भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

F/No. AAI/JVC/Tiruchirappalli -Tariff/2025-26/2033

Date: -30.03.2026

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

Subject: -Submission of AAI's comments in response to consultation paper no 06/2025-26 in the matter of determination Aeronautical Tariff in respect of Tiruchirappalli International Airport

Sir,

This has reference to AERA's consultation paper no 06/2025-26 dated 27.02.2026 in the matter of determination of Aeronautical tariff in respect of Tiruchirappalli International Airport for the 2nd control period (01.04.2025 to 31.03.2030).

AAI's response to consultation paper No. 06/2025-26 is enclosed.

This issues with the approval of the Competent Authority.

Thanking You.

प्राप्त
क्रमांक ..... 20669 .....
दिनांक ..... 30/03/26 .....

Yours sincerely,

(Rajesh Khanna)
General Manager (Finance-Tariff)

Encl: -1. Response to Consultation Paper no 06/2025-26

TRICHY INTERNATIONAL AIRPORT

Response to Airports Economic Regulatory Authority (AERA)'s Consultation Paper No. 06/2025-26 dated 27th February 2026 Determination of Aeronautical Tariff for Tiruchirappalli International Airport for the 2nd Control Period (01.04.2025 - 31.03.2030).

Contents.

1. Introduction

Airports Economic Regulatory Authority of India ('AERA') has released Consultation Paper No. 06/2025-26 on Aeronautical services in respect of Tiruchirappalli International Airport for 2nd Control Period (01.04.2025 to 31.03.2030), ('Consultation Paper' or 'CP') on 27th February 2026. We hereby present our observations, suggestions, and request in respect of determination of Aeronautical Tariffs for Tiruchirappalli International airport for the Tariff Determination for the 2nd Control Period – from 1st April 2025 to 31st March 2030 and True Up of 1st Control Period from 1st April 2020 to 31st March 2025.

2. Regulated Period Prior to the First Control Period (Para 4.3, Page 23)

AERA Contention

4.3.2 AAI, as part of the True-up submission for the First Control Period (FCP), has claimed CAPEX of₹20.63 crore for FY 2019-20 (Regulated Year) against the approved CAPEX of ₹7.50 crore allowed by the Authority in the Tariff Order for the First Control Period, resulting in an incremental claim of ₹13.13 crore.

4.3.3 In this regard, it is pertinent to note that the Tariff Order for the FCP was finalized pursuant to a comprehensive and transparent stakeholder consultation process undertaken by the Authority. The process included issuance of a Consultation Paper, receipt of stakeholder comments, conduct of stakeholder consultation meetings, and consideration of counter-comments from AAI and other stakeholders. At no stage during this consultative process did AAI submit or disclose the above additional CAPEX pertaining to the regulated year.

4.3.4 The Authority further observes that during the complete tariff determination process, no comments have been received from AAI supporting the inclusion of such additional CAPEX, nor was any prior intimation provided by AAI regarding the inclusion of such capital expenditure for the regulated year. The proposed capital expenditure pertains to expenditure incurred prior to the commencement of the First Control Period and was not subjected to regulatory scrutiny, prudence check, or stakeholder consultation at the relevant time.

4.3.5 In line with the established regulatory principles of certainty, transparency, and ex-ante approval of capital expenditure for tariff determination the Authority is of the view that post facto inclusion of such additional CAPEX, which was neither proposed nor examined during the FCP determination process, would be inconsistent with the regulatory framework and precedent adopted for expenditure pertaining to periods prior to the First Control Period.

4.3.6 Accordingly, the Authority proposes not to consider the additional CAPEX of ₹13.13 crore claimed by AAI for FY 2019-20 and to maintain its earlier regulatory position as adopted in the Tariff Order for the First Control Period. Similarly, other building blocks for the regulated year have been retained as per the Tariff Order no. 55/ 2020-21 for the First Control Period.

AAI's Submission

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

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 and the same is subject to true up along with the true of 1st control period.

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 Capitalization)	**20.62**	**7.48**	**-13.1**

The brief of the major CAPEX incurred during the regulated year 2019-20 is provided as under:

- **CFT/Fire Fighting Equipment – Rs. 4.23 Crores Proposed for disallowance by AERA**

AAI had incurred an amount of Rs.5.25 Crores towards procurement of CFT and AERA has allowed Rs.1.02 Crores for the regulated year. The Crash fire Tender vehicle is used exclusively for Fire Safety operations and it is vital for mitigating fire in case of any emergency in airport.

Further, nationwide lock down due to outbreak of Covid-19, the books of accounts was not finalized by the time submission of proposal to AERA. However, financial year 2019-20 being the regulated year is subject to true up.

AERA is requested to consider the said CAPEX for Rs. 4.23 Crores (balance amount) for True up for the Pre-control period.

- **SITC -GRID TIED 1MWP GROUND BASED SOLAR POWER Plant – 4.70 Crores (2019-20)**

The said CAPEX was incurred towards the installation and commissioning of 1 MWP ground based Solar plant at Tiruchirappalli International Airport to enhance the airport's renewable energy infrastructure and promote sustainable power generation as per Govt. of India.

The said installation also facilitates in reduction of Airport energy consumption charges for Rs. 90.38 Lakhs per annum (2025).

AERA is requested to consider the said CAPEX for Rs. 4.70 Crores for True up for the Pre- control period.

- **FIRE HYDRANT SYSTEM AT TRICHY AIRPORT – Rs. 0.51 Crores (2019-20)**

For maintaining fire safety in Old Terminal Building, the said work was carried to mitigate fire in case of emergency. AERA is requested to consider the said CAPEX for the regulated period being the said amount is incurred for enhancing passenger safety.

AERA is requested to consider the said CAPEX for Rs. 0.51 Crores for True up for the Pre- control period.

➢ **Vehicles – Rs. 0.44 Crores (2019-20)**

Asset No.	Asset description	Acquisition cost (in crores)
130003612	BOLERO POWER PLUS SLE BS4 -TN45 BQ 7760	0.08
130003621	BDDS VEHICLE - CISF - TN45 BQ 8610	0.14
130003683	EICHER - MOBILE COMMAND POST - TN45 BR 5820	0.37
	Total	**0.59**

AAI had incurred an amount of Rs.0.59 Crores towards procurement of operational vehicles during the regulated year 2019-20. AERA has allowed Rs.0.15 Crores for the regulated year and it is requested to consider the balance amount of Rs. 0.44 Crores as the same is incurred for operational requirement of the Airport (for Security and patrolling).

The said CAPEX incurred during the FY 2019-20 (regulated year) and the same may be considered along with the True up of the First Control Period.

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. all the actuals of Rs 20.62cr

In view of the above, AERA is requested to allow CAPEX incurred during the regulated year for true-up.

3. True- Up the First Control Period (FCP)
Capex- Construction of New Terminal Building
(Para 4.5.4 page 27)
AERA Contention

4.5.4 Authority notes that there are variances between the CAPEX approved by the Authority in the Tariff Order for the First Control Period and the actual cost incurred & claimed by the Airport Operator. The Authority, through its Independent Consultant, has examined the actual CAPEX incurred by AAI for the First Control Period. The Independent Consultant as part of due diligence of CAPEX has reviewed the Fixed Assets Register, bidding process & BOQs, Letter of Award (LoA), work orders etc. as well as need, essentiality of capex, current and future traffic demand. Independent Consultant also assessed the status of completion of project work as on March 31, 2025. The aviation expert of Independent Consultant has also reviewed various technical details of projects and has assessed the reasonability of actual CAPEX incurred, based on market rates, cost incurred by other similar airports etc. Further, the Independent Consultant during his site visit to the Airport has reviewed all the major capital works executed at the Airport from the perspective of its essentiality & reasonability of costs incurred.

4.5.5 As per the First Control Period MYTP submission, AAI proposed to construct New Integrated Terminal Building (NITB) with a design capacity of 3.63 Million Passengers Per Annum (MPPA) and total estimated terminal project cost of ₹ 853.10 crore. The NITB was expected to be commissioned during FY 2022–23. In the Tariff Order for the First Control Period, the Authority considered the cost of the New Integrated Terminal Building (NITB) at ₹ 639.80 crore, which is 75% of the total terminal project cost of ₹ 853.10 crore. Based on traffic assessment for the First Control Period, the Authority projected passenger throughput to reach approximately 1.91 MPPA by FY 2024–25, implying utilization of only about 40–43% of the available infrastructure. Accordingly, only the proportionate cost (75%) relatable to the expected level of use was allowed. Further, the Authority proposed that if the actual traffic flow exceeds the projected figure of 1.91 MPPA and capacity utilization is more than 50%, the remaining cost would be adjusted during the True up.

4.5.6 Further, Authority notes that AAI has reconfigured the terminal design capacity of Tiruchirappalli International Airport from 3.63 MPPA to 4.45 MPPA. The actual traffic during FY 2024-25 was 1.95 MPPA which was slightly above the traffic projected by the Authority in the Tariff Order of the First Control Period. But due to higher reconfigured terminal design capacity, the actual utilisation of the terminal continues to remain less than 50% of the revised design capacity. As per the IMG norms, the terminal building should be planned considering the traffic in the 10th year from the planning year. The terminal building was planned in FY 2019-20 considering the traffic of FY 2029-30, which is projected to be 3.03 MPPA, as submitted by AAI. The Authority notes that the projected traffic of 3.03 MPPA in FY 2029-30 is still below the original design capacity of 3.63 MPPA. Furthermore, the Authority notes that the terminal building is already underutilized and there was no need to reconfigure the terminal building. This reconfiguration has led to an increase in terminal

building area and creation of additional capacity. In view of the persistent underutilization of terminal building capacity, the Authority is of the opinion that such capacity enhancement was not necessary and has resulted in increased terminal building costs.

4.5.7 In view of the above and persistent underutilization, the Authority proposes to retain and allow the admissible capital cost at ₹853.10 crore, as per the original planning for 3.63 MPPA terminal building during First Control Period, so as to avoid imposing an undue tariff burden on passengers, who are the ultimate funders of such capital expenditure.

