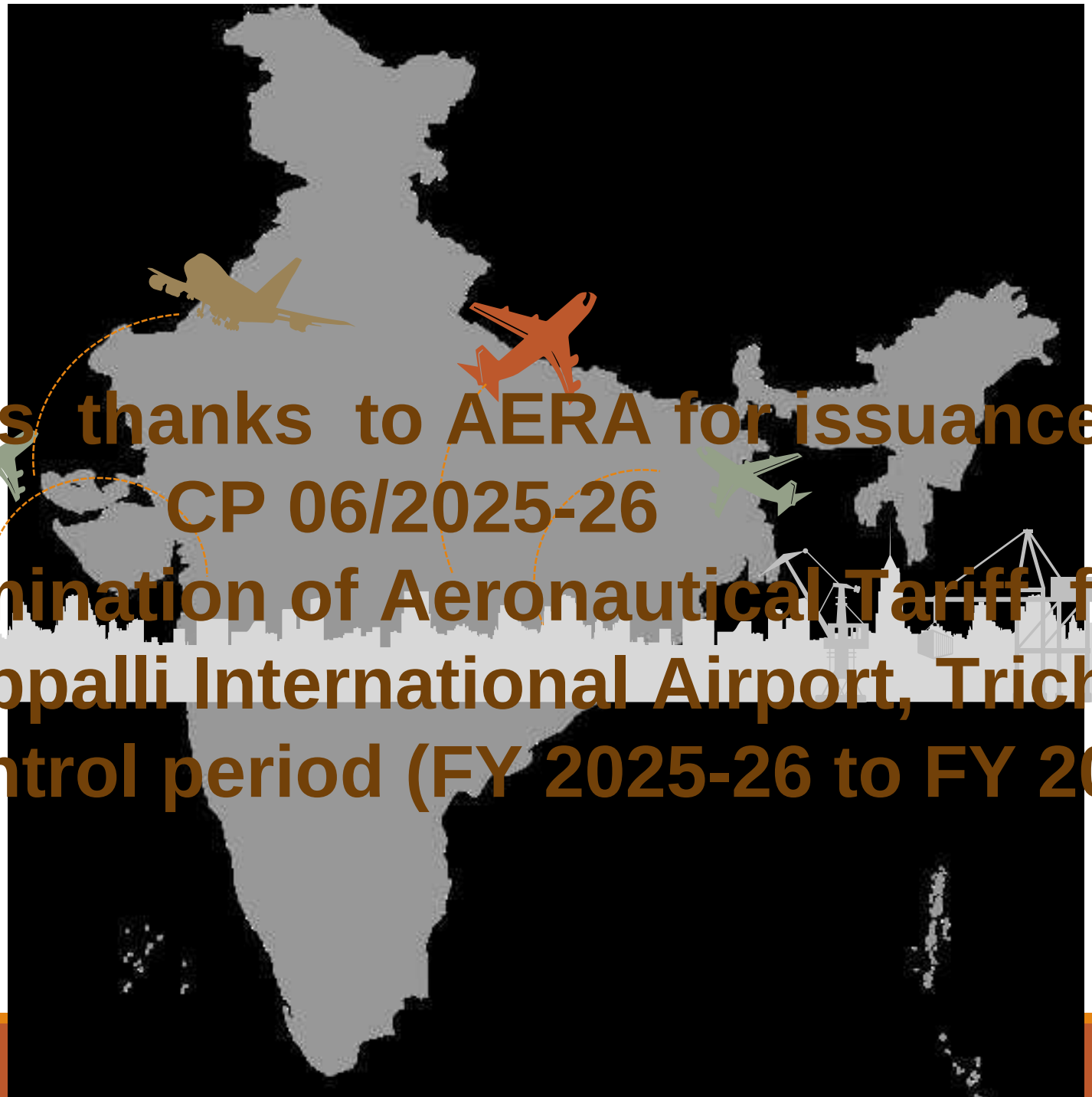
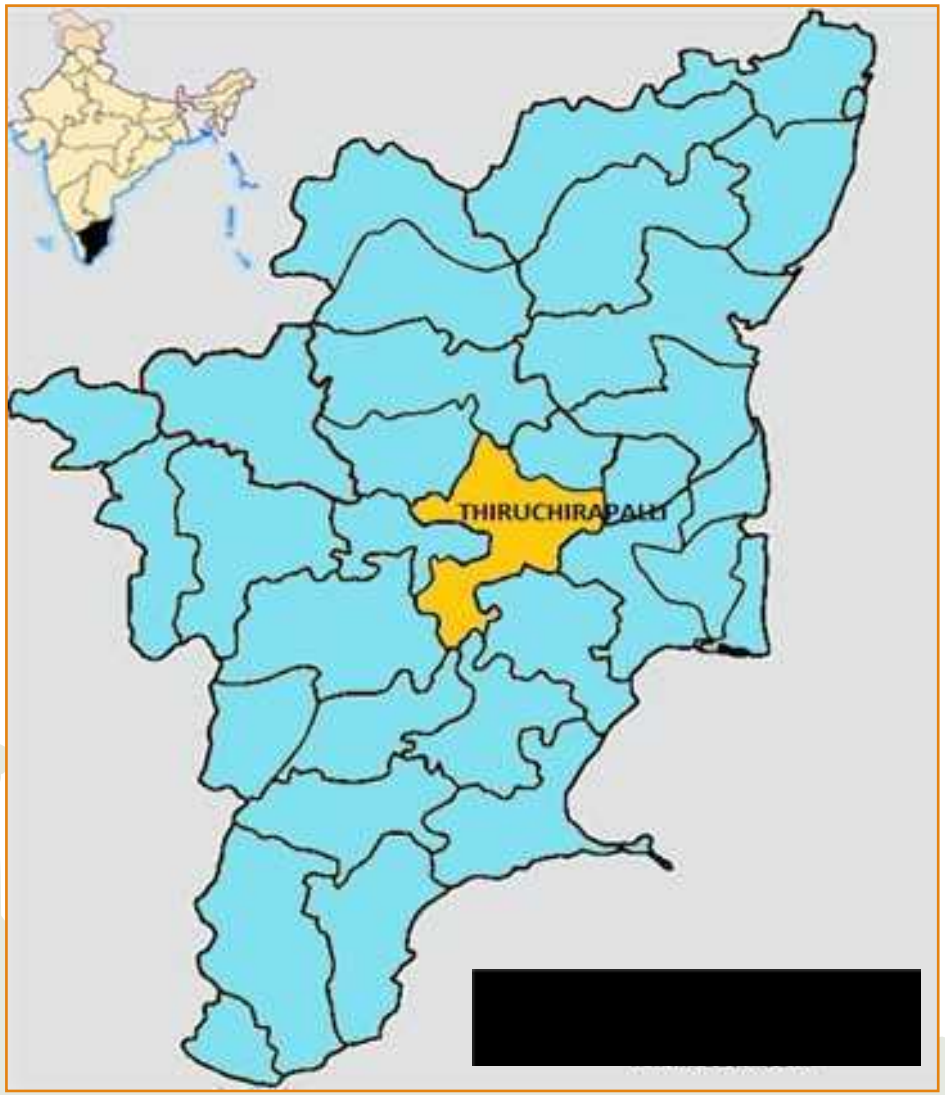
Airports Authority of India,
Trichy International Airport, Trichy
Welcomes all stakeholders – 17.03.2026



AAI extends thanks to AERA for issuance of CP 06/2025-26 for determination of Aeronautical Tariff for Tiruchirappalli International Airport, Trichy for the 2nd control period (FY 2025-26 to FY 2029-30)

TIRUCHIRAPPALLI



- Fourth Largest City in Tamil Nadu (~13 Lakh Population).
- Situated on the banks of River Kaveri.
- Well connected by road and Railways to all major cities of Tamil Nadu and India.
- Has leading Educational Institutions
- Multi religious population

TIRUCHIRAPPALLI'S INDUSTRIAL DEVELOPMENTS

- Hosts BHEL – one of the oldest and the largest state owned engineering and manufacturing enterprise
- Important contributor in production of High pressure boiler plant, seamless steal tubes, gas insulated switch gear and industrial boilers etc.
- Trichy BHEL is a cornerstone of India's power sector producing equipment that is essential for conventional and industrial power applications.
- **Leading Industries in Tiruchirappalli**
  - ✓ Bharath Heavy Electricals Ltd (BHEL)
  - ✓ Heavy Alloy Penetrating Plant (HAPP)
  - ✓ Golden Rock Central Railway Workshop
  - ✓ Madras Rubber Factory (MRF)
  - ✓ Rane Group of Companies
  - ✓ Irizar TVS
  - ✓ Sanmar
  - ✓ ITC Food Processing Park

TIRUCHIRAPPALLI'S IT PRESENCE

Leading IT Companies have a BPO presence in Tiruchirappalli

- Capegemini
- Omega Health Care
- Vdart Technologies
- First Source
- Sutherland
- Scientific Publishing Services
- ELCOT IT Park (Mid Size ITES Companies)

TIRUCHIRAPPALLI – AN EDUCATIONAL HUB

- Indian Institute of Management
- Indian Institute of Technology
- National Institute of Technology
- National Law School
- Bharathidasan University
- Government Medical College – Trichy
- Government Medical College – Tanjore
- Government Medical College -Pudukottai
- Chennai Medical College (SRM Group)
- Dhanalakshmi Srinivasan Medical College

TIRUCHIRAPPALLI'S HEALTH CARE - INBOUND MEDICAL TOURISM

Well Equipped Hospital Facilities

- Apollo Hospitals
- Kauveri Hospitals
- Vasan Health Care
- Cethar Hospitals
- Dr.Aggarwal's Eye care
- ABC Hospitals
- Maruti Hospitals
- More than 150 Medium Sized Nursing Homes

TIRUCHIRAPPALLI TOURISM INBOUND MARKET SEGMENT

HERITAGE CENTRES

- Rock Fort Temple
- Srirangam Temple
- Samayapuram Temple
- Tiruvanaikkaval Temple
- Gunaseelam Temple
- Vekkaliamman Temple
- Tiruvellarai Temple
- Hazreth Natherveli Dargah
- St. Josephs church

