

**Email****RAM KRISHAN**

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**FW: CONSIDERATION FOR 3RD CONTROL PERIOD BY AERA- AOC COMMENTS AS A STAKE HOLDER**

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**From :** chairman@aocchennai.com

Wed, Oct 06, 2021 12:55 PM

**Subject :** FW: CONSIDERATION FOR 3RD CONTROL PERIOD BY AERA- AOC COMMENTS AS A STAKE HOLDER**To :** RAM KRISHAN <director-ps@aera.gov.in>, GEETHA SAHU <gita.sahu@aera.gov.in>, Manu Sooden <secretary@aera.gov.in>

Respected Sir / Madam,

Greetings from AOC Chennai. With reference to consultation paper on Chennai Airport 16/2021-22 dated 07Sep21, we kindly submit our views below for your consideration.

On behalf of AOC the following points can be viewed as our feedback to determine the the 3<sup>rd</sup> control period.

1. T4 arrival is still unused by AAI for any passenger activity. Same was converted to departure but due to shortage of manpower from CISF/ Immigration the cost spent towards the upgradation has been put to waste.
2. Table-4 of the consultation paper has a expense shown by AAI towards BHS expenses incurred for T4 conversion which in reference to point 1 is still not utilised for any passenger activity
3. Table-4 also shows modifications to BHS but there has been no significant changes done from 2013 ever since commissioning, except an upgrade of the xbis machines which is covered as a capital expenditure..
4. Table-4 has an expense shown on engineering office which I understand as line maintenance building. But there is no justification for the cost incurred as no significant changes seen
5. Table-4 refers to cost incurred on CUTE equipment but we have not seen any changes in the hard ware except service and repair of hard ware. No significant additions or new equipment, except partial replacement when required.
6. Table-4 refers to Electrical installations. No explanation on areas covered and value addition to operations

7. Annex III under 17.3 refers to Augmentation of BHS and provision of tag readers. currently domestic and international BHS are non-tag readable and no facility for BSM
8. Annex III under 17.3 highlights reconstruction of TWY H Phase I & 2, however we did not see any complete reconstruction only minor modifications
9. Table 124- TWY B straightening work is not 100% complete yet

Table 128- under 17.4 Resurfacing of secondary runway 12/30, construction of cargo bays, PBB and VDGS systems and level of activity for the Ph-2 of NITB Part-1 need close scrutiny. Also secondary runway 12/30 still has obstruction which has defied use of Code-E for many years now, since the expansion of the runway.

Since the NITB project is delayed and may open to passengers sometime next year, UDF increase needs to be in line with the opening of the NITB for international passengers.

AAI has increased the space Rents for Non-Air conditioned space by 45% and Air condition office space by 45% at T3 and 25% in T4 from 01 Apr 2022 which is not justified with no service value addition.

Chennai Airport also has only one GHA from JAN21 which is causing serious hardship to all airlines. The current GHA is under prepared to handle the huge volume of business thrust upon them and they are slowly sprucing up their infrastructure. The requirement for a minimum of 3 GHA as per the aviation policy is not adhered to by AAI.

We understand the unprecedented changes the pandemic has brought to the aviation industry as a whole but there has to be a logical thought to increase the charges as the same may impact the travelling public and their ability to use the industry to their comfort. We are hopeful and confident that AERA will consider all aspects before determining the charges for the 3<sup>rd</sup> control and we instil our faith in AERA as always.

Thanking you

Rgds

Kumar

Chairman-AOC

Chennai Airport.

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