



भारतीय विमानपत्तन प्राधिकरण AIRPORTS AUTHORITY OF INDIA

F/No: AAI/JVC/Varanasi -Tariff/2024-25 / 1447

Date: -22.11.2024

The Secretary,
Airport Economic Regulatory Authority of India
AERA Building, Administrative Complex,
Safdarjung Airport
New Delhi-110003

Subject: -Submission of Multi Year Tariff Proposal (MYTP) for 2nd control period (01.04.2024 to 31.03.2029) and True-up of 1st control period (01.04.2019 to 31.03.2024) in respect of Varanasi Airport.

Reference: -Submission of AAI's comments in response to consultation paper no 05/2024-25 in respect of Varanasi Airport issued by Airport Economic Regulatory Authority of India (AERA).

Sir,

This has reference to AERA's consultation paper no 05/2024-25 dated 26.10.2024 in the matter of determination of Aeronautical tariff in respect of Varanasi Airport for the 2nd control period (01.04.2024 to 31.03.2029).

AAI's response to consultation paper No. 05/2024-25 is enclosed.

This issues with the approval of the Competent Authority.

Thanking You.

भारतीय विमानपत्तन आर्थिक विनिर्मायक प्राधिकरण
सफदरजंग एयरपोर्ट, नई दिल्ली-110003

डापरी नं. 19085
तारीख 22/11/2024

Yours sincerely,

(R.Prabhakar)

General Manager (Finance-Tariff)

Encl: -1. Response to Consultation Paper no 05/2024-25



VARANASI INTERNATIONAL AIRPORT

Response to Airports Economic Regulatory Authority (AERA)'s Consultation Paper No. 05/2024-25 dated 26th October 2024 Determination of Aeronautical Tariff for Varanasi Airport for the 2nd Control Period (01.04.2024 - 31.03.2029).

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1. Introduction

Airports Economic Regulatory Authority of India ('AERA') has released Consultation Paper No. 05/2024-25 on Aeronautical services in respect of Varanasi International Airport for 2nd Control Period (01.04.2024 to 31.03.2029), ('Consultation Paper' or 'CP') on 26th October 2024.

We hereby present our observations, suggestions, and request in respect of determination of Aeronautical Tariffs for Varanasi for the Tariff Determination for the 2nd Control Period – from 1st April 2024 to 31st March 2029 and True Up of 1st Control Period from 1st April 2019 to 31st March 2024.

2. True- Up the First Control Period (FCP)

Payroll expenses (4.7.4)

AERA's Contentions

The Authority notes that the actual payroll expenses other than CHQ/ RHQ submitted by AAI for VIA (₹ 96.90 Crores) are much higher than the expense approved by the Authority in the Tariff Order of the First Control Period (₹ 75.84 Crores). The above variance is due to the fact that AAI had proposed 7% increase Y-o-Y for the First Control Period, whereas the Authority had only approved 5% increase for Y-o-Y increase in payroll expenses. Further there was an increase in overtime rates in FY 2019-20 which is another factor for increase in payroll expenses. **In view of the above, the Authority proposes to consider 6% increase Y-o-Y from FY 2020-21 to FY 2023-24 for true up of the First Control Period (by considering FY 2019-20 as the base), in line with the approach followed in other similar airports.**

AAI's Submission

Due to the implementation of 7th pay Commission, most of the expenses based on the basic pay had also been revised like TA.DA., Overtime, OPA, Medical, Night shift allowance etc. that had to be paid accordingly.

Considering the above facts AAI had proposed a 7% YOY increase during the 1st CP. However AERA had allowed only 5% at the time of issuing order of 1st CP. Such conservative approach leads to increase in short recovery to be carried forward to the next control period resulting in higher ARR and steep hike in aeronautical charges.

AERA is requested to consider the actual pay roll expenses (which is on incurrence basis) instead of restricting to 6% YOY from FY 2020-21 to FY 2023-24. It will also impact the ARR for the Second control period as the projection is made on the 6% (proposed by AERA) instead of Actual payroll expense which is higher.

2. Second Control Period (SCP)

(a) Terminal Building Ratio (TBR)

[Para 6.1.2 of CP]

AERA's Contentions

Authority's examination of allocation of Gross block of assets into Aeronautical and Non-aeronautical

The Authority notes that the common assets within the Terminal Building have been apportioned to Aeronautical and Non-aeronautical activities by AAI for VIA in the Terminal Building ratio of 90%:10% for the First Control Period, which was also considered in the Tariff Order for the First Control Period. Therefore, the Authority proposes to consider the same Terminal Building ratio (90:10) for allocation of common assets within the Terminal Building for the Second Control Period.

AAI's Submission

AAI had apportioned the common assets within the Terminal Building into Aeronautical and Non-aeronautical activities in Terminal Building in the ratio of 90%:10% for the First Control Period **when AERA had considered revenue from Space rent-Airlines as Non-Aeronautical revenue.**

However, recently AERA has changed its decision of revenue of Airlines space from Non-Aero to Aero but the same airlines space is still considered as non-aero while calculating Terminal Building ratio.

However, if AERA is treating space rent revenue as Aeronautical revenue then similar treatment should be given to the area allotted to Airlines while calculating the Terminal Building area ratio also.

As far as IMG norms , 8% to 12% is earmarked as non-aero, we may request AERA to review whether it had considered the airlines space as Aero which was earlier treated as non-aero.

The Revised calculation of the Terminal Building Ratio based on the actual utilization is as under:-

Terminal Building area (Space allotted to Airlines considered as Aero instead of Non- Aero as per AERA Decision.						
Particulars	Location	2019-20	2020-21	2021-22	2022-23	2022-23
Space Rented (A)	Non-Aero-area (SQM)	1591.80	1561.21	1457.54	1353.39	1389.41
Space to Airlines (B) (Included in space rent)	Considered as AERO	411.03	389.62	389.62	389.62	438.94
Airlines space (%) on Non Aero		25.82%	24.96%	26.73%	28.79%	31.59%
Airlines space (%) on total Area		1.53%	1.45%	1.45%	1.45%	1.64%
C= (A-B)	Net Non Aero area (SQM)-Excluding airlines space	1180.77	1171.59	1067.92	963.77	950.47
Capacity (D)	T. B Area (SQM)	26822.79	26822.79	26822.79	26822.79	26822.79
Non-Aero %		4.40%	4.37%	3.98%	3.59%	3.54%
Revised Aero % for Consideration		95.60%	95.63%	96.02%	96.41%	96.46%

It can be seen from the above table that Space utilized by airlines is 25% to 32% of total Non-Aero (Commercial), hence AERA is requested to include Space allotted to airlines as Aero while calculating Terminal Building Ratio.

AERA is requested to revise the TB Ratio in line with its consideration of Space rental income received from Airlines as Aero revenue instead of Non- Aero revenue and accordingly revise the apportionment of common assets within the terminal building for the First and Second Control Periods.

(b)

Capex- Proposed New Terminal Building
(Para 6.2.6. A of CP-Area of Terminal Building)

AERA Contention

The Authority examined the capital expenditure for Terminal Building approved in the First Control Period and identified that major CAPEX has not been executed in the First Control Period due to COVID-19 pandemic. AAI has proposed to shift the said CAPEX on Terminal Building from the First Control Period to the Second Control Period. The Authority on its examination has noted the following:

Background:

AAI has initially proposed construction of a new Terminal Building (TB) in the First Control Period, by integrating it with the existing Terminal Building having an area of 24,000 sqm. The new Terminal Building area as per the initial plan was 52,000 sqm along with 15,000 sqm basement, totalling to 67,000 sqm, with an estimated cost of Rs.948 Crores and capacity of 4.5 MPPA. Additionally, a separate Utility building of 4,800 sqm has been proposed by AAI.

The Authority had assessed the proposed CAPEX of new Terminal Building of Rs.676.48 crore for the First Control Period, including IDC. Due to anticipated capacity redundancy, only 75% was considered for RAB, reducing it to Rs.507.36 crore (Rs.329.78 crore Civil, Rs.177.58 crore Electrical), scheduled for capitalization in FY 2023-24. However, AAI had not commenced with the construction of Terminal Building as approved and reasons for the same had not been stated in its MYTP submission. With current traffic exceeding pre-COVID levels, AAI has revised its proposal based on updated trends and forecasts.

The Authority notes from the Detailed Project Report (DPR) submitted by AAI to PIB in December 2023, that the proposal for the new Terminal Building has been revised. The new Terminal Building has been proposed as a standalone structure with 75,000 sqm built-up area, designed for 5,000 Peak Hour Passengers, with capacity of 6 MPPA. The new Terminal Building is separated from the existing Terminal Building and AAI has proposed to use the existing Terminal Building for international operations. Traffic forecasts show total traffic would reach 6 MPPA by FY 2028-29, with domestic traffic surpassing this threshold in FY 2029-30.

EPC contract awarded for Terminal Building

The Authority notes that AAI has awarded the contract on EPC basis for Rs. 893.48 Crores towards the construction of Terminal Building and allied works. The above contract includes the Civil and Electrical works proposed to be carried out for construction of Terminal Building.

However, the following works have been excluded from the Scope of Work of the above EPC contract, such as:

- a. Inline Baggage Handling System.
- b. Passenger Boarding Bridge.
- c. X-BIS HB with Automatic Tray Retrieval System.
- d. Dual View X-BIS HB & RB.
- e. Full Body Scanner.
- f. ETD, DFMD, HHMD.
- g. VHF FM System.
- h. Entertainment TV, In building Solutions etc.
- i. Interiors of Leased Spaces for Retail/ Commercial Spaces inside the Terminal Building.
- j. In flooring for all applicable building services within each leased space.

Challenges in completing the Project

AAI has projected the timeline for completing the new Terminal Building project as 36 months. However, the Authority based on the site visit through its Independent Consultant, notes challenges in the completion and commissioning of this project within the above-mentioned timelines, due to the following reasons:

State Highway SH 98, connecting the airport to the Babatpur railway station and NH 28 intersects the proposed Multi Level Car Parking (MLCP), city side of Terminal Building, Apron, and PTT areas.

Successful completion of this project depends on diverting or closing this road, requiring finalization of a layout plan and land acquisition by the State government.

It is understood that the State govt is yet to firm up a concrete proposal for closing or diverting this highway.

Further, AAI proposes to take up the works excluded in EPC tender by inviting tenders through other agencies potentially resulting in delays in the overall completion of the project.

Based on the above factors, the Authority is of the view that the new Terminal Building may be commissioned by June 2028 (FY 2028-29). Accordingly, the Authority proposes to consider the Commissioning of Terminal Building in FY 2028-29.

Inflation adjusted normative cost determination

The Authority, vide its Order No. 07/2016-17 dated June 6, 2016 (Normative Order), had considered normative cost of Rs.65,000/- per Sqm. for Terminal Building. The normative cost specification provided as Annexure-I of Normative Order. This mainly includes cost toward structural works of the terminal building, air conditioning, fire-fighting system, water supply, sanitary, substation equipment for power supply including stand by system, passenger facilities viz FIDS, Furniture, Signages and Security surveillance, airlines related services viz Check-in, CUTE, CUSS and Baggage Reconciliation System, In-line X ray screening, Standalone screening, BHS for arrival and departure, Escalators, Elevators, Travellators and PBB. The cost of other items required for terminal building such as elevated

road connecting the terminal building etc. is not covered in the aforementioned list. The cost of such items will be derived separately and added to the overall cost of the project.

Considering the superior specifications, fit & finishes, processes, and the architectural features of modern Terminal Buildings, the Authority has considered a normative cost for construction of Terminal Building @ Rs. 1,00,000 per sqm for FY 2020-21. Inflation adjusted normative cost of terminal building is being uniformly considered for other airports. In view of the same, the Authority in case of VIA, proposes to consider Rs.100,000 per sqm in the base year FY 2021 for terminal building works.

The Authority has worked out the inflation adjusted normative rates for the CAPEX proposed in the Second Control Period by considering the rate of inflation as follows:

The authority noted that the inflation rates as the press release dated April 18th, 2022 Department of Promotion and Industry & Internal Trade, Govt. of India for FY 2021-22 to FY 2022-23 as under:

FY 2020-21	- 1.29%
FY 2021-22	- 12.97%
FY 2022-23	- 9.42%

The Authority also noted that during the period FY 2016-17 to FY 2020-21, the rate of inflation was in the range of 1.31% to 4.26%.

Considering that inflation rate for FY 2021-22 is on the higher side due to the unprecedented impact due to COVID, AERA views that the rate has to be rationalized. Hence, the Authority has considered the average rate of inflation of FY 2020-21 (1.29%) and FY 2021-22 (12.97%) which works to 7.14% as the inflation for FY 2021-22 in order to smoothen out the volatility in commodity price caused by COVID-19 pandemic.

The inflation rates for the FY 2023-24 to FY 2026-27 has been considered as per 89th round of survey of professional forecasters a macroeconomic indicator as under:

FY 2023-24	- 3.00 %
FY 2024-25	- 3.00 %
FY 2025-26	- 3.20 %*

**(The same rate has been considered for the remaining years of the Control Period)*

In the Order No.07/2016-17 dated 13th June 2016 on "In the matter of Normative Approach to Building blocks in Economic Regulation of Major Airports - Capital costs Regarding" the ceiling cost mentioned is inclusive of service taxes applicable at that time i.e. 12%. Subsequently, GST had been introduced wherein the GST rate is 18%. Hence, the inflation adjusted normative cost was worked out below by adding another 6% to ensure the total GST rate of 18% was considered in the cost. The Authority, in this regard noted that the proposed normative cost of Rs. 1,00,000 per sqm (for FY 2020-21) is inclusive of GST. This rate is adjusted for inflation in subsequent years and after adding 6% GST, the Normative rate has been determined as Rs.1,44,734 per sqm for FY 2028-29, as detailed in the table below:

Table 1:WPI Inflation adjusted Normative rate (per Sq.m.) derived by the Authority for Terminal Building

Financial Year	Inflation Rate	Inflation adjusted normative rate (in ₹ per sqm)	Inflation adjusted Normative cost (including GST) (in ₹ per sqm.)
FY 2020-21	-	1,00,000	1,05,357
FY 2021-22	7.14%	1,07,140	1,12,880
FY 2022-23	9.42%	1,17,233	1,23,513
FY 2023-24	0.30%	1,17,584	1,23,883
FY 2024-25	3.00%	1,21,112	1,27,600
FY 2025-26	3.20%	1,24,987	1,31,683
FY 2026-27	3.20%	1,28,987	1,35,897
FY 2027-28	3.20%	1,33,115	1,40,246
FY 2028-29	3.20%	1,37,374	1,44,734

Note:

Inflation adjusted base amount (inclusive of 12% GST) (A) = Rs. 1,00,000 per sqm

Inflation adjusted base amount (exclusive of 12% GST) (B=A*100/112) = Rs. 89,286 per sqm

Add GST @ 18% (C=B*18%) = Rs. 16,071 per sqm

Normative cost including GST (D = B+C) = Rs. 1,05,357 per sqm

As shown in the above table the normative rate (inclusive of GST) for FY 2028-29 is Rs. 1,44,734 per Sqm.

Comparison of cost of Terminal Building submitted by AAI and Normative cost derived by Authority

Cost of construction of Terminal Building submitted by AAI

The estimated costs of construction of Terminal Building submitted by AAI in its MYTP is as follows:

Table 2: Cost of construction of Terminal Building submitted by AAI

(₹ Crores)

Particulars	Formula	Estimated cost for capitalisation in FY 2027-28	Normative rate
Terminal Building Area (Sq.m)	A	77,660.00	
Cost Estimated (₹ Cr.)	B	1,375.15	
Less:- Additional Works	C		

Particulars	Formula	Estimated cost for capitalisation in FY 2027-28	Normative rate
i. Solar Energy		15.00	
ii. Dual View X-Bis-HB CTX with ATR		91.00	
iii. Self-Baggage Drop system		7.00	
iv. Deposit with Electricity Board		15.00	
Estimated Cost for TB excluding additional works	B-C	1,247.15	
Cost excluding GST (Rs. In Cr.)	$D = CX100 / 118$	1,056.91	
Cost of PMC @ 2.54%	E	26.18	
Cost excluding PMC (Rs. Cr.)	F	1,030.73	
Cost per SQM (Rs. Rs.)	F / A	1,32,722.94	1,42,617
Cost proposed by AAI (Rs. Cr.)		1,375.15	

For a meaningful comparison, the Authority has considered the cost of following works as a part of Terminal Building, whereas these works have been claimed separately by AAI.

Substation building (refer B4 (ii) in table 32 **Error! Reference source not found.**) – Substation is considered as part of Normative cost as per AERA Guidelines.

Elevated roads (refer B2 (ii) in **Error! Reference source not found.**) – As Elevated Road is considered essential as per design of the new Terminal Building at VIA. Therefore, the same has been proposed to be considered along with the cost of new Terminal Building.

The re-computed cost of Terminal Building based on by AAI's submission is as follows:

Table 3:Recomputed cost of construction of Terminal Building based on AAI's Submission

(Rs. in Crores)

Particulars of CAPEX	Amount
Aeronautical Cost of Construction of Terminal Building (refer Table 3) = A	1,375.15
Aeronautical Cost of Substation building = B	34.75
Aeronautical Cost of Elevated Roads = C	50.02
Total Aeronautical cost of Terminal Building as per AAI's submission (A+B+C)	1,459.92

Normative cost of Terminal Building as per the Authority

The total area considered for computation of normative costing is as follows:

Area excluding Basement = 75,220 sqm.

Fixed wing of PBB = 1,640 sqm

Area of Substation/ Utility Building = 4,485 sqm

Total = 81,345 sqm.

The Authority proposes to consider the area of 81,345 sqm. for deriving Normative cost, which amounts to Rs.1,177.34 Crores (81,345 sqm. x Rs. 1,44,734 per sqm.)

The Authority notes that the above normative cost, derived based on Normative rate as per Table 1, includes costs for civil work, electrical works, airport system, IT system, infrastructure, etc. However, by drawing inference from past experience in other similar airports, the Authority notes that there are certain exclusions to the normative costs such as Art work, PMC, etc.

The details of inclusions/ exclusions from normative costs of Terminal Building, considered, based on details furnished by AAI vide email dated August 7, 2024, have been explained in the table below:

Table 4: Normative cost of Terminal Building proposed by the Authority for Varanasi International Airport

(Rs.in Crores)

S. No	Particulars	Amount	Remarks
1)	Cost as per Normative Rate	1,177.34	(refer para above)
2)	Add:		
	CTX machine	91.00	Refer Note below
	Artwork	10.00	
	PMC charges	26.18	
	Skywalk from MLCP	9.54	
	Underground water tank	6.90	
	Roads and footpaths	41.29	
	Underpass for road crossing	18.77	
	Elevated Road	50.02	Refer para 6.2.6 B2 (ii))
	Total (2)	253.70	
	Total (1+2)	1,431.04	
	Aeronautical cost of Terminal Building derived by the Authority, by considering TB ratio of 90:10 (refer para 6.2.10)	1,287.94	

Notes:

As CTX is a new technology and essential from Security perspective, the Authority proposes to consider the same as part of Terminal Building, in addition to the normative costs.

Art Work – As Varanasi is an important tourist destination and religious place, in order to depict the rich heritage of Varanasi city, CAPEX for Artworks amounting to ₹10 crores has been proposed.

PMC – PMC – During project clearance by PIB, it was conveyed that MoCA/ AAI should ensure that the PMC charges are restricted at 2.54% of estimated cost/ awarded cost/ completion cost, whichever is lowest. AAI has considered PMC as ₹ 26.18 Crores which is within 2.54% of the estimated cost.

Skywalk from Multi Level Car Parking (MLCP) to TB- Link Bridge from the MLCP to departure level of the Terminal Building is required for facilitation/ convenience of the users of Terminal Building. The

Authority through its Independent Consultant notes that the estimated cost amounting to ₹ 9.54 Crores is reasonable as per the CPWD norms/ market rates.

AAI's Submission

Difference in AREA of Terminal Building: -

AERA has considered the AREA of 81345 sqm for terminal building, Fixed wing and substation as per the scope of work, however during pre-bid queries area of 682 sqm has been amended due to functional requirements and the final area considered in the tender by way of corrigendum as under. (Copy attached)

AREA considered for calculation of Normative cost			
Name of work	Area (in Sqm)		
	AAI	AERA	Difference
T. Building inc Fixed wing-PBB	77542	76860	-682
substation	4485	4485	
Total Area	82027	81345	-682.00

We request AERA to consider the revised area and accordingly calculate revise normative cost.

Difference in treatment of Terminal Building Ratio(TBR) -Elevated road as common: -

Aero cost for TB, Sub station & Elevated road (AAI vs AERA)			
Name of Work	Cost	Cost-Aero (AAI)-93%	Cost-Aero (AERA)-90%
C/o T. Building	1478.66	1375.16	1059.60
C/o Substation	34.75	32.32	
C/o Elevated Road	50.02	50.02	45.02
Total	1563.43	1457.50	1104.62

- AERA is requested to consider the Terminal Building Ratio adopted by AAI for Terminal Building and Substation.
- Elevated Road-Airport Operator is always in pressure to increase non-Aero Revenue and it is also the responsibility of the Airport Operator to provide basic facility for the passenger as well as concessionaire to have smooth access to Terminal building..