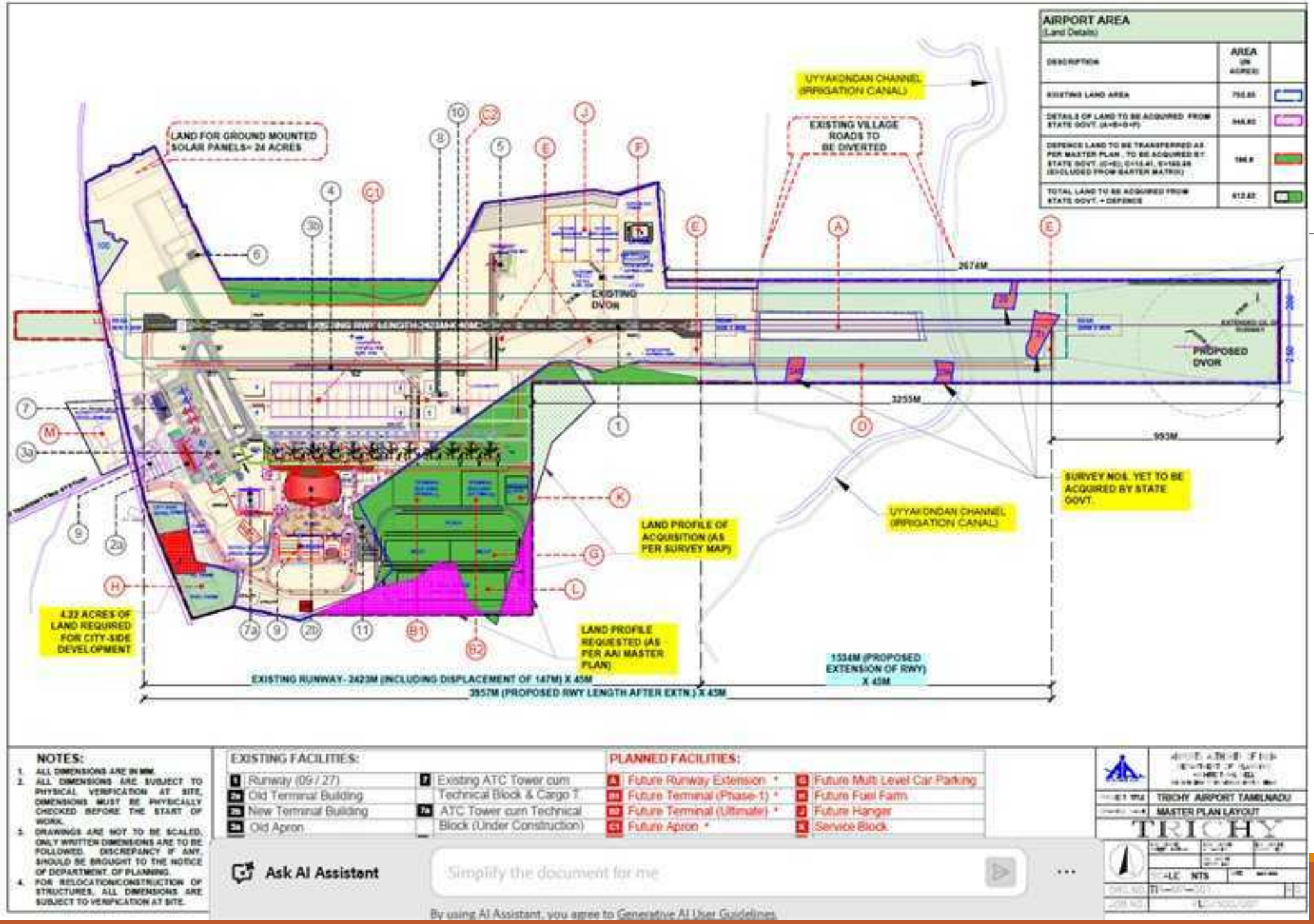
TOURIST ATTRACTIONS

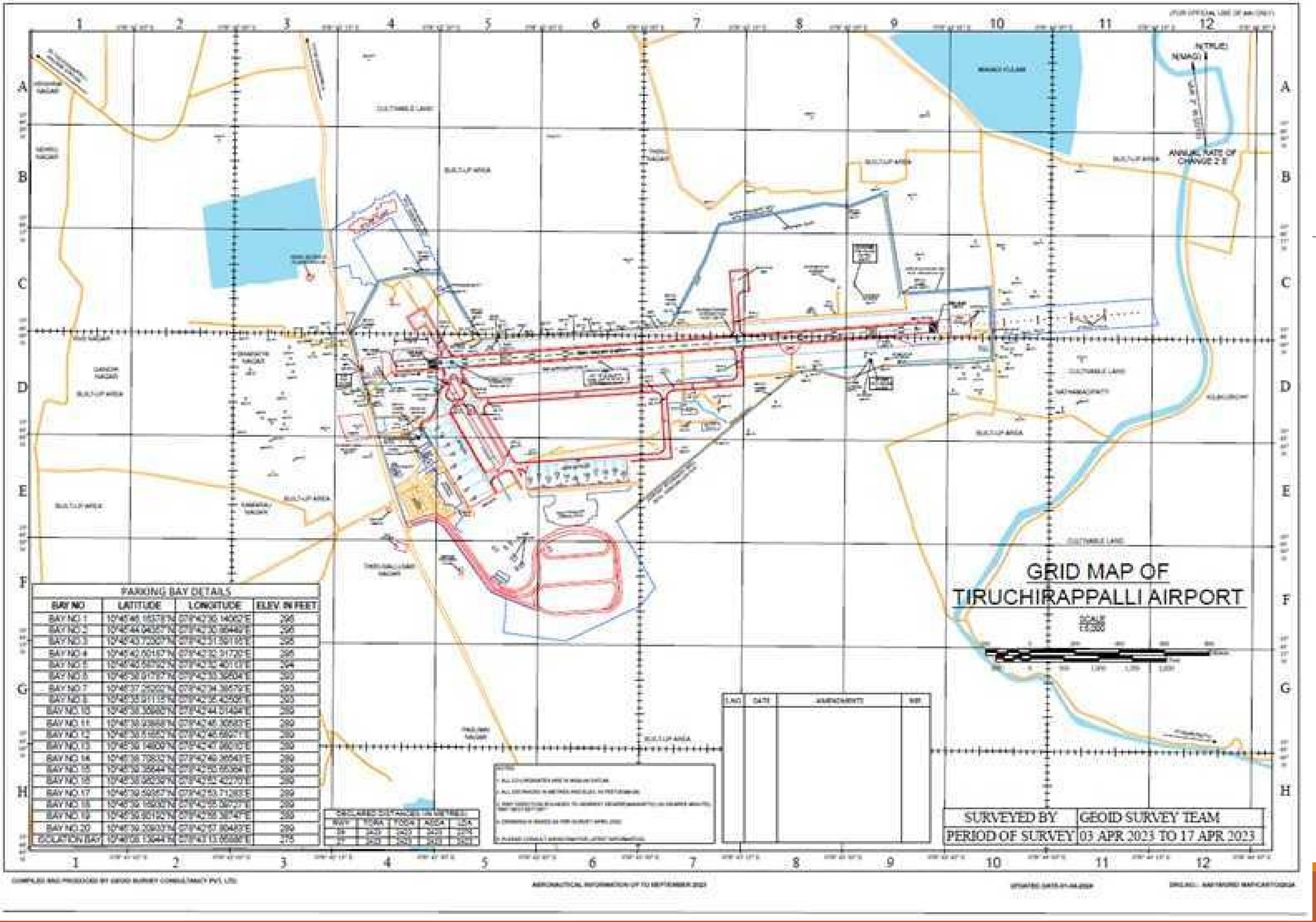
- Butterfly Park
- Kallanai Dam
- Mukkombo
- Sittanavasal Cave
- Puliyancholai Falls
- Pachamalai

HISTORY OF TRICHY INTERNATIONAL AIRPORT

- Trichy airport was established in 1934 by the British Royal Air force
- The first known history of flight landed at Trichy Airport in 1936 when the first airmail service from Bombay to Colombo operated via Trichy .
- Commercial flights on the Bombay—Trivandrum—Trichy route was operational during 1941.
- In 1947 Air Ceylon flights operated between Colombo and Trichy.
- In 1948 Air Ceylon inaugurated a regular commercial service between Colombo and Karachi, via Trichy and Bombay.
- Located in Tiruchirappalli, Tamil Nadu, India.
- Second-busiest airport in Tamil Nadu by international passenger traffic (after Chennai).
- Trichy Airport was declared as Major Airport by Ministry of Civil Aviation (MoCA) vide notification *AV-24011/141/2015-AD (Vol. V) dt. 1st Oct 2019,* as it was proposed for II phase of PPP.

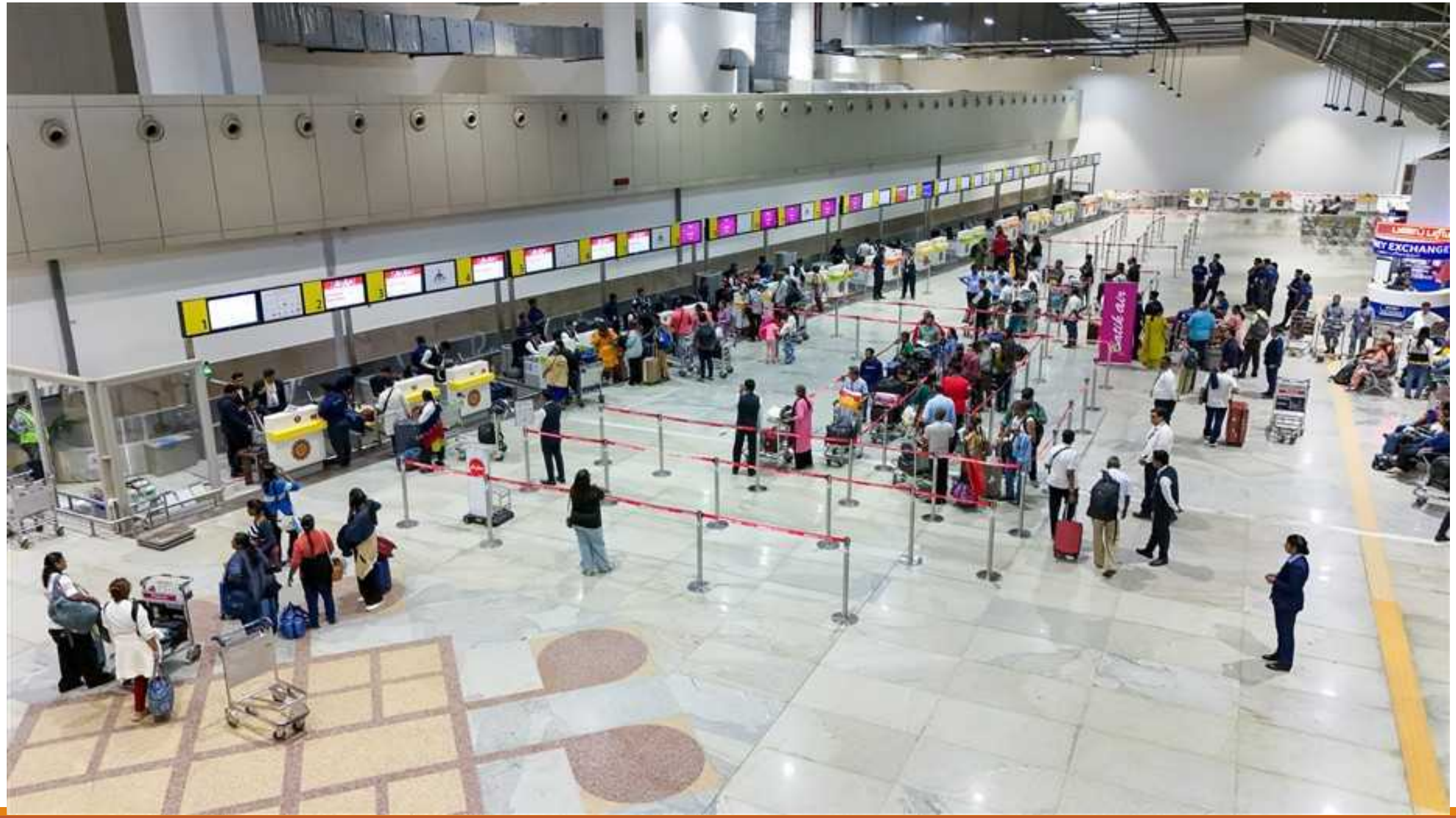
NITB was inaugurated by Hon’ble Prime Minister of India Shri. Narendra Modi on 02.01.2024


AIRPORT AREA
(Land Details)
DESCRIPTION
AREA (IN ACRES)
EXISTING LAND AREA
DETAILS OF LAND TO BE ACQUIRED FROM STATE GOVT. (A+B+D+F)
DEFENCE LAND TO BE TRANSFERRED AS PER MASTER PLAN , TO BE ACQUIRED BY STATE GOVT. (C+E)
TOTAL LAND TO BE ACQUIRED FROM STATE GOVT. + DEFENCE
UYYAKONDAN CHANNEL (IRRIGATION CANAL)
EXISTING VILLAGE ROADS TO BE DIVERTED
LAND FOR GROUND MOUNTED SOLAR PANELS= 24 ACRES
EXISTING DVOR
PROPOSED DVOR
2674M
3255M
953M
SURVEY NOS. YET TO BE ACQUIRED BY STATE GOVT.
UYYAKONDAN CHANNEL (IRRIGATION CANAL)
LAND PROFILE OF ACQUISITION (AS PER SURVEY MAP)
LAND PROFILE REQUESTED (AS PER AAI MASTER PLAN)
4.22 ACRES OF LAND REQUIRED FOR CITY-SIDE DEVELOPMENT
EXISTING RUNWAY- 2423M (INCLUDING DISPLACEMENT OF 147M) X 45M
3957M (PROPOSED RWY LENGTH AFTER EXTN.) X 45M
1534M (PROPOSED EXTENSION OF RWY) X 45M
NOTES:
1. ALL DIMENSIONS ARE IN MM.
2. ALL DIMENSIONS ARE SUBJECT TO PHYSICAL VERIFICATION AT SITE, DIMENSIONS MUST BE PHYSICALLY CHECKED BEFORE THE START OF WORK.
3. DRAWINGS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED. DISCREPANCY IF ANY, SHOULD BE BROUGHT TO THE NOTICE OF DEPARTMENT OF PLANNING.
4. FOR RELOCATION/CONSTRUCTION OF STRUCTURES, ALL DIMENSIONS ARE SUBJECT TO VERIFICATION AT SITE.
EXISTING FACILITIES:
1 Runway (09 / 27)
2a Old Terminal Building
2b New Terminal Building
3a Old Apron
7 Existing ATC Tower cum Technical Block & Cargo T.
7a ATC Tower cum Technical Block (Under Construction)
PLANNED FACILITIES:
A Future Runway Extension *
B1 Future Terminal (Phase-1) *
B2 Future Terminal (Ultimate) *
C1 Future Apron *
D Future Multi Level Car Parking
E Future Fuel Farm
F Future Hangar
K Service Block
TRICHY AIRPORT TAMILNADU
MASTER PLAN LAYOUT
TRICHY
SCALE: NTS
Ask AI Assistant
Simplify the document for me
By using AI Assistant, you agree to Generative AI User Guidelines


GRID MAP OF
TIRUCHIRAPPALLI AIRPORT
PARKING BAY DETAILS
BAY NO
LATITUDE
LONGITUDE
ELEV. IN FEET
ISOLATION BAY
SURVEYED BY
GEOID SURVEY TEAM
PERIOD OF SURVEY
03 APR 2023 TO 17 APR 2023
N(TRUE)
N(MAG)
ANNUAL RATE OF CHANGE
BUILT-UP AREA
CULTIVABLE LAND
DATE
AMENDMENTS


விமான நிலையம்
तिरुचिरापल्लि अन्तर्राष्ट्रीय हवाई अड्डा
TIRUCHIRAPPALLI INTERNATIONAL AIRPORT
DEPARTURE
D2
D3


Concept 3




Gate 1A-1B


4
5


Immigration
Exit


3 3

New Integrated Passenger Terminal Building (NIPTB)

- **New integrated terminal inaugurated on 02nd January 2024 and became operational on 11th June 2024.**
- **Capacity to handle 4.45 million passengers per annum (MPPA).**
- **Operating Domestic & International flights.**

New Integrated Passenger Terminal Building (ART Work)

Latest technologies implemented in NITB

- Colour Roofing and False Ceiling
- 250KWp roof top solar PV plant.
- Green Tariff availed for 33KV power supply.
- Low Energy Performance Index (EPI)
- Electronic Air Cleaner System
- Heat Recovery Units (HRUs).
- Chiller Plant Optimizer (CPO)
- Side Stream Filtration system
- Treated Fresh Air (TFA)
- Auto Tube Cleaning System (ATCS)
- Automatic Water Make-up System i/c pressurization and degassing
- Demand Control Valves
- Aspiration detection system
- Passenger Flow Management System (PFMS)
- Advanced Building Management System (BMS)
- Computed Tomography Explosive Detection System (CTEDS)
- Distributed Antenna System (DAS)
- Electro Mechanical Water Treatment System

Trichy Airport Characteristics

1	RWY Length	2423 X 45 M
2	RWY Orientation	09 – 27
3	Critical Aircraft	A321
4	Aerodrome reference code	4C
5	AFS provider company	AAI
6	Fire category	VII
7	Nos. of Aerobridges	Total – 10 nos. 5 nos. in Operation [Dom – 1+1* & Intl – 3+1* (*1* - Swing gate operations*)] *5 nos. new Aerobridges provided, awaiting DGCA approval for commissioning.*
8	Conveyor belts in Arrival	Total – 5 Nos. [Dom – 1+1* & Intl – 3+1* (1* - Swing gate operations)]
9	No. of Boarding gates (Remote/Contact)	Total – 5 nos. (Contact - Dom – 1 + Int – 4)
10	GLF Facility	Instrument Landing System (ILS), Runway, Parallel Taxi, Taxiways, Old & New Apron, Runway Lighting circuit – 2 Nos, PAPI 09/27, CAT I - Approach Lighting.