4.5.8 The comparison between the submitted terminal building cost by AAI for True up and the terminal building cost proposed / found admissible by Authority are as follows:

Table 9: Comparison between the submitted terminal building cost by AAI for True up and the terminal building cost proposed / found admissible by AAI

(₹ in crore)

Asset Category	Submitted by AAI in First Control Period	Approved in Tariff Order	AAI submission for True-up	Proposed by Authority
Terminal Building	554.52	415.87	745.32	656.66
Electrical Installation	298.58	223.93	-	-
Computer: Servers & Networks	-	-	30.10	30.10
Plant & Machinery	-	-	159.86	159.86
Tools & Equipment	-	-	4.22	4.22
Office Furniture	-	-	2.26	2.26

Asset Category	Submitted by AAI in First Control Period	Approved in Tariff Order	AAI submission for True-up	Proposed by Authority
Total – For Terminal Building (A)	853.10	639.80	941.76	853.10
Other Approved Works (B)	98.69	95.50	144.94	133.69
Additional Works(C)	-	-	38.48	19.07
Total D=A+B+C	**951.79**	**735.30**	**1125.18**	**1,005.86**

4.5.9 At the time of tariff determination of First Control Period, Authority approved 639.80 crore i.e. 75% of the terminal building capex. This alongside other capex items totaled to ₹ 735.30 crore.

4.5.10 The variance of ₹ 389.88 crore between the CAPEX submitted by AAI and capex approved by the Authority during the First Control Period (₹ 1125.18 crore less ₹ 735.30 crore), pertains to the following reasons:

a) ₹ 213.30 crore towards the adjustment mentioned in para 4.5.5.

b) ₹ 88.66 crore (₹ 941.76 crore less ₹ 853.10 crore) pertains to reconfiguration of terminal building and cost escalations due to increase in terminal building area and increase in price of materials/wages, etc.

c) ₹ 20.39 crore towards recarpeting work on existing Runway which was approved during the First Control Period for an amount of ₹ 18.97 crore as part of O&M Expenses. However, due to increase in PCN value from 45 to 64, the same has now been considered as CAPEX.

d) ₹ 29.05 crore towards variation in cost incurred towards the approved capex for construction of apron, associated taxiways, isolation bays, Ground Support Equipments & associated works, Construction of Staff Quarter & CISF barracks, construction & raising of operational boundary wall and other plant & machinery.

e) Remaining difference of ₹ 38.48 crore pertains to various additional small work that has also been undertaken and that were not part of the approved CAPEX during the First Control Period.

4.5.11 The Authority also notes that Airport operator had convened an Airport Users Consultative Committee (AUCC) meeting on 11 January 2019 in respect of the major capital expenditure associated with the New Integrated Terminal Building (NITB) and related works proposed during the First Control Period. The said meeting, attended by various airport stakeholders, and the minutes thereof were taken on record by the Authority at the relevant time.

However, during the true up, the Authority observes that the capital expenditure relating to the NITB and associated infrastructure has undergone substantial escalation and scope modifications. Despite these material changes which have larger implications on airport charges. No fresh AUCC meeting has been convened to present the revised cost estimates, justification for escalation, phasing of expenditure, or the consequential impact on airport charges. Further, no AUCC consultation has been undertaken for the additional CAPEX proposals submitted for the Second Control Period.

In line with the consultative framework prescribed under the regulatory guidelines and the principles of transparency and stakeholder engagement emphasized by AERA in its tariff guideline, 2011, clause A1.3.1 *"The Airport Operator shall undertake user consultation with AUCC on major capital projects planned at the airport. The major capital projects shall be defined as capital investment projects that may represent more than 5% of the value of the RAB at the beginning of the control period or Rs. 50 crore Rupees, whichever is the lower amount*", therefore for the additional expenditure, the Authority is of the view that such revised and additional capitalisation cannot be appropriately considered without structured user consultation.

AAI's Submission

The AUCC consultation meeting was convened on 11th January 2020, wherein the proposal for capital expenditure of approximately ₹951 Crores for the construction of the New Integrated Terminal Building (NITB) was presented to the stakeholders. The meeting was attended by

representatives of airlines, airport stakeholders and other users, and the proposal was discussed (copy of the minutes attached – **Flag A**)

Moreover, several meetings were conducted with the stakeholders for projects like PBB, New Apron, parallel taxiway, ILBHS etc., which are part of NITB during initial concept and design stage and was accepted by stakeholders like airlines, GHA, CISF, Customs and others. **(Flag-B)**

Further, as per Clause A1.3.1 of the AERA Tariff Guidelines, 2011, the AUCC consultation is required to be undertaken prior to the commencement of the Control Period for major capital projects. In this regard, the AUCC consultation for the NITB project was conducted before the beginning of the relevant Control Period. and the same was executed.

The increase in amount of Rs.81.71 cr. is mainly due to cost escalation is 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 the control of AAI. The subsequent increase in the cost of manpower and construction materials also contributed to escalation in the overall project cost ***and not due to Re-configuration work as mentioned in the CP 06/2025-26***.

The said NITB project which was approved by PIB (Ministry of Finance) and the revised cost of Rs.161.21 Crores which is due to cost escalation (Covid 19) is also approved by the PIB.(copy enclosed)

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, providing additional XBIS in SHA is undertaken to meet the BCAS requirement for better space efficiency, increased passenger capacity, efficient flow of passengers, removal of bottlenecks and to increase the peak hour capacity of Terminal Building for optimal utilization of terminal Building.

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 (relevant letters and email attached – **Flag C & D**).

AAI therefore submits that

i. The consultation meeting with the stakeholders requirement for the major capital project (NITB) has been complied with.
ii. In view of the above, it is requested to consider the CAPEX amount of Rs. 81.71 Crores.

Encl.

- Flag A – MoM of AUCC meeting held on 11.01.2020,
- Flag B – Copy of attendance of various stakeholders meeting.
- Flag C & D – Competent Authority approval for carrying out reconfiguration work.

- Flag I – Workorder for reconfiguration works.

AERA Contention

Wall to Wall Grading (4.5.12 (C), page 31)

Capital expenditure of ₹1.41 crore was incurred during FY 2023–24 towards wall-to-wall grading of the operational area. The work was not proposed during the First Control Period and AAI could not provide sufficient clarifications / justification for such additional works. In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up.

AAI's submission

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.

Accordingly, the work was carried out with the approval/directions 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, AERA 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).

Encl.

- Flag E – Copy of DGCA Surveillance inspection observations
- Flag F – DGCA concept design execution approval and copy of stakeholders attendance.

AERA Contention

Road, bridge & Culverts (4.5.12 (2), page 32)

AAI has incurred a total CAPEX of ₹8.57 crore towards additional works for roads bridges and culverts, which was not part of the approved CAPEX for the First Control Period. The details are as follows:

a) An expenditure of ₹1.46 crore was incurred during FY 2021–22 towards the construction of RCC drains and strengthening of unpaved areas within the operational area.

b) Expenditure of ₹1.98 crore was incurred during FY 2024–25 towards the construction and overlay of concrete pavement at the fire station, including the approach road.

c) An expenditure of ₹3.87 crore was incurred towards widening of the existing perimeter road and CAT- I approach lighting works during FY 2024–25.

d) An expenditure of ₹1.25 crore was incurred during FY 2024–25 towards perimeter road and drainage works.

The Authority notes that AAI has not provided sufficient clarifications/ justification for such additional works. In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up. Accordingly, only the justified and verified expenditure aligned with the approved scope as was envisaged during the 1st control Period is considered for capitalization, ensuring prudence, regulatory discipline, and protection of user interests.

Table 11: Road, bridges & culverts cost proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Capitalization		Capitalization		
		Year	Amount	Year	Amount	
1.	Construction of RCC drain and strengthening of unpaved area near to Air India Engineering office inside the operational area	-	-	2021-22	1.46	0.00
2.	Construction and overlay of existing concrete pavement at fire station including construction of approach road	-	-	2024-25	1.98	0.00
3.	Widening of existing perimeter road and approach road & CAT-I approach lighting system	-	-	2024-25	3.87	0.00
4.	Perimeter road and drainage	-	-	2024-25	1.25	0.00
	Total	-	-		**8.57**	**0.00**

AAI's Submission

1) **Construction of RCC drain and strengthening of unpaved area near to Air India Engineering office inside the operational area:**

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 (the said work is highlighted in Green).

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, AERA 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).

2) **Construction and overlay of existing concrete pavement at fire station including construction of approach road**

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, AERA 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).

3) **Widening of existing perimeter road and approach road & CAT-I approach lighting system.**

CAT - I Approach Perimeter Road

Operational Road Perimeter Road

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.

As 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, AERA 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).

Encl.

- Flag G – Copy of Fire manual.

4) **Perimeter road and drainage**

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 (highlighted in red).

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, AERA 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).

Encl.

- Flag H – Copy of attendance sheet with BCAS.

AERA Contention

Building- Terminal (4.5.12 (3), page 32)

AAI has incurred ₹ 745.32 crore on the terminal building, as against approved CAPEX of ₹ 415.87 crore under the terminal building in the First Control Period.

AAI has undertaken the following work as part of NITB during the First Control Period amounting to ₹ 745.32 crore. The details are as below:

a) ₹ 719.38 crore towards construction of NITB including PMC (FY 2023-24)
b) ₹ 9.34 crore towards interior & art works for NITB (FY 2023-24)
c) ₹ 1.32 crore towards horticulture, landscaping works for NITB (FY 2023-24)
d) ₹ 1.94 towards supplying & application of PU floor coating at the luggage handling area of NITB at basement level (FY 2023-24)
e) ₹ 3.54 towards construction of gopuram in forecourt of NITB (Civil + Elec.) (FY 2023-24)
f) ₹ 5.84 crore towards miscellaneous civil works in NITB (FY 2024-25)
g) ₹3.77 crore towards the construction of tensile membrane fabric works around column capitals and the gopuram-type vestibule at the New Integrated Terminal Building (NITB) was incurred during FY 2024–25.
h) ₹ 0.18 crore towards provision for toilet for passengers in extended SHA of NITB (FY 2022-23)

During the Tariff Order stage for the First Control Period, CAPEX for terminal building was bifurcated in civil and electrical part only. However, during the True up of First Control Period, the detailed bifurcation of terminal building CAPEX has been provided by AAI. The CAPEX towards NITB has been restricted to ₹ 853.10 crore (refer to para 4.4.4 to 4.4.10). Since the terminal building cost has been restricted to ₹ 853.10 crore and the same was only bifurcated in civil and electrical part, the rationalization has been undertaken in civil part only. The same has been detailed out in **Table** below.

The Authority, through its Independent Consultant, has reviewed the scope of work and the reasonableness of costs in line with market rates for the proposed amount of the terminal building. Further, the Authority, through its Independent Consultant, has verified the actual capitalization of these assets from the FAR in the respective years. The Authority notes through its Independent Consultant that AAI could not demonstrate the adequate justification for the additional works, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works resulting into a deviation of ₹ 88.66 crore

from the First Control Period true-up and accordingly, only the justified and verified expenditure aligned with the approved scope, as was envisaged during the 1st control Period is considered for capitalization, ensuring prudence, regulatory discipline, and protection of user interests. The Authority proposes to consider the following for true-up of the CAPEX of the First Control Period.