We request AERA, to consider only the space allotted to concessionaire as non-aero instead of the basic facility like roads and sky walk etc as this is only essential for entering departure area of Terminal building and treat the elevated road and sky walk as 100% aeronautical.

Difference in treatment of Terminal Building Ratio(TBR) -Security equipment as common: -

Name of Assets (Rs. In Cr.)	Total cost	Aero Cost-AAI	Aero (%)- AAI	Aero Cost(AERA)	Aero (%) - AERA	Difference
CTX Machine	91	91	100%	81.9	90%	-9.10
Sky Walk	9.54	9.54	100%	8.59	90%	-0.95
Underground water tank	6.9	6.9	100%	6.21	90%	-0.69
Road & Footpath	41.29	41.29	100%	37.16	90%	-4.13
Underpass	18.77	18.77	100%	16.89	90%	-1.88
Elevated Road	50.02	50.02	100%	45.02	90%	-5.00
Art Work	10	9.3	93%	9	90%	-0.60
PMC Charges	26.18	24.35	93%	23.56	90%	-1.58

CTX Machine:- AERA has considered CTX machine as common assets and applied TB Ratio, however CTX machine has been installed at airports as per BCAS guidelines and all the Capex(Security) will be done by the airport operator and will be reimbursed in tariff. It should be treated as 100% Aero as AAI does not charge for such facility.

Sky walk:- it is approach walkway from MLCP to Terminal Building which is a basic requirement of the passenger it should not be bifurcated on the basis of Terminal Building ratio and it should be treated as 100% Aero

Underground water tank:- it is a basic requirement of passenger facilitation (water for drinking and cleaning of toilets) and we are not getting any royalty from passenger.

Road & Footpath: - it is also basic requirement of the passenger and AAI does not used this roads and footpath for commercial activity.

Underpass: - The existing Entry road to the New Terminal Building is crossing the Exit Road of Old Terminal Building for smooth flow of traffic and the same is considered as essential operational requirement. Hence it should be treated as 100% Aeronautical.

Elevated Road:- it is a new version of road connecting main road to airport and AAI does not award this area to concessionaire and airlines for any kind of commercial activities.

ART work & PMC Charges:- Terminal Building Ratio of 90% wrongly considered by AERA against 93% proposed by AAI excluding the airlines space considering the Aero.

Difference due to additional work not considered by AERA.

	COST (Rs. in cr.)	AAI	AERA	Diff	
Additional work proposed by AAI but not included by AERA while calculating cost of Proposed Terminal Building.					
Solar Energy	15	15		-15.00	
Self-Baggage Drop System	7	7		-7.00	
Deposit with Electricity Board	15	15		-15.00	
Total	37	37		-37	

AAI has submitted the additional work of Rs.37. cr which was not considered in Consultation paper issued by AERA.

We request AERA to consider above additional work proposed by AAI.

Considering the above points, the revised normative cost of Terminal Building is as under: -

	COST	COST-AERO (AAI)-93%	COST-AERO (AERA)-90%	Diff	
AERA (in Sqm)	82027	82027	81345	-682.00	Revised area has not been considered.
Cost of TB.Fixed Wing & Substation as per normative cost of Rs.144734/-	1187.21	1104.10	1059.60	-44.50	Lower Area and higher Ratio is applied
CTX Machine	91	91	81.9	-9.10	AAI does not charge from anyone, it's a security requirement (BCAS)-100% Aero.
Art Work	10	9.3	9	-0.30	90% instead of 93% is applied
PMC Charges	26.18	24.35	23.56	-0.79	90% instead of 93% is applied
Sky Walk	9.54	9.54	8.59	-0.95	It's a approach road from MLCP to TB, wrongly applied TBR (100% Aero)
Underground water tank	6.9	6.9	6.21	-0.69	It's a basic requirement for Passenger. (100% Aero)
Road & Footpath	41.29	41.29	37.16	-4.13	Not used for commercial activity, its totally outside of TB(100% Aero)
Underpass	18.77	18.77	16.89	-1.88	Not used for commercial activity(100% Aero)
Elevated Road	50.02	50.02	45.02	-5.00	It's a new version of approach road from main road to TB, wrongly applied TBR. Secondly no commercial activity is done there. (100% Aero)
Total cost (In Cr.)(A)	1440.91	1355.27	1287.93	-67.34	
Additional work proposed by AAI but not included by AERA while calculating cost of Proposed Terminal Building.					
Solar Enegy	15	15		-15.00	
Self-Baggage Drop Sys	7	7		-7.00	
Deposit with Electricity Board	15	15		-15.00	
Total (B)	37	37		-37	
Total allowable cost (A+B)	1477.91	1392.27	1287.93	-104.34	

Terminal Building Ratio**(Para 6.2.10. A of CP)**

The Authority notes that AAI has submitted the Terminal Building ratio of 93%: 7% (Aeronautical: Non-Aeronautical) for apportionment of common assets within the Terminal Building at VIA for the Second Control Period. The Authority notes that AAI had revised the Terminal Building ratio from 90%:10% (as submitted initially in the MYTP by AAI) to 93%:7% due to shifting of Space allocated to Airlines from Non-Aeronautical to Aeronautical. As per the Authority, **the space allotted to airlines by virtue of its nature of usage is part of Aeronautical portion.** Therefore, the Authority proposes to consider this Terminal Building ratio of 90%:10% (Aeronautical: Non-Aeronautical) as reasonable, in accordance with the decision considered in the Tariff Order for the First Control Period for Varanasi International Airport. Further, the above ratio of 90%:10% is also in line with the optimum non-aeronautical area allocation of 8% to 12% as recommended by IMG norms (for airports having passenger traffic of less than 10 MPPA).

AAI's Submission

In the recent Aeronautical tariff orders, AERA has changed his stand about, **the space allotted to airlines by virtue of its nature of usage is part of Aeronautical portion. Which is 30% of the total space utilized for commercial activities, but on the other hand AERA has still considered the same space as Non-Aero for calculating Terminal Building Ratio** Therefore, the Authority has wrongly proposed to consider this Terminal Building ratio of 90%:10% (Aeronautical: Non-Aeronautical) as against the 93% 7% (10%-3%-airlines space) proposed by AAI.

AERA is requested to consider space to airlines as well as revenue from the same space either aeronautical or Non-Aeronautical.

As far as IMG norms, 8% to 12% is earmarked as non-aero, we may request AERA to review whether it had considered the airlines space as Aero which was earlier treated as non-aero.

Shifting of proposed Capex

(Para 6.2.11 of CP)

In accordance with above, the Authority proposes the capital expenditure for the Second Control Period as per the table below:

Table 5: Capital Expenditure (Project-wise) proposed by the Authority for Second Control Period

(Rs. Cr.)

S. No	Description of the Project	Year of Capitalisation		Capitalisation			
		Submitted by AAI	Proposed by the Authority	Initial estimate of AAI (1)	Revised estimates of AAI (2)	Proposed by Authority (3)	Difference (4)=(3)-(2)
A1	Terminal Building						
i)	Construction of Terminal Building	2027-28	2028-29	1,375.16	1,375.16	1,287.94	(87.22)
A3	Environment Management Work						
i)	Solar Power	2027-28	2028-29	-	20.60	20.60	-
ii)	Rain Water Harvesting	2027-28	2028-29	-	1.00	1.00	-
iii)	Solid Waste Plant	2027-28	2028-29	-	0.50	0.50	-
iv)	Corporate Environment Responsibility	2027-28	2028-29	-	3.50	3.50	-
	TOTAL (A)			1,376.66	1,402.26	1,315.04	(87.22)
B. New Capital Addition projects proposed by AAI for the Second Control Period							
B1.	Runways, Taxiways & Apron						
i)	Extension of Runway (includes PTT, Apron, Link Taxiways, etc.) (refer Error! Reference source not found.)	2027-28	2028-29	521.50	521.50	238.55	(282.95)
B2	Road, Bridges & Culverts						
ii)	Construction of Elevated Road*	2027-28	2028-29	41.48	50.02	-	(50.02)

S. No	Description of the Project	Year of Capitalisation		Capitalisation			
		Submitted by AAI	Proposed by the Authority	Initial estimate of AAI (1)	Revised estimates of AAI (2)	Proposed by Authority (3)	Difference (4)=(3)-(2)
iii)	Construction of National Highway Under Pass	2027-28	-	518.39	360.99	-	(360.99)
B3	Boundary Wall						
i)	Construction of Boundary Wall	2027-28	2027-28	27.12	27.12	20.00	(7.12)
B4	Other Buildings						-
i)	Box Culvert, Security Watch Tower and relocation of LLZ, GP, DVoR	2027-28	-	11.58	11.58	-	(11.58)
ii)	Sub Station*	2027-28	2028-29	32.76	34.75	-	(34.75)
B5	Plant & Machinery						
i)	Body Scanner	2025-26	2025-26	7.50	7.50	2.50	(5.00)
B6	Office Furniture						
i)	Providing Baggage checking cable stamping and frisking stand	2024-25	2024-25	1.39	1.39	1.00	(0.39)

AAI's Submission

Land Acquisition Status

- Land under acquisition (350 Acres)
- For Terminal Building: 90 Acres (Acquisition completed >99%)
- For Extension of Runway : 270 Acres (~117 Hectares)
- 114 Hectares(Acquisition complete for > 88%)
- 3 Hectares Govt Land
- For Tunnel Work, Acquisition under progress under NH Act, Work Completion
- State Govt has authorized AAI to commence work on the land which has been acquired till date. (Email dated 14 Feb 2024)
- Work Awarded: • Terminal Building work: (Progress: Digging work for MLCP 80% Complete)
- New Boundary Wall : (Work Awarded : Jun 2024)

Copy of correspondence is attached

AERA is requested to consider the date of completion as proposed by AAI.

Impact of shifting of Capitalization of Terminal Building by AERA from FY 2027-28 to FY 2028-29

AERA has shifted the capitalization of Terminal building to FY28-29 against AAI’s proposal of capitalizing in FY27-28.

AERA		AAI				IMPACT
Return on RAB and depreciation considering AERA's view of capitalizing terminal building in FY28-29		Return on RAB and depreciation considering AAI proposal of capitalizing terminal building in FY27-28				(Rs. In Cr.)
Amount in crs	FY28-29 (A)		FY27-28	FY28-29	TOTAL(B)	DIFFERENCE(A-B)
FROR(%)	12.21	FROR(%)	12.21	12.21		
Normative cost-as per CP (T-36)-A	1287.94	Normative cost	1378.94			
Additional work proposed by AAI but not considered by AERA						
Solar Energy			15			
Self Baggage Drop System			7			
Deposit with Electricity Board			15			
Total (B)			37			
Total cost (A+B)	1287.94		1415.94			
Depreciation	21.44 (1287.94 X 3.33% X 50%)	Depreciation	23.58	47.15	70.73	
Return on RAB	78.63	Return on RAB	86.44	172.88	259.32	
TOTAL (Dep & Return on RAB)	100.07	TOTAL	110.02	220.03	330.05	229.98

AERA is requested to consider the capitalization of terminal building in FY27-28 as there is an impact of approx. Rs 229.98 crs in ARR as computed in the above table.

Impact of shifting of Capitalization of RUNWAY/TAXIWAY by AERA from FY 2027-28 to Next control period:

- AERA has shifted some portion of runway extension project to the Third control period. However, in this regard, 80% of the land has been acquired and balance 20% acquisition is on fast mode and will be completed in next 4-5 months.
- The work is likely to be awarded by April 2025 and the work will be completed by FY 2028-29 and hence AERA is requested to consider the PDC as FY28-29.

Impact of considering extension of runway fully in FY28-29		(Rs. In Cr.)
		FY28-29
FRoR(%)		12.21
Part cost		282.55
Depreciation		9.41
Return on RAB		34.55
TOTAL		43.96

AERA is requested to consider the capitalization of extension of runway fully in FY28-29, There will be an impact of approx. Rs 43.96 crs in ARR as computed in the above table.

Computation of Fair Rate of Return (FRoR)

(Para 9.2.11 of CP)

AERA Contention

Authority's examination of FRoR for the Second Control Period

The Authority notes that AAI has submitted that the capital expenditure proposed for the Second Control Period will be funded through internal accruals and hence no debt component was projected by AAI in its MYTP submission.

The Authority acknowledges the recommendations made by the Public Investment Board (PIB) in their Minutes of Meeting dated February 20, 2024 (No. 27 (03)/ PFC-I/ 2024), wherein, the PIB has stated that *"the Authority would also consider other factors while assessing fair rate of return in cases where there is a low level of gearing with the underlying objective of protecting the reasonable interests of Users"*. This recommendation emphasizes the need to balance financial considerations, with a view to protect the Airport Users' interests.

The Authority in its past Tariff Orders of other similar Airports of AAI, has noted that the capital structure of AAI is not efficient and has asked AAI to make its capital gearing efficient by raising debt funds. Further, the Authority had also proposed to use the notional Debt-Equity ratio for AAI Airports in future, in line with the PPP Airports.

Based on the above factors, the Authority has proposed FRoR, by adopting a notional gearing ratio of 48:52 (Debt : Equity), by taking inference from independent studies conducted in the past for PPP airports (such as DIAL, MIAL, GHIAL, BIAL and CIAL) through a premier institute, namely IIM Bangalore and the same is being followed by AERA for PPP airports uniformly. The Cost of Debt, Cost of Equity considered by the Authority for determination of FRoR have been explained as follows:

Cost of Debt

The Authority has determined the Cost of Debt for the Second Control Period, based on one-year Marginal Cost of Funds based Lending Rate (MCLR) of the State Bank of India (SBI) as on October 15, 2024, which stands at 8.95%. The Authority has also taken into consideration the increasing trend in the MCLR rates (for one/two/three years) and based on the same, the Authority proposes to consider an average 9% as the Cost of Debt for the Second Control Period.

Cost of Equity

The Authority had commissioned independent studies for the evaluation of cost of capital separately, in case of each PPP Airport, namely DIAL, MIAL, GHIAL, BIAL and CIAL through a premier institute, namely IIM Bangalore and proposes to use these study reports as a basis, to the extent applicable and relevant, to ascertain the Cost of equity of Varanasi Airport for the Second Control Period.

The above referred independent study reports have drawn reference from the experience of international airports, wherein the median and average Cost of Equity was determined as 15.16% and 15.18%, respectively. Based on this analysis, the average Cost of Equity for these airports was determined to be 15.18%. This benchmark provides a useful reference point for evaluating airport financing strategies and equity costs in the Indian context.

The above independent study reports have used the Capital Asset Pricing Model (CAPM) and a notional gearing (Debt: Equity) ratio of 48:52 to determine the levered Equity beta and accordingly, derive the Cost of Equity

The above study report applies a methodology that factors in sovereign and business risks through components like the risk-free rate and business volatility, establishing a fair cost of equity within the FRoR calculation. This provides a relevant benchmark for estimating Varanasi Airport's cost of equity in the Second Control Period, given the similar business environment, risk profile and policy framework.

Based on the above reports, the Authority proposes to consider the Cost of Equity as 15.18% for Varanasi International Airport for the Second Control Period.

Fair Rate of Return (FRoR)

Based on the above, the Authority proposes to consider FRoR as per table below for Varanasi International Airport for the Second Control Period:

Table 6: Fair Rate of Return proposed to be considered by the Authority for the Second Control Period

Parameter	%
Weighted Average gearing of Equity (A)	52.00%
Weighted Average gearing of Debt (B)	48.00%
Cost of Equity (C)	15.18%
Cost of Debt (D)	9.00%
Fair Rate of Return for the Second Control Period ($E = A * C + (1 - A) * D$)	12.21%

Authority's proposal regarding Fair Rate of Return (FRoR) for the Second Control Period

Based on the material before it and based on its analysis, the Authority proposes the following with regard to FRoR for the Second Control Period.

To consider FRoR of 12.21 % for VIA for the Second Control Period as per Table 6.

To true up the FRoR while determining tariff for the next Control Period considering all the relevant factors.

AAI's Submission

Since, AERA has considered a notional gearing (Debt : Equity) ratio of 48:52 to determine the levered Equity beta considering an average 9% as the Cost of Debt for making capital gearing efficient by raising debt fund for the project proposed for the 2nd CP.

Since, AERA has shifted a few project proposed for 2nd CP to the next CP and also shift the PDC of New Terminal Building from FY 2027-28 to FY 2028-29, the FRoR proposed by AERA may be applied in the year of the capitalization of terminal building as Notional Debt is proposed for the project of the Terminal Building which is proposed to be capitalized in FY 2028-29.

It is also requested to AERA, 9% notional Interest on Debt may be considered/allowed as Interest during construction (IDC) for the 2nd Control period against the proposed capital investment in 2nd CP.

AERA is requested to consider the above point for FRoR since the Debt Equity is proposed for the proposed capex which would be completed/capitalized in FY 2027-28. Hence the FRoR of 12.21% may be applied in FY 2027-28 & F& 2028-29 and prior to that i.e. FY2024-25 to FY2026-27 14% Return on Average RAB may be provided.

Pay roll expenses

(Para 9.2.11 of CP)

AERA Contention

AAI considered a growth rate of 7% in payroll expenses for the period 2024-25 to 2028-29. Further, an additional 5% increase (half year) has been proposed by AAI due to additional Staff Cost in FY 2027-28 as the New Terminal Building is proposed to be operationalized w.e.f. October 2027 as per AAI. Furthermore, AAI has proposed an additional growth rate 20% in FY 2027-28 taking into consideration, the implementation of increase in payroll on account of recommendations of the 8th Pay Commission. However, the Authority proposes to consider a growth rate of 6% year on year from FY 2024-25 to FY 2028-29 in the payroll expenses (other than CHQ and RHQ), Growth rate of 6% Y-o-Y growth rates in payroll expenses is uniformly followed by the Authority in all AAI airports. The Authority upon taking cognizance of its proposal to shift the capitalization of the new terminal building to FY 2028-29, proposes to consider the additional increase of 10% in payroll (for full year) in FY 2028-29.

Further, the Authority proposes not to consider the additional increase 20% in payroll expenses submitted by AAI for FY 2027-28 on account of 8th pay commission for determining tariff for the Second Control Period for VIA and proposes to consider the same on actual incurrence basis.

AAI’s Submission

7% is the average increase in the payroll due to annual increment of 3% in salary, increase in HRA, quarterly increase in DA and Employer contribution to PF. In the recent past orders of AAI Major Airports, AERA has considered 7% increase.

The following illustration clearly shows that there is an average 7.71% increase in the Payroll expenditure. AAI requests AERA to consider the figures for the SCP as submitted by AAI.

Calculation of incremental increase in salary (in % Terms)											
Particulars (Rs.)	Year 1				Year 2				Total		Difference
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Year1	Year 2	
BASIC	30000	30000	30000	30000	30900	30900	30900	30900	120000	123600	3600
DA	5520	6960	8160	8820	9270	10042.5	10753.2	11494.8	29460	41560	12100
HRA	8100	8100	8100	8100	8343	8343	8343	8343	32400	33372	972
PERKS	10500	10500	10500	10500	10815	10815	10815	10815	42000	43260	1260
EPF	3600	3600	3600	3600	3708	3708	3708	3708	14400	14832	432
Total									238260	256624	18364

Particulars	% Increase							
	DA	18.40%	23.20%	27.20%	29.40%	30.00%	32.50%	34.80%
HRA	27%	27%	27%	27%	27%	27%	27%	27%
PERKS	35%	35%	35%	35%	35%	35%	35%	35%
EPF	12%	12%	12%	12%	12%	12%	12%	12%
Total Increase (in Rs.)	18364							
% increase	7.71							

Assumptions :

Year 1 Means Previous Year

Year 2 Means Current Year

Basic Pay – 3% yearly increase considered.

Dearness Allowance- Quarterly increase considered.

HRA, Perks & EPF – Considered Constant

In the abovementioned example, the Salary expenditure for Year 1 shown as Rs. 238260/- per employee. Whereas, in the year 2 the salary expenditure is shown as Rs. 256624/- per employee. On the basis of above assumptions, the incremental expenditure on the head of salary is Rs. 18364/- per employee which comes out to 7.71% on Year on Year basis.

Also, AERA has proposed to reduce growth rate of Payroll expenses from 7% y-o-y to 6% y-o-y for the second control period resulting lower tariff rate, lower recovery of pay roll , increase in shortfall to be carry forward for the next control period and impact steep hike in tariff for the next control period. Hence, we request AERA to consider the 7% growth proposed by AAI to avoid low recovery of payroll.

Additional 25% increase proposed by AAI in the last tariff year considering the implementation of 8th Pay commission may also considered by AERA to avoid carry forward of shortfall to the Third control period.

Expenses towards Utilities and Outsourcing expense -Other than Power charges (9.2.20)

AERA’s Contentions

AERA examined the expenses towards utilities and noted the following: Utilities and outsourcing expense other than power charges: AAI has proposed an increase of 10% YOY basis for the Second Control Period.