Trichy Airport Characteristics

11.	Land	702.02 acres
12.	Taxi Tracks	09 nos. (A, B, C, D ,E, F, G, H, J)
13.	Parking bays in Apron	Total – 19 nos. of Parking stands [11 (new) + 8 (in front of old NITB)]
14.	Aircraft Fuel Facilities	IOCL, BPCL, Reliance, HPCL
15.	Peak Hour Terminal Building Capacity	Total – 3480 Nos (Int– 2400 & Dom - 1080)
16.	Building Handling Capacity	4.45 MPPA
17.	No of X-BIS	Total - HB XBIS (Dual View) - 12 Nos. In Pre SHA – 8 Nos. (Dom – 3 nos. Int – 5 nos.) D to D - 1 Nos. And I to I – 1 Nos. Others - 2 Nos.
18.	No. of Check in Counters	Total – 56 nos. (Dom – 24 nos & Intl - 32 Nos)
19.	DGCA License validity	19th December 2027
20.	RVR Status	Available
21.	NAV Aids Available	Localizer, Glide Path, DVOR, NDB Available
22	Watch Hours	24x7
23	Immigration Counters	Total - 40 (20 DEP + 20 ARR)
24	Ground Handling Facility Provider	Bird Airport Services, AIASL, Agile
25	Cargo Operators	AAICLAS – International Cargo mainly perishable items like vegetables, bananas etc. to Gulf countries, Malaysia and Singapore.

Passenger Amenities/ Facilities

- Check in counters with CUTE & CUSS
- Self Check-in Kiosk
- PA systems
- In Line Baggage Screening system
- Flight Information Display Systems(FIDS)
- Child care rooms
- MI room
- Mobile Charging Stations
- Kids Play area
- Prayer Hall
- F&B and Retail outlets , Duty Free Shop
- Recliner Chairs
- Drinking water
- Reserved Lounge
- Executive Business Lounge
- CCTV system
- Free Wi-Fi
- Escalators and elevators
- Wheelchair assistance for PRM.
- May I Help You Services
- ATM counters, Money Exchange
- Buggy Services

Commercial Facilities

- Food & Beverages outlets
- Executive Lounges
- Duty Free Shops
- Money Exchange Counters
- Cab Aggregators
- Pre-paid taxi services
- Vehicle Parking
- Baggage wrapping facility
- Meet & Greet services

Divyangjan Facilities

- Dedicated seating in SHA
- Accessible routes with ramps / tactile paths
- Buggy / wheelchair services, priority check-in / security.
- Dedicated PRM accessible restrooms

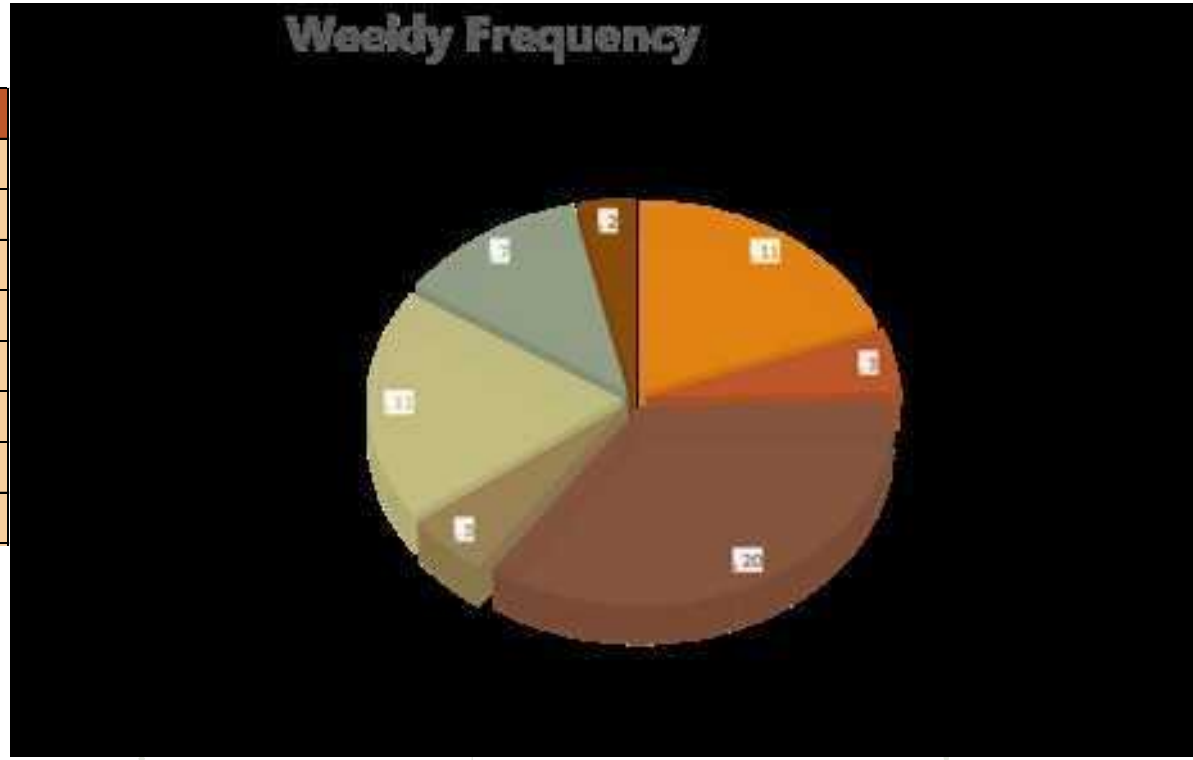
KIDS PLAY AREA

Airport Service Quality (ASQ)

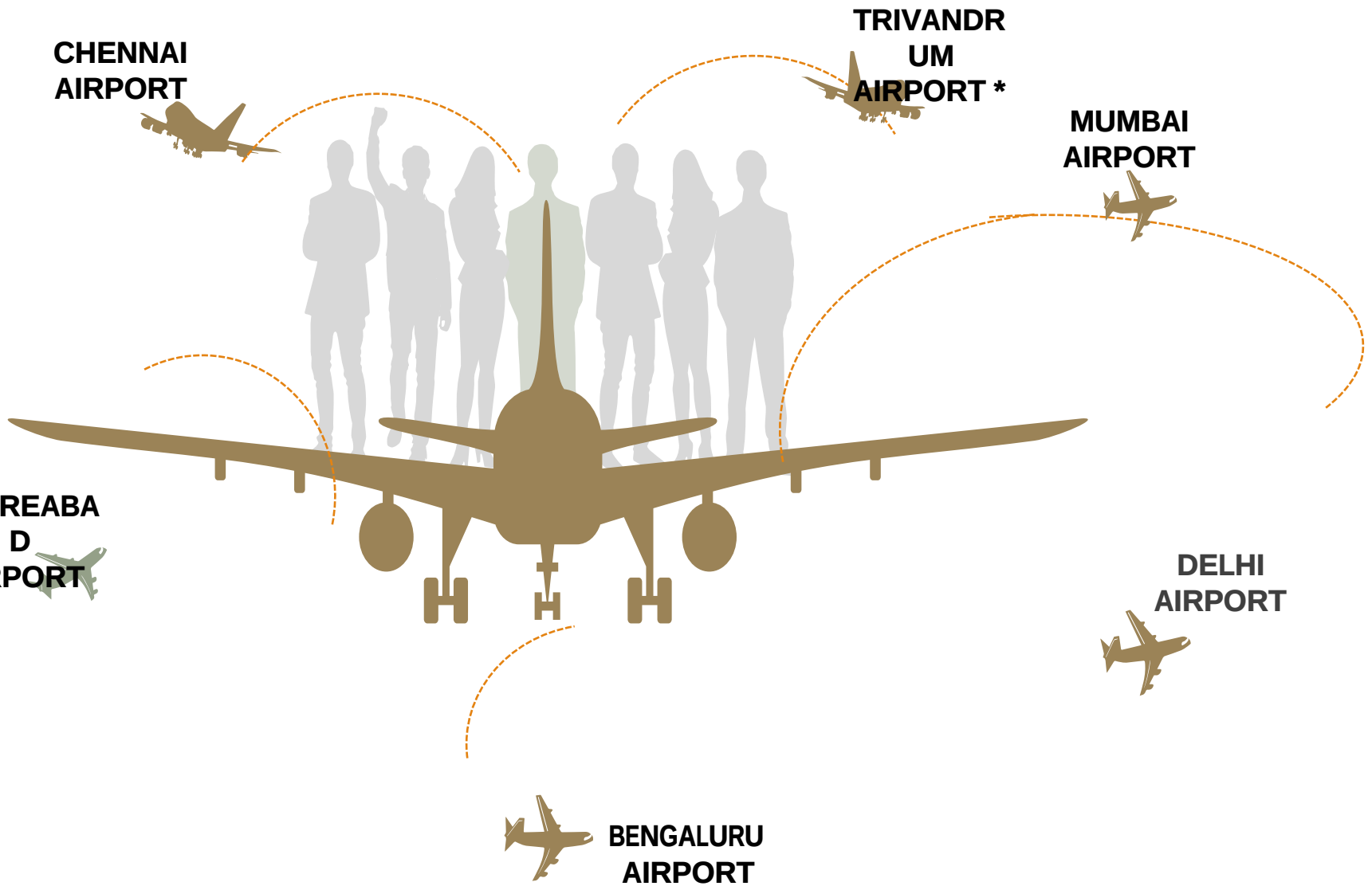
QTR/YEAR	2022	2023	2024	2025
QTR-1	4.88	4.90	4.89	4.94
QTR-2	4.90	4.90	4.91	4.85
QTR-3	4.86	4.91	4.81	4.66
QTR-4	4.81	4.85	4.97	4.94
Average for Year	4.86	4.89	4.89	4.85

AIR CONNECTIVITY OF TRICHY DOMESTIC

Airlines	Destination	Weekly Frequency
Indigo	Bengaluru	21
Indigo	Chennai	28
Indigo	Hyderabad	7
Indigo	Mumbai	3
Indigo	New Delhi	8
Air India Express	Bengaluru	8
Air India Express	Thiruvananthapuram	7
	TOTAL	82