Table 12: Building- terminal cost proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Capitalization		Capitalization		
		Year	Amount	Year	Amount	
1.	Construction of NITB incl. PMC	2022-23	415.87	2023-24	719.38 (686.30+ 33.08)	638.21
2.	Interior & Art works for NITB	-	-	2023-24	9.34	9.34
3.	Horticulture, landscaping works for NITB	-	-	2023-24	1.32	1.32
4.	Supplying & application of PU floor coating at the luggage handling area of NITB at basement level	-	-	2023-24	1.94	1.94
5.	Miscellaneous civil works in NITB	-	-	2024-25	5.84	5.84
6.	Construction of gopuram in forecourt of NITB (Civil + Elec.)	-	-	2023-24	3.54	0.00
7.	Provision for toilet for passengers in extended SHA	-	-	2022-23	0.18	0.00
8.	Construction of tensile membrane fabric around column capitals and gopuram vestibule	-	-	2024-25	3.77	0.00
	Total		**415.87**		**745.32**	**656.66**

81.71+3.54+0.18+3.77+7.49 = 88.66

AAI's Submission

1) **Construction of NITB incl. PMC**

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 is 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 said NITB project which was approved by PIB (Ministry of Finance) and the revised cost of Rs.161.21 Crores which is due to cost escalation (Covid 19) is also approved by the PIB. Copy of the approval is provided below.

No. AV-20012/1/2018-AAI-MOCA (129132)
Government of India
Ministry of Civil Aviation
*****

"B" Block, Rajiv Gandhi Bhawan,
Safdarjung Airport, New Delhi
Dated, the 18th April, 2024

To,

The Chairman,
Airports Authority of India,
Rajiv Gandhi Bhawan,
New Delhi-110 003.

Subject: Cost escalation in development of NITB at Trichy airport -reg.

Sir,

I am directed to refer to AAI's UO Note No. AAI/ED(Engg.)-Sr/Trichy/2024 dated 01.03.2024 on above noted subject and to convey that the proposal of AAI for increase in cost of the 'Upgradation of Passenger Terminal Building and Airside Facilities at Tiruchirapalli (Trichy) International Airport' by Rs.161.21 crore i.e. 16.95% of the original cost estimates of Rs.951.28 crore, has been concurred by JS&FA and approved by Secretary, Civil Aviation.

Yours faithfully,

(George D. Toppo)
Under Secretary to the Government of India
Tel. 2434 2873

Airports Authority of India

Subject: Upgradation of Passenger Terminal Building and Airside facilities at Tiruchirappalli (Trichy) International Airport.

SH: Cost escalation in development of NITB at Trichy Airport –reg.

With reference to the above mentioned subject, please find attached herewith the reply to the observations raised by MoCA vide letter no. AV-20012/1/2018-AAI-MOCA (129132) dated 22-03-2024

(Sanjeev Jindal)
ED(Engg.)-SR

Encl.: Annexure- A & B.

Sh. George D. Toppo, Under Secretary, Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi.

Copy to:

1. **Chairman, AAI**
2. **Member (Planning), AAI**

UO No. AAI/CHQ/ED(Engg.)-SR/Trichy/2024/64 Date: 04 April' 2024

Annexure-A

Subject:- Cost escalation in Development of NITB at Trichy Airport. reg.
SH.: Reply to the query raised by MoCA vide letter no.- AV 20012/1/2018-AAI-MOCA (129132) dated 22-03-2024.

(a) Query :- PIB, while according approval to the said PIB proposal recommended to take appropriate steps for periodic monitoring to ensure the project does not suffer from time and cost overruns. In this regard, AAI is requested to submit the details of the steps taken.

Reply: AAI has taken all the possible measures to prevent time and cost overruns of the Trichy project in line with the PIB approval including the following.

I. Timely handover of the site to the agency.
II. Timely issue of all GFC drawings i/c Structural drawings.
III. Timely approval of all specialized agencies.
IV. Timely approval of TDS.
V. Timely payment to the agency.
VI Timely decision on the site issues through GM(Project) and PMC.
VII Regular review of progress at site by GM (Project) Trichy/CHQ
VIII. Periodic review and inspection of work by Executive Director (Engg.)-SR/Member(Planning):- Numerous meeting for progress review has been conducted dated 24.12.2018, 01.03.2019 followed by site inspection dated 06.03.2019 to 07.03.2019, 09.05.2019, 16.05.2019, 18.06.2019, 30.07.2019, 17.09.2019, 04.11.2019, 05.11.2019, 28.02.2020, 28.07.2020, 02.07.2021, 16.09.2021, 02.11.2021, site inspection from 25.04.2022 to 26.04.2022, 13.07.2022 and so on. Also, several Video Conference meetings has been conducted with Agency, PMC, Sub-Vendors for expediting progress of work including regular site visits.

AA & ES of the project is based upon **Ball Park estimate which may vary ±20%**. Normally we keep this within ±10%. However, due to various reasons detailed in **"Annexure-B"** the cost of the project got increased. However, we have tried our best to reduce contingent expenditure to control the overall cost.

Major statutory increase is about Rs. 80 Cr. including part increase due to incorporation of latest BCAS guidelines and increase in cost of imported items, custom duty etc. (This was not taken into account in original Ball Park estimate).

Further, due to **Force Majeure** issues like Covid pandemic (3 waves), non-availability of oxygen etc. badly affected the supply of manpower & disturbed the supply of materials which delayed the project for more than a year. Also, unprecedented cyclonic rains i.e., Nivar in Nov 2020, Cyclone Burevi in Dec 2020, Rains in Jan 21 due to depression in Bay of Bengal and Cyclone Jawad in Nov - Dec 21 caused inaccessibility to the site and affected the progress of work. Post-covid price rise in raw materials, as well as non-availability of vessels for imported items transfer, non-availability of electronic chips etc. also caused delay and effected progress of the work and increase in cost of main and different packages.

ANNEXURE - B

Reasons for increase in Cost

Sr. No.	Reasons	Approx. increase in cost (Rs. in Cr.)
1	Payment of cost escalation due to increase in prices of materials/wages etc. as per contract agreement. The component of cost escalation was not considered in the **Ball Park Cost estimate. It's statutory increase.**	43.00 Cr.
2	Increase in cost of materials of BHS comprising CTEDS, X-ray, and ETD post-covid period including increase in foreign exchange rate of imported goods as the tender was called after covid at appropriate stage. This is also a **statutory increase** due to increase in price of imported items and custom duty etc.	37.63 Cr.

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.

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.

In view of the above, AERA 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).

6) **Construction of gopuram in forecourt of NITB (Civil +Elec.)**

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, AERA 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).

7) **Provision for toilet for passengers in extended SHA (FY 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 on need basis. 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, AERA 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).

Encl:

- Flag – J - History sheet

8) **Construction of tensile membrane fabric around column capitals and gopuram vestibule.(FY 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.

Moreover, the total building cost would have been increased if false ceiling was provided in pre-SHA & check in area. Hence, the said work of providing Tensile Membrane was executed to cover the steel structural work and to protect from the nuts & bolts in case of any fall.

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, AERA 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).

AERA Contention

Building- Residential (4.5.12 (4), page 34)

For Building Residential, AAI has incurred CAPEX of ₹ 74.75 crore (₹ 74.48 crore plus ₹ 0.27 crore) against the approved CAPEX of ₹ 55.11 crore. The details are as follows:

a. The Authority notes that the cost towards construction of new residential staff quarter, CISF barracks, dog kennels and community hall at old wireless station was estimated at ₹ 65.12 crore during tariff determination of First Control Period. Out of this cost, ₹ 15.06 crore was considered 100% aeronautical being cost towards the cost of CISF barracks, hostel, dog kennel & community hall at old wireless station. The remaining cost of ₹ 50.06 crore (₹ 65.12 crore less ₹ 15.06 crore) utilized for constructing residential quarters for Aero and Non-Aero staff, was allocated in the ratio of 80: 20 (Aero staff: ANS staff). Accordingly, ₹ 55.11 crore was approved during the First Control Period after removing allocated cost for ANS staff residential quarters.

In the True up, AAI has submitted ₹ 74.48 crore towards construction of new residential staff quarter CISF barracks, dog kennels and community hall at old wireless station and has not considered any allocation. The Authority notes that the actual awarded cost is ₹ 60.79 crore plus GST i.e. 69 crore and there is an increase in cost due to change of scope towards additional CISF female barracks and interest on loan. The Authority also notes that out of total capitalization of ₹ 74.48 crore, ₹ 13.09 crore is towards construction of CISF barracks and remaining ₹ 61.38 crore towards construction of staff quarters. Accordingly, Authority proposes to consider 13.09 crore as 100% aeronautical and allocate ₹ 61.38 crore in the quarter ratio of 81.67%:18.33% (based on actual ratio of Aero Staff and ANS staff) for the FY 2022-23.

The Authority, through its Independent Consultant, has verified the capitalization of the above assets from the FAR. Accordingly, considering the essentiality of the work and the reasonableness of the cost, the Authority proposes to consider ₹ 63.22 crore in FY 2020-21 for true up of the CAPEX of the First Control Period

b. ₹ 0.27 crore has been incurred towards new bore wells in AAI colony and non operational area (FY 2020-21). Authority observes that the same was not part of CAPEX approved during the First Control Period. AAI has not provided sufficient need/ justification for such additional work. In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up. Based on above, the Authority proposes to consider as below:

Table 13: Building – residential cost proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Capitalization		Capitalization		
		Year	Amount	Year	Amount	
1.	Construction of new residential staff quarter CISF barracks, dog kennels and community hall at old wireless station	2021-22	55.11	2022-23	74.48	63.22
2.	New bore wells in AAI colony and non- operational area	-	-	2020-21	0.27	0.00
	Total		**55.11**		**74.75**	**63.22**

AAI's Submission

2. New bore wells in AAI colony and non- operational area.

The said CAPEX has been incurred for the construction of a borewell in the airport residential colony to ensure a reliable and adequate water supply for firefighting and the residential requirements of airport staff residing in the colony.

The residential colony comprises multiple high-rise blocks equipped with downcomer systems for firefighting, and the community hall is provided with a wet riser system. For effective emergency preparedness, a minimum water storage capacity of 2 lakh Liters is required to respond to any fire-related contingencies. (copy of the drawing attached Flag – L). Accordingly, the provision of the borewell was necessitated to address water availability issues and to maintain essential utility services within the colony.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.27 Crores.