AERA takes cognizance of utilities expenses projection submitted and approved at similar AAI airport and proposes to consider a 5% YOY increase on the same for the Second Control Period.

AAI’s Submission

It is submitted that Utilities and outsourcing expense other than power charges may be approved as submitted by AAI as it includes man power (Hiring of Vehicles/consultant) as well as material cost(Consumption of stores).

Upkeep expenses

[Para 9.2.6 of CP]

AERA’s Contentions

Upkeep expenses (included under Administrative and General Expenses) and Repairs & Maintenance (Electrical) have been apportioned in the ratio of Terminal Building by AAI which is 93.16%: 6.84%. However, the Authority proposes to re-allocate the above expenses in the Terminal Building ratio of 90%:10%, as detailed in para 6.2.10.

AAI’s Submission

AAI has proposed Upkeep expenses 93.16%(Aero): 6.84% (Non-Aero) based on the actual utilization of the terminal building for commercial activity.

We request AERA to apply Terminal Building ratio only for proposed capex, Opex should be bifurcated based on the actual utilization basis i.e. 93.16: 6.84.

Repair & Maintenance (Civil)

[Para 9.2.7 of CP]

Repairs & Maintenance (Civil) have been considered as 100% Aero by AAI. However, the Authority proposes to re-allocate the above expenses in the Terminal Building ratio of 90%:10%, as followed in other similar airports.

AAI’s Submission

It is brought to your kind notice that, R&M Civil includes the following works as submitted to AERA after allocating into Aero: Non- Aero based on the actual utilization which are as under (Trail balance FY 2023-24):-

GLCode	Particulars	Amount	Remarks (FY 2023-24)
731003000	R&M-TB&OTH.BLDGS-Ops	2,30,73,189.85	Rs.204L AMC(10% ANS & 90% Apt) & others- Painting R/w
731005000	R&M-RESDL.BLDG	68,65,636.02	Special repair B/wall-(Repair & Painting)
731006000	R&M-OTH.BLDG	98,13,637.29	10% ANS & 90% Apt AMC
731009000	R & M: CIVIL:GENERAL	-9,194.00	Actual basis (Revesal of wrong entries)

AAI has already bifurcated the R&M Civil expenses as mentioned above based on the actual utilization and it also included the maintenance of Runway/ apron and other operational area including runway painting, joint filling etc. which is 100% Aero, however, AERA has wrongly applied the Terminal Building ratio on the cost projected by AAI.

AERA is also requested to apply TBR only on proposed capex not on the R&M as it is already bifurcated based on the actual utilization of the Terminal Building for commercial purpose.

Hence AERA is requested to consider the same as proposed by AAI.

Repair & Maintenance (Electrical & Electronics)

[Para 9.2.8 of CP

Electronics includes Surveillance equipment; security equipment has been apportioned in the Employee ratio of 97.39%: 2.61% as per AAI. The Authority's analysis shows that these expenses pertain to passenger facilitation. Further, the Authority notes that it also includes hardware maintenance expenses of computers and other electronic items, which has been apportioned based on the headcount of IT Department engaged for Aeronautical purposes. As most of these equipment are located in the Terminal Building, the Authority proposes to re-allocate the above expenses in the Terminal Building ratio of 90%:10%.

AAI's Submission

Similarly to R&M Civil, We wish to bring to your kind notice that, R&M Electrical includes the following works

GLCode	Particulars	Amount	Remarks (FY 2023-24)
731102000	R&M:POWR SU.&GEN.SET	-25,68,641.36	
731102000	R&M:POWR SU.&GEN.SET	-10,08,754.90	
731104000	R & M: ELEC. INSTAL.	71,42,334.06	AMC Ops Area Rs.116.11L(30%-ANS) & Elec-Installation Rs.22.66L-ATC(100%ANS)
731104000	R & M: ELEC. INSTAL.	3,04,98,913.05	Rs.107.44AMC TB(TBR) & Rs.25.39L-PBB, Rs.12.16L-GLS, Rs.74.64-BHS, Rs.16.09-Lift, Rs.5.57L-AVDGS & Rs.075L-Boom Lift.
731105000	R & M: ELEC. OTHERS	4,40,385.58	CCR Wrongly booked
731105000	R & M: ELEC. OTHERS	2,00,00,778.82	Rs.27.66-BHS, Rs.13.13L-Noise mapping, Rs.39.45L-F.Fighting, Rs.19.94L-LED C/Off, Rs.3.68L-Sliding doors, Rs.4.4L-Decoration, Rs.2.59L-CCR, Rs.1.44L-Smoke Elimination. Rs.87.70L-HVAC & 3.13L-Solar-(TB Ratio)

AAI has already bifurcated the R&M Electrical expenses based on the actual utilization and it also included the maintenance of Runway/ apron and other operational area which is 100% Aero. however, AERA has wrongly applied the Terminal Building ratio on the cost projected by AAI.

AERA is also requested to apply TB Ratio only on proposed capex not on the R&M as it is already bifurcated based on the actual utilization of the Terminal Building for commercial purpose.

Hence AERA is requested to consider the same as proposed by AAI.

Repair and Maintenance Expense (Restricted by 6% of Opening RAB)**AERA's Contentions**

AERA notes that AAI has proposed an increase of 10% year- on- year on repair and maintenance expenditure for the Second Control Period and additional increase of 40% is proposed during FY 2027-28 fir R&M Electrical and Electronics. The Authority notes that AAI has claimed the total Repairs & Maintenance expenses o Rs.86.68 cr for the Second Control period.

The Authority notes that the additional increase of 40% is due to commissioning of New Terminal Building in FY 2027-28. The Authority based on its analysis done by its Independent Consultant, has shifted the capitalization of New Terminal Building to FY 2028-29 and most of the assets are expected to be newly constructed/installed and are also covered under warranty clauses, and may need only minimum maintenance in FY 2028-29. Hence, the Authority proposes not to consider the additional increase of 40% in R&M expenses during the Second Control Period.

The Authority notes that R&M expenses proposed by AAI for the Second Control Period, are higher than the cap of 6% of the Opening RAB (net block of that year) generally considered by the Authority, for capping of R&M Expenses to the ceiling limit. Accordingly, the Authority, at this stage proposes to cap R&M Expenses at 6% of opening RAB (Net Block) as per table 56

However, the Authority on the aspect of capping of R&M Expenses of the airport at 6% of Opening RAB (Net Block) of the related tariff years, notes the submission of AAI, during the tariff determination process of other airports, wherein AO submitted that capping of R&M Expenses to 6% of Opening RAB (Net Block) needs review. As per the stakeholders, considering that the RAB (Net Block) of the airports, particularly smaller airports, with no major CAPEX additions, gradually decrease due to depreciation, whereas, due to normal wear & tear & aging of Assets, R&M Expenses tend to increase over a period of time. The stakeholder (AAI) has requested the Authority to review the capping of R&M Expenses at 6% of Opening RAB (Net Block) appropriately, as capping of R&M Expenses as per present mechanism impacts adversely the AO due to lower ARR being considered (airports with low Regulatory Asset Base).

The Authority, taking note of the above submission, is of the view that existing approach across all the airports towards capping of R&M expenses to 6% of opening RAB (Net Block) of respective tariff years needs to be revisited and the Authority would look into alternative methodology/ benchmarks for evaluation of reasonableness of R&M expenses proposed by Airport Operators.

The Authority seeks the specific views of the stakeholders on the capping of R&M Expenses at 6% of opening RAB (Net Block). The Authority will take a final view in the matter considering the views/ inputs from the stakeholders.

Particulars	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY2028-29	TOTAL
Expenses Claimed by AAI (Other than Perimeter Road Recarpeting) (A)	13.35	14.68	16.15	20.24	22.26	86.68
Perimeter Road Recarpeting (B)	2.42	0	0	0	0	2.42
Total (C= A+B)	15.77	14.68	16.15	20.24	22.26	89.10
Opening RAB (D) (refer Table 49)	141.18	129.70	118.39	105.24	160.86	
6% of Opening RAB (E= D*6%)	8.47	7.78	7.10	6.31	9.65	
Allowable expenses (F= 6% of Opening RAB or A, whichever is lesser)	8.47	7.78	7.10	6.31	9.65	39.32
Total R&M Expenses allowed by the Authority (G= F + B)	10.89	7.78	7.10	6.31	9.65	41.74
Difference (H= A-G)	2.46	6.90	9.05	13.93	12.61	44.94

AAI's Submission

There are various heads of R&M expenses which are incurred for operational requirements & regular maintenance. of the airport operator infrastructure and equipment at the airport

Applying a ratio on the WDV will further reduce the cost whereas in reality is that the maintenance costs will increase to make good the wear and tear over the years

R&M expenses includes various services like May I Help You, Solid Waste Management, Noise control, Pollution control which are not related to any Assets which needs to be reimbursed in full.

Maximum AMC contract includes man power which is based on the labor rate which is revised time to time by the Ministry of Labour. Since most of AMC includes Manpower, it may not be justified to restrict R&M by 6% of Opening RAB as the assets will be depreciated however the manpower cost will be increased every year.

Even if buildings are new it is not justifiable reason to reduce the recovery of expenses to a percentage of opening RAB

Restricting R&M expense to 6% of Opening RAB discourages Airport Operator to spend on R&M to maintain the quality standard and enhance customer.

To highlight the effect of restricting R&M to 6% of opening RAB, actual values of Ambulifts along with CMC costs has been shown below. Total value of asset is Rs. 62,97,841 taken from live assets.

Year	Capitalisation	1st	2nd	3rd	4th	5th	6th	7th
Opening RAB	6297841	5510611	4723381	3936151	3148921	2361691	1574461	787231
Depreciation @ 12.5%	787230	787230	787230	787230	787230	787230	787230	787230
Net RAB	5510611	4723381	3936151	3148921	2361691	1574461	787231	1

Year	1st	2nd	3rd	4th	5th	6th	7th
AMC Cost	634192	728660	1080709	1216113	1361593	1473695	1583277
% of AMC on Net RAB	13%	19%	34%	51%	86%	187%	158327700%
6% of Net RAB	283403	236169	188935	141701	94468	47234	0
Net loss to AAI (Diff.)	-350789	-492491	-891774	-1074412	-1267125	-1426461	-1583277

AAI would like to highlight that even in the first year the R&M costs of the assets exceeds the cap of 6% of opening RAB.

Hence, AERA is requested to remove the cap of R&M expenses at 6 % of Opening RAB and consider the total expense of Rs. 89.10 Crore as projected by AAI.

वाराणसी एयरपोर्ट के विस्तारीकरण हेतु वांछित भूमि के क्रय/अर्जन के लिए अपेक्षित धनराशि वहन किए जाने हेतु मुख्य सचिव, उ०प्र० शासन की अध्यक्षता में दिनांक 11 अक्टूबर, 2022 को आहूत बैठक का कार्यवृत्त

उपस्थिति:

1. श्री प्रशान्त त्रिवेदी, अपर मुख्य सचिव, वित्त विभाग, उ०प्र० शासन।
2. श्री एस०पी० गोयल, अपर मुख्य सचिव, नागरिक उड्डयन विभाग, उ०प्र० शासन।
3. श्री कुमार हर्ष, विशेष सचिव/निदेशक, नागरिक उड्डयन विभाग, उ०प्र० शासन।
4. श्री राधेश्याम मिश्रा, विशेष सचिव, राजस्व विभाग, उ०प्र० शासन।
5. सुश्री संगीता माहे, कार्यपालक निदेशक - योजना, भारतीय विमानपत्तन प्राधिकरण, नई दिल्ली (वीडियो कान्फ्रेन्सिंग के माध्यम से)।
6. सुश्री अर्यमा सान्याल, एयरपोर्ट निदेशक, भारतीय विमानपत्तन प्राधिकरण, वाराणसी (वीडियो कान्फ्रेन्सिंग के माध्यम से)।

विशेष सचिव/निदेशक, नागरिक उड्डयन विभाग, उ०प्र० शासन द्वारा बैठक का प्रारम्भ करते हुए अवगत कराया गया कि वाराणसी एयरपोर्ट के विस्तारीकरण हेतु भारतीय विमानपत्तन प्राधिकरण द्वारा लगभग 350 एकड़ भूमि को निःशुल्क एवं समस्त भार मुक्त रूप से उपलब्ध कराने का अनुरोध राज्य सरकार से किया गया था। इस सम्बन्ध में मुख्य सचिव, उ०प्र० शासन की अध्यक्षता में दिनांक 14 जुलाई, 2022 को सम्पन्न बैठक में निर्णय लिया गया था कि वाराणसी एयरपोर्ट के विस्तारीकरण हेतु राज्य सरकार द्वारा भारतीय विमानपत्तन प्राधिकरण को उपलब्ध कराई जाने वाली भूमि की आँकलित धनराशि का 50 प्रतिशत अंश भारतीय विमानपत्तन प्राधिकरण द्वारा तथा 50 प्रतिशत अंश राज्य सरकार द्वारा वहन किया जाए।

2- अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण के पत्र दिनांक 01 अगस्त, 2022 एवं मा० नागर विमानन मंत्री, भारत सरकार के पत्र दिनांक 19 सितम्बर, 2022 द्वारा अवगत कराया गया है कि वाराणसी एयरपोर्ट के विस्तारीकरण हेतु राज्य सरकार से वांछित 350 एकड़ भूमि पर हवाई अड्डे के सभी विकास कार्यों की लागत को भारतीय विमानपत्तन प्राधिकरण द्वारा अपने संसाधनों से वहन किया जाना है तथा राष्ट्रीय नागर विमानन नीति-2016 के अनुसार एयरपोर्ट के विस्तार के लिए भूमि सम्बन्धित राज्य सरकार द्वारा निःशुल्क और सभी देनदारियों से मुक्त प्रदान किए जाने का प्रावधान है; अतः भूमि अधिग्रहण का खर्च प्राधिकरण द्वारा वहन करना अव्यावहारिक होगा।

3- विस्तृत विचार-विमर्श के पश्चात् बैठक में निम्नलिखित निर्णय लिए गए:-

- (1) वाराणसी एयरपोर्ट के विस्तारीकरण हेतु भारतीय विमानपत्तन प्राधिकरण को उपलब्ध कराई जाने वाली लगभग 350 एकड़ भूमि की ऑकलित सम्पूर्ण धनराशि का वहन राज्य सरकार द्वारा किया जाए।
- (2) भारतीय विमानपत्तन प्राधिकरण द्वारा उनकी 135 एकड़ भूमि राज्य सरकार को निःशुल्क उपलब्ध कराई जाए।
- (3) भारतीय विमानपत्तन प्राधिकरण द्वारा वाराणसी एयरपोर्ट पर लॉजिस्टिक्स हब, कारगो इत्यादि की सुविधा प्रदान किए जाने पर भी विचार किया जाए।

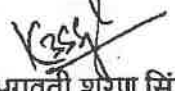
4- बैठक सधन्यवाद समाप्त हुई।

कुमार हर्ष
विशेष सचिव

उत्तर प्रदेश शासन
नागरिक उड्डयन अनुभाग
संख्या: 1614/छप्पन-2022-34/1994
लखनऊ: दिनांक: 17 अक्टूबर, 2022

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

- 1- सचिव, नागर विमानन मंत्रालय, भारत सरकार, नई दिल्ली।
- 2- अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण, राजीव गांधी भवन, सफदरजंग हवाई अड्डा, नई दिल्ली-110003.
- 3- बैठक में उपस्थित समस्त अधिकारीगण।
- 4- जिलाधिकारी, वाराणसी।
- 5- निदेशक, नागरिक उड्डयन, उ0प्र0, लखनऊ।
- 6- प्रमुख स्टाफ ऑफिसर, मुख्य सचिव, उत्तर प्रदेश शासन।
- 7- निजी सचिव, अपर मुख्य सचिव/विशेष सचिव, नागरिक उड्डयन विभाग, उ0प्र0 शासन।
- 8- गार्ड फाइल।

आज्ञा से,

(कुँवर भगवती शरण सिंह)
अनु सचिव

**Status of land acquisition by State Govt. for Development of Varanasi
Airport upto 17.11.2024**

Sl.no.	Land Description	Area in Acre	Area in Hect	Progress		
Total land with State Govt. [out of 350 acres (260+90 acres)]						4770 trees and 108 houses
1	Total registry of land (from land Owners)	218.61	88.47			
2	Total available Govt land	73.17	29.612			
A	Total (B+C)	291.78	118.082	83.37%		
Land registry for Runway Extension/Expansion (out of 260 acres)						
i.	Total registry of land (from land Owners)	141.02	57.07			
ii.	Total available Govt land	61.06	24.71			
B	Total	202.08	81.78	77.72%		
Land registry for New Terminal Building (in village Ghamahapur/Karmi/Sagunaha) (out of 90 acres)						
i.	Total registry of land (from land Owners)	77.59	31.40			25 nos. houses and 100nos. trees
ii.	Total available Govt land	12.11	4.902			
C	Total	89.70	36.302	99.67%		

V.K. Pandey

उप महाप्रबंधक (अमि०-सिविल)
Deputy General Manager (Engg-Civil)
भारतीय विमानपत्तन प्राधिकरण
Airports Authority of India
लाल बहादुर शास्त्री अंतर्राष्ट्रीय हवाई अड्डा, वाराणसी
Lal Bahadur Shastri International Airport, Varanasi

**AIRPORTS AUTHORITY OF INDIA
DIRECTORATE OF ENGINEERING
MIS & STD**

By Post & E-mail

Ref: AAI/CHQ/MIS/VARANASI-EPC/2024-25/

Dt: 24.07.2024

Subject: - Development of Lal Bahadur Shastri International Airport, Varanasi.
Package-I: Construction of New Terminal Building and Allied works on Engineering Procurement and Construction (EPC) Model.

A meeting held on 22.07.2024 in the office of Member (Ops/Plg), AAI at Rajiv Gandhi Bhawan, New Delhi to discuss the progress of the work and other issues. The list of participants is as follows:

Airports Authority of India

1. Dr. Sharad Kumar, Member (Plg/Ops)
2. Sh. D. S. Gariya, ED (Engg), MIS & STD
3. Ms. Nandita Bhatt, ED (Plg)
4. Ms. Elizabeth Bob, GM (E-C), MIS & STD
5. Ms. Sreekumari J, GM (E-E), MIS & STD
6. Sh. Mukesh Yadav, JtGM (E-E), MIS & STD
7. Sh. V. K. Pandey, DGM (E-C), Varanasi Airport- Joined through VC
8. Sh. Sudhir Jain, DGM (E-C), IMU
9. Sh. Neeraj Gupta, AGM (E-C), MIS & STD

EPC Contractor-M/s Ahluwalia Contracts (India) Ltd

1. Sh. Arun Sahai, COO
2. Sh. Sunil Saxena, Sr. Vice President
3. Sh. Rahul Choudhary, DGM
4. Sh. Praveen Shakya

Contractor's Architect- M/s Sthapati Associates Pvt Ltd

1. Sh. Sachin Kundu
2. Ms. Khushboo Bansal
3. Sh. Anuj Varshneya
4. Sh. D. D. Sharma
5. Sh. Punit Sharma

PMC Consultant- M/s SGS India Pvt Ltd

1. Sh. Hridayesh Sharma, Director
2. Sh. Vinod Gawai, Project Architect

Associate Architect of PMC- M/s Creative Group LLP

1. Sh. Gurpreet Shah, Director
2. Sh. Ajog Kumar Bose, Team Leader- Project Management
3. Sh. Daksh Sharma, Architect
4. Ms. Ananya Bhattacharya, Architect

Various matters / issues were deliberated and decided as below:

1. The City side Elevation of NTB which has been revised post tender is to be shared with EPC Contractor for further design & drawing development. **(Action-ED- Plg & EIC)**
2. AAI's comments on 13 nos. Architectural drawings submitted by the EPC Contractor are to be sent to EPC Contractor latest by 23.07.2024. **(Action-ED- Plg & EIC)**
3. Letter to be sent to NHAI conveying award of Terminal Building project and requesting to take up the underpass work. **(Action- ED, MIS)**
4. Letter to be sent to State Govt. requesting for completion of pending land acquisition for runway extension and removal of trees from the site. **(Action- ED, MIS)**
5. Copy of Environment Clearance (EC) to be shared with EPC Contractor. **(Action-DGM (E-C)- Varanasi Airport)**
6. Water for construction purpose is to be arranged by the EPC Contractor including NOC from CGWA/SGWA, if required. **(Action-EPC Contractor)**
7. Location approval of various site establishments alongwith site logistic plan as well as approval for EPC vehicles traffic flow from APD, Varanasi is to be procured. **(Action-EPC Contractor & APD, Varanasi)**
8. Member (Plg) emphasized that all safety measures shall be implemented at site during construction to prevent any accident. **(Action- EPC Contractor & EIC)**
9. Member (Plg) emphasized that complete GFC drawings package (Architectural, Structural, MEP) shall be submitted by EPC Contractor prior to commencing actual construction. **(Action- EPC Contractor, PMC Consultant & EIC)**
10. Member (Plg) emphasized that all the vendors/specialized agencies shall be finalized by EPC Contractor and submit work order copies to AAI. **(Action- EPC Contractor & EIC)**
11. Member (Plg) instructed to conduct stakeholder meeting at site every month. **(Action- EPC Contractor & APD, Varanasi)**
12. EPC contractor is required to take approval of AAI as per tender criteria i.r.o. their proposed BIM consultant, Structural consultant, MEP consultant, Airport systems, IT, CCTV, Landscape consultant. **(Action- EPC Contractor)**
13. EPC Contractor to adhere to the design & drawing submission schedule as per the timelines prescribed in the contract. **(Action- EPC Contractor, PMC Consultant & EIC)**

14. The height of crane shall be included in height NOC to avoid complications later on. **(EPC Contractor & EIC)**

15. The height of proposed Terminal Building is 27 mtrs including domes but presently NOC is restricted to 22 mtrs. E-office file has already been processed by station to revise the Height NOC to 27 mtrs. However, this height shall be an obstruction to existing DVOR signals. Thus existing DVOR is to be shifted to new location (already approved in the master plan) before the terminal building is constructed to the obstruction height. (**Action- ED-CNS-P, ED-Plg & APD**).