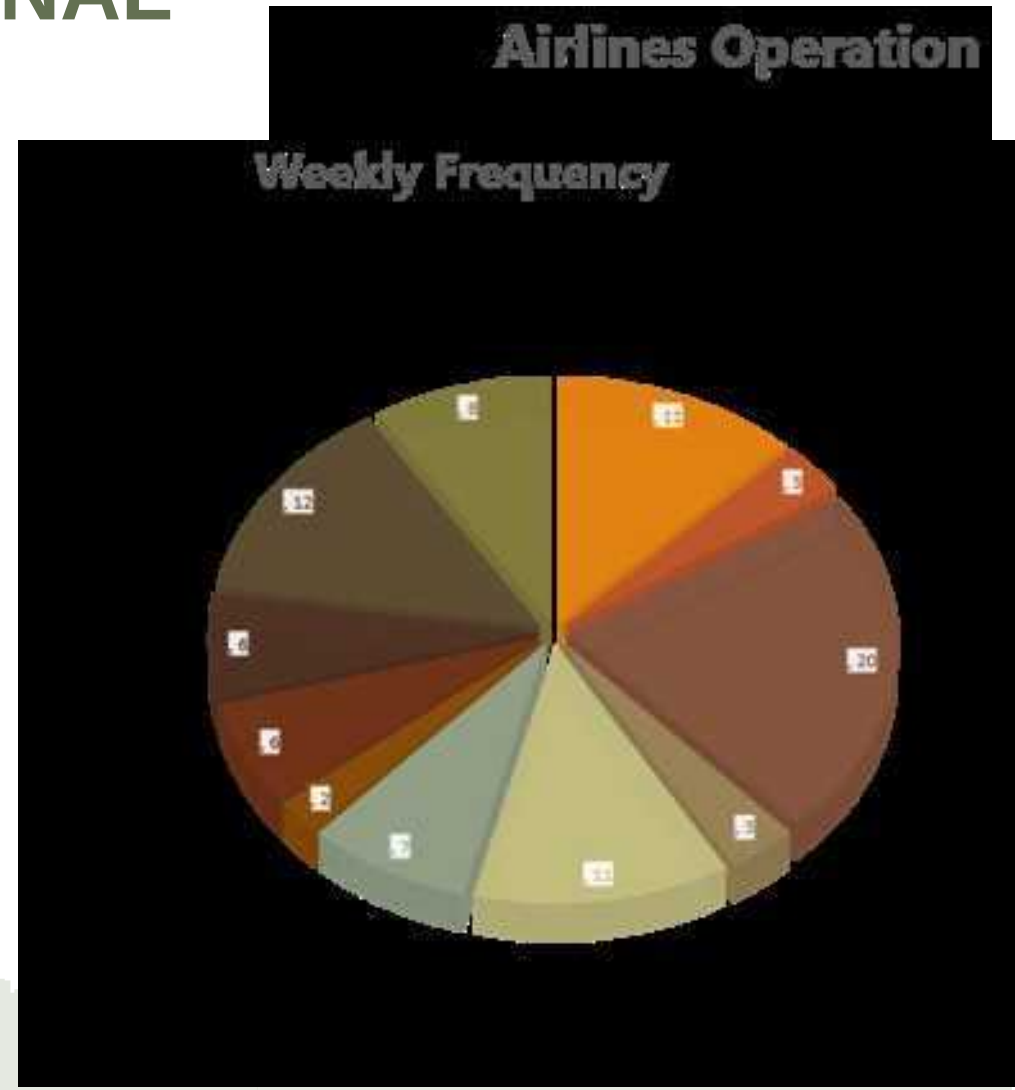


CONNECTIVITY WEEKLY OPERATIONS
Domestic operations – (Feb'26)

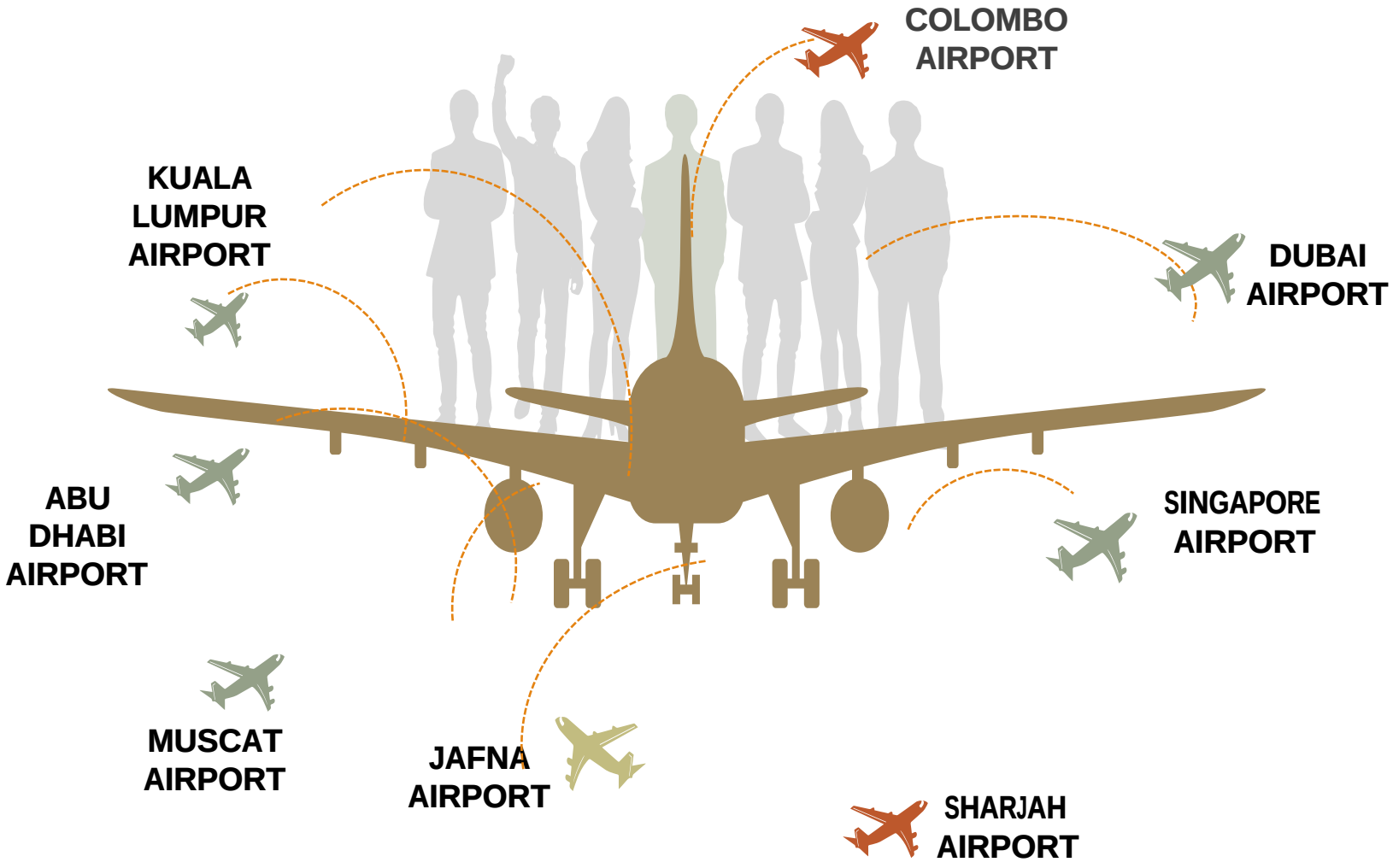


AIR CONNECTIVITY OF TRICHY INTERNATIONAL

Airline	Arrival Airport	Frequency
Indigo	Changi Singapore	11
Indigo	Jaffna	3
AirAsia	Kuala Lumpur	20
Air India Express	Abu Dhabi	3
Air India Express	Changi Singapore	11
Air India Express	Dubai	7
Air India Express	Muscat	2
Air India Express	Sharjah	6
Malindo Air	Kuala Lumpur	6
Scoot Tiger Air Pvt Ltd	Changi Singapore	12
Sri Lankan Airlines	Colombo	8
	TOTAL	89

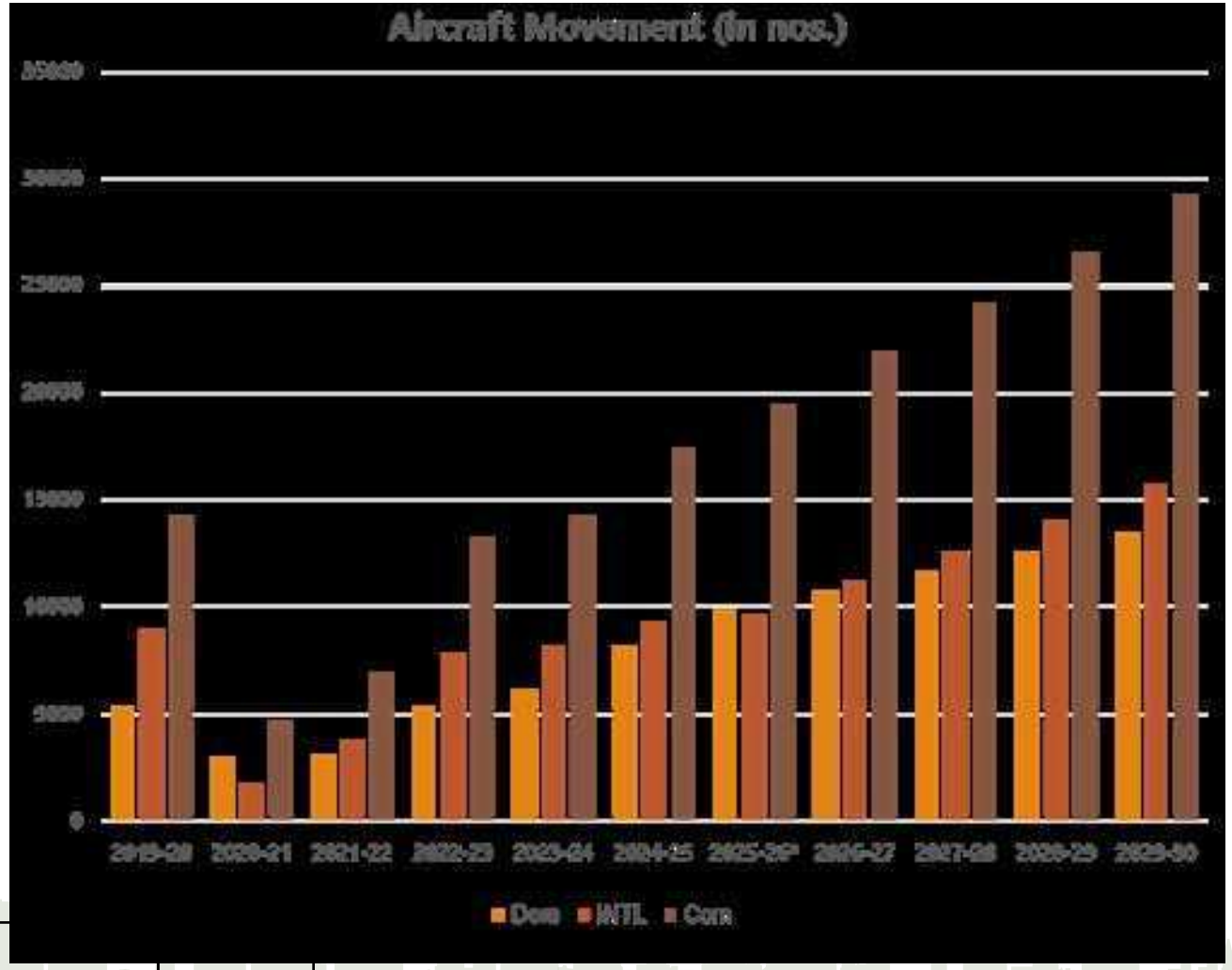


CONNECTIVITY WEEKLY OPERATIONS
International Operations – (Feb'26)



Total number of Aircrafts Movement (2019 to 2030) as on Jan2026

Year	ATM (in nos.)					
	Dom	%	INTL	%	Com	%
2019-20	5364		8896		14260	
2020-21	2978	-44%	1667	-81%	4645	-67%
2021-22	3083	4%	3795	128%	6878	48%
2022-23	5394	75%	7828	106%	13222	92%
2023-24	6088	13%	8226	5%	14314	8%
2024-25	8161	34%	9237	12%	17398	22%
2025-26*	9846	21%	9647	4%	19493	12%
2026-27	10732	9%	11191	16%	21923	12%
2027-28	11591	8%	12533	12%	24124	10%
2028-29	12518	8%	14037	12%	26555	10%
2029-30	13519	8%	15722	12%	29241	10%