Encl.
Flag L –Colony Sump drawing

AERA Contention

Boundary wall (4.5.12 (5), page 35)

The Authority has examined through its Independent Consultant the proposal of AAI regarding Boundary Wall – Operational, wherein AAI has submitted an actual expenditure of ₹9.32 crore as against the approved CAPEX of ₹0.37 crore for the First Control Period. In this regard, the Authority notes that ₹ 0.56 crore incurred during FY 2020-21 towards construction and raising of the operational boundary wall, forming part of the originally approved scope of work. Considering the operational necessity of the works and the reasonableness of costs assessed with reference to norms such as CPWD/ DSR rates, the same has been found justified & reasonable. The Authority, through its Independent Consultant, has verified the capitalization of these assets in the Fixed Asset Register and the actual cost incurred therein, proposes to allow this amount as part of the true-up of

CAPEX for the First Control Period.

Further to above, AAI has reported additional expenditure comprising ₹0.75 crore towards boundary wall construction with chain-link fencing (FY 2023-24), ₹4.38 crore towards compound wall, perimeter road, and RCC drain for NITB (FY 2024-25), and ₹3.63 crore towards construction of a pre-cast property wall around NITB (FY 2024-25). In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up and accordingly, only the justified and verified expenditure aligned with the approved scope as was envisaged during the 1st control Period is considered for capitalization, ensuring prudence, regulatory discipline, and protection of user interests. Therefore, the Authority proposes to consider ₹ 0.56 crores as CAPEX.

Table 14: Boundary wall – operational proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Year	Amount	Year	Amount	
1.	Construction and raising of operational boundary wall	2020-21	0.37	2020-21	0.56	0.56
2.	Construction of boundary wall and providing chain link fencing at newly acquired land				0.75	0.00
3.	Construction of compound wall, perimeter road, RCC drain for NITB				4.38	0.00
4.	Construction of pre-cast property wall around NITB				3.63	0.00
	Total		**0.37**		**9.32**	**0.56**

AAI's Submission

2) **Construction of boundary wall and providing chain link fencing at newly acquired land**

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 on need basis.

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, AERA 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).

Encl.

- Flag M – ICAO & DGCA CAR norms

3) **Construction of compound wall, perimeter road, RCC drain for NITB**

Compound wall, perimeter road, RCC drain for NITB

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 on need basis.

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, AERA 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).

Encl.
Flag H – Copy of attendance sheet with BCAS.

4) Construction of pre-cast property wall around NITB

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 on need basis. **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, AERA 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).

Encl.

- Flag N – Minutes of BCAS security vetting.

AERA Contention

Other Buildings-unclassified (4.5.12 (6), page 36)

AAI has incurred ₹ 0.27 crore towards platform to solar panels- 1 MW solar power plant. Authority observes that the same was not part of CAPEX approved during the First Control Period. AAI has not provided sufficient need/ justification for such additional work. In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up.

AAI's Submission

The said CAPEX incurred towards the construction of a platform for the installation of solar panels for the 1 MW solar power plant at Tiruchirappalli International Airport was undertaken to carry out effective maintenance and cleaning of the Solar panels which will enhance the airport's renewable energy infrastructure and promote sustainable power generation.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.27 Crores. (Sl. No 6 pg no:36 of CP 06/2025-26).

AERA Contention

Plant & Machinery-(4.5.12 (7), page 36)

AAI has incurred CAPEX of ₹ 173.45 crore in the First Control Period. Out of this ₹ 173.45 crore, ₹9.62 crore pertains to additional Plant & Machinery, which were not part of approved CAPEX

during First Control Period. The remaining CAPEX of ₹ 163.83 crore in plant & machinery was covered under the head of electrical installations amounting to ₹ 224.71 crore in Tariff Order for First Control Period. The Authority, through its Independent Consultant, has verified the capitalization of the above assets from the FAR. Accordingly, considering the essentiality of the work and the reasonableness of the cost based on market rates, the Authority proposes to consider ₹ 163.83 crore for True up of the CAPEX of the First Control Period.

However, in the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes not to consider ₹ 9.62 crore worth of additional Plant & Machinery from the First Control Period true-up and accordingly, only the justified and verified expenditure aligned with the approved scope as was envisaged during the 1st control Period is considered for capitalization, ensuring prudence, regulatory discipline, and protection of user interests.

Based on the above, the Authority proposes to consider the following for true up of the CAPEX of the First Control Period:

Table 15: Plant & machinery cost proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Capitalization		Capitalization		
		Year	Amount	Year	Amount	
1.	Electrical installations towards upgradation of NITB	2022-23	223.93	-	-	-
2.	Extension of CCR hall including repositioning of CCR and ups of Trichy airport	2020-21	0.37	2020-21	0.38	0.38
3.	Replacement of air conditioning	2020-21	0.18	2020-21	0.16	0.16
4.	Transinstallation of NDB at operational area	2020-21	0.23		0.00	0.00
5.	Replacement of 3X400Tr Cooling tower for existing HVAC plant (Elect)-Trichy	2020-21	0.25	2020-21	0.43	0.43
6.	SITC of FIDS system at Trichy airport			2020-21	1.19	1.19*
7.	Improvement of illumination of car parking area			2020-21	0.23	0.00
8.	Biometric Access Control Systems			2020-21	1.45	0.00
9.	Replacement of 3x400TR cooling tower for existing			2021-22	0.26	0.00
10.	250 KWP Solar PV power plant			2022-23	1.18	0.00
11.	Apron flood lightings for new and existing apron			2022-23	1.15	0.00
12.	Construction of 10 nos parking bay-electrical works			2022-23	1.82	1.82
13.	NITB-landscape lighting			2023-24	1.72	1.72
14.	NITB-signages			2023-24	5.18	5.18
15.	NITB-1050 KLD STP			2023-24	4.29	4.29
16.	Ofc cable – ATC tower – NITB (AOCC)- new ATC tower			2023-24	0.04	0.00
17.	NITB- major electrical work			2023-24	61.86	61.86

18.	NITB- fire alarm system			2023-24	13.56	13.56
19.	NITB- HVAC works ₹ 45.37 crore			2023-24	42.99	42.99
20.	Building Management System-BMS works (part of NITB)			2023-24	1.38	1.38
21.	NITB- WTP			2023-24	1.65	1.65
22.	NITB- lift and escalator			2023-24	11.72	11.72
23.	NITB-FLS			2023-24	2.14	2.14
24.	NITB- Project Management			2023-24	8.19	8.19
25.	33kv HT cables and VCB panel at NITB (part of NITB)			2023-24	1.59	1.59
26.	PBB and AVDGS Bukkaka (part of NITB)			2024-25	2.66	2.66
27.	NITB-misc electrical works (part of NITB)			2024-25	0.82	0.82
28.	Others plant & machinery				5.41	0.46
	Total		**224.96**		**173.45**	**163.83**
Shift of work from OPEX to CAPEX						
29.	**Water connection works****	**2023-24**	**15.10**	**2023-24**	**15.10**	**15.10**

9-02

** Approved as part of Tools & Equipment during First Control Period.*

**Utilities: Water connection works

AAI has included water connection charges amounting to ₹ 15.10 crore as part of O&M expenses in FY 2023-24. The said expense pertains to infrastructure development required to supply water supply from existing booster station at Madhayanipatti of CWSS and other related works. The Authority, through its Independent Consultant, has examined the work and found the nature of the work pertains to Capital Expenditure and it is necessary to provide the water supply in order to commensurate the requirement of NITB. Therefore, Considering the essentiality of the above CAPEX for operational requirements and the reasonableness of costs verified from the books of accounts, invoices etc. and analysed based on CPWD/DSR and other similar works, the Authority based on the justification and rationale provided by AAI has considered the water connection charges amounting to ₹ 15.10 crore as part of RAB.

AAI's Submission

7) Improvement of illumination of car parking area.

Two high-mast lighting systems have been provided at **the old NITB** car park area, which was operational during 2020–21, to improve illumination and enhance safety and passenger facilitation in the car park.

These high-masts contribute to better visibility and overall security, thereby supporting smooth passenger movement and ensuring a safe environment.

As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred on need basis. 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, AERA is requested to consider the CAPEX amount of Rs. 0.23 Crores. (Table 15 - Sl. No 7 pg no:36 of CP 06/2025-26).

9) **Biometric Access Control Systems**

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.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 1.45 Crores (Table –15 Sl. No 8 pg no:37 of CP 06/2025-26).

10) **Replacement of 3x400TR cooling tower for existing HVAC Plant (Elect).**

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.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.26 Crores (Table –15 Sl. No 9 pg no:37 of CP 06/2025-26).

11) **250 KWP Solar PV power plant**

A 250 KWP solar PV power plant had 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, AERA 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).

Encl.

- Flag O - NITB A/A&E/S estimate summary

Flag P – NITB conceptual design

12) **Apron flood lightings for new and existing apron.**

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

Encl.

- Flag O - NITB A/A&E/S estimate summary
- Flag Q – ICAO & DGCA CAR norms

28) **Others plant & machinery**

The plant & machinery as tabulated below, 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. **AERA has allowed Rs. 0.46 crores of the assets from the said list, of Rs.5.41 cr. it is requested to consider the balance amount of Rs.4.95 cr.CAPEX for the said control period.**