Elizabeth Bob
24/07/2024

Elizabeth Bob
GM(E-C) MIS&STD
AAI,CHQ

CC:

1. Member (Plg)– for kind information please
2. ED (Engg) MIS & STD
3. ED(Plg)
4. ED(CNS-P)
5. M/s Ahluwalia Contracts (India) Ltd
6. Airport Director, Varanasi Airport, Varanasi
7. GM (E-E) MIS & STD
8. Sh. V. K. Pandey, DGM (E-C), Varanasi Airport, Varanasi
9. M/s SGS India Pvt Ltd
10. M/s Creative Group LLP
11. M/s Sthapati Associates Pvt Ltd



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. Of India)

परियोजना कार्यालय/ Project Office :

परियोजना कार्यालय ईकाई, एस-8/108, एफ-4, डी.आई.जी. कालोनी, मकबूल आलम रोड, वाराणसी-221002 (उ.प्र.)
Project Implementation Unit, S-8/108, F-4, D.I.G. Colony, Maqbool Alam Road, Varanasi-221002(U.P.)

ई-मेल/E-mail : var@nhai.org वेबसाइट/ Website : www.nhai.gov.in

दूरभाष/Phone : 91-542-2501003/2501004



11015/5/वाराणसी/रा0रा0-56/बाबतपुर एयरपोर्ट/2024-25/146

दिनांक: 26.04.2024

सेवा में,

जिलाधिकारी,
वाराणसी।

विषय: जनपद वाराणसी में लाल बहादुर शास्त्री अंतर्राष्ट्रीय एयरपोर्ट, बाबतपुर के रनवे के विस्तार हेतु रा0रा0 सं0 31 (पुराना रा0 रा0 सं0-56) के रि-एलायमेंट एवं रनवे के नीचे प्रस्तावित अण्डरपास के निर्माण हेतु भूमि अधिग्रहण के सम्बन्ध में।

- संदर्भ:**
- (1) इस कार्यालय का पत्रांक 7865 दिनांक 12.03.2024।
 - (2) अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण का पत्रांक एआई/सीएचक्यू/ईएनजीजी /एमएस /2024, दिनांक 08 मार्च, 2024।
 - (3) विशेष सचिव महादय, उत्तर प्रदेश सरकार का पत्रांक सं0 भा0स0 61/ छप्पन-2024-34 /1994 टी0सी0-1 दिनांक 26.03.2024।
 - (4) सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशासन), वाराणसी का पत्रांक 345 दिनांक 03.04.2024।
 - (5) इस कार्यालय का पत्रांक 8148 दिनांक 08.04.2024।
 - (6) उपजिलाधिकारी पिण्डरा का पत्रांक 904/एस0टी0/2024, दिनांक 09 अप्रैल, 2024।

महोदय,

जनपद वाराणसी में लाल बहादुर शास्त्री अंतर्राष्ट्रीय एयरपोर्ट, बाबतपुर के रनवे का विस्तार किया जाना है, जिसके दृष्टिगत राष्ट्रीय राजमार्ग सं0 56 का रि-एलायमेंट प्रस्तावित है। राष्ट्रीय राजमार्ग सं0 31 (पुराना रा0 रा0 सं0-56) के रि-एलायमेंट एवं रनवे के नीचे प्रस्तावित अण्डरपास के निर्माण हेतु डी0पी0आर0 कंसल्टेंट, मे0 सी0ई0जी0, जयपुर को डी0पी0आर0 तैयार करने हेतु प्राधिकृत किया गया है।

2. तत्पश्चात्, डी0पी0आर0 कंसल्टेंट द्वारा स्थलीय निरीक्षण के उपरान्त एल0ए0सी0 का प्रस्ताव प्रस्तुत किया गया है, जिसके तहत राष्ट्रीय राजमार्ग सं0 31 (पुराना रा0 रा0 सं0-56) के रि-एलायमेंट हेतु कुल तीन संरेखण विकल्प प्रस्तुत किये गये थे, जिसमें से आयुक्त वाराणसी की अध्यक्षता में दिनांक 02.02.2024 को आयोजित बैठक में प्रथम संरेखण (Alignment Option-1) का चयन किया गया था।

3. तदुपरान्त, इस कार्यालय के संदर्भित पत्र सं0 (1) द्वारा भारतीय विमानपत्तन प्राधिकरण को उक्त परियोजना का प्राक्कलन तैयार कर प्रेषित किया गया था, जिसके लिए लगभग 10.7 हे0 भूमि का अधिग्रहण किया जाना प्रस्तावित था। अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण द्वारा प्रमुख सचिव महोदय, उत्तर प्रदेश सरकार को अपने सन्दर्भित पत्र सं0 (2) से यह अवगत कराया गया कि, अण्डरपास के निर्माण के लिए आवश्यक 10.7 हे0 भूमि के अधिग्रहण की प्रक्रिया जल्द से जल्द पूरी कर, भा0रा0रा0प्रा0 को सौंपी जाए। साथ ही यह भी अवगत कराया गया कि, अण्डरपास के निर्माण की लागत भारतीय विमानपत्तन प्राधिकरण द्वारा वहन की जायेगी।

4. तत्क्रम में विशेष सचिव महोदय द्वारा अपने सन्दर्भित पत्र-3 के माध्यम से जिलाधिकारी महोदय, वाराणसी से उपरोक्त तथ्यों के परिप्रेक्ष्य में आख्या अपनी संस्तुति सहित शासन को उपलब्ध कराने का निर्देश दिया गया था। उक्त के परिप्रेक्ष्य में अपर जिलाधिकारी (प्रशा0) वाराणसी द्वारा अपने सन्दर्भित पत्र-4 से दिनांक 04.04.2024 को जिलाधिकारी महोदय की अध्यक्षता में बैठक आयोजित की गई, जिसमें यह निर्णय लिया गया कि, भा0रा0रा0प्रा0 व उपजिलाधिकारी पिण्डरा/राजस्व विभाग संयुक्त रूप से

परियोजना स्थल का निरीक्षण कर, भूमि अधिग्रहण का प्रस्ताव राजस्व अभिलेखानुसार तैयार करें, ताकि उसका अनुमानित लागत तैयार कर, शासन को प्रस्तुत किया जा सके।

5. तदनुक्रम में इस कार्यालय के संदर्भित पत्र सं० (5) द्वारा उपजिलाधिकारी पिण्डरा से उक्त अधिग्रहण प्रस्ताव की स्थलीय एवं अभिलेखीय जाँच हेतु अनुरोध किया गया। तत्क्रम में भा०रा०रा०प्रा० के प्रतिनिधि द्वारा, राजस्व टीम के साथ दिनांक 09.04.2024 को स्थलीय एवं अभिलेखीय जाँच की गई। उपजिलाधिकारी पिण्डरा द्वारा अपने सन्दर्भित पत्र (6) के माध्यम से उक्त जाँच आख्या भा०रा०रा०प्रा० को प्रेषित की गई, जिसके अनुसार जनपद वाराणसी, तहसील पिण्डरा के कुल तीन ग्रामों क्रमशः पूरा रघुनाथपुर, बसनी एवं सिसवां की कुल 10.55 हे० भूमि प्रभावित हो रही है एवं तदनुसार उपजिलाधिकारी पिण्डरा ने रा०रा०अधि० 1956 की धारा 3(क) के अन्तर्गत 10.55 हे० भूमि का संशोधित अधिग्रहण प्रस्ताव इस कार्यालय में प्रस्तुत किया गया है।

6. उक्त के क्रम में भा०रा०रा०प्रा० द्वारा परियोजना से प्रभावित 10.55 हे० भूमि के मुआवजे धनराशि का आकलन वर्तमान में लागू सर्किल दर (वर्ष 2019-20) में सम्बन्धित ग्रामों के निर्धारित दर के अनुसार निम्नवत आकलित किया गया है:-

Description	Value	Unit
Total Length	-	2.890 Km
Total Area of land to be acquired	-	10.5547 Ha.
Total Area of Private land to be acquired	-	9.4112 Ha.
Total Land Cost	-	115.94 Cr.
Structure Cost = 30% of Land Cost	-	34.78 Cr.
Administrative Charges @ 2.5% of (Land + Structure Cost)	-	3.77 Cr.
Total LA Cost	-	154.49 Cr.

नोट:- उपरोक्त तालिका में दर्ज मुआवजा राशि में परियोजना से प्रभावित 1.1435 हे० सरकारी भूमि का मुआवजा आकलित नहीं है।

7. इस प्रकार राष्ट्रीय राजमार्ग सं० 31 (पुराना रा० रा० सं०-56) के रि-एलायमेंट एवं रनवे के नीचे प्रस्तावित अण्डरपास के निर्माण हेतु भूमि अधिग्रहण तथा निर्माण में होने वाले लागत मूल्य का विवरण निम्नवत है:-

Sl. No.	Particular	Details
1.	Total length affected	2.890 km.
2.	Configuration of lane	6-lane
3.	RoW	60m
4.	Structure Details	VOP / VUP - 2nos. Culvert - 1 no.
5.	Pavement type	Rigid
6.	Additional land required to be acquired	10.5547 ha



7.	Cost of land acquisition including cost of affected structures	Rs. 154.49 Cr.
8.	Cost of Civil Construction	Rs. 360.99 Cr.
9.	Utility Shifting Cost	Rs. 1 Cr.
10.	Environmental Cost	Rs. 0.35 Cr.
11.	Total Cost of Land Acquisition + Civil Construction + Environmental cost + Utility Shifting Cost	Rs. 516.83 Cr.

8. डी0पी0आर0 कंसल्टेंट द्वारा प्रेषित रिपोर्ट के अनुसार, रनवे के विस्तार हेतु राष्ट्रीय राजमार्ग सं0 31 (पुराना रा0 रा0 सं0-56) के रिएलायमेण्ट एवं रनवे के नीचे प्रस्तावित अण्डरपास के निर्माण हेतु कुल लागत रू0 516.83 करोड़ आकलित की गयी है, जिसमें भूमि अधिग्रहण के सापेक्ष रू0 154.49 करोड़, सिविल कंस्ट्रक्शन के सापेक्ष रू0 360.99 करोड़ एवं पर्यावरण तथा युटिलिटी शिफ्टिंग खर्च रू0 1.35 करोड़ सम्मिलित है।

9. अतः भवदीय से अनुरोध है कि, जनपद वाराणसी में लाल बहादुर शास्त्री अंतर्राष्ट्रीय एयरपोर्ट, बाबतपुर के रनवे के विस्तार हेतु रा0रा0 सं0 31 (पुराना रा0 रा0 सं0-56) के रिएलायमेण्ट एवं रनवे के नीचे प्रस्तावित अण्डरपास के निर्माण हेतु भूमि अधिग्रहण के सम्बन्ध में :-

(i) प्रेषित उपरोक्त आकलन के अनुरूप धनराशि रू0 154.49 करोड़ भा0रा0रा0प्रा0 को उपलब्ध कराया जाय, ताकि राष्ट्रीय राजमार्ग अधिनियम 1956 के प्रावधानों के अनुरूप सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशा0) वाराणसी के माध्यम से मुआवजा वितरण की कार्यवाही सम्पादित की जा सके।

अथवा

(ii) राज्य सरकार, जिला प्रशासन के स्तर से उपरोक्त परियोजना के अन्तर्गत कुल प्रभावित 10.55 हे0 भूमि का अधिग्रहण कर, भा0रा0रा0प्रा0 को भौतिक कब्जा दिया जाए।

ताकि उक्त परियोजना के निर्माण की कार्यवाही अविलम्ब प्रारम्भ किया जा सके।

संलग्नक: भूमि अधिग्रहण की लागत रू0 154.49 करोड़ का प्राक्कलन।

भवदीय,

(आर0एस0 यादव)

महाप्रबंधक (तक0) सह परियोजना निदेशक

प्रतिलिपि:

- क्षेत्रीय अधिकारी, क्षेत्र0का0, उ0प्र0(पूर्वी), भा0रा0रा0प्रा0, वाराणसी को तत्क्रम में सादर सूचनार्थ, प्रेषित।
- अपर जिलाधिकारी (प्रशासन), वाराणसी - को तदनुक्रम में सूचनार्थ प्रेषित।
- एयरपोर्ट निदेशक, भारतीय विमानपत्तन प्राधिकरण, लाल बहादुर शास्त्री अंतर्राष्ट्रीय एयरपोर्ट, बाबतपुर, वाराणसी-को सूचनार्थ प्रेषित।
- डी0पी0आर0 कंसल्टेंट, मेसर्स सी0ई0जी, जयपुर को तत्क्रम में सूचनार्थ, प्रेषित।

Tentative LA Cost for Realignment of NH-31 (old NH-56) due to Construction of Road Underpass beneath Airport runway on NH-31 from Km. 268.400 to Km. 271.150 in District Varanasi (U.P.)																
S. No	State	District	Tehsil	Village	A	Govt. Land Area (in Ha.)	Total Land Area (in Ha.)	Collector rate (2019-20) (Rs. per Sqm.)	B	C1 = A x B	C = £ C1	D	E = C x D	F = E	G = 12% x C (basic market value)	H = E + F + G
					Private Land (in Ha.)	(in Ha.)	(in Ha.)	(Rs. per Sqm.)	(Rs. per Ha. (2019-20))	Basic Market value (in Rs.)	Sum of Basic Market value (in Rs.)	Multiplication Factor for rural area	Market value x MF (in Rs.)	Solatium amount [as per section 30 of RFCTLARR Act 2013] (in Rs.)	Additional Compensation / Interest component for 1 year [as per section 30 of RFCTLARR Act 2013] (in Rs.)	Tentative Land Award cost = (Market value x MF 2 taken + Solatium + Interest component) (in Rs.)
1	Uttar Pradesh	Varanasi	Pindra	Pura Raghunathpur	4.2437	0.2671	4.511	3,100	3,10,00,000	131554747						
2	Uttar Pradesh	Varanasi	Pindra	Siswa	4.4315	0.6552	5.087	2,900	2,90,00,000	128512804	28,14,11,194	2	56,28,22,388/-	56,28,22,388/-	3,37,69,343/-	115,94,14,118/-
3	Uttar Pradesh	Varanasi	Pindra	Basni	0.7360	0.2212	0.957	2,900	2,90,00,000	21343643						
				Total Land to be Acquired (in Ha.)	9.4112	1.1435	10.5547							Total LA Cost (in Rs.)		115,94,14,118/-
																115.94
																In Crore

Description	Value	Unit
Total Length	= 2.890	Km
Total Area of land to be acquired	= 10.5547	Ha.
Total Private Area of land to be acquired	= 9.4112	Ha.
Total Land Cost	= 115.94	Cr.
Structure Cost = 30% of Land Cost	= 34.78	Cr.
Total Cost including LA & Structures	= 150.72	Cr.
Administrative Charges @ 2.5%	= 3.77	Cr.
Grand Total	= 154.49	Cr.

Note:- Compensation of Government Land (i.e. 1.1435 Ha.) has not been considered in this LA Cost.

कार्यालय उप जिलाधिकारी पिण्डरा, वाराणसी।

संख्या- १०५ /एस०टी०/२०२४

दिनांक-१ अप्रैल, २०२४

विषय:-रा०रा०सं० ५६ पै०-२ (सुल्तानपुर-वाराणसी खण्ड) के अन्तर्गत जनपद वाराणसी में स्थित श्री लाल बहादुर शास्त्री एयरपोर्ट के विस्तार के दृष्टिगत रा०रा० सं०-५६ के रि-एलायमेंट में प्रभावित तीन ग्रामों के कुल रकबा १०.५९ हे० भूमि को रा०रा० अधि०-१९५६ के तहत अधिग्रहण हेतु अधि० की धारा ३(क) के तहत प्रस्तुत प्रस्ताव का संयुक्त निरीक्षण कर आख्या उपलब्ध कराये जाने के सम्बन्ध में।

परियोजना निदेशक,
भा०रा०रा०प्राधिकरण,
वाराणसी।

कृपया उपरोक्त विषयक अपने कार्यालय के पत्र संख्या ८१४८/रा०रा०-५६ दिनांक ०८.०४.२०२४ का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके द्वारा उपरोक्त विषयक से सम्बन्धित तीन ग्राम (सिसवा, पुरारघुनाथपुर एवं बसनी) के प्रभावित गाटों एवं उनके रकबों का स्थलीय एवं अभिलेखीय जाँच कराते हुये रा०रा० अधि०-१९५६ के तहत अधिग्रहण हेतु अधि० की धारा ३(क) के तहत प्रस्ताव उपलब्ध करवाने की अपेक्षा की गयी है।

उक्त के क्रम में सम्बन्धित तीन ग्राम (सिसवा, पुरारघुनाथपुर एवं बसनी) के प्रभावित गाटों एवं उनके रकबों का स्थलीय एवं अभिलेखीय जाँच तहसीलदार पिण्डरा, सम्बन्धित राजस्व लेखपालों एवं एन०एच०आई० प्रतिनिधि श्री हरिप्रसाद शर्मा से कराया गया। तहसीलदार पिण्डरा, सम्बन्धित राजस्व लेखपालों एवं एन०एच०आई० प्रतिनिधि श्री हरिप्रसाद शर्मा द्वारा उपलब्ध कराये गये रा०रा० अधि०-१९५६ के तहत अधिग्रहण हेतु अधि० की धारा ३(क) के तहत प्रस्ताव इस पत्र के साथ संलग्न कर आवश्यक कार्यवाही हेतु प्रेषित है।


संलग्नक:-उपरोक्तानुसार।


(प्रतिभा मिश्रा)

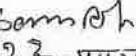
उपजिलाधिकारी पिण्डरा,
वाराणसी।

कृत कार्रवाई

आज दिनांक 09-04-2024 दिन गैडामवाह को आश्रम बसनी व पुरारधुनापुर व खिलवां परगना कोलाबसमा हड़कीम पिण्डरा किमा वाराणसी के NH-31 (पूर्व NH-56) पर प्रस्तावित अन्डर पास ट्रेडु NHAI (रा० राजमार्ग प्राधिकरण) के प्राथमिकी श्री हरि प्रसाद शर्मा (Consulting Engineers group Hdr., Jaipur) के लाभ मॉड्ये पर प्रस्तावित बाटों का स्थानीय निरीक्षण किया गया एवं राजस्व अधिकारियों से विमान किया गया व मन्शा एवं लूनी के पट्टे गई सूचियों का सुधार किया गया। तदनुसार फाइनल डा आरीट रैचार् वलाया गया।


09/04/2024
अनुपम आनन्द
लेखपाल क्षेत्र-बसनी
तहसील पिण्डरा-वाराणसी
फोन-9570673856


09/04/24
कृष्ण मुरारी
लेखपाल क्षेत्र - खिलवां
तहसील पिण्डरा-वाराणसी


पंकज कुमार तिवारी
ले० क्षेत्र-पुरारधुनापुर
09/04/2024
ले० क्षेत्र-पुरारधुनापुर
तहसील-पिण्डरा
जिला-वाराणसी

**[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY PART-II, SECTION 3,
SUB SECTION (ii)]**

**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
NOTIFICATION**

New Delhi, the 2024

S.O. (E).—In exercise of powers conferred by sub-section (1) of section 3A of the National Highways Act, 1956 (48 of 1956) (hereinafter referred to as the said Act), the Central Government, after being satisfied that for the public purpose, the land, the brief description of which is given in the Schedule below, is required for building (widening, Six/Four laning, etc), maintenance, management and operation in the stretch of land for Construction of Underpass on NH-56 (New NH-31) from Km. 268.400 to Km. 271.150 for proposed expansion of runway of Varanasi Airport. in the State of Uttar Pradesh, hereby declares its intention to acquire such land.

Any person interested in the said land may, within twenty-one days from the date of publication of this notification in the official Gazette, object to the use of such land for the aforesaid purpose under sub-section (1) of section 3C of the said Act.

Every such objection shall be made to the competent authority, namely, the ADM (E), Varanasi in writing and shall set out the grounds thereof and the competent authority shall give the objector an opportunity of being heard, either in person or by a legal practitioner, and may, after hearing all such objections and after making such further enquiry, if any, as the competent authority thinks necessary, by order, either allow or disallow the objections.