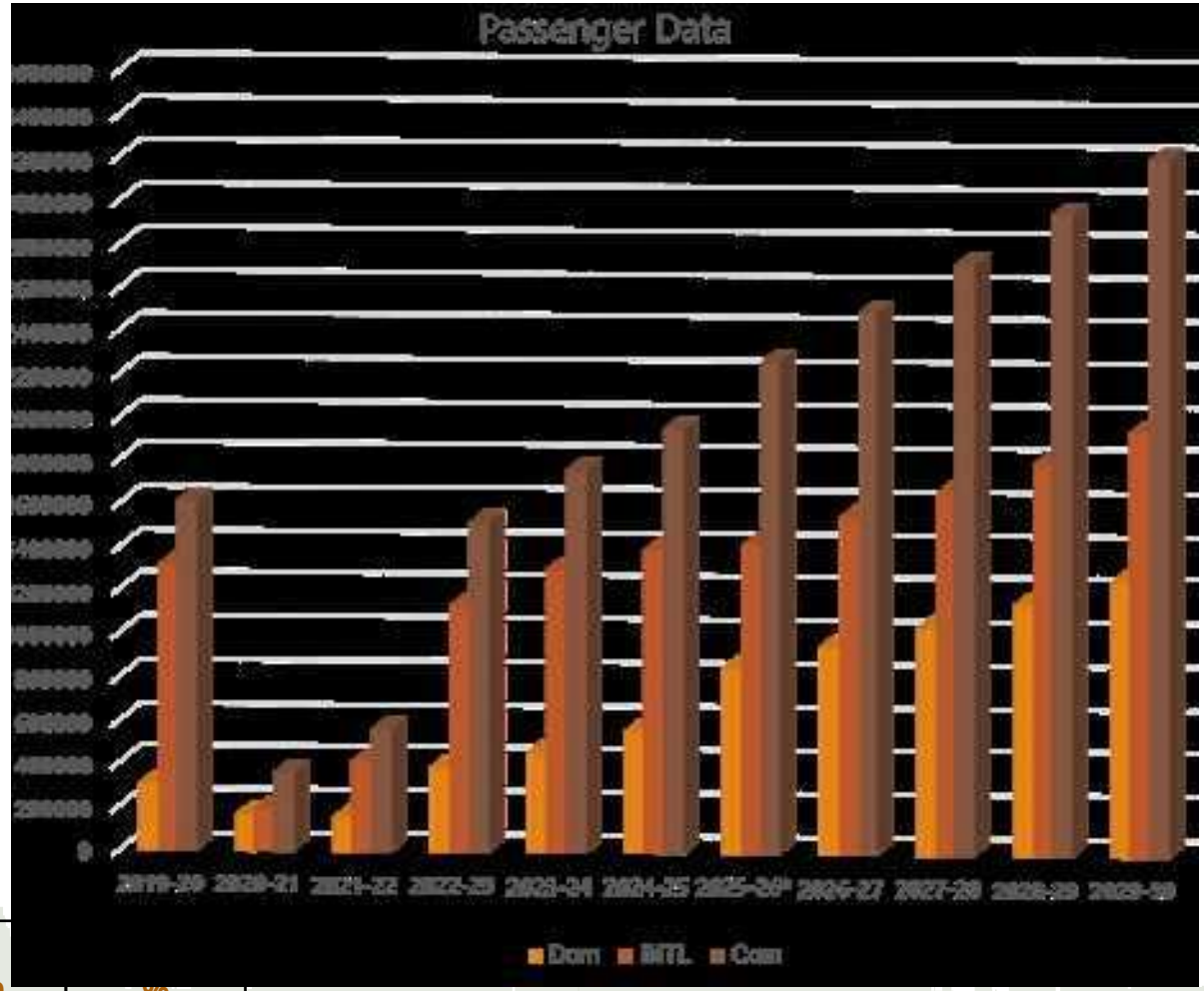


As per CP based on Nov 2025	Dom	%	INTL	%	Com	%
2025-26*	10217	25%	10715	16%	20932	20%

*** Projection may please be revised based on the actual upto Jan 2026 as shown above.**

Total number of Passengers Movement (2019 to 2030) as on Jan2026

Year	PAX					
	Dom	%	INTL	%	Com	%
2019-20	296073		1316419		1612492	
2020-21	164828	-44%	191075	-85%	355903	-78%
2021-22	149277	-9%	407430	113%	556707	56%
2022-23	380227	155%	1134033	178%	1514260	172%
2023-24	458756	21%	1305186	15%	1763942	16%
2024-25	558221	22%	1398630	7%	1956851	11%
2025-26*	851212	52%	1425326	2%	2276538	16%
2026-27	953357	12%	1553605	9%	2506963	10%
2027-28	1048693	10%	1677894	8%	2726587	9%
2028-29	1153563	10%	1812125	8%	2965688	9%
2029-30	1268919	10%	1957096	8%	3226014	9%



As per CP based on Nov 2025	Dom	%	INTL	%	Com	%
2025-26*	859976	54%	1524507	9%	2384483	22%

*** Projection may please be revised based on the actual upto Jan 2026 as shown above.**

Comparison of Capex-True up for 1st CP01.04.2020 to 31.03.2025

S.No.	Capex (Rs. in Cr.)	AAI	AERA	Disallowed by AERA
1	Construction of NITB incl. PMC	719.38	638.21	-81.17
2	Construction of Gopuram	3.54	0	-3.54
3	P/o Toilet in SHA	0.18	0	-0.18
4	Cons. Of tensile membrane fabric	3.77	0	-3.77
5	Wall to Wall grading work	1.41	0	-1.41
6	Construction of RCC drain	1.46	0	-1.46
7	Cons. and overlay of existing concrete pavement at fire station	1.98	0	-1.98
8	Widening of exisiting perimenter road	3.87	0	-3.87
9	Perimeter road and drainage	1.25	0	-1.25
10	New Bore wells in AAI Colony	0.27	0	-0.27
11	Chain link fencing at newely aquired land	0.75	0	-0.75
12	Cons. Of Compound wall, perimeter road, RCC drain for NITB	4.38	0	-4.38
13	Precast property wall around NITB	3.63	0	-3.63
14	Improvement of illumination of car parking area	0.23	0	-0.23
15	Biometric Access Control System	1.45	0	-1.45
16	Replacement of 3X400 TR cooling tower for existing	0.26	0	-0.26
17	250 KWP Solar PV power plant	1.18	0	-1.18
18	Apron Flood lighting for new and existing apron	1.15	0	-1.15
19	OFC Cable-ATC tower to NITB (AOCC)- New ATC	0.04	0	-0.04
20	Others plant & Machinery	5.41	0.46	-4.95
21	Supply of 01.no bomb inhibitor	0.11	0	-0.11
22	SITC of 3 nos. ETD	0.32	0	-0.32
23	Supply of 01 no fibre optic surveillance device	0.11	0	-0.11
24	Other tools & Equipments	1.31	0.21	-1.10
	Total	**757.44**	**638.88**	**-118.56**

Capex (True up) for 1st CP- Others

Wall to Wall Grading work - Rs. 1.41 cr disallowed by AERA (2023-24)

- The wall-to-wall grading work (levelling and grading of runway basic strip) was undertaken to comply the DGCA surveillance inspection observation.

- As per the Directorate General of Civil Aviation (DGCA) Surveillance inspection observance of Trichy airport for the year 2018 it is mentioned that "*the transverse slope of the runway strip is uneven, engulfed with vegetation and stones at few places. The runway strip at certain portion is 2" lower than the runway edge and it is not flushed with runway shoulder. The runway strip needs to be levelled, graded & transverse slope to be maintained as per* ***DGCA Civil Aviation Requirement (CAR) observation*****."**

- After the completion of runway re-carpeting work, it is observed by DGCA that the level difference between Runway shoulder edge and the basic runway strip are uneven. Which creates water logging and attracting birds activity causing threat to aircraft safety.

- The work was carried out with the approval of DGCA, and all relevant stakeholders were involved during the concept, design and execution level approval and commissioning level approval wherein the scope of work was elaborately explained in detail.

- The said work is purely unplanned and undertaken to comply the observation raised by DGCA, In view of the above, it is requested to consider the CAPEX amount of Rs. 1.41 Crores (Table –10 Sl. No 3 pg no:31 of CP 06/2025-26).

Leveling and grading of runway basic strip carried out to ensure proper drainage of rainwater to comply with DGCA observations.

Capex (True up) for 1st CP- Others

Construction of RCC Drain and strengthening of Unpaved area -Rs. 1.46 cr disallowed by AERA (2021-22)

- Water logging was noticed in 09 side runway with increased bird movement causing potential threat to the safety of aircraft movement as there was no proper drainage system available. Also unpaved area near to Air India engineering office was causing issues in the movement of their Ground Support Equipment (GSE) .

- The said CAPEX has been incurred for improving the drainage system to ensure proper disposal of rainwater from the runway basic strip at RWY 09 side, mitigate flooding of runway along with RESA and connecting the existing drainage and thereby maintaining the runway basic strip in compliance with **ICAO standards for safe aircraft operations**.

- Further, strengthening of the unpaved surface has been undertaken to facilitate the movement and operation of Ground Support Equipment (GSE) used by airlines, thereby enhancing the efficiency of aircraft operations.

- As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred due to operational requirement. Such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period

- The said work is purely of the operational requirement. In view of the above, it is requested to consider the CAPEX amount of Rs. 1.46 Crores. (Table –11 Sl. No 1 pg no:32 of CP 06/2025-26).


7th Cross St
8th Cross St
VKN HANGER
Temporarily closed
Airport PCA Church
Take off/Landing View
Point Trichy Airport
Rockfort Nursery Garden
Google Maps


7th Cross St
8th Cross St
VKN HANGER
Temporarily closed
Airport PCA Church
Take off/Landing View
Point Trichy Airport
Rockfort Nursery Garden
Google Maps

Capex (True up) for 1st CP- Others

Construction and overlay of existing concrete pavement at fire station including construction of approach road -Rs. 1.98 cr disallowed by AERA (2024-25)

- The newly constructed parallel Taxi track crosses the Fire Station approach road to Runway. There is a level difference of 1.35 M around fire station hard stand and top finished level of parallel taxi. The CFT vehicles are required to approach the runway by crossing parallel taxi track. Besides, the existing approach road between fire station hard stand and parallel taxi & the road between parallel taxi and RWY was required to be elevated accordingly to match the top level of parallel taxi. Accordingly the fire station approach road has been overlaid to enable the movement of CFT vehicles as per operational requirements.

- Also, the existing concrete pavement around the Fire Station has been overlaid to raise the pavement level and to eliminate water inundation during rains which is a threat to aircraft safety.

- As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred due to operational requirement. Such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period.

In view of the above, it is requested to consider the CAPEX amount of Rs. 1.98 Crores. (Table –11 Sl. No 2 pg no:32 of CP 06/2025-26).

Capex (True up) for 1st CP- Others

Widening of existing perimeter road and approach road & CAT-I approach lighting system -Rs. 3.87 cr disallowed by AERA (2024-25)

- The existing perimeter road was narrow (approximately 3 meters wide), which was unable to cater the efficient movement of Crash Fire Tender (CFT). This posed a potential threat to passenger and aircraft safety in case of any emergency.

- The said work was carried out to maintain the readiness and efficiency of airport rescue and firefighting services (CFT) as per Fire Manual requirement. Also, the perimeter road is connected to the newly constructed terminal building service road for creating the uninterrupted vehicular and CFT movements. These are critical for maintaining airport Fire safety standards and ensuring quick response times in accordance with operational requirements.

- Further, the approach road in the existing CAT-I Approach Lighting System area has been extended, including the construction of a footpath to facilitate effective maintenance of the approach lighting system, which is essential for safe aircraft landing operations.

- As this CAPEX undertaken based on operational requirements, the expenditure was incurred due to operational requirement.

- Again such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period. In view of the above, it is requested to consider the CAPEX amount of Rs. 3.87 Crores. (Table –11 Sl. No 3 pg no:32 of CP 06/2025-26).

CAT - I Approach Perimeter Road

Operational Road Perimeter Road

Capex (True up) for 1st CP- Others

Perimeter road and drainage - Rs. 1.25 cr disallowed by AERA (2024-25)

- NITB along with service road was constructed in the isolated barricaded area which was to be connected with the existing operational area for uninterrupted vehicular and CFT movements to maintain the airport safety standards.

- The existing perimeter road was extended and connected with the NITB along with associated drainage works to secure the operational area adjoining the NITB including the new apron area and two operational vehicle gates, to ensure smooth movement of security patrol and maintenance vehicles along the airport boundary and to improve the drainage system to prevent water stagnation in the surrounding areas.

- These works are essential for maintaining operational safety and security in accordance with the standards and requirements prescribed by **BCAS**.

- AAI therefore submits that the said work was taken as **mitigating measures for aircraft safety**. In view of the above, it is requested to consider the CAPEX amount of Rs. 1.25 Crores. (Table –11 Sl. No 4 pg no:32 of CP 06/2025-26).

Capex (True up) for 1st CP- Construction of New Terminal Building

Construction of New Terminal Building - Rs. 81.17cr disallowed by AERA (2023-24)

- The NITB project was approved by PIB (Ministry of Finance), Further CAG audit as well as Internal audit also conducted for NITB project.

- The increase in amount, is mainly due to cost escalation (due to the **COVID-19** pandemic causing nationwide lockdown & non-availability of oxygen affecting the supply of manpower & materials, *cyclone Nivar* in Nov 2020, *cyclone Burevi* in Dec 2020 and *cyclone Jawad* in Nov-Dec 2021, non availability of vessels for imported items transfer, non availability of electronic chips etc. which is beyond our control) ***and not due to Re-configuration work as mentioned in the CP 06/2025-26***. The subsequent increase in the cost of manpower and construction materials (like make in China is disallowed and conveyor to be made through Make in India as per Govt. policy which increased the cost) is also contributed to escalation in the overall project cost.

- Though capacity is increased from 3.63 MPPA to 4.45 MPPA, total area of building remains same i.e. 75,000 sq.mt. Only modification inside the building like removal of partition wall, providing additional counters, augmentation of conveyor due to increase in Check-in counters, providing additional XBIS in SHA was undertaken to meet the passenger peak hour capacity (PHP) mainly of domestic (in view of increase in domestic passengers from 20% to 40% and minimum two domestic flights in one hour as per slot allotment) for better space efficiency, increased passenger capacity, efficient flow of passengers, removal of bottlenecks and to increase the peak hour capacity of Terminal Building. **Moreover the modification work in conveyor cannot be carried out in the operational Airport.**

- The PAX projection is expected to meet 4.45 MPPA by 2032-33 which is 9th year from the date of Operation of NITB *(i.e. June 2024*). Accordingly, the development of the NITB and associated infrastructure was planned to meet the anticipated passenger demand and ensure adequate level of service for airport users.

- **AUCC meeting was conducted for the said project in the year 2020.** Additionally, various meeting was conducted with the stakeholders on the projects undertaken like PBB, BHS, Apron, NITB etc., under various timelines (viz. before execution, during implementation and completion) from BCAS & DGCA. In view of the above, it is requested to consider the CAPEX amount of Rs. 81.17 Crores. (Table –12 Sl. No 1 pg no:33 of CP 06/2025-26).