Sl. No	Asset no	Capitalized on	Particulars of the assets	Amount expended (Rs. In crs)	Remarks
1	50011471-0	19-09-2020	MODIFICATION OF CONFERENCE HALL AT OTB-CIVIL WORKS	0.35	Details provided below
2	90046086-0	05-08-2020	PROVISION OF 05 NOS VOLTAS AIR CONDITIONING&INTERN	0.04	Facility provided for FIDS room in old NITB
3	90046094-1	10-06-2020	ARMOURED JELLY FILLED 100 MTRS CABLE, PVC&PIJF	0.01	All pairs of the existing telephone cable from equipment room to Fire station was exhausted. Hence new cables were laid for establishing phone lines between Fire Station to ATC Tower.
4	90046571-0	19-02-2021	BIFURCATION OF ELECTRICAL LOAD FOR RATIONALISATION	0.11	The said work was taken up for bifurcation of Industrial and commercial tariff in old NITB results in reduction of energy consumption charges.
5	90048066-0	02-06-2021	REPLACEMENT OF CONVENTIONAL LIGHT FITTING INTO LED	0.17	Conventional Light fighting replaced with LED fitting in old NITB for energy conservation.
6	90048067-0	11-08-2021	RETROFITTING OF ACB&MCCB IN EXISTING ESSENTIAL	0.41	Existing essential panels were provided with GE Make ACB & MCCB which became obsolete. Hence, they were retrofitted with L&T make ACB & MCCB to maintain the smooth operation.
7	90048630-0	07-10-2021	ADDL HT POWER CABLE FOR EB CONNECTION &SOLAR POWER	0.24	Standby cable for second source laid at power house from 11Kv HT yard and 1MW solar power plant to enhance the redundancy.
8	90048631-0	01-10-2021	SUBMERSHIBLE PUMPS FOR NEW BORE WELL INRESIDENTIAL	0.12	Bore well provided to maintain the water level at fire tanks to maintain fire safety in Residential colony
9	90048985-0	03-03-2022	UPGRADATION OF ALCMS NEW INSTALLATION AT TRY APT	0.03	ALCMS was provided at CCR Room for operating and controlling of Ground lighting facilities from ATC Tower.
10	90049032-0	09-12-2021	UPGRADATION OF INDOOR AIR QUALITY FOR SAFE OPNS	0.32	To improve air quality in the old NITB in the aftermath of Covid-19 to safeguard the passenger from airborne disease.
11	90049425-0	03-08-2020	03 NOS VOLTAS AIR CONDITIONING UNIT FOR JGM (PRO)	0.03	For operational and admin. building
12	90050209-0	29-10-2022	PROVISION OF POWER CABLE FOR VARIOUS INSTALLATION	0.15	Power cables laid for various installation at operational area To ensure seamless uninterrupted power supply.
13	90050416-0	11-01-2023	270 NOS LED LIGHT FITTINGS FOR PERIMETER POLES, TRY	0.03	The existing LED lights fittings were outlived and were replaced with new LED light fitting to enhance perimeter security.
14	90050881-0	21-12-2021	SALS IN RUNWAY 09, PERIMETER WALL LIGHTING FOR NEWL	0.43	There was no approach lighting system at runway 09 end due to existing National Highway which is a DGCA audit observation for which temporary exemption was taken. After Land acquisition from State Government, Simple Approach Lighting System (SALS) provided at runway 09 system for safe aircraft landing operations.
15	90050935-0	30-03-2023	STANDBY CABLES FOR PAPI 09 AND 27 ENDS AT TRICHY	0.27	Standby feeder cable laid for Precision Approach Path Indicator (PAPI) 09 & 27 to enhance the redundancy which is

					essential operational requirement as per ICAO.
16	90050998-0	31-03-2023	RESIDENTIAL QUARTERS - SPLIT AC'S	0.12	Procured for Residential colony - Hostel
17	90050998-4	21-03-2023	Heavy duty Flour mixing machine - CISF Barrack	0.02	Procured for CISF Barracks
18	90050998-5	21-03-2023	Chapatti maker Semi-Automatic - CISF	0.02	Procured for CISF Barracks
19	90050998-6	21-03-2023	Food serving Steel Case / Hot Baine Marie - CISF	0.02	Procured for CISF Barracks
20	90050998-7	21-03-2023	Refrigerator of 320 L - CISF Barrack	0.01	Procured for CISF Barracks
21	90050998-11	21-03-2023	Automated chimney - CISF	0.01	Procured for CISF Barracks
22	90050998-12	21-03-2023	Water cooler 80 LT - RO and UV w 50 LPH - CISF	0.01	Procured for CISF Barracks
23	90050998-1	21-03-2023	Air Cooler 5000 cm/hr - CISF Barrack	0.04	Procured for CISF Barracks
24	90051753-0	25-05-2023	REPLACEMENT OF FEEDER CABLE FOR STP	0.06	Feeder cable to 240 KLD STP became faulty and replaced to maintain STP operations which is statutory requirement.
25	90051804-0	17-05-2023	RE-TRENCHING, LAYING OF RING MAIN-1 CABLES	0.04	Ring main -1 cables feeding power supply to NAVAIDS running parallel to taxiway E1 & E2 taken out by civil for grading works. Hence the same laid through retrenching at more depth.
26	90051949-0	03-07-2023	INSULATION MAT AT POWER HOUSE AND CCR AT TRY APT	0.03	To meet the safety standards as specified by Central Electricity Authority (CEA).
27	90052118-0	06-11-2023	LED LIGHT FITTINGS FOR EXISTING APRON HIGH MAST	0.07	Existing LED light fittings at High mast of old Apron replaced with New LED light fittings to maintain the illumination level to meet the DGCA observation.
28	90052181-0	30-08-2023	AIRCONDITIONING UNIT & RO WATER COOLERS	0.28	For operational & admin building
29	90052181-0	30-08-2023	AIRCONDITIONING UNIT & RO WATER COOLERS	0.09	For operational & admin building
30	90052181-0	30-08-2023	AIRCONDITIONING UNIT & RO WATER COOLERS	0.01	For operational & admin building
31	90052265-0	30-08-2023	PAPI UNITS 02NO FOR 09&27 APPROACH AT NEW LOCATION	0.14	Recarpeting of runway has carried out by Civil. Accordingly, New Precision Approach Path Indicator (PAPI) provided at runway 09 & 27 as per the siting calculation of ICAO norms for safe operation of aircraft.
32	90052730-0	13-01-2024	RETROFITTING EMISSION CONTROL DEVICE-1010 KVA DGSE	0.88	To meet the statutory CPCB norms. Details provided below.
33	90052735-0	26-12-2023	LED FIXTURES IN NITB CANOPY, SHA, MT , CPA-BAJAJ	0.09	Existing LED light fittings at old NITB canopy, Car park area, SHA & MT Dept outlived their life and became yellowish. Hence, they were replaced with New LED light fittings to maintain the serviceability of old NITB.
34	90053435-0	23-05-2023	WALL TO WALL GRADING WORK- ELECTRICAL WORKS	0.03	Transformer housing boxes, earth pits & manhole chambers were raised to match the level of basic strip after wall-to-wall grading by civil.
35	90055843-0	26-03-2024	OFC Cable - ATC Tower - NITB (AOCC)- New ATC Tower	0.04	OFC cable laid for interconnecting the NITB AOCC room with ATC tower for operationalization of NITB.

36	90056001-0	03-05-2024	STANDBY CABLES FOR RUNWAY EDGE LIGHTING SYSTEM,	0.19	Standby feeder cable laid for runway lighting circuit to enhance the redundancy which is essential operational requirement as per ICAO.
37	90057463-0	04-02-2025	INSET TYPE TAXIWAYS EDGE LIGHT FITTINGS-20NO-APRON	0.1	Inset type Taxiway edge light fittings provided at runway turn pad, Taxiway – Taxiway intersection, Taxiway – runway intersection and new apron to facilitate aircraft movement without any hindrance at operational area.
38	90057468-0	28-02-2025	SMART VISUAL DOCKING GUIDANCE SYSTEM - 01 NO	0.3	To provide automated chock on / off time and to facilitate the aircraft docking and parking by pilots.
39	90057514-0	08-01-2025	FEEDER PILLAR CABLES-VKN BACK SIDE, FS INSIDE PANEL	0.14	Damaged Feeder pillar & cables were replaced in airside operational area for perimeter lighting & fire station which is a security requirement.
			Total (₹)	5.42	

1) **MODIFICATION OF CONFERENCE HALL AT OTB-CIVIL WORKS – 0.35 Crores (2020-21).**

The conference room located in the Operation & Admin Building (ground floor) which was being used for all stockholders meeting, press briefing, training and other meetings during the execution of project and development project works. The same was renovated by providing wall panelling, false ceiling in order to enhance the aquatics.

Conference Hall – Operational & Admin Building – Rs. 0.35 Crores

32) RETROFITTING EMISSION CONTROL DEVICE-1010 KVA DGSE

There are 3*1010 KVA DG Sets at old power house feeding standby power supply to runway ground lighting facilities during power shutdown. As per National Clean Air Program (NCAP) launched by Ministry of Environment, Forest & Climate Change (MoEF&CC) to reduce the air pollution levels in the country and subsequently National Green Tribunal (NGT) has issued directions to all states and U.T for strict enforcement of NCAP.

Accordingly Central Pollution Control Board (CPCB) and Tamil Nadu Pollution Control Board (TNPCB) have issued notifications for retrofitting the existing DG sets since Trichy has been identified as non-attainment city not meeting the National Ambient Air Quality standards. Hence

retrofit emission control devices (RECD) have been provided for the existing 3*1010 DG Sets at old Power house to meet the statutory requirement of CPCB/TNPCB.

RETROFITTING EMISSION CONTROL DEVICE-1010 KVA DGSE – Rs. 0.88 Crores

38) SMART VISUAL DOCKING GUIDANCE SYSTEM

Existing Passenger Boarding Bridges (PBB) are equipped with Advanced Visual Docking Guidance System (AVDGS) which provides guidance to pilots for only for parking of aircrafts at designated Apron bays without support of marshallers. They don't have the facility to record the chock on & chock off timing of the aircraft due to which the same is being done manually.

Smart Visual Docking Guidance System (SVDGS) enables the recording of chock on & chock off timing of the aircraft and transmit the data automatically on remote basis to AOCC and ATC in addition to guidance to pilots for parking of aircrafts at designated Apron bays.

Accordingly, 01 no. Smart Visual Docking Guidance System (SVDGS) has been provided at New Apron Bay no 14 for Trichy Airport.

SMART VISUAL DOCKING GUIDANCE SYSTEM– Rs. 0.30 Crores

The said CAPEX as tabulated above, pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred on need basis.

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, AERA is requested to consider the balance CAPEX amount of Rs. 4.95Crores. (Table –15 Sl. No 28 pg no:38 of CP 06/2025-26).

29 Of CP Water connection works**

AERA has considered the water connection charges paid to TWAD board as CAPEX.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 and accordingly has been charged off.** 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.**

AERA Contention

Tools & Equipments (4.5.12 (8), page 39)

The Authority has incurred ₹ 5.88 crore towards tools & equipment in the First Control Period against the approved CAPEX of ₹ 1.26 crore. Out of this ₹ 5.88 crore, ₹ 1.64 crore has been incurred towards additional work such as Supply of 01 No bomb inhibitor, SITC of 03nos ETD (CHQ

procure), Supply of fibre optic surveillance device etc., which were not part of approved CAPEX during First Control Period. In the absence of adequate justification, detailed scope validation, and demonstrable linkage to the originally approved project components, the Authority proposes to exclude these additional works from the First Control Period true-up and accordingly, only the justified and verified expenditure aligned with the approved scope as was envisaged during the 1st control Period is considered for capitalization, ensuring prudence, regulatory discipline, and protection of user interests.

