hyderabad (Dundigal)
	5. Hyderabad (Hakimpet)
	6. Kagazpur (Sirpur)
	7. Nadirgul
	8. Nagarjuna Sagar
	9. Nalgonda
	10. Waranagal
24.Tipura	1. Kailashahar
	2. Kamalpur
	3. Khowai
25.Daman and Diu (U.T.)	1. Daman
26.Puducherry	1. Puducherry
27.Uttarakhand	1. Chinyali saur
	2. Gaucher
	3. Hardwar
	4. Pithoragarh (Naini-saini)
	5. Uttarkashi
28.Uttar Pradesh	1. Akbarpur
	2. Aligarh
	3. Bakshi Ka Talab
	4. Bareilly
	5. Etawah

	6. Faizabad
	7. Fursatganj (Igrua)
	8. Ghazipur
	9. Hindan
	10. Iradatganj
	11. Jagatpur
	12. Jhansi
	13. Jhingura
	14. Kanpur (Chakeri)
	15. Kanpur (Civil)
	16. Kanpur (Kalyanpur)
	17. Kasia
	18. Lalitpur
	19. Madhosingh
	20. Meerut
	21. Muirpur (Korba)
	22. Phaphamau
	23. Pirthiganj
	24. Rajwari
	25. Saharanpur(Sarsawa)
	26. Sah-baj-quli
	27. Sardarnagar
	28. Shravasti
	29. Sultanpur (Amhai)
29.West Bengal	1. Ambari
	2. Asansol
	3. Balurghat
	4. Barrackpore
	5. Behala

6. Behrampur
7. Bhatpara
8. Bishnupur
9. Burnpur
10. Cooch Behar
11. Dhubalia
12. Digri
13. Dudhkundi
14. Grassmore
15. Guskhara
16. Hashimara
17. Kadambini
18. Kalaikunda
19. Kanchrapara
20. Kharagpur
21. Kohinoor
22. Madhaiganj
23. Maheshganj
24. Malda
25. New lands
26. New Teli Para
27. Panagarh
28. Pandeveswar
29. Panga
30. Piardora
31. Prasadpur (Ganga Sagar)
32. Rampur hat
33. Sal Bani
34. Saugaon

	35. Sindri
30. Andaman Nicobar	1. Campbell Bay
	2. Shibpur