New Integrated Terminal Building at Trichy Airport (Passenger Handling Capacity)

- Terminal Building planned in 2015-16 considering traffic projection base year as 2014-15 (Dom- 0.09 Million, Int'l – 1.09 Million, Total- 1.18 Million).

- The designed PHP of Terminal Building was **2900 Pax. (2300 Int'l + 600 Dom)** & the annual capacity as 3.52 MPPA for saturation year of 2025-26.

- **Work awarded** in the year **2018**. The work was completed in December 2023 & Building inaugurated in January 2024.

- However, the Traffic projection was revised in 2022 (post-covid; base year as 2019-20) & as per the revised traffic projection the Terminal would saturate for domestic passengers in the year 2026-27 for designed domestic PHP of 600 Pax. and corresponding Annual Passenger Handling Capacity of 0.62 MPPA (as per IMG norms).

- Hence, in 2022, during the ongoing work, the floor plan of the Terminal Building was reconfigured within the same building area and the Designed PHP was Increased to 3480(1080 Dom +2400 Int'l) and the corresponding Annual Passenger Handling Capacity was revised as 4.45 MPPA ((as per IMG norms) with saturation year as 2032-33.

POST-COVID TRAFFIC FORECAST - TRICHY AIRPORT			
YEAR	PASSENGERS (in Nos.)		
	International	Domestic	Total
2019-20	1316419	296073	1612492
2020-21	191075	164828	355903
2021-22	407430	149277	556707
2022-23 ESTIMATED	1200000	373193	1573193
FORECAST			
2023-24	1380000	447831	1827831
2024-25	1573200	528441	2101641
2025-26	1761984	591853	2353837
2026-27	1973422	662876	2636298
2027-28	2170764	729163	2899928
2028-29	2387841	802080	3189921
2029-30	2626625	882288	3508913
2030-31	2836755	961694	3798448
2031-32	3063695	1048246	4111941
2032-33	3308791	1142588	4451379
2033-34	3573494	1245421	4818915
2034-35	3859374	1357509	5216883
2035-36	4168123	1466110	5634233
2036-37	4501573	1583399	6084972
2037-38	4861699	1710071	6571770
2038-39	5250635	1846876	7097511
2039-40	5670686	1994626	7665312

Capex (True up) for 1st CP- Construction of New Terminal Building

Construction of Gopuram in forecourt of NITB - Rs. 3.54 cr disallowed by AERA (2023-24)

- The construction of Gopuram was envisaged to enhance the aesthetic appearance of the terminal forecourt and *to symbolize the local architectural heritage and cultural identity of the region*. The structure has been designed as an architectural feature reflecting traditional temple architecture commonly associated with the region, thereby creating a distinctive visual identity for the airport and enriching the overall passenger experience as the major PAX footfall is of International.

- Further, the expenditure also includes associated civil and electrical works required for structural stability, lighting, and illumination of the structure, which contribute to improved ambience and visibility in the forecourt area of the New Integrated Terminal Building (NITB).

- In view of the above, it is requested to consider the CAPEX amount of Rs. 3.54 Crores (Table –12 Sl. No 6 pg no:34 of CP 06/2025-26).

Capex (True up) for 1st CP

Provision for toilet for passengers in extended SHA (Rs. 0.18 cr) disallowed by AERA (2022 - 23)

- The capacity of old terminal building is 1.5 MPPA.
- The said provision was made in the old NITB as part of passenger facilitation measures as there was congestion in existing SHA in old NITB.
- The old kitchen area converted as extended SHA area by the way of constructing the connecting corridors from existing SHA to extended SHA. Accordingly, the passenger toilet facility provided in the extended SHA area.
- The installation of additional toilet facilities was necessary to accommodate the increasing passenger movement and to ensure adequate passenger amenities within the terminal area.
- This improvement was undertaken to maintain appropriate passenger service standards and to provide improved comfort and convenience for passengers utilizing the extended SHA area.
- As this CAPEX pertains to an infrastructure improvement project undertaken based on operational requirements, the expenditure was incurred as and when required. Such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period
- In view of the above, it is requested to consider the CAPEX amount of Rs. 0.18 Crores (Table –12 Sl. No 7 pg no:34 of CP 06/2025-26).

Capex (True up) for 1st CP- Construction of New Terminal Building

Construction of tensile membrane fabric around column capitals and gopuram vestibule- Rs. 3.77 cr disallowed by AERA (2024-25)

- Gopuram vestibules (04 nos. for departure entry gates and 02 nos. for arrival exit gates) have been constructed at the New Integrated Terminal Building (NITB).

- Further, tensile membrane fabric has been provided around the column capitals as part of the original conceptual architectural design drawing of NITB. These works were undertaken to maintain architectural uniformity with the overall design theme of the NITB and to enhance the aesthetic appearance of the terminal forecourt.

- The tensile membrane structure also contributes to improved visual ambience and enhances the passenger movement areas, thereby improving the overall passenger experience at the terminal.

- In view of the above, it is requested to consider the CAPEX amount of Rs. 3.77 Crores (Table –12 Sl. No 8 pg no:34 of CP 06/2025-26).


Entry D3
PASSENGER EXIT


Entry D1

Capex (True up) for 1st CP- Others

Construction of boundary wall and providing chain link fencing at newly acquired land - Rs. 0.75 cr disallowed by AERA (2023-24)

- The boundary wall has been constructed to establish the operational boundary and to secure the **Simple Approach Lighting System (SAPL)** of Runway 09 on the city side (located on the other side of the highway road), which is essential for the safe landing of aircraft.

- The provision of boundary wall and chain link fence was necessary to prevent any inadvertent or premeditated access by unauthorized persons, in compliance with **ICAO requirements (Clause 9.10.2 of Annex 14) and DGCA CAR requirements (Clause 9.11.4 of Section 4, Series 'B', Part I).**

- Such protection is essential for maintaining the integrity and security of the approach lighting system and associated airside infrastructure.

- As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred as and when required. Such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period.

- In view of the above, it is requested to consider the CAPEX amount of Rs. 0.75 Crores. (Table –14 Sl. No 2 pg no:36 of CP 06/2025-26).

Capex (True up) for 1st CP- Others

Construction of compound wall, perimeter road, RCC drain for NITB - Rs. 4.38 cr disallowed by AERA (2024-25)

- The compound wall has been constructed to extend and secure the operational area adjoining the NITB, including the new apron area and two operational vehicle gates. The compound wall forms part of the operational boundary wall required for securing the operational area in compliance with BCAS requirements.

- Further, a perimeter road and RCC drain have been constructed along the said compound wall to facilitate operations of the two operational vehicle gates of the NITB and **to enable security patrolling by CISF as mandated under BCAS requirements.**

- These works are essential for safeguarding airport infrastructure, facilitating operational movement around the terminal area, and preventing water accumulation that may adversely affect airport operations and are essential for maintaining **operational safety and security in accordance with the standards and requirements prescribed by BCAS.**

- As this CAPEX project undertaken based on operational requirements, the expenditure was incurred as and when required. **Such works cannot always be envisaged in advance**; hence the proposal was not included in the proposed CAPEX plan for the First Control period.

- In view of the above, it is requested to consider the CAPEX amount of Rs. 4.38 Crores. (Table –14 Sl. No 3 pg no:36 of CP 06/2025-26).

Compound wall, perimeter road, RCC drain for NITB

Capex (True up) for 1st CP- Others

Construction of pre-cast property wall around NITB (Rs. 3.63 cr disallowed by AERA) – 2024-25

- The said CAPEX has been incurred for the construction of a precast property wall on the city side of the New Integrated Terminal Building (NITB) to ensure security and protection of vital airport infrastructure and passenger movement areas.

- The property wall has been constructed to secure critical installations such as the 33 kV HT yard feeding power supply to NITB, the **33 kV substation, the new Sewage Treatment Plant (STP), the airport water supply system, and the car parking area**. In addition, the wall provides enhanced security for passenger movement in the city-side area of the terminal.

- The provision of the property wall has also been considered as part of the **BCAS security vetting requirements** and is reflected in the relevant approved drawings wherein the scope of work was elaborately in detail.

- As this CAPEX project undertaken based on operational requirements, the expenditure was incurred as and when required**. Such works cannot always be envisaged in advance**; hence the proposal was not included in the proposed CAPEX plan for the First Control period.

- In view of the above, it is requested to consider the CAPEX amount of Rs. 3.63 Crores. (Table –14 Sl. No 4 pg no:36 of CP 06/2025-26).

Capex (True up) for 1st CP- Others

Biometric Access Control Systems-Rs. 1.45 cr disallowed by AERA (2020-21)

The Biometric Access Control System for the Old NITB has been implemented by CHQ. The system has been installed to facilitate centralized access control for staff entry within the terminal premises, thereby enhancing security and monitoring of personnel movement. (Table –15 Sl. No 8 pg no:37 of CP 06/2025-26).

Replacement of 3x400TR cooling tower for existing HVAC Plant (Elect)- Rs.0.26 cr disallowed by AERA (2021-22)

Three numbers of 400 TR cooling towers were installed at the HVAC plant serving the Old NITB terminal, and these cooling towers were operating round the clock. Over time, the rooftop insulators deteriorated due to ageing. Additionally, the cooling load increased significantly because of increased flight operations and the addition of electrical equipment such as ovens, hot plates, refrigerators, and ice makers at various food and beverage counters. As a result, the cooling efficiency of the existing cooling towers was reduced.

The procurement of the cooling towers was essential to maintain the operational efficiency of the HVAC system and to continue providing optimal air conditioning services to the terminal and to reduce suffocation of passenger. Hence, it is requested that the Authority may kindly consider the said CAPEX. (Table –15 Sl. No 9 pg no:37 of CP 06/2025-26).

Capex (True up) for 1st CP- Others

250 KWP Solar PV power plant - Rs. 1.18 cr disallowed by AERA (2022-23)

A 250 KWP solar PV power plant has been installed at the NITB service yard rooftop as part of the **original scope of work** for the NITB project, which forms part of the A/A&E/S estimate of overall project cost of 951 Crores and envisaged in the original conceptual design of NITB **as part of GRIHA.**

This installation aligns with the **GRIHA-4** norms for energy conservation and contributes to the airport's efforts towards sustainability and renewable energy usage.

The solar power plant will enhance the airport's energy efficiency and reduce dependency on non-renewable energy sources and it results in reduction of electricity cost of Rs. 28.92 Lakhs per annum by producing 3,81,449/- units for the year 2025..

In view of the above, it is requested to consider the CAPEX amount of Rs. 1.18 Crores. (Table –15 Sl. No 10 pg no:37 of CP 06/2025-26).

Capex (True up) for 1st CP- Others

Apron flood lightings for new and existing apron - Rs. 1.15 cr disallowed by AERA (2022-23)

The new apron is part of the original scope of work for the NITB project, part of the A/A&E/S estimate of overall project cost of 951 Crores and envisaged in the original conceptual design of NITB.

Apron flood lighting has been provided to meet ICAO requirements (Clause 5.3.24.1 of Annexure 14) and DGCA CAR requirements (Clause 5.3.24.2 of Section-4, Series 'B', Part I) for supporting safe and efficient aircraft operations

The flood lighting installation ensures compliance with international safety standards and facilitates smooth aircraft movement during night-time or low-visibility conditions.

In view of the above, it is requested to consider the denied CAPEX amount of Rs. 1.15 Crores. (Table –15 Sl. No 11 pg no:37 of CP 06/2025-26).

18. COST ESTIMATE

18.1 BASIS OF PRELIMINARY ESTIMATE

Data Available

i) Total area for the planned development

ii) CPWD Plinth area rates (1.10.12)

iii) Supplementary Plinth area rates (1.10.2013 for Specialized E & M works 2014)

iv) DSR Volume 1 & 2 2016, as published by the CPWD and market rates.

18.2 METHODOLOGY ADOPTED

- The Estimate was prepared based on Architectural concept design Areas and the major capacities of Services as worked out by the Designers for the Electrical works, HVAC works, plumbing works based on the area and the capacity. Further rough indicative requirements for equipments was also assessed and indicated for the costing.
- Rates were considered on the basis of the Plinth area rates document published by Central PWD and the supplementary rates as published by the CPWD. A cost index as per the DSR 2016 was used to update the cost to present day.
- A provision of Contingency @ 3% is added to the total cost as design is in a very preliminary stage.
- For items not part of the PAR, preliminary estimate based on market rates have been considered.
- ESI and PF on the labour component are not considered separately.
- Cost Index including GST for DPAR 2011= 29.6%, On DPAR 2014(E&M)=17.28% & On DSR 2016 = 27.06%

18.3 RESULT

Sl No	Description	Estimated Cost
1	**Passenger Terminal Building and Miscellaneous works**	
	Civil & Electrical Works	5550495609.00
	Airport system and equipments	602840380.00
	Airport IT Network	217323014.00
	Baggage Handling System	2025000000.00
	Passenger Boarding Bridge and VDGS equipments	1750000000.00
	Total cost of Terminal building	**8148159003.00**
	Add for PPC Service(Asset/Unit Cost)	322796000.00
	COST OF TERMINAL BUILDING	**8470949003.00**
2	**Apron for 10 bays, Isolation Bay, Associated Link Taxiways and GSE Area**	614775000.00
3	**New ATC tower cum technical block**	1500000000.00
	GRAND TOTAL	**9235724003.00**
	Add 3% for contingencies	**277071720.09**
	GRAND TOTAL	**9512795723.09**
	Say Rs. (in Crore)	**951.28**

UPGRADATION OF PASSENGER TERMINAL BUILDINGS AND AIRSIDE FACILITIES AT TIRUCHIRAPALLI (TRICHY) INTERNATIONAL AIRPORT.