The remaining CAPEX of ₹ 4.24 crore in plant & machinery was covered under the head of electrical installations amounting to ₹ 224.71 crore in Tariff Order for First Control Period. The Authority, through its Independent Consultant, has verified the capitalization of the above assets from the FAR. Accordingly, considering the essentiality of the work and the reasonableness of the cost based on market rates, the Authority proposes to consider ₹ 4.24 crore for True up of the CAPEX of the First Control Period

Based on above, the Authority proposes to consider the following for true up of the CAPEX of the First Control Period:

Table 16: Tools & equipment cost proposed by Authority

(₹ in crore)

S. No	Particulars	As approved in FCP		As per true-up		Proposed by Authority
		Capitalization		Capitalization		
		Year	Amount	Year	Amount	
1.	SITC of FIDS Trichy	2020-21	1.24	-	-	-
2.	Procurement of BR helmets-35no.@ 5884.75 each	2020-21	0.02	2020-21	0.02	0.02
3.	Supply of 01 No bomb inhibitor			2020-21	0.11	0.00
4.	SITC of 03nos ETD (CHQ procure)			2021-22	0.32	0.00
5.	Supply of 01 no fibre Optic surveillance device			2021-22	0.11	0.00
6.	SITC of e-gates (part of NITB)			2023-24	1.33	1.33
7.	DFMD			2023-24	0.62	0.62
8.	ETD			2023-24	0.62	0.62
9.	ETD			2024-25	0.63	0.63
10.	SITC of biometric smartcard reader-cum- controller			2024-25	0.81	0.81
11.	Other tools & equipment*				1.31	0.21
	Total		**1.26**		**5.88**	**4.24**

** Spread over multiple years*

AAI's Submission

The tools and equipment as tabulated below, 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.

Sl. No	Asset inc. Subnumber	Capitalized on	Asset description	Acquisition cost (in cr)	Remarks
1	90046436-0	18-01-2021	SUPPLY OF 02 NOS GANM ALHOCAL BREATH ANALYSER	0.01	Mandatory DGCA requirement for operational staff
2	90046510-0	10-12-2020	PROCUREMENT OF 10 NO 9KG WHEELED FIRE EXTINGUISHER	0.01	To maintain fire safety as per Fire Manual
3	90046712-0	25-03-2021	SUPPLY OF 01 NO BOMB INHIBITOR AT TRICHY AIRPORT	0.11	To maintain security requirement
4	90046894-0	29-01-2021	ELECTRONIC STETHOSCOPE	0.02	For medical emergency in NITB
5	90048086-0	08-07-2021	MS TECH - ETD	0.33	To maintain security requirement, Explosive Trace Detector (ETD) is provided.
6	90048229-0	02-08-2021	SUPPLY&INSTLN-5NO SCCTV CAMERA (4 FIXED & 1 PTZ) TO	0.03	To maintain security requirement, additional cameras provided in old NITB.
7	90048230-0	29-07-2021	FIBRE OPTIC SURVEILLANCE DEVICE (FOSD)	0.11	To maintain security requirement and for CCTV link.
8	90049096-0	11-11-2020	WIRELESS CONFERENCE PA SYSTEM - CONFERENCE HALL	0.05	For operational & administrative Building
9	90050659-0	21-02-2023	PROVISION OF WIND DIRECTION INDICATOR AT RUNWAY	0.03	To meet the operational & safety requirement as per ICAO
10	90051668-0	01-06-2023	RE-2010 HHMD	0.02	To maintain security requirement, Hand Held Metal Detector (HHMD) is provided.
11	90051726-0	27-04-2023	Hand Held Thunder Boom	0.01	To mitigate wildlife activity
12	90051802-0	24-06-2023	PANSIM 42U racks	0.01	For operational & administrative Building
13	90053204-0	23-03-2024	Sthil Brush Cutter	0.04	To control vegetation growth inside operational area
14	90053465-0	26-08-2023	HYDRACULIC CUTTER & SPREADER-LUCAS RESUCE	0.16	This is mandatory requirement and is to be kept in Fire station CFT as the same is being used for cutting the aircraft metal sheet to rescue the PAX during emergency
15	90053679-0	06-04-2024	Non Linear Junction Detector (NLJD)	0.04	To maintain security requirement
16	90056025-0	17-07-2024	Motorola XIR P6600i - Walkie Talkie	0.14	To maintain security requirement and for communicating between ATC Tower & operational personnel and CISF
17	90056351-0	12-11-2024	INSECTICIDE SPRAYER	0.01	To mitigate bird activity inside airport
18	90056477-0	30-10-2024	BMW 15" Batwing Multi Spindle slasher	0.20	Used for grass cutting in operational area to mitigate bird activity
19	90056880-0	26-11-2024	SITC of All in One PCs - HP Pro One 440 G9	0.04	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
20	90056880-1	26-11-2024	SITC Finger-Print Enrolment Scanner - TBSE-13- 04	0.07	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
21	90056880-2	26-11-2024	SITC - HP Laserjet Pro-MFP M435nw Printer	0.01	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
22	90056880-3	26-11-2024	SITC-AEC Smartcard Personal Artista - Printer	0.11	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
23	90056880-4	26-11-2024	SITC of AEC Encoder - CPK 5C01	0.01	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.

24	90056880-5	26-11-2024	SITC of Servers Tier – II - DL 360 G10 plus	0.07	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
25	90056880-7	26-11-2024	SITC of 48-Port L3 Network Switch - Arubaa 6200M	0.13	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
26	90056880-10	26-11-2024	SITC of Boom-Barriers - MBB-PM	0.03	To maintain security requirement
27	90056880-11	26-11-2024	Supply of CAT-6A UTP Cable	0.01	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
28	90056880-12	26-11-2024	Integ. BCAS software Biometric Access & Alarm Mgmt	0.06	Biometric Access Control system. AERA has considered main work. Requested to allow the allied work as well.
29			**TOTAL (₹. In Crores)**	**1.85**	

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

BMW 15" Batwing Multi Spindle slasher – Rs. 0.20 Crores

In view of the above, AERA is requested to consider full amount of Rs.5.8 cr instead of Rs.4.24 cr.

AERA Contention

Vehicles (4.5.12 (9), page 39)

AAI has incurred an expenditure of ₹0.63 crore towards procurement of vehicles during the First Control Period. The Authority notes that no provision for such procurement was included in the approved CAPEX plan of the First Control Period. Further, AAI has not furnished adequate operational justification, usage linkage to aeronautical functions, or evidence demonstrating that the procurement was indispensable for passenger facilitation or capacity augmentation. In the absence of regulatory approval and supporting rationale, the Authority concludes that the expenditure falls outside the admissible scope and accordingly, proposes to exclude the same from the true-up exercise.

AAI's Submission

AAI has procured Tractor, Ambulance & Operational jeep during the First control period. These vehicles are exclusively used for airport operations. The tractor is utilized for operational activities within the airport premises, including grass cutting and related airside maintenance works.

Regular grass cutting is essential to maintain the airside environment and to prevent excessive vegetation growth, which may attract birds and increase the risk of bird strikes, thereby posing a hazard to aircraft operations.

The ambulance is critical for providing immediate medical assistance and for responding to medical emergencies and contingencies within the airport premises, thereby supporting passenger safety and emergency preparedness.

Asset inc. Sub number	Capitalized on	Asset description	Acquisition cost (in cr)	Remarks
130004031-0	31-03-2023	Tractor Escorts 50 HP - TN45 CC-8299	0.05	Used for Operational requirement for Grass cutting in airport
130004040-1	10-05-2023	Ambulance Prestige 2515 AC PS BS6 - TN45 CC 8217	0.13	Used exclusively for passenger rescue / medical emergency in airport
130004040-2	14-06-2023	Ambulance Prestige 2515 AC PS BS6-TN45CC8295	0.14	Used exclusively for passenger rescue / medical emergency in airport
130004163-0	19-08-2024	Tata Yodha Jeep - TN45 CE 6913	0.11	Used for Operational purpose for fire safety in airport
130004201-0	14-11-2024	John Deere 5075E Tractor - TN45CF2080	0.14	Used for Operational requirement for Grass cutting in airport
130004203-0	10-10-2024	Tractor 50Hp Kuboto - TN45 CE 8872	0.05	Used for Operational requirement for Grass cutting in airport
		Total	**0.63**	

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.63 Crores. (Sl. No 9 pg no:39 of CP 06/2025-26).

AERA Contention

Furniture & Fix. Other than trolley (4.5.12 (10), page 40)

AAI has incurred ₹4.75 crore towards supply of furniture and fixtures, including seating, indoor recreational items, computers, kitchen equipment for CISF barracks, residential quarters and associated facilities. Upon detailed scrutiny, the Independent Consultant verified the capitalization of assets in the Fixed Asset Register and assessed the reasonableness of associated costs against prevailing market benchmarks. Out of the total expenditure, ₹2.25 crore pertains to furniture installed in the New Integrated Terminal Building (NITB), which is functionally linked to operational readiness and was found to be essential for asset utilization. The Authority, therefore, proposes to allow ₹2.25 crore for True up. The remaining ₹2.50 crore relates to additional items not envisaged in the approved CAPEX and lacking sufficient necessity justification; hence, the Authority proposes to exclude this portion.

AAI's Submission

The Furniture & Fixtures (as tabulated below) has been procured for NITB Art items, CISF Barracks, Residential colony which are related to airport and it is requested to kindly consider the same as part of the True-up.