Any order made by the competent authority under sub-section (2) of section 3C of the said Act shall be final.

The land plans and other details of the land covered under this notification are available and can be inspected by the interested person at the aforesaid office of the competent authority.

SCHEDULE

Brief Description of the land to be acquired, with or without structure, falling within the stretch of land for Construction of Underpass on NH-56 (New NH-31) from Km. 268.400 to Km. 271.150 for proposed expansion of runway of Varanasi Airport. in the State of Uttar Pradesh

S. No.	Name of the District	Name of the Taluka	Name of the Village	Survey Number	Type of Land	Nature of Land	Area in Sqm.	Area in Hactares
1	2	3	4	6	7	8	9	10
1	Varanasi	Pindra	Pura Raghunathpur	1021	Private	Agriculture	68	0.0068
2	Varanasi	Pindra	Pura Raghunathpur	1023	Private	Agriculture	80	0.0080
3	Varanasi	Pindra	Pura Raghunathpur	1024	Private	Agriculture	49	0.0049
4	Varanasi	Pindra	Pura Raghunathpur	1042	Private	Agriculture	194	0.0194
5	Varanasi	Pindra	Pura Raghunathpur	1043	Private	Agriculture	74	0.0074
6	Varanasi	Pindra	Pura Raghunathpur	1044	Private	Agriculture	179	0.0179
7	Varanasi	Pindra	Pura Raghunathpur	1045	Government	Rasta	14	0.0014
8	Varanasi	Pindra	Pura Raghunathpur	1046	Private	Agriculture	92	0.0092
9	Varanasi	Pindra	Pura Raghunathpur	166	Private	Agriculture	6	0.0006
10	Varanasi	Pindra	Pura Raghunathpur	181	Government	Nali	3	0.0003
11	Varanasi	Pindra	Pura Raghunathpur	191	Private	Agriculture	1662	0.1662
12	Varanasi	Pindra	Pura Raghunathpur	192	Government	Main Road	111	0.0111
13	Varanasi	Pindra	Pura Raghunathpur	883	Private	Agriculture	586	0.0586
14	Varanasi	Pindra	Pura Raghunathpur	884	Private	Agriculture	400	0.0400
15	Varanasi	Pindra	Pura Raghunathpur	885	Private	Agriculture	810	0.0810
16	Varanasi	Pindra	Pura Raghunathpur	886	Government	Nali	120	0.0120
17	Varanasi	Pindra	Pura Raghunathpur	890	Private	Agriculture	387	0.0387
18	Varanasi	Pindra	Pura Raghunathpur	891	Private	Agriculture	118	0.0118
19	Varanasi	Pindra	Pura Raghunathpur	892	Government	Nali	155	0.0155
20	Varanasi	Pindra	Pura Raghunathpur	893	Private	Agriculture	2076	0.2076
21	Varanasi	Pindra	Pura Raghunathpur	894	Private	Agriculture	1743	0.1743
22	Varanasi	Pindra	Pura Raghunathpur	895	Government	Airport Authority of India	53	0.0053
23	Varanasi	Pindra	Pura Raghunathpur	896	Private	Agriculture	14	0.0014
24	Varanasi	Pindra	Pura Raghunathpur	897	Government	Nali	139	0.0139
25	Varanasi	Pindra	Pura Raghunathpur	901	Private	Agriculture	1777	0.1777
26	Varanasi	Pindra	Pura Raghunathpur	902	Government	Chak Marg	196	0.0196
27	Varanasi	Pindra	Pura Raghunathpur	903	Private	Agriculture	1075	0.1075
28	Varanasi	Pindra	Pura Raghunathpur	904	Government	Chak Marg	106	0.0106
29	Varanasi	Pindra	Pura Raghunathpur	905	Private	Agriculture	583	0.0583
30	Varanasi	Pindra	Pura Raghunathpur	906	Private	Agriculture	336	0.0336
31	Varanasi	Pindra	Pura Raghunathpur	907	Private	Agriculture	396	0.0396
32	Varanasi	Pindra	Pura Raghunathpur	908	Government	Nali	95	0.0095
33	Varanasi	Pindra	Pura Raghunathpur	909	Private	Agriculture	550	0.0550
34	Varanasi	Pindra	Pura Raghunathpur	910	Private	Agriculture	45	0.0045
35	Varanasi	Pindra	Pura Raghunathpur	926	Private	Agriculture	195	0.0195
36	Varanasi	Pindra	Pura Raghunathpur	925	Private	Agriculture	445	0.0445
37	Varanasi	Pindra	Pura Raghunathpur	924	Private	Agriculture	788	0.0788
38	Varanasi	Pindra	Pura Raghunathpur	918	Government	Nali	86	0.0086
39	Varanasi	Pindra	Pura Raghunathpur	899	Private	Agriculture	86	0.0086
40	Varanasi	Pindra	Pura Raghunathpur	900	Government	Chak Marg	46	0.0046
41	Varanasi	Pindra	Pura Raghunathpur	911	Government	Chak Marg	239	0.0239

मह
पुस्तक
एकज कुमार
हो से
तहसील
जिला-वा
तहसीलवा
वारा
उपजिलाधिकारी
मिना

S. No.	Name of the District	Name of the Taluka	Name of the Village	Survey Number	Type of Land	Nature of Land	Area in Sqm.	Area in Hectares
1	2	3	4	6	7	8	9	10
42	Varanasi	Pindra	Pura Raghunathpur	912	Private	Agriculture	3661	0.3661
43	Varanasi	Pindra	Pura Raghunathpur	878	Government	Chak Marg	32	0.0032
44	Varanasi	Pindra	Pura Raghunathpur	858	Private	Agriculture	72	0.0072
45	Varanasi	Pindra	Pura Raghunathpur	859	Private	Agriculture	375	0.0375
46	Varanasi	Pindra	Pura Raghunathpur	860	Private	Agriculture	781	0.0781
47	Varanasi	Pindra	Pura Raghunathpur	863	Government	Nali	43	0.0043
48	Varanasi	Pindra	Pura Raghunathpur	864	Government	Chak Marg	48	0.0048
49	Varanasi	Pindra	Pura Raghunathpur	838	Private	Agriculture	553	0.0553
50	Varanasi	Pindra	Pura Raghunathpur	832	Private	Agriculture	1309	0.1309
51	Varanasi	Pindra	Pura Raghunathpur	698	Private	Agriculture	40	0.0040
52	Varanasi	Pindra	Pura Raghunathpur	290	Private	Agriculture	1197	0.1197
53	Varanasi	Pindra	Pura Raghunathpur	293	Private	Agriculture	49	0.0049
54	Varanasi	Pindra	Pura Raghunathpur	324	Private	Agriculture	1476	0.1476
55	Varanasi	Pindra	Pura Raghunathpur	323	Private	Agriculture	227	0.0227
56	Varanasi	Pindra	Pura Raghunathpur	325	Private	Agriculture	117	0.0117
57	Varanasi	Pindra	Pura Raghunathpur	326	Private	Agriculture	166	0.0166
58	Varanasi	Pindra	Pura Raghunathpur	327	Private	Agriculture	40	0.0040
59	Varanasi	Pindra	Pura Raghunathpur	328	Private / Aabadi	Agriculture / Aabadi	502	0.0502
60	Varanasi	Pindra	Pura Raghunathpur	329	Government	Gaddha	217	0.0217
61	Varanasi	Pindra	Pura Raghunathpur	332	Private	Agriculture	94	0.0094
62	Varanasi	Pindra	Pura Raghunathpur	333	Private	Agriculture	116	0.0116
63	Varanasi	Pindra	Pura Raghunathpur	336	Private	Agriculture	173	0.0173
64	Varanasi	Pindra	Pura Raghunathpur	335	Government	Nali	340	0.0340
65	Varanasi	Pindra	Pura Raghunathpur	394	Private	Agriculture	1297	0.1297
66	Varanasi	Pindra	Pura Raghunathpur	393	Government	Nali	30	0.0030
67	Varanasi	Pindra	Pura Raghunathpur	390	Private	Agriculture	351	0.0351
68	Varanasi	Pindra	Pura Raghunathpur	385	Government	Nali	17	0.0017
69	Varanasi	Pindra	Pura Raghunathpur	387	Private	Agriculture	632	0.0632
70	Varanasi	Pindra	Pura Raghunathpur	388	Private	Agriculture	1938	0.1938
71	Varanasi	Pindra	Pura Raghunathpur	764	Private / Aabadi	Agriculture / Aabadi	20	0.0020
72	Varanasi	Pindra	Pura Raghunathpur	718	Private	Agriculture	876	0.0876
73	Varanasi	Pindra	Pura Raghunathpur	719	Private	Agriculture	135	0.0135
74	Varanasi	Pindra	Pura Raghunathpur	720	Private	Agriculture	762	0.0762
75	Varanasi	Pindra	Pura Raghunathpur	721	Private	Agriculture	385	0.0385
77	Varanasi	Pindra	Pura Raghunathpur	722	Government	Chak Marg	240	0.0240
78	Varanasi	Pindra	Pura Raghunathpur	723	Private	Agriculture	3987	0.3987
79	Varanasi	Pindra	Pura Raghunathpur	730	Private	Agriculture	1600	0.1600
80	Varanasi	Pindra	Pura Raghunathpur	731	Government	Chak Marg	158	0.0158
81	Varanasi	Pindra	Pura Raghunathpur	733	Private	Agriculture	1985	0.1985
82	Varanasi	Pindra	Pura Raghunathpur	734	Private	Agriculture	2707	0.2707
82	Varanasi	Pindra	Pura Raghunathpur	635	Government	Chak Marg	168	0.0168
83	Varanasi	Pindra	Pura Raghunathpur	619	Government	Airport Authority of India	16	0.0016
Total							45108	4.5108
1	Varanasi	Pindra	Basni	398	Private	Agriculture	398	0.0398
2	Varanasi	Pindra	Basni	455	Government	Banjar	646	0.0646
3	Varanasi	Pindra	Basni	456	Government	Pokhra	640	0.0640
4	Varanasi	Pindra	Basni	454	Government	Bheeta	715	0.0715
5	Varanasi	Pindra	Basni	453	Private	Agriculture	1472	0.1472
6	Varanasi	Pindra	Basni	507	Government	Nali	61	0.0061
7	Varanasi	Pindra	Basni	552	Private / Aabadi	Agriculture / Aabadi	1149	0.1149
8	Varanasi	Pindra	Basni	551	Government	Gaddha	62	0.0062
9	Varanasi	Pindra	Basni	549	Private	Agriculture	761	0.0761
10	Varanasi	Pindra	Basni	548	Private	Agriculture	778	0.0778
11	Varanasi	Pindra	Basni	546	Government	Nali	39	0.0039
12	Varanasi	Pindra	Basni	545	Private	Agriculture	862	0.0862
13	Varanasi	Pindra	Basni	544	Government	Nali	49	0.0049
14	Varanasi	Pindra	Basni	543	Private	Agriculture	549	0.0549
15	Varanasi	Pindra	Basni	542	Private	Agriculture	139	0.0139
16	Varanasi	Pindra	Basni	541	Private	Agriculture	1251	0.1251
Total							9572	0.9572
1	Varanasi	Pindra	Siswa	39	Government	Airport	753	0.0753
2	Varanasi	Pindra	Siswa	164	Private	Agriculture	4291	0.4291
3	Varanasi	Pindra	Siswa	165	Private	Agriculture	132	0.0132
4	Varanasi	Pindra	Siswa	169	Government	Main Marg	342	0.0342
5	Varanasi	Pindra	Siswa	77	Government	Nali	467	0.0467
6	Varanasi	Pindra	Siswa	44	Private	Agriculture	385	0.0385
7	Varanasi	Pindra	Siswa	48	Private	Agriculture	681	0.0681
8	Varanasi	Pindra	Siswa	49	Government	Nali	98	0.0098
9	Varanasi	Pindra	Siswa	50	Private	Agriculture	7778	0.7778
10	Varanasi	Pindra	Siswa	55	Government	Chak Marg	255	0.0255

ममद
 श्री-पु.र.क.गुप्त
 पंकज कुमार
 ले० क्षेत्रिक
 तहसील-पिण्डरा
 जिला-वाराणसी

अनुपम आनन्द
 लेखपाल क्षेत्र
 तहसील पिण्डरा-वाराणसी

कृष्ण मुराजी
 लेखपाल क्षेत्र
 तहसील पिण्डरा-वाराणसी

लेखपाल, पिण्डरा
 वाराणसी
 जिलाधिकारी
 वाराणसी

S. No.	Name of the District	Name of the Taluka	Name of the Village	Survey Number	Type of Land	Nature of Land	Area in Sqm.	Area in Hactares
1	2	3	4	6	7	8	9	10
11	Varanasi	Pindra	Siswa	70	Private	Agriculture	450	0.0450
12	Varanasi	Pindra	Siswa	71	Private	Agriculture	131	0.0131
13	Varanasi	Pindra	Siswa	72	Private	Agriculture	51	0.0051
14	Varanasi	Pindra	Siswa	68	Private	Agriculture	1441	0.1441
15	Varanasi	Pindra	Siswa	69	Government	Chak Marg	122	0.0122
16	Varanasi	Pindra	Siswa	62	Private	Agriculture	2373	0.2373
17	Varanasi	Pindra	Siswa	61	Private	Agriculture	114	0.0114
18	Varanasi	Pindra	Siswa	60	Private	Agriculture	160	0.0160
19	Varanasi	Pindra	Siswa	59	Private	Agriculture	126	0.0126
20	Varanasi	Pindra	Siswa	58	Private	Agriculture	240	0.0240
21	Varanasi	Pindra	Siswa	57	Government	Chak Marg	219	0.0219
22	Varanasi	Pindra	Siswa	56	Private	Agriculture	1455	0.1455
23	Varanasi	Pindra	Siswa	63	Private	Agriculture	3596	0.3596
24	Varanasi	Pindra	Siswa	64	Private	Agriculture	2251	0.2251
25	Varanasi	Pindra	Siswa	84	Private	Agriculture	35	0.0035
26	Varanasi	Pindra	Siswa	85	Government	Chak Marg	206	0.0206
27	Varanasi	Pindra	Siswa	98	Private	Agriculture	1653	0.1653
28	Varanasi	Pindra	Siswa	109	Private	Agriculture	4513	0.4513
29	Varanasi	Pindra	Siswa	110	Private	Agriculture	1747	0.1747
30	Varanasi	Pindra	Siswa	111	Private	Agriculture	1120	0.1120
31	Varanasi	Pindra	Siswa	106	Government	Intermediate school	3372	0.3372
32	Varanasi	Pindra	Siswa	107	Government	Chak Marg	334	0.0334
33	Varanasi	Pindra	Siswa	108	Government	Nali	187	0.0187
34	Varanasi	Pindra	Siswa	118	Private	Agriculture	4693	0.4693
35	Varanasi	Pindra	Siswa	119	Private	Agriculture	1412	0.1412
36	Varanasi	Pindra	Siswa	120	Government	Nali	159	0.0159
37	Varanasi	Pindra	Siswa	121	Private	Agriculture	1588	0.1588
38	Varanasi	Pindra	Siswa	122	Private	Agriculture	1459	0.1459
39	Varanasi	Pindra	Siswa	128	Government	Nali	27	0.0027
40	Varanasi	Pindra	Siswa	130	Private	Agriculture	313	0.0313
41	Varanasi	Pindra	Siswa	131	Private	Agriculture	45	0.0045
42	Varanasi	Pindra	Siswa	138	Government	Main Road	12	0.0012
43	Varanasi	Pindra	Siswa	142	Private	Agriculture	83	0.0083
Total							50867	5.0867
Grand Total							105547	10.5547

कृष्ण मुरारी
लेखपाल क्षेत्र - पिण्डरा
सहसील पिण्डरा-बाराणसी

तहसीलदार, पिण्डरा
बाराणसी

उपजिलाधिकारी
पिण्डरा, बाराणसी

[F. No.]
Abhay Jain, Dy. Secy.

असाधारण
EXTRAORDINARY
भाग II—खण्ड 3—उप-खण्ड (ii)
PART II—Section 3—Sub-section (ii)
प्राधिकार से प्रकाशित
भारत सरकार
सड़क परिवहन और राजमार्ग मंत्रालय
अधिसूचना

ubZ fnYyh] _____] 2024

का.आ. (अ)—केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) (जिसे इसमें इसके पश्चात् उक्त अधिनियम कहा गया है) की धारा 3क की उप-धारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, यह समाधान हो जाने के पश्चात् कि उत्तर प्रदेश राज्य के वाराणसी जिले के कि.मी. 268.400 से कि.मी. 271.150 में राष्ट्रीय राजमार्ग संख्या-56 (नया राष्ट्रीय राजमार्ग संख्या-31) पर हवाई अड्डे के रनवे के विस्तार में अण्डर पास निर्माण के लिए भूमि के अर्जन (चौड़ीकरण, चार लेन का बनाने, आदि) अनुरक्षण, प्रबन्धन और प्रचालन के लोक प्रयोजन के लिए वह भूमि अपेक्षित है, जिसका संक्षिप्त वर्णन नीचे अनुसूची में दिया गया है, ऐसी भूमि का अर्जन करने के अपने आशय की घोषणा करती है।

कोई भी व्यक्ति, जो उक्त भूमि में हितबद्ध है, उक्त अधिनियम की धारा 3ग की उप-धारा (1) के अधीन पूर्वोक्त प्रयोजन के लिए ऐसी भूमि के उपयोग पर राजपत्र में इस अधिसूचना के प्रकाशन की तारीख से इक्कीस दिन के भीतर अपनी आपत्ति प्रकट कर सकेगा।

ऐसी प्रत्येक आपत्ति सक्षम प्राधिकारी, अर्थात् अपर जिलाधिकारी (प्रशासन), वाराणसी को लिखित रूप में प्रस्तुत की जाएगी और उसमें उसके आधार अधिकथित किए जाएंगे और सक्षम प्राधिकारी, आपत्तिकर्ता को व्यक्तिगत रूप में या किसी विधिक पेशेवर द्वारा सुने जाने का अवसर देगा और ऐसी आपत्तियों की सुनवाई करने के पश्चात् तथा ऐसी और जाँच करने के पश्चात्, यदि कोई हो, जिसे सक्षम प्राधिकारी आवश्यक समझे, आदेश द्वारा या तो आपत्तियों को अनुज्ञात कर सकेगा या अननुज्ञात कर सकेगा।

उक्त अधिनियम की धारा 3ग की उप-धारा (2) के अधीन सक्षम प्राधिकारी द्वारा किया गया कोई आदेश अंतिम होगा।

इस अधिसूचना के अंतर्गत आने वाली भूमि के रेखांक और अन्य ब्यौरे सक्षम प्राधिकारी के उक्त कार्यालय में उपलब्ध हैं और उनका हितबद्ध व्यक्तियों द्वारा निरीक्षण किया जा सकता है।

अनुसूची

उत्तर प्रदेश राज्य के वाराणसी जिले के कि.मी. 268.400 से कि.मी. 271.150 में राष्ट्रीय राजमार्ग संख्या-56 (नया राष्ट्रीय राजमार्ग संख्या-31) पर हवाई अड्डे के रनवे के विस्तार में अण्डर पास निर्माण के लिए भूमि के अर्जन का विस्तृत विवरण

क्र. सं.	जिले का नाम	तालुक का नाम	गांव का नाम	सर्वेक्षण संख्या	भूमि का प्रकार	भूमि का प्रकृति	भूमि का क्षेत्रफल	
							वर्गमीटर	हेक्टेयर
1	2	3	4	5	6	7	8	
1	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1021	निजी	कृषि	68	0.0068
2	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1023	निजी	कृषि	80	0.0080
3	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1024	निजी	कृषि	49	0.0049
4	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1042	निजी	कृषि	194	0.0194
5	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1043	निजी	कृषि	74	0.0074
6	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1044	निजी	कृषि	179	0.0179
7	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1045	सरकारी	रास्ता	14	0.0014
8	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	1046	निजी	कृषि	92	0.0092
9	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	166	निजी	कृषि	6	0.0006
10	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	181	सरकारी	नाली	3	0.0003
11	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	191	निजी	कृषि	1662	0.1662