Summary - II

PRELIMINARY ESTIMATE

Sl. No.	Description	Unit	Estimated Cost (INR)	Cost in Crores (INR)
I. A	Civil Work	Rs.	3,24,38,81,360.00	324.39
B	Plumbing work	Rs.	8,97,01,349.56	8.97
C	Electrical work	Rs.	51,21,22,178.49	51.21
D	Sub-Station Equipments	Rs.	45,36,02,022.00	45.36
E	Fire Fighting	Rs.	8,43,32,728.00	8.43
F	HVAC & BMS Works	Rs.	48,04,35,232.00	48.04
G	Development of Site	Rs.	22,32,30,140.00	22.32
H	Construction of Elevated approach roads	Rs.	46,42,56,000.00	46.43
I	Superior Finishes	Rs.	1,02,18,76,438.00	102.19
J	Interior Works	Rs.	9,86,14,400.00	9.86
K	Art Work	Rs.	1,50,00,000.00	1.50
L	Elevators , Escalators & Travelators	Rs.	9,20,00,000.00	9.20
M	Furniture &Counters	Rs.	2,90,00,000.00	2.90
N	Misc structure (Sub station , security hut etc)	Rs.	12,14,43,310.00	12.14
O	Provision for Renewable Energy System	Rs.	2,10,00,000.00	2.10
	Sub-Total	**I**	**6,95,04,95,609.00**	**695.05**
P	Airport system and equipments	Rs.	60,28,40,380.00	60.28
Q	Airport IT Network	Rs.	21,73,23,014.00	21.73
R	Baggage Handling System	Rs.	20,25,00,000.00	20.25
S	Passenger Boarding Bridge and VDGS equipments	Rs.	17,50,00,000.00	17.50
	Sub-Total	**II**	**8,14,81,59,003.00**	**814.82**
2	**Apron for 10 bays, Isolation Bay, Associated Link Taxiways and GSE Area**		**61,47,75,000.00**	**61.48**
3	**New ATC tower cum technical block**		**15,00,00,000.00**	**15.00**

Capex (True up) for 1st CP- Others

Others plant & machinery - Rs. 1.18 cr disallowed by AERA

- The Other plant & machinery have been procured for day-to-day airport operations and include essential safety equipment used for ensuring safe and efficient passenger handling and operational activities at the airport. These items are necessary for maintaining operational standards, safety requirements, and service quality at the airport.

- As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred as and when required. Such works cannot always be envisaged in advance; hence the proposal was not included in the proposed CAPEX plan for the First Control period.

Accordingly, it is requested that the Authority may kindly consider the said CAPEX.

Computers: end users - Rs. 0.38 cr disallowed by AERA

- The said CAPEX expenditure towards procurement of end-user IT hardware, including laptops, printers, and routers for CCR and AOCC functions is incurred for uninterrupted communication, effective supervision of airside and terminal operations, and timely response to operational and safety-related events. While administrative functions may also benefit, the primary purpose of the procurement is to strengthen operational control and support passenger-facing services indirectly by enabling more effective management of airport operations.

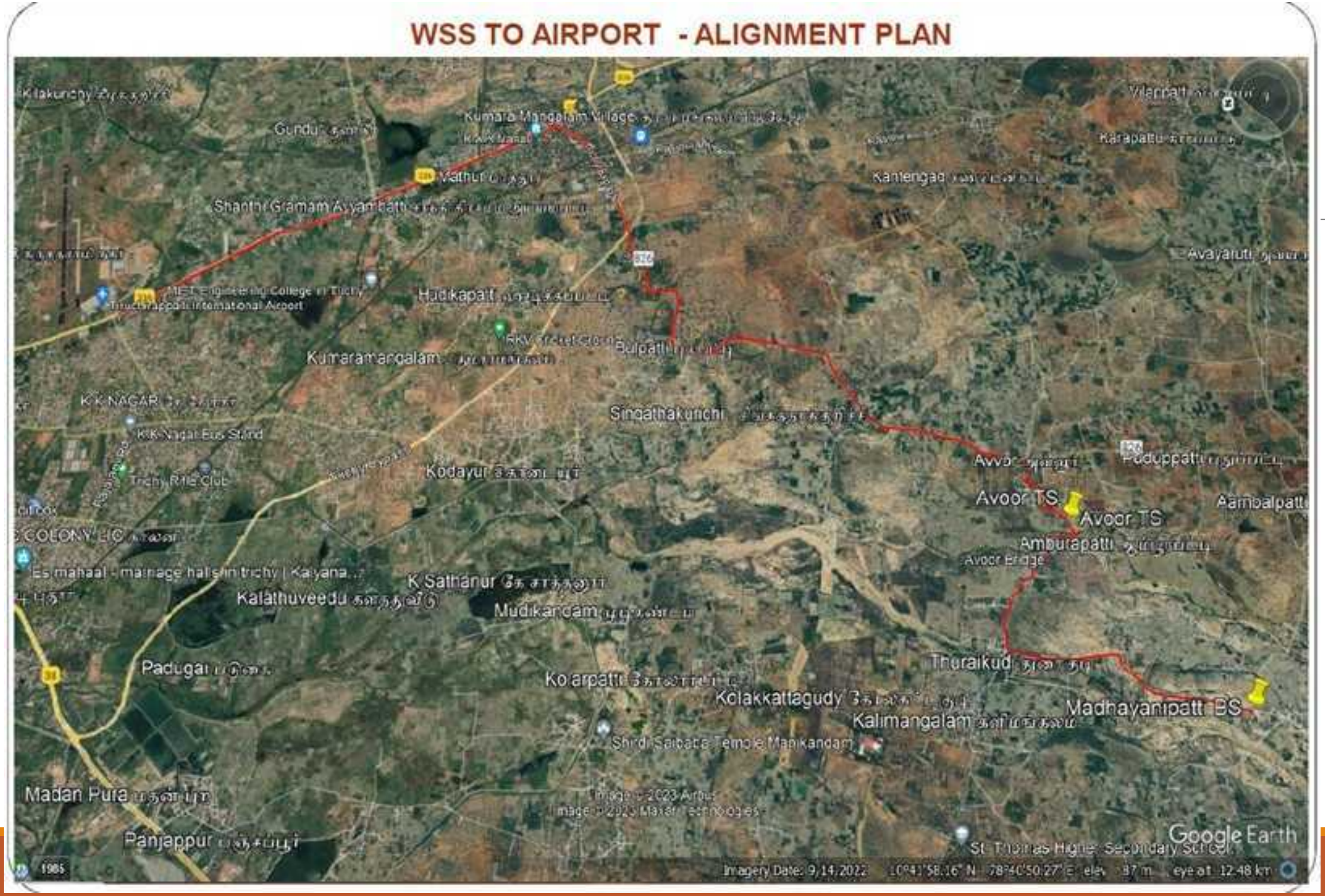
Capex (True up) for 1st CP- Others

Water connection works – Rs. 15.10 Crores (2023-24)

- As per Environmental clearance obtained for NITB, ground water cannot be used. Hence water supply from Tamil Nadu Water Supply and Drainage Board (TWAD Board) for NITB operations has been availed. The said amount of Rs. 15.10 Crores is paid to TWAD Board (Govt. of Tamil Nadu) for availing the water through pipeline from their pumping station which is 13.5 KM away and is not in AAI Premises.

- **As per the accounting policy "expenditure not represented by AAI Assets" is charged off as Revenue expenses. Since it is not AAI asset, this may be considered as Revenue expenditure** (Table –15 Sl. No 29 pg no:38 of CP 06/2025-26) **and not to treat as CAPEX.**

WSS TO AIRPORT - ALIGNMENT PLAN



Comparison of Capex-True up for 1st CP01.04.2020 to 31.03.2025

Tools & Equipment cost	AAI	AERA	Disallowed	Remarks Rs. In Crores
Supply of 01.no bomb inhibitor	0.11	0	-0.11	The said items are required for safety and security of the airport(Operational requirement) -Supply items.
SITC of 3 nos. ETD	0.32	0	-0.32	
Supply of 01 no Fiber optic surveillance device	0.11	0	-0.11	
Other tools & Equipment	1.31	0.21	-1.10	Procured for day-to-day operations requirement.
* Inline Baggage Handling System	87.09	0	-87.09	
Total	**88.94**	**0.21**	**-88.73**	

***Inline Baggage Handling system in NITB along with HB & RB of Rs.87.09 crores has been submitted by AAI in MYTP, However due to linking error in financial model, AERA has not considered in CP06/2025-26. AERA is requested to consider the same.**

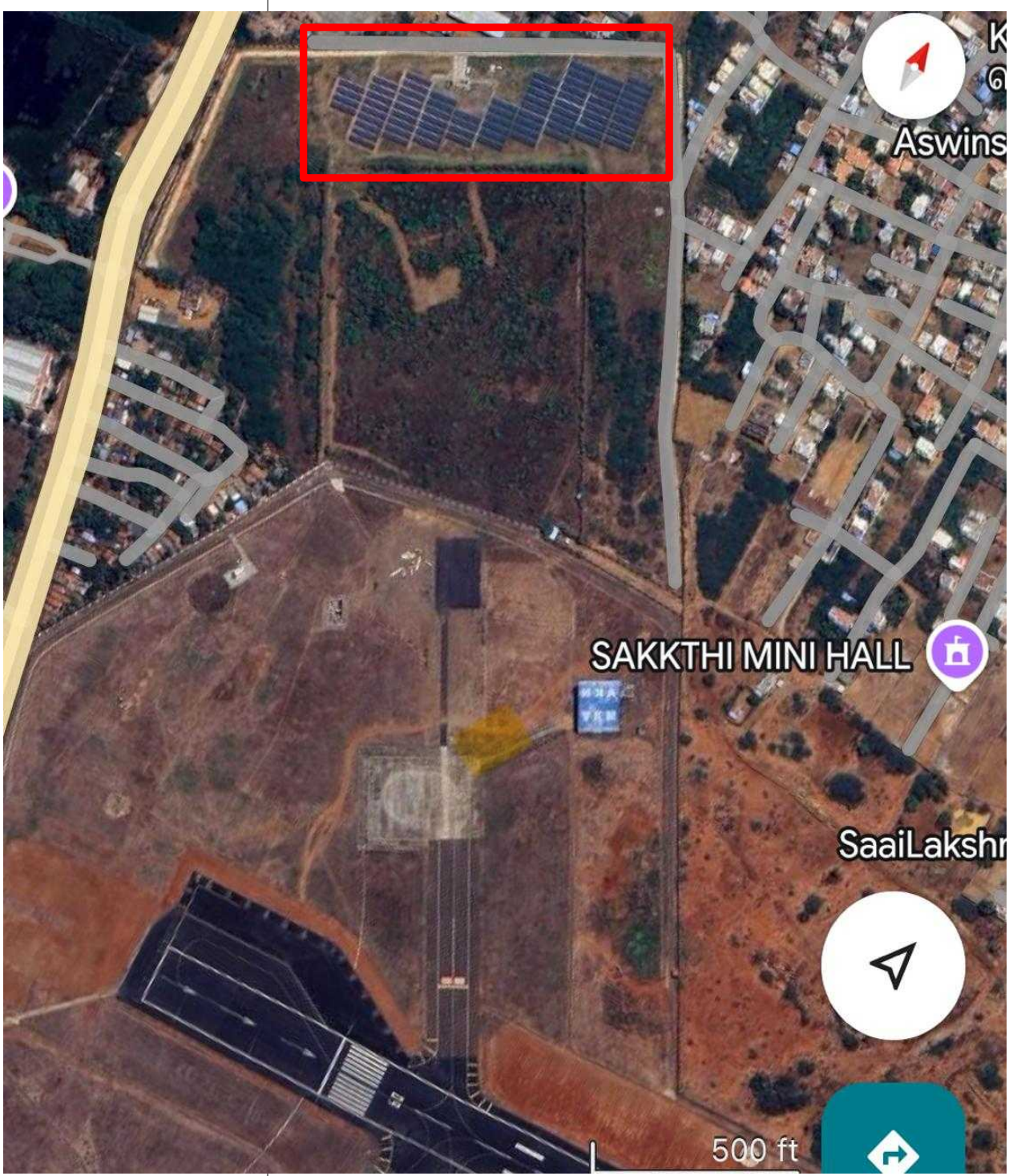
In addition to the above, there are few CAPEX which are not considered due to non submission/difference in the final carrying cost of the asset in the MYTP, which will be submitted to AERA for True-up.