Asset inc. Sub number	Capitalized on	Asset description	Vendor Name	As per MYTP (Rs. In Cr.	Remarks
110017548-0	19-11-2020	SS Dustbin 3 compartment - 5/240 Lt -4/SS Round -10	UNIVERSAL SERVICES & ENTERPRISES	0.022	Procurement for old NITB
110017550-0	22-10-2020	SUPPLY OF 27 NO CHAIR & 1 NO TABLE FOR CONFERENCE	P.Obul reddy & Sons	0.066	For operational and admin building
110017661-0	01-01-2021	SS 304 SINGLE PHASE WET GRINDER - 20Ltr - CISF	Shree Swaminaryana Machine Tools	0.004	Procurement for CISF Barrack
110018685-8	30-12-2022	Revolving Chair HB 2no & Visitor Chair 3 No	PURPLE OFFICE SYSTEMS	0.002	For operational and admin building

110018685-13	30-12-2022	Godrej Aristo Table TASH RH 1500*900	P.Obul reddy & Sons	0.007	For operational and admin building
110018685-14	30-12-2022	Godrej Maestro OC RD Black 1800mm	P.Obul reddy & Sons	0.003	For operational and admin building
110018685-15	30-12-2022	Godrej Chair 7001 Blue	P.Obul reddy & Sons	0.002	For operational and admin building
110018685-33	30-12-2022	MS Racks - Project Engineer	PURPLE OFFICE SYSTEMS	0.001	For operational and admin building
110018685-34	30-12-2022	Executive Table - Project Engineer	PURPLE OFFICE SYSTEMS	0.005	For operational and admin building
110018685-35	30-12-2022	3 Seater Sofa Leatherite Cover - Project Engineer	PURPLE OFFICE SYSTEMS	0.004	For operational and admin building
110018711-0	03-05-2021	Three SEATER A.T CHAIRS FROM CHQ	OBEMAR AIRPORT SYSTEM INDIA PRIVATE LIMI	1.582	Three seater chairs for Passengers
110019515-0	31-03-2023	200+24 Plastic chair, 10 Pls Table- Community Hall	Twenty First Century techno product	0.026	Procurement done for Residential Colony
110019515-1	22-03-2023	5 Chess Board & Carrom Board - Community Hall	SPORTS GROUP	0.001	Procurement of Indoor Games for Residential Colony
110019515-2	30-03-2023	Double side twister - Community Hall	STURDY INTERNATIONAL	0.001	Procurement of GYM equipment for Residential colony
110019515-3	31-03-2023	LINEN ITEMS - NEW Residential Qtrs Hostel	RAJEEV TRADING CO	0.013	Procurement of Linen items for Residential colony
110019515-4	30-03-2023	BARRACK KITCHEN AND OTHER MISC UTENSILS - CISF	ANEES AGENCIES	0.009	Procurement for CISF Barrack
110019515-6	30-03-2023	Commercial treadmill - Community Hall	STURDY INTERNATIONAL	0.008	Procurement of GYM equipment for Residential colony
110019515-7	30-03-2023	Interlock rubber floor mat - Community Hall	STURDY INTERNATIONAL	0.002	Procurement of GYM equipment for Residential colony
110019515-8	30-03-2023	Multi bench press - Community Hall	STURDY INTERNATIONAL	0.001	Procurement of GYM equipment for Residential colony
110019515-9	30-03-2023	Elliptical trainer - Community Hall	STURDY INTERNATIONAL	0.007	Procurement of GYM equipment for Residential colony
110019515-10	30-03-2023	PEV Hexagon Rubber Dumbbells - Community Hall	STURDY INTERNATIONAL	0.003	Procurement of GYM equipment for Residential colony
110019515-11	30-03-2023	Spin bike - Community Hall	STURDY INTERNATIONAL	0.002	Procurement of GYM equipment for Residential colony
110019515-12	30-03-2023	Weight plates - Community Hall	STURDY INTERNATIONAL	0.003	Procurement of GYM equipment

					for Residential colony
110019515-13	30-03-2023	Olympic bar & Olympic curl bar - Community Hall	STURDY INTERNATIONAL	0.001	Procurement of GYM equipment for Residential colony
110019515-14	30-03-2023	Dumbbell Store Rack - Community Hall	STURDY INTERNATIONAL	0.001	Procurement of GYM equipment for Residential colony
110019515-15	30-03-2023	Multi gym with stack - Community Hall	STURDY INTERNATIONAL	0.008	Procurement of GYM equipment for Residential colony
110019515-16	31-03-2023	King size matress - Hostel	Twenty First Century techno product	0.008	Procurement of F&F for Hostel & Community Hall
110019515-17	31-03-2023	Single size matress - Hostel	Twenty First Century techno product	0.008	Procurement of F&F for Hostel & Community Hall
110019515-18	31-03-2023	Office table - Community Hall	Twenty First Century techno product	0.005	Procurement of F&F for Hostel & Community Hall
110019515-19	31-03-2023	King size cot - Hostel	Twenty First Century techno product	0.013	Procurement of F&F for Hostel & Community Hall
110019515-20	31-03-2023	3 seater sofa - Community Hall	Twenty First Century techno product	0.011	Procurement of F&F for Hostel & Community Hall
110019515-21	31-03-2023	Revolving chair - Community Hall	Twenty First Century techno product	0.003	Procurement of F&F for Hostel & Community Hall
110019515-22	31-03-2023	Single size cot - Hostel	Twenty First Century techno product	0.016	Procurement of F&F for Hostel & Community Hall
110019515-23	31-03-2023	Visitor chair - Community Hall	Twenty First Century techno product	0.004	Procurement of F&F for Hostel & Community Hall
110019515-24	31-03-2023	2 Seater table - Community Hall	Twenty First Century techno product	0.007	Procurement of F&F for Hostel & Community Hall
110019515-25	31-03-2023	Dressing table - Hostel	Twenty First Century techno product	0.011	Procurement of F&F for Hostel & Community Hall
110019515-26	31-03-2023	Single seater sofa - Community Hall	Twenty First Century techno product	0.011	Procurement of F&F for Hostel & Community Hall
110019515-27	22-03-2023	Table tennis - Community Hall	SPORTS GROUP	0.004	Procurement of Indoor Games for Residential Colony
110019515-28	22-03-2023	Badminton Net poles + Brown - Community Hall	SPORTS GROUP	0.001	Procurement of Indoor Games for Residential Colony
110019515-29	22-03-2023	Badminton court Mat - Community Hall	SPORTS GROUP	0.016	Procurement of Indoor Games for Residential Colony
110019515-30	22-03-2023	DEGCHIBRESS WROUGHT ALUMINIUM UTENSIL - CISF	ANEES AGENCIES	0.003	Used for CISF Barrack
110019515-31	30-03-2023	SS DOUBLE BURNER GAS STOVE - CISF	ANEES AGENCIES	0.002	Used for CISF Barrack

110019515-32	30-03-2023	LPG CHAPATI PLATE WITH PUFFER 4 BURNERS - CISF	ANEES AGENCIES	0.012	Used for CISF Barrack
110019515-33	30-03-2023	SS SINK UNIT WITH 3 NUMBER OF TAP HOLES - CISF	ANEES AGENCIES	0.014	Used for CISF Barrack
110019515-34	30-03-2023	SS IDLI STEAMER 100 Capacity - CISF	ANEES AGENCIES	0.003	Used for CISF Barrack
110021605-0	01-06-2024	Galvanized Shelf Rack- CISF	NILESH ENGINEERS	0.001	Used for CISF Barrack
110021605-1	01-06-2024	Wooden Meat Sage- CISF	NILESH ENGINEERS	0.005	Used for CISF Barrack
110021605-2	01-06-2024	Vegetable Display Racks- CISF	NILESH ENGINEERS	0.002	Used for CISF Barrack
110021605-3	01-06-2024	Dining table with Chair- CISF	NILESH ENGINEERS	0.015	Used for CISF Barrack
110021605-4	01-06-2024	Steel table - T9- CISF	NILESH ENGINEERS	0.002	Used for CISF Barrack
110021605-5	01-06-2024	Revolving Chair- CISF	NILESH ENGINEERS	0.001	Used for CISF Barrack
110021986-0	03-07-2024	BROZE LORD KRISHNA STATUE WITH FLUTE-5.92FT	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.182	For NITB artwork
110021986-1	03-07-2024	WALL HANGING-THANJAVUR PAIINTING-SARASWATHI	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.009	For NITB artwork
110021986-2	03-07-2024	WALL HANGING-THANJAVUR-RADHAKRISHNA WITH GOPIKAS	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.015	For NITB artwork
110021986-3	03-07-2024	WALL HANG-THANJAVUR PAINT-LORD GODDESS ANNAPOORANI	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.011	For NITB artwork
110021986-4	03-07-2024	WALL HANG-THANJAVUR PAINT-LORD VENNAI THALIKRISHNA	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.023	For NITB artwork
110021986-5	03-07-2024	WALL HANG-THANJAVUR PAINT-LORD VENNAI THALIKRISHNA	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.023	For NITB artwork
110021986-6	03-07-2024	WALL HANG-THANJAVUR PAINT-BHARATHANATIYAM WOMEN	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.016	For NITB artwork
110021986-7	03-07-2024	WALL HANG-THANJAVUR PAINT-LORD GODDESS GAJALAKSHMI	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.090	For NITB artwork
110021986-8	03-07-2024	WALL HANGING-THANJAVUR PAINTING OF LORD BALAJI	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.031	For NITB artwork
110021986-9	03-07-2024	WALL HANGING-THANJAVUR PAINTING OF GODDESS LAKSHMI	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.031	For NITB artwork
110021986-10	03-07-2024	WOODEN CARVED PEDESTAL BROZE LORD KRISHNA STATUE	THE TAMIL NADU HANDICRAFTS DEVELOPMENT	0.004	For NITB artwork
110022031-0	28-11-2024	PU Foam Mattress - 70*69 - VIP Lounge	M/s M K WOOD WORKS	0.002	Used in VIP Lounge in NITB
110022512-0	30-03-2023	WOODEN ALMIRAH WITH GLASS DOOR - CISF	SUGAN ETNERPRISES	0.015	Purchased for CISF
110022512-1	30-03-2023	Computer Table - CISF	SUGAN ETNERPRISES	0.001	Purchased for CISF
110022512-2	30-03-2023	10-SEATER SOFA SET - CISF	SUGAN ETNERPRISES	0.011	Purchased for CISF
110022512-3	30-03-2023	SS GRADE 304 SHELF RACK WITH 3 SHELF - CISF	SUGAN ETNERPRISES	0.002	Purchased for CISF

110022512-4	30-03-2023	ARMED VISITOR CHAIR - CISF	SUGAN ETNERPRISES	0.001	Purchased for CISF
110022512-5	30-03-2023	CENTRED TABLE WITH TEMPERED GLASS TOP - CISF	SUGAN ETNERPRISES	0.002	Purchased for CISF
110022512-6	30-03-2023	KITCHEN STORAGE PLATFORM RACK - CISF	SUGAN ETNERPRISES	0.012	Purchased for CISF
110022512-7	30-03-2023	SIDE RACK STEEL SHELF - CISF	SUGAN ETNERPRISES	0.001	Purchased for CISF
110022512-8	30-03-2023	PIN UP NOTICE BOARD - CISF	SUGAN ETNERPRISES	0.001	Purchased for CISF
110022512-9	30-03-2023	SS DINING TABLE-6 FIXED & 100 Plastic chairs- CISF	SUGAN ETNERPRISES	0.054	Purchased for CISF
110022512-10	30-03-2023	4-SHELVES ALMIRAH BIG SIZE - CISF	SUGAN ETNERPRISES	0.003	Purchased for CISF
110022512-11	30-03-2023	KEY HOLDER BOX - CISF	SUGAN ETNERPRISES	0.001	Purchased for CISF
110022512-12	30-03-2023	WOODEN DINING CHAIR - CISF	SUGAN ETNERPRISES	0.002	Purchased for CISF
110022512-13	30-03-2023	METAL COT WITH PROVISION OF MOSQUITO NET - CISF	SUGAN ETNERPRISES	0.010	Purchased for CISF
110022512-14	30-03-2023	TABLE TENNIS TABLE WITH ALL ACCESSORIES - CISF	SUGAN ETNERPRISES	0.004	Purchased for CISF
			Total	**2.522**	

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 2.52 Crores. (Sl. No 10 pg no:40 of CP 06/2025-26).