परमिट
रिजिस्ट्रार, वाराणसी

पंकज कुमार तिवारी
ले० क्षेत्रीय कार्यालय
तहसील-पिण्डरा
जिला-वाराणसी

उपजिलाधिकारी
पिण्डरा, वाराणसी

12	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	192	सरकारी	मुख्य मार्ग	111	0.0111
13	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	883	निजी	कृषि	586	0.0586
14	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	884	निजी	कृषि	400	0.0400
15	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	885	निजी	कृषि	810	0.0810
16	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	886	सरकारी	नाली	120	0.0120
17	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	890	निजी	कृषि	387	0.0387
18	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	891	निजी	कृषि	118	0.0118
19	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	892	सरकारी	नाली	155	0.0155
20	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	893	निजी	कृषि	2076	0.2076
21	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	894	निजी	कृषि	1743	0.1743
22	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	895	सरकारी	भा0 वि0 प्रा0	53	0.0053
23	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	896	निजी	कृषि	14	0.0014
24	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	897	सरकारी	नाली	139	0.0139
25	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	901	निजी	कृषि	1777	0.1777
26	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	902	सरकारी	चक मार्ग	196	0.0196
27	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	903	निजी	कृषि	1075	0.1075
28	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	904	सरकारी	चक मार्ग	106	0.0106
29	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	905	निजी	कृषि	583	0.0583
30	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	906	निजी	कृषि	336	0.0336
31	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	907	निजी	कृषि	396	0.0396
32	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	908	सरकारी	नाली	95	0.0095
33	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	909	निजी	कृषि	550	0.0550
34	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	910	निजी	कृषि	45	0.0045
35	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	926	निजी	कृषि	195	0.0195
36	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	925	निजी	कृषि	445	0.0445
37	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	924	निजी	कृषि	788	0.0788
38	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	918	सरकारी	नाली	86	0.0086
39	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	899	निजी	कृषि	86	0.0086
40	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	900	सरकारी	चक मार्ग	46	0.0046
41	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	911	सरकारी	चक मार्ग	239	0.0239
42	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	912	निजी	कृषि	3661	0.3661
43	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	878	सरकारी	चक मार्ग	32	0.0032
44	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	858	निजी	कृषि	72	0.0072
45	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	859	निजी	कृषि	375	0.0375
46	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	860	निजी	कृषि	781	0.0781
47	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	863	सरकारी	नाली	43	0.0043
48	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	864	सरकारी	चक मार्ग	48	0.0048
49	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	838	निजी	कृषि	553	0.0553
50	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	832	निजी	कृषि	1309	0.1309
51	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	698	निजी	कृषि	40	0.0040
52	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	290	निजी	कृषि	1197	0.1197
53	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	293	निजी	कृषि	49	0.0049
54	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	324	निजी	कृषि	1476	0.1476
55	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	323	निजी	कृषि	227	0.0227
56	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	325	निजी	कृषि	117	0.0117
57	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	326	निजी	कृषि	166	0.0166
58	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	327	निजी	कृषि	40	0.0040
59	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	328	निजी/आबादी	कृषि/आबादी	502	0.0502
60	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	329	सरकारी	गड्डा	217	0.0217
61	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	332	निजी	कृषि	94	0.0094
62	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	333	निजी	कृषि	116	0.0116
63	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	336	निजी	कृषि	173	0.0173
64	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	335	सरकारी	नाली	340	0.0340

पंकज कुमार तिवारी
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तहसील-पिण्डरा
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पंकज कुमार तिवारी
ले० क्षेत्रीय कार्यालय
तहसील-पिण्डरा
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तहसीलदार, पिण्डरा
वाराणसी

उपजिलाधिकारी
पिण्डरा, वाराणसी

65	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	394	निजी	कृषि	1297	0.1297
66	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	393	सरकारी	नाली	30	0.0030
67	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	390	निजी	कृषि	351	0.0351
68	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	385	सरकारी	नाली	17	0.0017
69	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	387	निजी	कृषि	632	0.0632
70	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	388	निजी	कृषि	1938	0.1938
71	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	764	निजी/आबादी	कृषि/आबादी	20	0.0020
72	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	718	निजी	कृषि	876	0.0876
73	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	719	निजी	कृषि	135	0.0135
74	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	720	निजी	कृषि	762	0.0762
75	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	721	निजी	कृषि	385	0.0385
76	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	722	सरकारी	चक मार्ग	240	0.0240
77	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	723	निजी	कृषि	3987	0.3987
78	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	730	निजी	कृषि	1600	0.1600
79	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	731	सरकारी	चक मार्ग	158	0.0158
80	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	733	निजी	कृषि	1985	0.1985
81	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	734	निजी	कृषि	2707	0.2707
82	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	635	सरकारी	चक मार्ग	168	0.0168
83	वाराणसी	पिण्डरा	पुरा रघुनाथपुर	619	सरकारी	हवाई अड्डा	16	0.0016
योग							45108	4.5108
1	वाराणसी	पिण्डरा	बसनी	398	निजी	कृषि	398	0.0398
2	वाराणसी	पिण्डरा	बसनी	455	सरकारी	बंजर	646	0.0646
3	वाराणसी	पिण्डरा	बसनी	456	सरकारी	पोखरा	640	0.0640
4	वाराणसी	पिण्डरा	बसनी	454	सरकारी	भीटा	715	0.0715
5	वाराणसी	पिण्डरा	बसनी	453	निजी	कृषि	1472	0.1472
6	वाराणसी	पिण्डरा	बसनी	507	सरकारी	नाली	61	0.0061
7	वाराणसी	पिण्डरा	बसनी	552	निजी/सरकारी	कृषि/आबादी	1149	0.1149
8	वाराणसी	पिण्डरा	बसनी	551	सरकारी	गड्डा	62	0.0062
9	वाराणसी	पिण्डरा	बसनी	549	निजी	कृषि	761	0.0761
10	वाराणसी	पिण्डरा	बसनी	548	निजी	कृषि	778	0.0778
11	वाराणसी	पिण्डरा	बसनी	546	सरकारी	नाली	39	0.0039
12	वाराणसी	पिण्डरा	बसनी	545	निजी	कृषि	862	0.0862
13	वाराणसी	पिण्डरा	बसनी	544	सरकारी	नाली	49	0.0049
14	वाराणसी	पिण्डरा	बसनी	543	निजी	कृषि	549	0.0549
15	वाराणसी	पिण्डरा	बसनी	542	निजी	कृषि	139	0.0139
16	वाराणसी	पिण्डरा	बसनी	541	निजी	कृषि	1251	0.1251
योग							9572	0.9572
1	वाराणसी	पिण्डरा	सिसवां	39	सरकारी	हवाई अड्डा	753	0.0753
2	वाराणसी	पिण्डरा	सिसवां	164	निजी	कृषि	4291	0.4291
3	वाराणसी	पिण्डरा	सिसवां	165	निजी	कृषि	132	0.0132
4	वाराणसी	पिण्डरा	सिसवां	169	सरकारी	मुख्य मार्ग	342	0.0342
5	वाराणसी	पिण्डरा	सिसवां	77	सरकारी	नाली	467	0.0467
6	वाराणसी	पिण्डरा	सिसवां	44	निजी	कृषि	385	0.0385
7	वाराणसी	पिण्डरा	सिसवां	48	निजी	कृषि	681	0.0681
8	वाराणसी	पिण्डरा	सिसवां	49	सरकारी	नाली	98	0.0098
9	वाराणसी	पिण्डरा	सिसवां	50	निजी	कृषि	7778	0.7778
10	वाराणसी	पिण्डरा	सिसवां	55	सरकारी	चकमार्ग	255	0.0255
11	वाराणसी	पिण्डरा	सिसवां	70	निजी	कृषि	450	0.0450
12	वाराणसी	पिण्डरा	सिसवां	71	निजी	कृषि	131	0.0131
13	वाराणसी	पिण्डरा	सिसवां	72	निजी	कृषि	51	0.0051
14	वाराणसी	पिण्डरा	सिसवां	68	निजी	कृषि	1441	0.1441
15	वाराणसी	पिण्डरा	सिसवां	69	सरकारी	चकमार्ग	122	0.0122
16	वाराणसी	पिण्डरा	सिसवां	62	निजी	कृषि	2373	0.2373

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कज कुमाकुल
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तहसील
जिला-वाराणसी


अनुपम
लेखपाल क्षेत्र
तहसील

कृष्ण मुखरी
लेखपाल क्षेत्र - पिण्डरा
तहसील पिण्डरा-वाराणसी


तहसीलदार
वाराणसी

उपजिलाधिकारी
पिण्डरा, वाराणसी

17	वाराणसी	पिण्डरा	सिसवां	61	निजी	कृषि	114	0.0114
18	वाराणसी	पिण्डरा	सिसवां	60	निजी	कृषि	160	0.0160
19	वाराणसी	पिण्डरा	सिसवां	59	निजी	कृषि	126	0.0126
20	वाराणसी	पिण्डरा	सिसवां	58	निजी	कृषि	240	0.0240
21	वाराणसी	पिण्डरा	सिसवां	57	सरकारी	चकमार्ग	219	0.0219
22	वाराणसी	पिण्डरा	सिसवां	56	निजी	कृषि	1455	0.1455
23	वाराणसी	पिण्डरा	सिसवां	63	निजी	कृषि	3596	0.3596
24	वाराणसी	पिण्डरा	सिसवां	64	निजी	कृषि	2251	0.2251
25	वाराणसी	पिण्डरा	सिसवां	84	निजी	कृषि	35	0.0035
26	वाराणसी	पिण्डरा	सिसवां	85	सरकारी	चकमार्ग	206	0.0206
27	वाराणसी	पिण्डरा	सिसवां	98	निजी	कृषि	1653	0.1653
28	वाराणसी	पिण्डरा	सिसवां	109	निजी	कृषि	4513	0.4513
29	वाराणसी	पिण्डरा	सिसवां	110	निजी	कृषि	1747	0.1747
30	वाराणसी	पिण्डरा	सिसवां	111	निजी	कृषि	1120	0.1120
31	वाराणसी	पिण्डरा	सिसवां	106	सरकारी	इन्दरनीडिवट स्कूल	3372	0.3372
32	वाराणसी	पिण्डरा	सिसवां	107	सरकारी	चकमार्ग	334	0.0334
33	वाराणसी	पिण्डरा	सिसवां	108	सरकारी	नाली	187	0.0187
34	वाराणसी	पिण्डरा	सिसवां	118	निजी	कृषि	4693	0.4693
35	वाराणसी	पिण्डरा	सिसवां	119	निजी	कृषि	1412	0.1412
36	वाराणसी	पिण्डरा	सिसवां	120	सरकारी	नाली	159	0.0159
37	वाराणसी	पिण्डरा	सिसवां	121	निजी	कृषि	1588	0.1588
38	वाराणसी	पिण्डरा	सिसवां	122	निजी	कृषि	1459	0.1459
39	वाराणसी	पिण्डरा	सिसवां	128	सरकारी	नाली	27	0.0027
40	वाराणसी	पिण्डरा	सिसवां	130	निजी	कृषि	313	0.0313
41	वाराणसी	पिण्डरा	सिसवां	131	निजी	कृषि	45	0.0045
42	वाराणसी	पिण्डरा	सिसवां	138	सरकारी	मुख्य मार्ग	12	0.0012
43	वाराणसी	पिण्डरा	सिसवां	142	निजी	कृषि	83	0.0083
योग							50867	5.0867
कुल योग							105547	10.5547

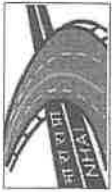

 कृष्ण कुशरी
 लेखपाल क्षेत्र - पिलाना
 तहसील पिण्डरा-वाराणसी


 तहसीलदार, पिण्डरा
 वाराणसी


 उपजिलाधिकारी
 पिण्डरा, वाराणसी

[फा. सं.]

अभय जैन, उप सचिव

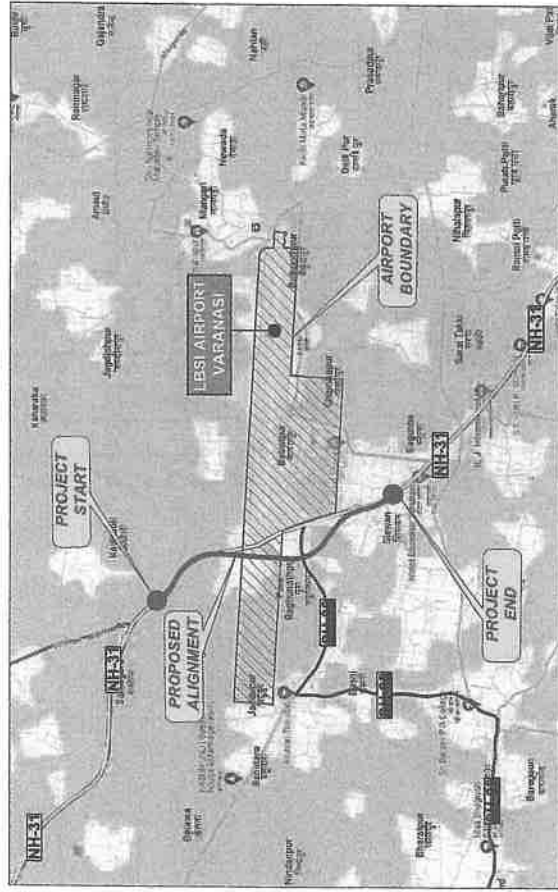


भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

NATIONAL HIGHWAYS AUTHORITY OF INDIA

(सड़क परिवहन और राजमार्ग मंत्रालय)
(Ministry of Road Transport & Highways)

CONSULTANCY SERVICES FOR "PREPARING THE DPR FOR CONSTRUCTION OF UNDERPASS ON NH-31 (OLD NH-56) FOR PROPOSED EXPANSION OF RUNWAY OF VARANASI AIRPORT." IN THE STATE OF UTTAR PRADESH.



LAND ACQUISITION PLAN
VARANASI DISTRICT
FROM CH. 268+400 TO CH. 271+290

FEB-2024

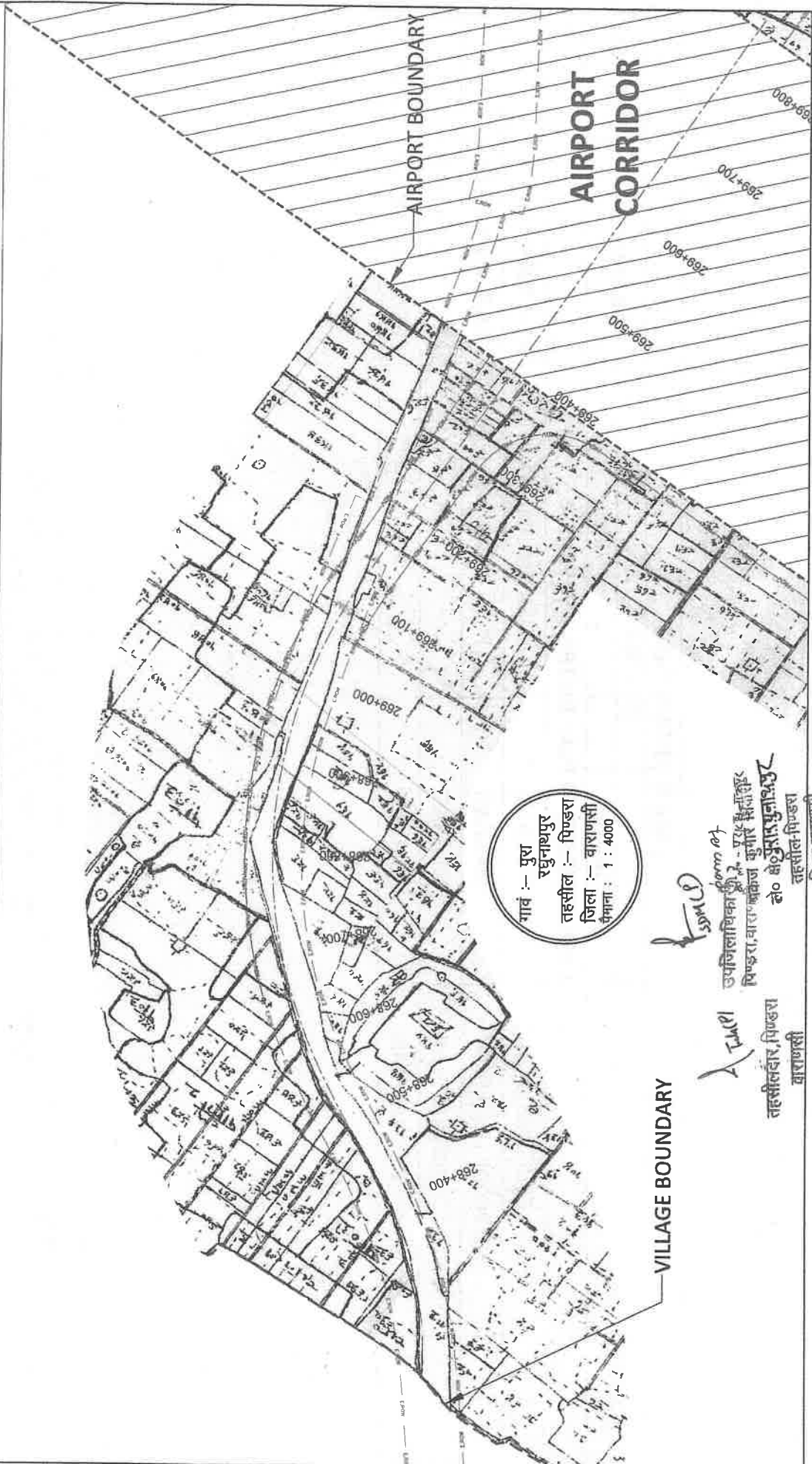
TABLE OF CONTENT

Sl.No.	TITLE	DETAILS		DRAWING NO.	PAGE NO.
		District	Village		
LAND ACQUISITION PLAN DISTRICT VARANASI					
1	LAND ACQUISITION PLAN	VARANASI	PURA RAGHUNATHPUR	CEG/D264/LAP/01	1
2	LAND ACQUISITION PLAN	VARANASI	PURA RAGHUNATHPUR	CEG/D264/LAP/02	2
3	LAND ACQUISITION PLAN	VARANASI	BASNI	CEG/D264/LAP/03	3
4	LAND ACQUISITION PLAN	VARANASI	SISWA	CEG/D264/LAP/04	4

LEGENDS : PROPOSED ROW CROSSING LINE EXISTING ROW VILLAGE BOUNDARY AIRPORT BOUNDARY		SCALE = 1 : 4000	CLIENT :-  NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Road Transport & Highway Government of India)	DESIGN CONSULTANT :-  CEG CONSULTING ENGINEERS GROUP An ISO 9001:2008 Company CEG Inc. 5/110, Main Road, Basni, Varanasi - 221017 U.P. INDIA	PROJECT :- CONSULTANCY SERVICES FOR "PREPARING THE DPR FOR CONSTRUCTION OF UNDERPASS ON NH-11 (OLD NH-56) FOR PROPOSED EXPANSION OF RUNWAY OF "VARANASI AIRPORT" IN THE STATE OF UTTAR PRADESH.	TITLE: LAND ACQUISITION PLAN DETAIL: TABLE OF CONTENT	DRAWING NO. : CEG/D264/LAP/A DATE : FEBRUARY, 2024 DRAWN (A) R.S. DESIGNED (B) A.I. CHECKED (C) A.K. APPROVED (D) P.J.
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<<< SULTANPUR

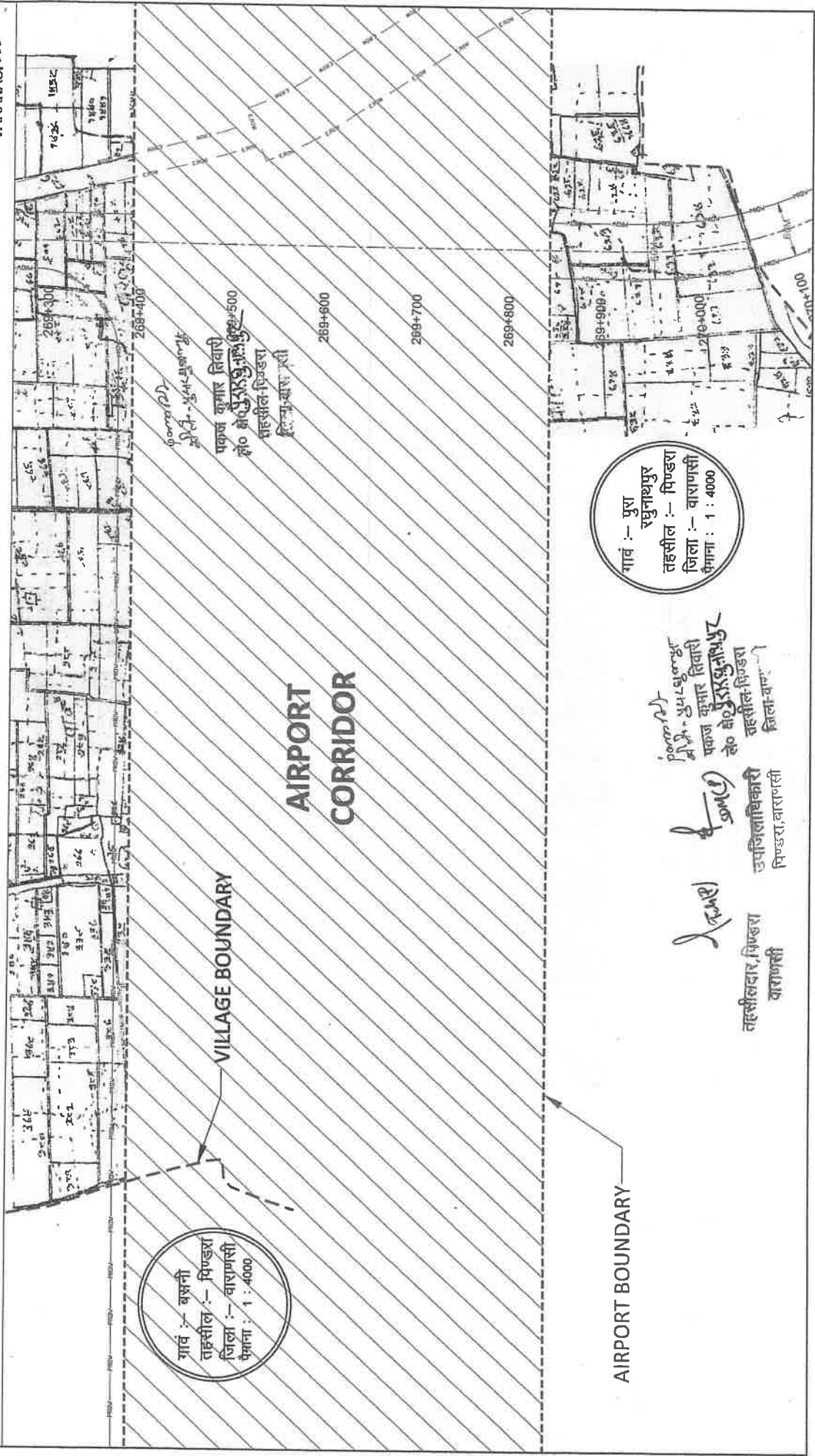
VARANASI >>>



LEGENDS :	ROW	DESCRIPTION OF ROW	DRAWING NO. : CEG/D264/LAP/01	DATE : FEBRUARY, 2024	DESIGNED (B)	CHECKED (C)	APPROVED (D)
	EXISTING FROM	DESCRIPTION OF EXISTING					
SCALE = 1 : 4000	VILLAGE BOUNDARY		TITLE : LAND ACQUISITION PLAN	DRAWN (A)	A.J.	A.K.	P.J.
	AIRPORT CORRIDOR		DETAIL :	R.S.			
	AIRPORT BOUNDARY		PROJECT :	VILLAGE : PURA RAGHUNATHPUR			
			CONSULTANT :	CONSULTING ENGINEERS GROUP			
			CLIENT :	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Road Transport & Highway Government of India)			
				PROJECT : CONSULTANCY SERVICES FOR "PREPARING THE DPA FOR CONSTRUCTION OF UNDERPASS ON NH-31 (OLD NH-58) FOR PROPOSED EXPANSION OF RUNWAY OF VARANASI AIRPORT" IN THE STATE OF UTTAR PRADESH.			