Justification of Asset capitalized during FY 2019-20 (Regulated year)

Rs. In Crores

Additions - WIP Capitalisation	As per AAI	As per AERA	Disallowed by AERA
Runways, Taxiway & Aprons	0.44	0.00	-0.44
Road, Bridges & Culverts	3.18	3.07	-0.11
Building- Terminal	1.22	0.59	-0.63
Building - Residential	0.23	0.75	0.52
Computers : End Users	0.23	0	-0.23
Plant & Machinery	**5.83**	**0.09**	**-5.74**
Tools & Equipment	1.58	1.81	0.23
Office Furniture	0.5	0	-0.5
Vehicles	0.59	0.15	-0.44
Other Office Equipments	0.02	0	-0.02
X Ray Baggage System	**1.55**	**0**	**-1.55**
CFT/Fire Fighting Equipment	**5.25**	**1.02**	**-4.23**
Total (Additions Capitalisation)	**20.62**	**7.48**	**-13.1**

- AAI had submitted its Multi-Year Tariff Proposal (MYTP) for the first control period 01.04.2020-31.03.2025 along with regulated FY 2019-20 on March 19,2020 (Based on actuals FY 2018-19) to AERA for determination of Aeronautical tariff for the First Control Period.
- The CAPEX may be consider based on the actuals incurred for the FY 2019-20 along with the True up of the First Control Period.
- Major difference is due to non consideration of Procurement of 1 no. CFT (5.25 Cr), 1 MWP ground based Solar plant (4.69 Cr), Fire Hydrant (0.51 Cr) works which is very vital and operationally required; hence **AERA is requested to allow the same for true-up.**


SAKKTHI MINI HALL
500 ft

Proposed Major Works for Second Control Period (FY 2025-26 to FY 2029-30)

Major Capex for Second Control Period (FY 2025-26 to FY 2029-30) at Trichy Airport Approved by AERA

S. No	Name of work	Amount (in Cr.)
1	Construction of Departure level tensile canopy and balance Conical canopy at arrival level including drainage system*	0.45
2	SITC of hydraulic boom lift	1.07
3	SITC of Airfield lighting Control & Monitoring system(ALCMS	0.35
4	Providing online continuous effluent monitoring system (OCEMS)for 1050 KLD STP	0.14
5	Additional 5nos.PBB (cost of item)	14.88
6	Procurement of 03 Nos of ACFTs 10KL WT Capacity	25.92
7	Solar Power Plant	5.00
	CAPEX considered by AERA for IInd Control Period	**47.81**

*** Construction of Departure level tensile canopy and balance Conical canopy at arrival level including drainage system - Civil Portion executed for Rs. 5.31 Crores & capitalized during the FY – 2025-26. Since the same couldn't be submitted in the MYTP proposal and as the work is completed in FY 2025-26, AERA is requested to consider the said amount in 2nd Control period.**

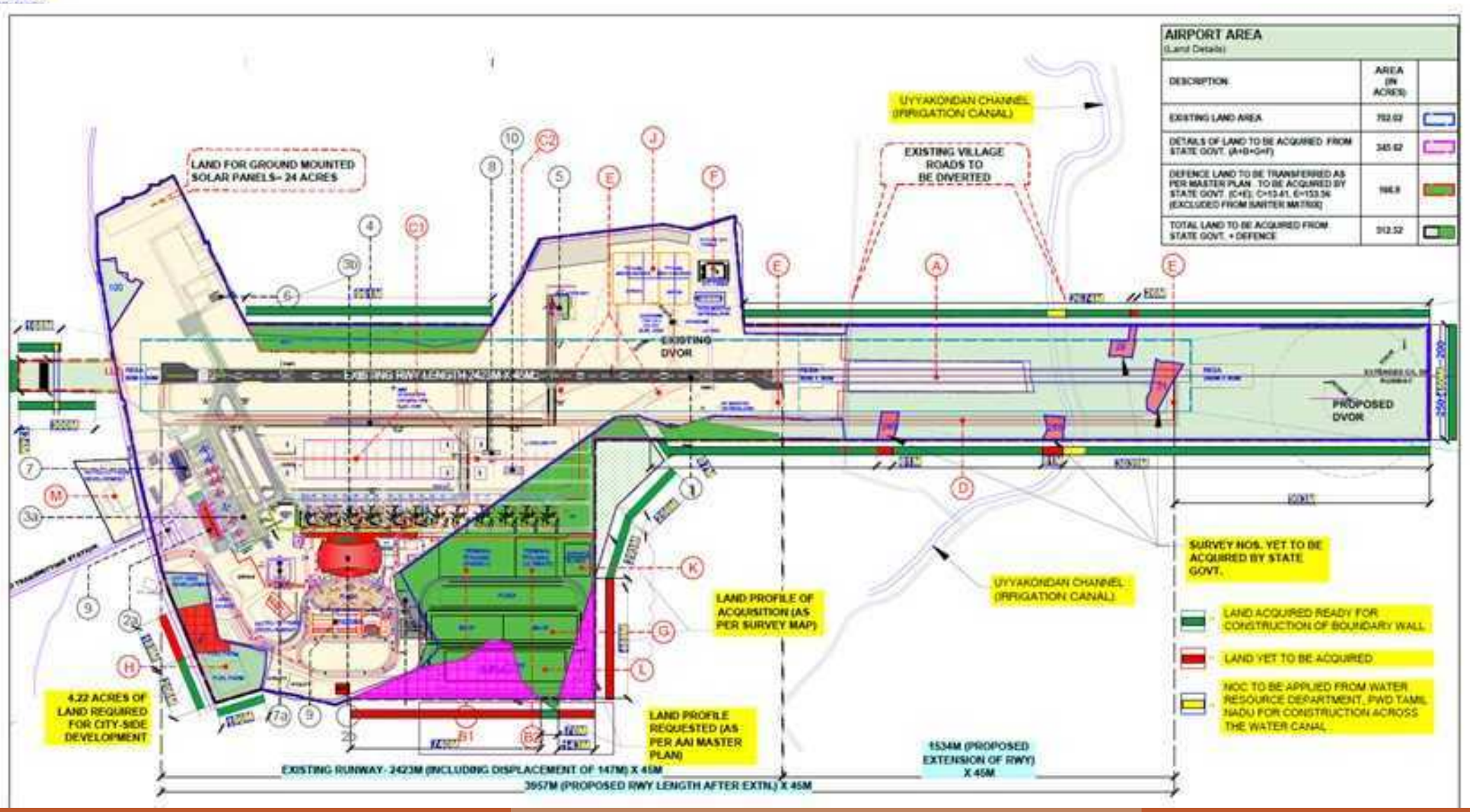
Cons. Of Departure level tensile canopy and balance work

Major Capex for Second Control Period (FY 2025-26 to FY 2029-30) at Trichy Airport disallowed by AERA

Construction of precast boundary wall at newly acquired land at Trichy Airport (₹ 24.99 crore – AA&ES Amount)

- The proposed CAPEX for the construction of an operational boundary wall to facilitate further runway extension and CAT-I approach lighting at the Runway 27 side has been tendered and Letter of Intent (LOI) issued with quoted cost of 17.52 crores (incl. GST).
- The work is being undertaken to extend the existing basic strip, which is currently only 85 meters, up to the required 140 meters in accordance with ICAO Annex 14 and DGCA CAR norms, thereby ensuring safe operating conditions for aircraft and passengers. DGCA notified as non compliance and AAI requested temporary exemption till June 2026.
- **Status: The work is awarded and commenced. (Letter of Intent issued on 05.03.2026 for Rs. 17.52 Crores incl. GST.**
- **PDC – Mar 2027**
- AERA is requested to consider the said CAPEX for the Second control period.

Major Capex for Second Control Period (FY 2025-26 to FY 2029-30) at Trichy Airport disallowed by AERA



Major Capex for Second Control Period (FY 2025-26 to FY 2029-30) at Trichy Airport disallowed by AERA

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

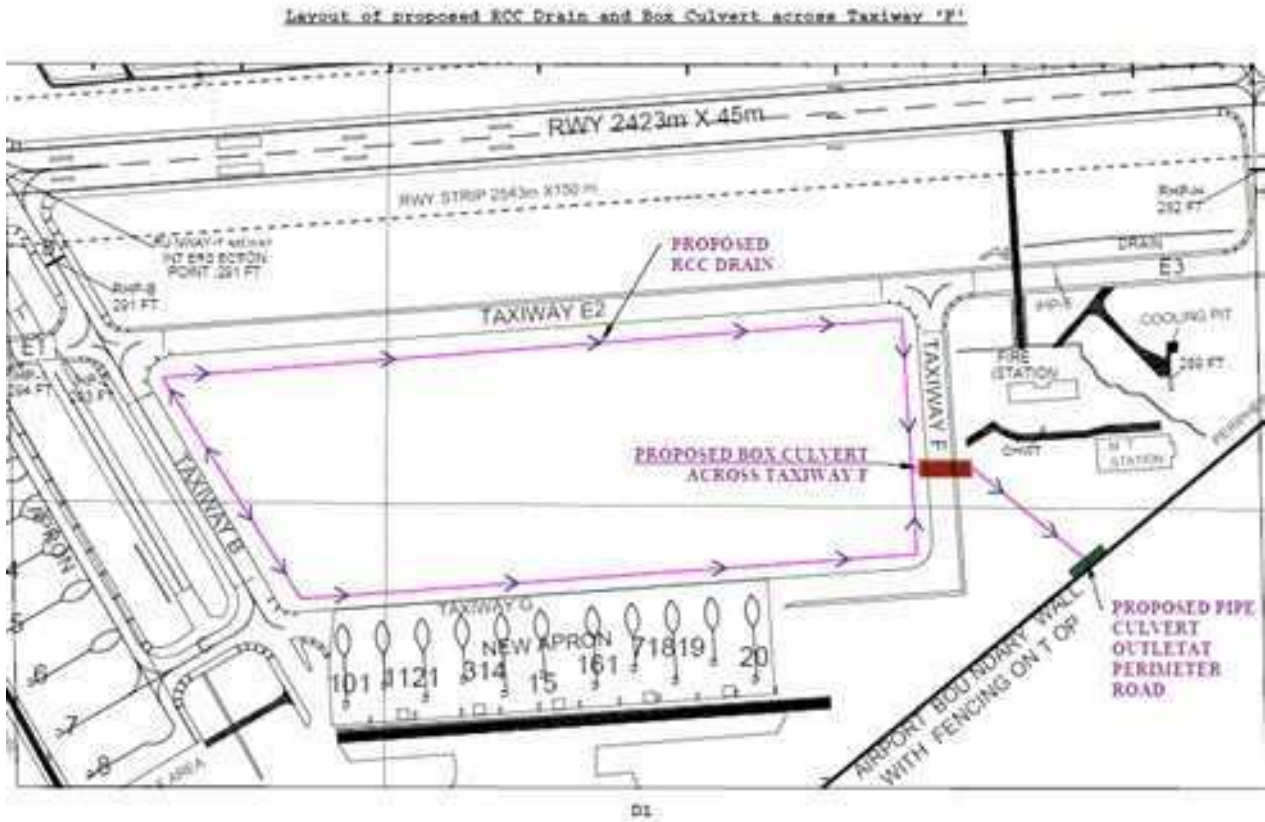
- The proposed CAPEX for the construction of an RCC drain, RCC box culvert, and allied works in the area between the Parallel Taxi Track and the new apron has been tendered with estimate cost for Rs. 13.92 Crores incl. GST and is proposed to be executed to enhance the airport's drainage and airside infrastructure.

- The work is necessary to mitigate water stagnation at the new apron and to prevent surface runoff and mud sedimentation on Taxiway F, which, if not addressed, could compromise the safety of aircraft and passengers.

- Stagnation of water in these areas may also attract birds and result in flooding of the taxiway F and the new apron, thereby endangering passenger safety, aircraft safety, and overall airport operations.

- **Status**:- **Tender called and Financial bid opened. L1 quote of Rs. 9.22 Crores incl. GST.**

- **PDC – Nov 2026**



Computation of Upkeep Expenses based on the utilization by PAX as per CP

Rs. In Crores

Particulars	2025-26	2026-27	2027-28	2028-29	2029-30	Total
Expenditure proposed by AAI - (A)	7.15	7.37	7.59	7.82	8.05	37.98
PAX in Million (B)	2.38	2.62	2.85	3.1	3.38	
Designed Capacity of TB in MPPA (C)	4.45	4.45	4.45	4.45	4.45	
Capacity utilisation based on pax (D=B/C)	53%	59%	64%	70%	76%	
Capacity utilization considered by AERA (E)	60%	65%	70%	75%	80%	
Upkeep exp approved by AERA (A*E)	4.29	4.79	5.31	8.65	6.44	26.70

As the Terminal Building is put to use and the major component of MESS contract is Machinery and manpower which will not be reduced due to less PAX as all the toilets and other areas are to be cleaned and Machinery and manpower are deployed in full scale. Since there is no reduction due to less PAX, AERA is requested to allow all the Upkeep expenses.

- The NITB project was approved by PIB (Ministry of Finance), Further, CAG audit as well as Internal audit was conducted for NITB project.

- Trichy Airport has already been declared for 2nd round on PPP, which is in pipeline. Disallowance of actual Capex (being form part of RAB) will lead to loss to AAI/Govt. of India and also invite Audit observations.

- AERA is requested to consider the submission made by the AAI.

- Further the *submissions made in the presentation are limited and the detailed comments for the CP 06/2025-26 will be sent in writing within the prescribed timeline.*

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

धन्यवाद

Thank You