<<< SULTANPUR

VARANASI >>>



गाव :- पुरा
 रघुनाथपुर
 तहसील :- पिपडरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

**AIRPORT
 CORRIDOR**

VILLAGE BOUNDARY

AIRPORT BOUNDARY

पवन कुमार तिवारी
 रघुनाथपुर
 तहसील पिपडरा
 जिला वाराणसी

उपजिल्हाधिकारी
 वाराणसी
 तहसीलदार, पिपडरा
 वाराणसी

REV.	DATE	DESCRIPTION OF REVISION

LEGENDS	PROJECT	CLIENT
PROPOSED ROW	CONSULTANCY SERVICES FOR "PREPARING THE DPR FOR CONSTRUCTION OF UNDERPASS OF NH-31 (OLD NH-58) FOR PROPOSED EXPANSION OF RUNWAY OF VARANASI AIRPORT" IN THE STATE OF UTTAR PRADESH.	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Road Transport & Highway Government of India)
EXISTING ROW	DESIGN CONSULTANT :-	CEG CONSULTING ENGINEERS GROUP An ISO 9001:2000 Company CGE Team (P) Ltd. Multi-located firm. India - 201101 New Delhi, India. www.cecgroup.com
VILLAGE BOUNDARY	TITLE: LAND ACQUISITION PLAN	
AIRPORT CORRIDOR	DATE: FEBRUARY, 2024	
AIRPORT BOUNDARY	DRAWN (A)	DRAWING NO.: CEG/D264/LAP/02
	R.S.	DATE: FEBRUARY, 2024
	A.J.	DRAWN (B)
	A.K.	DESIGNED (C)
	P.J.	CHECKED (D)
		APPROVED (E)

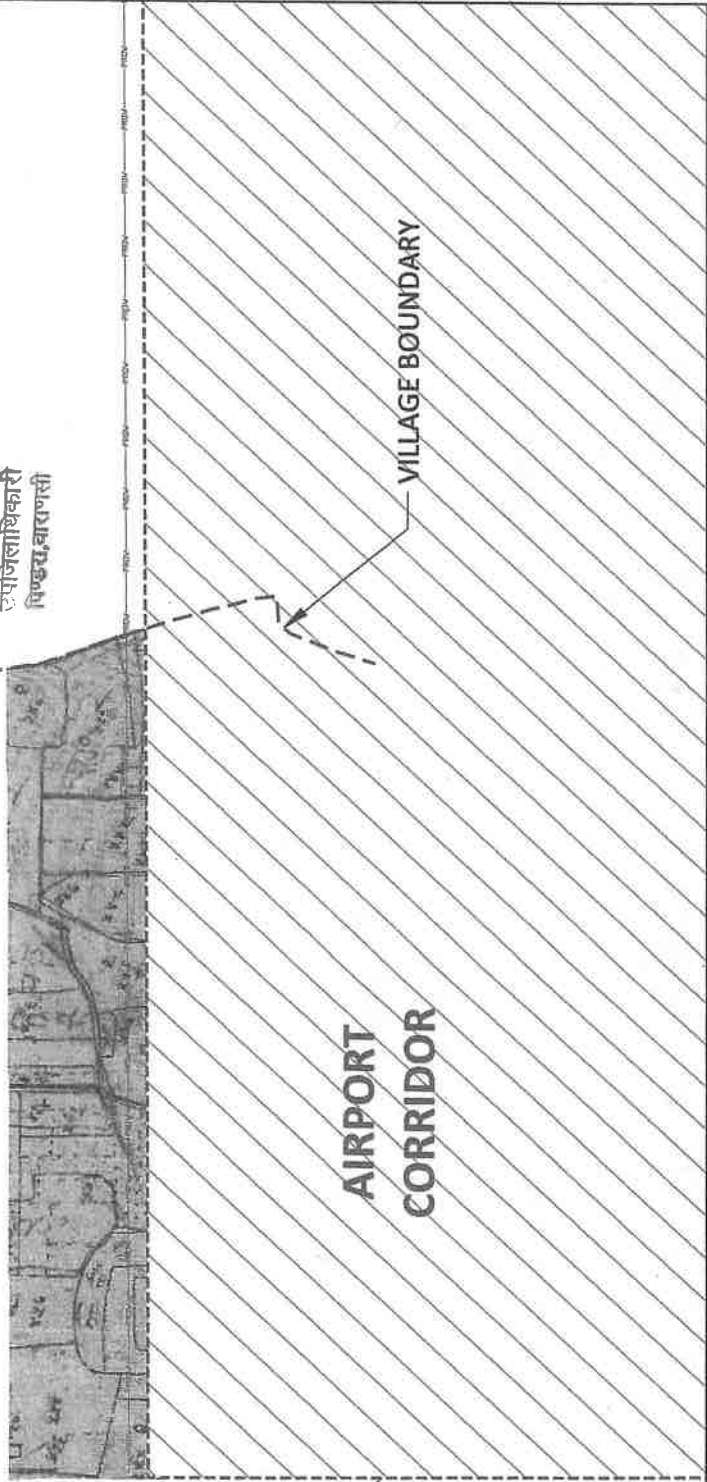
गाव :- बसनी
 तहसील :- पिण्डरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

गाव :- पुरा
 रघुनाथपुर
 तहसील :- पिण्डरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

अनुपम आनन्द
 लखनऊ इंज-बसनी
 तहसील पिण्डरा-वाराणसी

तहसीलदार, पिण्डरा
 वाराणसी

रूपजिलाधिकारी
 पिण्डरा, वाराणसी



AIRPORT BOUNDARY

AIRPORT
 CORRIDOR

VILLAGE BOUNDARY

REV	DATE	DESCRIPTION OF REVISION

LEGENDS :-
 PROPOSED NEW
 EXISTING NEW
 VILLAGE BOUNDARY
 AIRPORT CORRIDOR
 AIRPORT BOUNDARY

SCALE = 1 : 4000

CLIENT :-
NATIONAL HIGHWAYS AUTHORITY OF INDIA
 (Ministry of Road Transport & Highway Government of India)

DESIGN CONSULTANT :-
CEG CONSULTING ENGINEERS GROUP
 An ISO 9001:2008 Company
 625, 7th Floor, 45/100, Indira Park, Lucknow - 226017, India
 Email: info@cegindia.com, www.cegindia.com

PROJECT :-
 CONSULTANCY SERVICES FOR "PREPARING THE DPR FOR CONSTRUCTION OF UDS/SPAS ON NH-31 (OLD NH-56) FOR PROPOSED EXPANSION OF RUNWAY OF VARANASI AIRPORT" IN THE STATE OF UTTAR PRADESH.

TITLE : LAND ACQUISITION PLAN
 DETAIL : VILLAGE : BASNI

DRAWING NO. : CEG/D264/JA/102			
DATE : FEBRUARY, 2024			
DRAWN (A)	DESIGNED (B)	CHECKED (C)	APPROVED (D)
R.S.	A.I.	A.K.	P.J.

<<< SULTANPUR

VARANASI >>>

AIRPORT
CORRIDOR

AIRPORT BOUNDARY

VILLAGE BOUNDARY

VILLAGE BOUNDARY

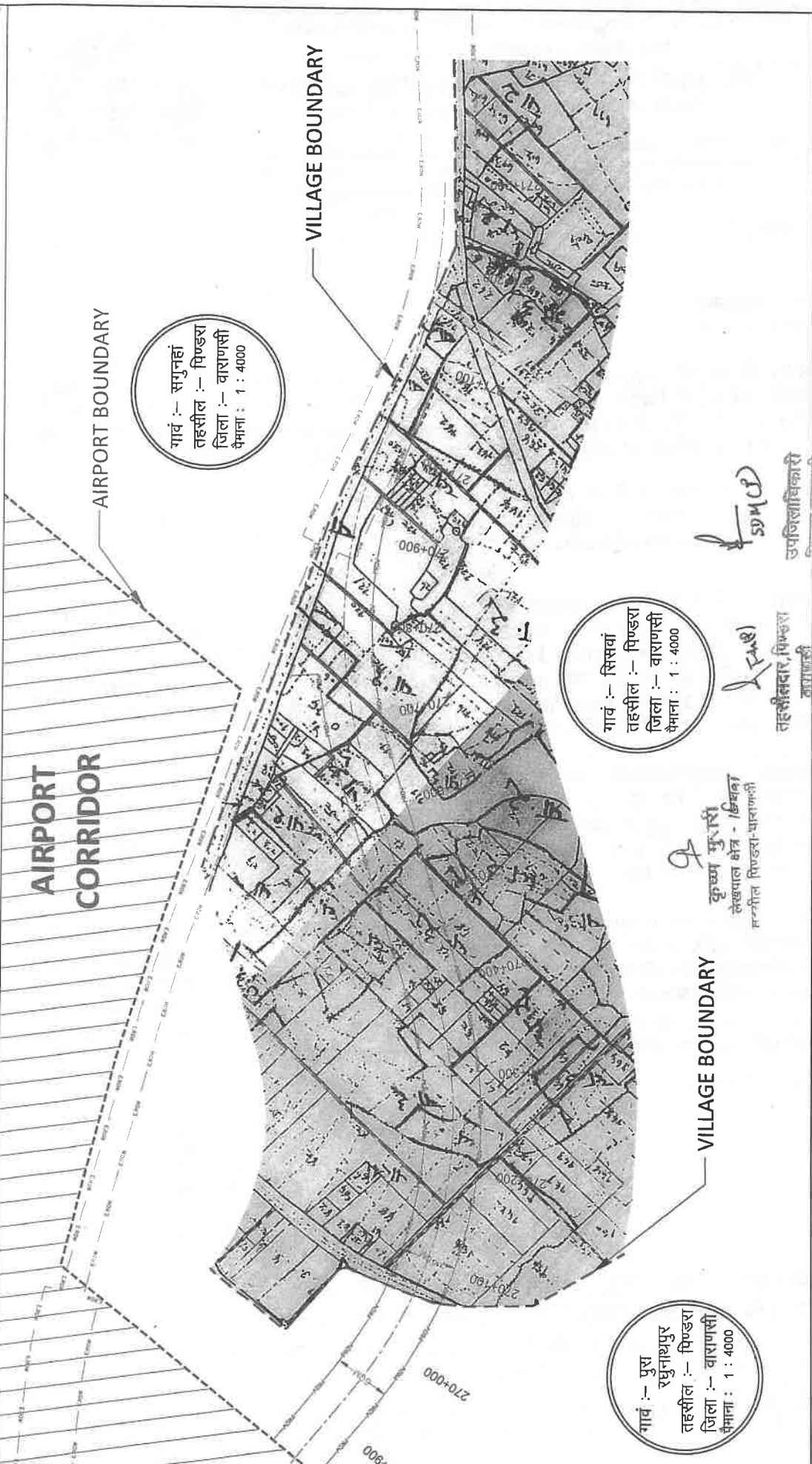
गाव :- सगुनहो
 तहसील :- पिण्डरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

गाव :- सिसवा
 तहसील :- पिण्डरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

गाव :- पुरा
 रघुनाथपुर
 तहसील :- पिण्डरा
 जिला :- वाराणसी
 पैमाना : 1 : 4000

कुच्यु पुरासी
 लेखपाल क्षेत्र - (किसवा)
 तहसील पिण्डरा-वाराणसी

SDMC
 उपजिलाधिकारी
 सिद्धार, वाराणसी



LEGENDS :-		CLIENT :-	DESIGN CONSULTANT :-	PROJECT :-	TITLE :-	DRAWING NO. : CEG/D266/LAF/CB		
CLASS LINE	SCALE = 1 : 4000					DATE : FEBRUARY, 2024	DRAWN (A)	DESIGNED (B)
EXISTING ROW		 NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Road Transport & Highway Government of India)	CEG CONSULTING ENGINEERS GROUP An ISO 9001:2008 Company <small>CEG Group (P) Ltd., Main Head Office - 200017 Meerut, Uttar Pradesh, India. Website: www.cegindia.com</small>	CONSULTANCY SERVICES FOR "PREPARING THE DPR FOR CONSTRUCTION OF UNDERPASS ON NH-31 (OLD NH-56) FOR PROPOSED EXPANSION OF RUNWAY OF VARANASI AIRPORT" IN THE STATE OF UTTAR PRADESH.				
VILLAGE BOUNDARY				VILLAGE : SISWA	R.S.	A.J.	A.K.	P.J.
AIRPORT CORRIDOR								
AIRPORT BOUNDARY								



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. Of India)

परियोजना कार्यालय/ Project Office :

परियोजना कार्यालय ईकाई, एस-8/108, एफ-4, डी.आई.जी. कालोनी, मकबूल आलम रोड, वाराणसी-221002 (उ.प्र.)
Project Implementation Unit, S-8/108, F-4, D.I.G. Colony, Maqbool Alam Road, Varanasi-221002(U.P.)

ई-मेल/E-mail : var@nhai.org वेबसाइट/ Website : www.nhai.gov.in

दूरभाष/Phone : 91-542-2501003/2501004



11015 / 5 / वाराणसी / रा0रा0-56, पै0-2 / एल0ए0 / 2024-25 / 8148

दिनांक: 08.04.2024

सेवा में,

उप-जिलाधिकारी
पिण्डरा, वाराणसी।

विषय: रा0रा0 सं0 56, पै0-2 (सुल्तानपुर-वाराणसी खण्ड) के अन्तर्गत जनपद वाराणसी में स्थित श्री लाल बहादुर शास्त्री एयरपोर्ट के विस्तार के दृष्टिगत रा0रा0 सं0-56 के रि-एलायमेंट में प्रभावित तीन ग्रामों के कुल रकबा 10.59 हे0 भूमि को राष्ट्रीय राजमार्ग अधिनियम-1956 के तहत अधिग्रहण हेतु अधिनियम की धारा 3(क) के तहत प्रस्तुत प्रस्ताव का संयुक्त निरीक्षण कर आख्या उपलब्ध कराये जाने के सम्बन्ध में।

- संदर्भ:** (1) इस कार्यालय का पत्रांक 7849 दिनांक 12.03.2024।
(2) सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशासन), वाराणसी का पत्रांक 344/आठ-वि0भू0अ0आ0(सं0सं0) वाराणसी दिनांक 03.04.2024।

महोदय,


अवगत कराना है कि, राष्ट्रीय राजमार्ग सं0 56, पै0-2 (सुल्तानपुर-वाराणसी खण्ड) के अन्तर्गत जनपद वाराणसी में स्थित श्री लाल बहादुर शास्त्री एयरपोर्ट के रनवे का विस्तार किया जाना है, जिसके दृष्टिगत राष्ट्रीय राजमार्ग सं0-56 का रि-एलायमेंट प्रस्तावित है, जिसमें तीन ग्रामों क्रमशः पूरा रघूनाथपुर, बसनी एवं सिसवां की कुल 10.59 हे0 भूमि प्रभावित हो रही है। उक्त प्रभावित भूमि के अधिग्रहण हेतु इस कार्यालय द्वारा राष्ट्रीय राजमार्ग अधिनियम-1956 की धारा 3(क) के तहत प्रस्ताव तैयार कर, जॉचोपरान्त हस्ताक्षर किये जाने हेतु सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशासन), वाराणसी को प्रेषित किया गया था।

2. तदनुक्रम में, सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशासन), वाराणसी द्वारा संदर्भित पत्र सं0 (2) के माध्यम से अवगत कराया गया है कि, ग्राम पूरा रघूनाथपुर, बसनी एवं सिसवां के प्रभावित गाटों का राजस्व अभिलेखों से मिलान किया गया एवं कुछ त्रुटियां पायी गयी हैं एवं अनुरोध किया गया है कि, परियोजना हेतु प्रस्तावित भूमि का प्रस्ताव तैयार किये जाने से पूर्व हल्का लेखपाल के साथ राजस्व अभिलेख के अनुसार स्थलीय एवं अभिलेखीय जॉच कराकर ही स्पष्ट प्रस्ताव तैयार किया जाय, ताकि होने वाली त्रुटी की संभावना को समाप्त किया जा सके।

3. अतः उपरोक्त के क्रम में आपसे अनुरोध है कि, सम्बन्धित ग्रामों के हल्का लेखपालों को अपने स्तर से निर्देशित करने का कष्ट करें, ताकि उपरोक्त तीन ग्रामों के प्रभावित गाटों एवं उनके रकबों का राजस्व अभिलेख के अनुसार स्थलीय एवं अभिलेखीय जॉच की जा सके एवं तदनुसार राष्ट्रीय राजमार्ग अधिनियम-1956 की धारा 3(क) के तहत प्रस्ताव तैयार कर, सक्षम प्राधिकारी / अपर जिलाधिकारी (प्रशासन), वाराणसी के अनुमोदन हेतु प्रेषित किया जा सके। उक्त कार्य के सम्पादन हेतु इस कार्यालय द्वारा परियोजना के इस कार्यालय के डी0पी0आर0 कंसल्टेंट, मे0 सी0ई0जी0 के प्रबंधक श्री हरिप्रसाद शर्मा (मो0 नं0 9828387575) को अधिकृत किया जाता है।

संलग्नक: उपरोक्तानुसार।

भवदीय,


(जतिन लखमानी)
प्रबंधक (तक0)

कृते परियोजना निदेशक

प्रतिलिपि:

- क्षेत्रीय अधिकारी, उ0प्र0 (पूर्वी), वाराणसी - को सादर सूचनार्थ प्रेषित।
- सक्षम प्राधिकारी/अपर जिलाधिकारी (प्रशासन), वाराणसी - को सूचनार्थ प्रेषित।
- श्री हरिप्रसाद शर्मा, डी0पी0आर0 कंसल्टेंट, मे0 सी0ई0जी0, जयपुर - को इस आशय से प्रेषित कि उपरोक्त प्रकरण में सम्बन्धित हल्का लेखपालों से उचित समन्वय स्थापित करते हुए कार्य को अविलम्ब सम्पादित कराने का कष्ट करें।

कार्यालय जिलाधिकारी वाराणसी।


पत्रांक 345 / आठ-वि०भू०अ०अ०(सं०सं०) वाराणसी / दिनांक:- 03/04/2024

- 1- क्षेत्रीय अधिकारी, क्षेत्र का०, उ०प्र०(पूर्वी), भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, वाराणसी।
- 2- परियोजना निदेशक भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, वाराणसी।
- 3- एयरपोर्ट निदेशक एयरपोर्ट अथारिटी ऑफ इण्डिया, बाबतपुर, वाराणसी।
- 4- विशेष भूमि अध्याप्ति अधिकारी (सं०सं०) वाराणसी।
- 5- उपजिलाधिकारी पिण्डरा, वाराणसी।
- 6- अधिशासी अभियन्ता ग्रामीण विद्युत वितरण खण्ड सिगरा वाराणसी।
- 7- अधिशासी अभियन्ता निर्माण खण्ड-1 लोक निर्माण विभाग वाराणसी।

कृपया प्रमुख सचिव उत्तर प्रदेश सरकार द्वारा जारी पत्र दिनांक-08 मार्च, 2024 के क्रम में आवश्यक कार्यवाही हेतु विशेष सचिव उत्तर प्रदेश शासन नागरिक उड्डयन अनुभाग द्वारा जारी पत्र सं०-भा०सा० 61/छप्पन-2024-34/1994 टी०सी०-1 दिनांक-26 मार्च, 2024 से जनपद-वाराणसी में लाल बहादुर शास्त्री हवाई अड्डे के रनवे विस्तार के लिए प्रस्तावित अन्डर पास के निर्माण हेतु आवश्यक भूमि रकबा-10.7 हे० (26.44 एकड़) के अधिग्रहण की कार्यवाही अविलम्ब पूर्ण कराने एवं आख्या उपलब्ध कराये जाने हेतु अनुरोध किया गया है।

उक्त पत्र के क्रम में जिलाधिकारी महोदय की अध्यक्षता में परियोजना हेतु आवश्यक भूमि के अधिग्रहण एवं अन्य समस्याओं के निराकरण हेतु दिनांक-04.04.2024 को मध्याह्न 12:00 बजे जिला रायफल क्लब में बैठक आहूत की गयी है।

अतः आप सभी से अपेक्षा है कि उक्त बैठक में सुसंगत सूचना के साथ ससमय प्रतिभाग करना सुनिश्चित करें।


(बिपिन कुमार)
अपर जिलाधिकारी (प्रशासन)
कृते जिलाधिकारी
वाराणसी।

पत्रांक / तददिनांक:-
प्रतिलिपि- जिलाधिकारी वाराणसी महोदय द्वारा दिये गये निर्देश के अनुपालन में सादर सूचनार्थ प्रेषित।

/
अपर जिलाधिकारी (प्रशासन)
कृते जिलाधिकारी
वाराणसी।

संख्या: भा0स0 61/छप्पन-2024-34/1994टी0सी0-1

Decr
Part 4
8/10

प्रेषक,
कुमार हर्ष,
विशेष सचिव,
उत्तर प्रदेश शासन।

सेवा में,
जिलाधिकारी,
वाराणसी।

नागरिक उड्डयन अनुभाग

विषय: लालबहादुर शास्त्री अन्तर्राष्ट्रीय हवाई अड्डे, वाराणसी के रनवे के प्रस्तावित विस्तार के लिए एनएच-31 (पुराना एनएच-56) पर अंडरपास के निर्माण के सम्बन्ध में।

महोदय,

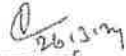
उपर्युक्त विषयक अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण, नई दिल्ली के पत्र संख्या एएआई/सीएचक्यू/ईएनजीजी/एमएस/2024 दिनांक 08 मार्च, 2024 (छायाप्रति संलग्नकों सहित संलग्न) का कृपया सन्दर्भ ग्रहण करने का कष्ट करें, जिसके माध्यम से सूचित किया गया है कि प्रस्तावित अंडरपास के लिए सुझाए गए तीन Alignment Options में से दिनांक 02 फरवरी, 2024 को आयुक्त, वाराणसी की अध्यक्षता में आयोजित बैठक में Alignment Option-1 का चयन करने का सुझाव दिया गया है, जिसके लिए लगभग 10.7 हैक्टेयर (26.44 एकड़) भूमि का अधिग्रहण शामिल है। दिनांक 16 फरवरी, 2024 को आयोजित वीडियो कॉन्फ्रेंस बैठक में अध्यक्ष एनएचएआई द्वारा इस पर सहमति व्यक्त की गई है।

उक्तानुसार अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण, नई दिल्ली के उक्त पत्र दिनांक 08 मार्च, 2024 द्वारा अनुरोध किया गया है कि वाराणसी एयरपोर्ट के प्रस्तावित रनवे विस्तार के लिए एनएच-31 (पुराना एनएच-56) पर अंडरपास के निर्माण हेतु आवश्यक 10.7 हैक्टेयर (26.44 एकड़) भूमि के अधिग्रहण की प्रक्रिया जल्द से जल्द पूरी की जाए और एनएचएआई को सौंपी जाए।

2- इस सम्बन्ध में मुझे यह कहने का निदेश हुआ है कि कृपया संलग्न पत्र दिनांक 08 मार्च, 2024 में उल्लिखित तथ्यों के परिप्रेक्ष्य में आख्या अपनी संस्तुति सहित शासन को उपलब्ध कराने का कष्ट करें।

संलग्नक- यथोक्त।

भवदीय,



(कुमार हर्ष)
विशेष सचिव

पुसं0: भा0स0 61(1)/छप्पन-2024, तदिनांक।

प्रतिलिपि निदेशक, नागरिक उड्डयन, उ0प्र0, लखनऊ को उक्त सन्दर्भित पत्र दिनांक 08 मार्च, 2024 की प्रति संलग्न करते हुए सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

संलग्नक- यथोक्त।

आज्ञा से,


(आनन्द कौशिक)
अनु सचिव

संजीव कुमार, भा.प्र.से.

SANJEEV KUMAR, IAS

अध्यक्ष
Chairman

दूरभाष/Phone : 011-24632930

: 011-24622796

फैक्स/Fax : 011-20818201

ई-मेल/E-mail : chairman@aai.aero



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

राजीव गाँधी भवन
Rajiv Gandhi Bhawan

सफदरजंग हवाई अड्डा, नई दिल्ली-110 003
Safdarjung Airport, New Delhi-110 003

क्रमांक एएआई/सीएचक्यू/ईएनजीजी/एमएस/2024

08 मार्च 2024

विषय: एलबीएस अंतर्राष्ट्रीय हवाई अड्डे, वाराणसी के रनवे के प्रस्तावित विस्तार के लिए एनएच-31 (पुराना एनएच-56) पर अंडरपास का निर्माण

प्रिय

जैसा कि आप जानते हैं, वाराणसी हवाई अड्डे के विकास कार्यों की योजना अंतरराष्ट्रीय परिचालन के लिए चौड़ी बॉडी वाले विमानों के संचालन के लिए बनाई गई है। प्रस्तावित विकास में नए टर्मिनल भवन का निर्माण, एप्रन का विस्तार, रनवे का विस्तार, समानांतर टैक्सी ट्रेक और लिंक टैक्सी ट्रेक का निर्माण, CAT-III एप्रोच लाइटिंग सिस्टम की स्थापना शामिल है, जिसके लिए राज्य सरकार 350 एकड़ भूमि का अधिग्रहण कर रही है।

2. यह सूचित किया जाता है कि रनवे का विस्तार वर्तमान में NH को पार करता है तथा आसपास घनी आबादी के कारण इसका Diversion संभव नहीं है जिसके कारण NHAI द्वारा, NH के लिए Underpass प्रस्तावित किया गया है जिसकी निर्माण लागत परियोजना लागत में शामिल करके PIB/CCEA के अनुमोदन के हेतु भेजा जा चुका है।

3. NHAI ने अब पत्र संख्या 11015/5/VNS/NH-56, Pkg-II(AAI)/2023-24/7651 दिनांक 23 फरवरी 2024 (अनुबंध-1) के माध्यम से सूचित किया है कि उन्होंने M/s कंसल्टिंग इंजीनियर्स ग्रुप लिमिटेड को डीपीआर सलाहकार के रूप में नियुक्त कर लिया है और उन्होंने प्रस्तावित अंडरपास के लिए तीन Alignment Options सुझाए हैं। यह भी सूचित किया जाता है कि दिनांक 02.02.2024 को आयुक्त, वाराणसी की अध्यक्षता में आयोजित बैठक में Alignment Option-1 का चयन करने का सुझाव दिया गया है, जिसके लिए लगभग 10.7 हेक्टेयर (26.44 एकड़) भूमि का अधिग्रहण शामिल है। दिनांक 16.02.2024 को आयोजित वीडियो कॉन्फ्रेंस बैठक में अध्यक्ष-एनएचएआई द्वारा इस पर सहमति व्यक्त की गई है।

जारी..2/-

4. उपरोक्त के मद्देनजर, यह अनुरोध किया जाता है कि अंडरपास के निर्माण के लिए आवश्यक 10.7 हेक्टेयर (26.44 एकड़) भूमि के अधिग्रहण की प्रक्रिया जल्द से जल्द पूरी की जाये और एनएचएआई को सौंपी जाए। यह भी सूचित किया जाता है कि अंडरपास की निर्माण लागत 347.39 करोड़ रुपये एएआई द्वारा वहन की जाएगी।

सादर,

भवदीय,

हस्ता/-

(संजीव कुमार)

श्री दुर्गा शंकर मिश्रा, आईएएस

प्रमुख सचिव

उत्तर प्रदेश सरकार

101, बी-ब्लॉक, लोक भवन

30प्र0 सचिवालय

लखनऊ - 226 001

प्रतिलिपि:

सचिव, नागर विमानन मंत्रालय, भारत सरकार

संजीव कुमार
(संजीव कुमार)



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. Of India)

परियोजना कार्यालय/ Project Office :

परियोजना कार्यालय ईकाई, एस-8/108, एफ-4, डी.आई.जी. कॉलोनी, मकबूल आलम रोड, वाराणसी-221002 (उ.प्र.)
Project Implementation Unit, S-8/108, F-4, D.I.G. Colony, Maqbool Alam Road, Varanasi-221002(U.P.)

ई-मेल/E-mail :var@nhai.org वेबसाइट/ Website :www.nhai.gov.in

दूरभाष/Phone : 91-542-2501003/2501004



11015/5/VNS/NH-56,Pkg-II (AAI)/2023-24/7865

Date : 12.03.2024

To,

Airport Director,
LBS International Airport Babatpur,
Varanasi-221006 (U.P.)
Ph.: 0542-2622155

Sub.: Consultancy services for preparation of DPR for Construction of underpass on NH-31 (old NH-56) for proposed expansion of runway of LBS International Airport Babatpur, Varanasi.

Reg.: Approval of tentative cost to be incurred for construction of underpass beneath runway on NH-31 (old NH-56) for proposed expansion of runway of LBS International Airport Babatpur, Varanasi.

- Ref.:** (i) Meeting held at NHA HQ, New Delhi on 09.02.2023.
(ii) DPR Consultant, M/s CEG letter no. CEG/D264/2023/23-24:461 dated 10.01.2024 & CEG/D264/2023/23-537 dated 16.02.2024.
(iii) This office letter no. 7651 dated 23.02.2024.
(iv) DPR Consultant, M/s CEG letter no. CEG/D264/2023/23-24:589 dated 12.03.2024

Sir,

Please refer to this office letter cited under reference (iii) vide which this office had informed you that, the tentative cost amounting to Rs. 889.47 Cr. (inclusive of 542.08 Cr. towards cost of land acquisition + 347.04 Cr. towards cost of civil construction + 0.35 Cr. towards Environmental cost) would be incurred for construction of underpass beneath runway on NH-31 (old NH-56) for proposed expansion of runway of LBS International Airport Babatpur, Varanasi and had requested to solicit the approval of the Competent Authority, so as to enable this office to proceed for further necessary action.

2. In continuation of the above para, it is to inform you that, earlier the DPR Consultant while submitting the LAC proposal had considered the non-agricultural rates for total land to be required i.e. 10.768 ha, wherein the DPR Consultant had also not considered the cost of affected structures. Later on, the issue was discussed by the undersigned with DPR Consultant in detail and DPR Consultant was directed to review the cost of land acquisition on actual basis as per the respective khataunis of all the affected villages.

3. Accordingly, the DPR Consultant has reviewed the proposal & has revised the cost of land acquisition based on actual type and nature of land in accordance with available revenue records as well as the Khataunis of respective villages. Moreover, the DPR Consultant has also considered the cost of affected structures @25% of the proposed cost of land acquisition in the revised LAC proposal.

4. Details of the revised tentative cost to be incurred for construction of underpass beneath runway on NH-31 (old NH-56) for proposed expansion of runway of LBS International Airport Babatpur, Varanasi considering alignment option-1 is tabulated as under:

Sl No.	Particular	Details
1	Total length affected	2.850 km
2	Configuration of lane	6-lane
3	RoW	60m
4	Structure details	VOP / VUP - 2 nos. Culvert - 1 no.
5	Pavment type	Rigid
6	Additional land required to be acquired	10.59 ha
7	Cost of Land acquisition including cost of affected structures	Rs. 218.16 Cr.
8	Cost of Civil Construction	Rs. 360.99 Cr.
9	Environmental cost	Rs. 1.35 Cr.
10	Total cost of Land Acquisition + Civil Construction + Environmental cost	Rs. 580.50 Cr.

5. Detailed proposal of tentative cost to be incurred is enclosed herewith as Annexure-1 for your kind perusal.

6. In view of above, it is requested to solicit the approval of revised tentative cost amounting to Rs. 580.50 Cr. expected to be incurred for the construction of underpass beneath runway on NH-31 (old NH-56) for proposed expansion of runway of LBS International Airport Babatpur, Varanasi from the Competent Authority, so as to enable this office to proceed for further necessary action.


7. Also, it is requested to kindly clarify that, the expected cost of land acquisition along with cost of structures amounting to Rs. 218.16 Cr. to be incurred for proposed expansion of runway of LBS International Airport would be borne by the Airport Authority of India or Govt. of Uttar Pradesh, so that the same may be apprised to the Competent Authority, NHAI.

Encl.: As above.

Yours sincerely,



(R S Yadav)

 GM (T) cum Project Director

Copy to:

- Regional Officer, UP (East), Varanasi - for kind information please.

FW: [WARNING: ATTACHMENT UNSCANNED]जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि के संबंध में।

K.C. Jatav, AGM(Engg-Civil)

Wed 2/14/2024 5:14 PM

To: Airport Director, Varanasi <apdvns@AAI.AERO>;

Cc: ED (Engg)-MIS & Standardisation <edengg_ms@AAI.AERO>; Ramachary Kondoju <kramachary@AAI.AERO>; Sudhir Jain <sudhirjain@AAI.AERO>; V. K. Pandey <vkp1970@AAI.AERO>;

1 attachment

2024-02-14 (2).pdf;

From: ED (Engg)-MIS & Standardisation

Sent: 14 February 2024 16:39

To: GM(E-C) MIS & STD <gmecmis.chq@AAI.AERO>

Cc: K.C. Jatav, AGM(Engg-Civil) <kcjatav@AAI.AERO>

Subject: Fw: [WARNING: ATTACHMENT UNSCANNED]जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि के संबंध में।

Regards,

D S Gariya

ED (Engg.) - MIS & Standardization

Airports Authority of India

Rajiv Gandhi Bhawan

New Delhi - 110003

Contact No.20818234

EPABX No. 2640

From: Member Planning

Sent: 14 February 2024 16:36

To: ED PLANNING; ED (Engg)-MIS & Standardisation

Subject: FW: [WARNING: ATTACHMENT UNSCANNED]जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि के संबंध में।

सादर / Regards,

डॉ. शरद कुमार/Dr. Sharad Kumar

सदस्य (प्रचालन)/Member (Operations) &

सदस्य (योजना) अतिरिक्त प्रभार /Member (Planning) Additional Charge

भारतीय विमानपत्तन प्राधिकरण / Airports Authority of India

Tel. No. 011-24693417

Fax No. 011-24611104

e-mail : mpkg@aai.aero

From: Chairman, AAI <chairman@AAI.AERO>

Sent: Wednesday, February 14, 2024 2:18 PM

To: Member Planning <mpkg@AAI.AERO>

Subject: FW: [WARNING: ATTACHMENT UNSCANNED]जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि के संबंध में।

From: cad up <cadupjko@gmail.com>

Sent: 14 February 2024 14:11

To: Chairman, AAI <chairman@AAI.AERO>; cad up <caduplko@gmail.com>; Abhishek Awasthi <d3awasthi1988@gmail.com>

Subject: [WARNING: ATTACHMENT UNSCANNED]जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि के संबंध में।

CAUTION: This email has originated from Outside of AAI. Do not click links or open attachments unless you recognize the sender and know the content is safe. Malware/ Viruses can be easily transmitted via email.

Regards,
Civil Aviation Department
U.P. Government

प्रेषक,
एस0पी0 गोयल,
अपर मुख्य सचिव,
उत्तर प्रदेश शासन।

सेवा में,
अध्यक्ष,
भारतीय विमानपत्तन प्राधिकरण,
राजीव गांधी भवन, सफदरजंग हवाई अड्डा,
नई दिल्ली-110003.

नागरिक उड्डयन अनुभाग

लखनऊ: दिनांक: 14 फरवरी, 2024

विषय: जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि क्षेत्रफल 70.672 है0 पर निर्माण कार्य किए जाने हेतु अनुमति प्रदान किया जाना।

महोदय,

उपर्युक्त विषय के सम्बन्ध में जिलाधिकारी, वाराणसी के पत्र संख्या 590/आठ-वि0भू0अ0अ0 (सं0सं0) वाराणसी दिनांक 12 फरवरी, 2024 (छायाप्रति संलग्न) का कृपया सन्दर्भ ग्रहण करने का कष्ट करें, जिसके द्वारा जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि क्षेत्रफल 70.672 है0 पर निर्माण कार्य कराए जाने की अनुमति प्रदान करने हेतु आवश्यक कार्यवाही करने का अनुरोध किया गया है।

2- इस सम्बन्ध में मुझे यह कहने का निदेश हुआ है कि जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुदा भूमि क्षेत्रफल 70.672 है0 पर निर्माण कार्य कराए जाने की अनुमति प्रदान की जाती है। कृपया जनपद वाराणसी स्थित लाल बहादुर शास्त्री एयरपोर्ट के विस्तारीकरण परियोजना को निर्धारित समयान्तर्गत पूर्ण कराने का कष्ट करें।

संलग्नक- यथोक्त।

भवदीय,

(एस0पी0 गोयल)

अपर मुख्य सचिव

प्रेषक,

जिलाधिकारी,
वाराणसी।

सेवा में,

विशेष सचिव,
नागरिक उड्डयन,
उ०प्र० शारान लखनऊ।

पत्रांक-590 /आठ-वि०भू०आ०आ० (सं०सं०) वाराणसी

दिनांक- 12/02/2024

विषय :

जनपद वाराणसी स्थित लालबहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु प्रस्तावित भूमि में से क्रयशुद्धा भूमि रकबा-70.672 हे० पर निर्माण कार्य किये जाने हेतु अनुमति प्रदान किये जाने का सम्बन्ध में।

महोदय,

कृपया उपर्युक्त विषयक परियोजना में अवगत कराना है कि जनपद वाराणसी में लालबहादुर शास्त्री एयरपोर्ट के विस्तारीकरण हेतु रकबा-117.700 हे० निजी भूमि तथा रकबा-26.499 हे० शासकीय भूमि प्रस्तावित है, जिसमें से दिनांक-11.02.2024 तक रकबा-70.672 हे० भूमि प्रभावित खातेदारों की सहमति के आधार पर नागरिक उड्डयन के पक्ष में क्रय की जा चुकी है। उपरोक्त प्रस्तावित भूमि के सापेक्ष कुल आंकलित अनुमानित धनराशि रू०-10,18,25,00,000.00 (दस अरब अठ्ठातरह करोड़ पचीस लाख मात्र) में से प्रथम किस्त की उपलब्ध धनराशि रू०-5,50,00,00,000.00 (पांच अरब पचास करोड़ मात्र) में से रू०-3,19,06,32,130.00 (तीन अरब उन्नीस करोड़ छः लाख बत्तीस हजार एक सौ तीस मात्र) का भुगतान किया जा चुका है। उपरोक्त अनुमानित धनराशि के सापेक्ष उपलब्ध करायी गयी प्रथम किस्त की धनराशि के समायोजन के उपरान्त अवशेष धनराशि रू०-4,26,11,58,500.00 (चार अरब छब्बीस करोड़ ग्यारह लाख अठ्ठावन हजार पांच सौ मात्र) एवं प्रशासकीय व्यय रू०-85,22,317.00 सहित कुल धनराशि रू०-4,26,96,80,817.00 (चार अरब छब्बीस करोड़ छानवे लाख अस्सी हजार आठ सौ सत्रह रुपये) की मांग इस कार्यालय के पत्र संख्या-542/दिनांक-02.02.2024 द्वारा की गयी है। अवशेष भूमि रकबा-47.028 हे० में से प्रभावित कृषकों से आपसी समझौते के आधार पर भूमि क्रय की जा रही है। यदि क्रयशुद्धा भूमि पर योजना हेतु निर्माण कार्य प्रारम्भ किया जाता है तो कोई अवरोध नहीं होगा।

अतः जनहित एवं समयान्तर्गत उक्त परियोजना को पूर्ण करने हेतु क्रयशुद्धा उपरोक्त भूमि पर निर्माण कार्य कराये जाने की अनुमति प्रदान करने हेतु आवश्यक कार्यवाही करने का कष्ट करें।

(एस. राजलिंगम)
जिलाधिकारी,
वाराणसी।

११०
13/02/24
Airport Lettre/D

श्री क. ई. या जी
13-2-24