Encl.

Tamil Nadu Handicrafts workorder & AA&ES Copy

AERA Contention

X ray baggage system (4.5.12 (11), page 40)

AAI incurred ₹0.21 crore towards procurement of one dual-view X-ray Baggage Inspection System. The Authority observes that this procurement was not included in the approved CAPEX for the First Control Period. As the expenditure does not align with the allowable investment plan of AAI during

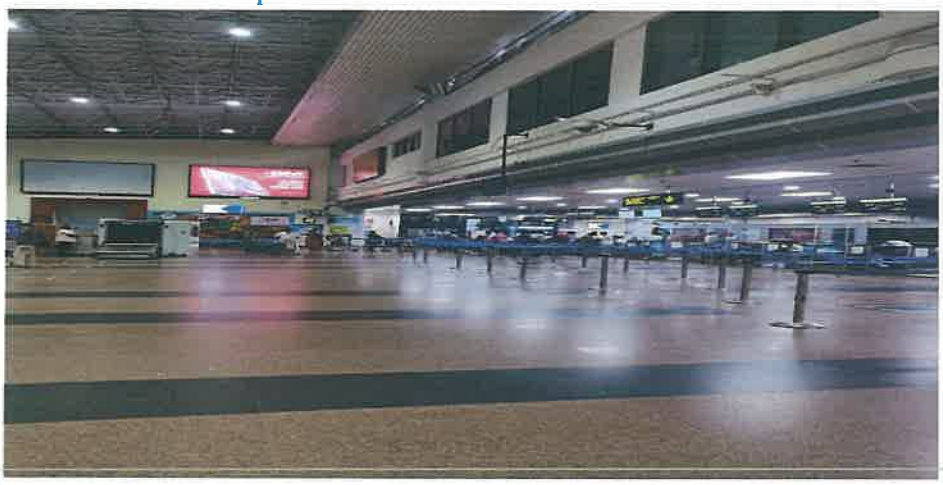
the First Control Period, the Authority therefore proposes to disallow the same for tariff determination purposes.

AAI's Submission

The Dual View X-ray Baggage Inspection System has been procured and installed in pre SHA old NITB from a security standpoint to strengthen airport screening capabilities and enhance baggage inspection efficiency.

The system enables improved detection of prohibited and restricted items through advanced dual-view imaging, thereby supporting aviation security requirements and ensuring safer passenger and baggage screening operations at the airport.

As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred on need basis. 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, AERA is requested to consider the CAPEX amount of Rs. 0.21 Crores. (Sl. No 11 pg no:40 of CP 06/2025-26).

AERA Contention

CFT/firefighting equipment (4.5.12 (12), page 40)

AAI incurred ₹0.01 crore towards installation of CCTV in ACFT for accident video recording during FY 2022-23. The Authority notes that this item was not part of the approved CAPEX framework and no detailed justification or regulatory approval has been submitted to establish its criticality within the aeronautical asset base. Accordingly, the Authority proposes to exclude this expenditure from the True up of CAPEX for the First Control Period.

AAI's Submission

The installation of CCTV cameras in ACFT enables video recording of emergency and accident response activities, which assists in post-incident analysis, training, and improvement of rescue and firefighting procedures. This measure also supports enhanced safety oversight and operational

accountability in accordance with safety guidelines prescribed by the Directorate General of Civil Aviation (DGCA).

As this CAPEX pertains to an infrastructure improvement and development project undertaken based on operational requirements, the expenditure was incurred on need basis. 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 that the CAPEX incurred towards the said installation may kindly be considered.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.01 Crores. (Sl. No 12 pg no:40 of CP 06/2025-26).

AERA Contention

Computers: end users (4.5.12 (13), page 40)

AAI has incurred ₹0.38 crore towards procurement of end-user IT hardware, including laptops, printers, and routers, during FY 2020-21 to FY 2022-23 for CCR and AOCC functions. While such assets may support administrative efficiency, the Authority observes that the expenditure was not included in the approved CAPEX plan and has not been substantiated as a capacity-driven or passenger-facing requirement. In view of the absence of prior approval and detailed justification, the Authority proposes to disallow this amount for True up.

AAI's Submission

The said CAPEX expenditure towards procurement of end-user IT hardware, including laptops, printers, and routers as well as for Constant Current Regulator (CCR) of runway lighting facility and Airport Operation Control Centre (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.

Asset inc. Sub number	Capitalized on	Asset description	Acquisition cost (in cr)	Remarks
150016368-0	08-06-2020	HP Pro One- All in one PC 600 G5 AiO PC 21.5	0.04	For Operational & admin building
150016560-0	17-06-2020	HP Laser Jet pro MFP- M226DW	0.01	For Operational & admin building
150017063-0	22-06-2020	PROCUREMENT OF 02 NOS DELLDESKTOP UPS &MS OFFICE	0.02	For Operational & admin building
150017237-0	30-11-2021	DESKTOP COMPUTER FOR AMSS-RWS AT TRY APT	0.02	For Operational & admin building
150017329-1	10-01-2022	DELL i5 LAPTOP 15.6" - IT2/Finance/OPS	0.02	For Operational & admin building
150017330-0	12-01-2022	CANON MF244 DW PRINTER-APD,FINANCE,CNS,	0.01	For Operational & admin building
150017361-15	23-09-2020	UPGRADATION OF PTB-01 NO CANON IR 2006 N PRINTER &	0.01	For Operational & admin building

150017361-18	09-10-2020	UPGRADATION OF PTB-01NO ALL IN ONE COMPUTER HP	0.01	For Operational & admin building
150017361-19	30-09-2020	UPGRADATION OF PTB - 03 NOS EPSON DS 530 SCANNER	0.01	For Operational & admin building
150017361-22	07-01-2023	UPGRADATION OF PTB- ACER i5 14' LAPTOP	0.01	For Operational & admin building
150017812-0	25-08-2022	HLBS ALL IN ONE PC - 23.8"	0.03	For Operational & admin building
150018519-0	16-03-2023	Qtrs - Acer All in One PC i5 21.5" - PC	0.01	For Operational & admin building
150020436-0	10-02-2025	Acer i7 All in one PC - 23.8" Computer	0.09	For Operational & admin building
150020800-0	26-03-2025	Cannon CIS sheet Fed scanner - DR C230	0.01	For Operational & admin building
150020857-0	16-10-2024	UPGRADATION OFALCMS-ADITECH MAKE COMPUTER FOR CCR	0.07	For operational requirement - CCR
150020857-1	16-10-2024	UPGRADATION OFALCMS-LG 24" MAKE TOUCH MONITOR-CCR	0.01	For operational requirement - CCR
		Total	**0.38**	

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.38 Crores. (Sl. No 13 pg no:40 of CP 06/2025-26).

AERA Contention

Computers: servers and networks (4.5.12 (14), page 40)

AAI has incurred ₹ 30.25 crore towards IT infrastructure works for the NITB, covering digital connectivity, network security architecture, and airport-wide communication systems. Out of this ₹30.25 crore, ₹ 30.10 crore formed part of the originally approved CAPEX in First Control Period and was covered under the head of electrical installations amounting to ₹ 224.71 crore approved in Tariff Order for First Control Period. The Independent Consultant verified capitalization of ₹ 30.10 crore in the Fixed Asset Register, examined procurement documentation and benchmarked costs with prevailing market rates, finding them to be reasonable and aligned with project requirements. Considering that these systems are integral to terminal operations, safety, and service delivery, the Authority proposes to allow ₹30.10 crore for True up of CAPEX.

Additional items have also been procured amounting ₹ 0.15 crore. However, the Authority notes that this item was not part of the approved CAPEX in First Control Period and no detailed justification or regulatory approval has been submitted. Hence, the Authority proposes to disallow this amount for True up.

AAI's Submission

The said capex is incurred digital audio rendition of the artwork in the NITB, enabling passengers to experience a comprehensive and holistic interpretation of the displayed artwork. In view of the above, it is requested that the Authority may kindly consider the said CAPEX being it is done for the facilitation of passengers.

In view of the above, AERA is requested to consider the CAPEX amount of Rs. 0.15 Crores. (Sl. No 14 pg no:40 of CP 06/2025-26).

AERA Contention

Other office equipment (4.5.12 (15), page 40)

AAI incurred ₹0.09 crore towards procurement of miscellaneous office equipment. The Authority notes that this expenditure was not envisaged under the approved CAPEX plan and AAI has not provided sufficient justification demonstrating its necessity for aeronautical service provision. As such, the Authority proposes to exclude this amount from the true-up exercise

AAI's Submission

The office equipment as tabulated below, has been procured to support the administrative and operational functions of the airport. These items are essential for the efficient functioning of airport offices and for facilitating day-to-day operational activities.

Asset inc. Subnumber	Capitalized on	Asset description	As per MYTP (Rs. In cr.)	Remarks
150016411-0	29-06-2020	PURCAHSE OF REDMI8A MOBILE PHONE FOR APD, TRICHY	0.001	For operational requirement
150016613-0	23-09-2020	SUPPLY OF 1NO VOLTAS WATER DISPENSER WITH PURIFIER	0.001	For operational & administrative building
150016614-0	29-01-2021	SUPPLY OF 02NO OASIS MAKE DRINKING WATER FOUNTAIN	0.03	For Old Terminal building
150017048-0	27-07-2020	PROCUREMENT OF 01NO SHRED X CUT GBC MACHINE TO	0.00	
150017426-0	08-05-2021	CISCO Codec incl camera & MIC -CONFERENCE HALL	0.01	For operational & administrative building
150017426-1	08-05-2021	LG 75" LED TV - CONFERENCE HALL	0.00	For operational & administrative building
150018292-0	07-01-2023	Voltas Floor Mounted Hot, Cold & Normal Water	0.00	For operational & administrative building
150018519-1	03-03-2023	RESIDENTIAL QUARTERS 40 Qty Beetel TELEPHONE SETS	0.00	For Residential colony

150018519-3	16-03-2023	Qtrs - VOLTRIQ Smart Tv 55" LED Backlit LCD	0.00	For Residential colony
150018519-4	10-03-2023	Qtrs - Candes Smart Tv 32" LED Backlit LCD	0.01	For Residential colony
150018519-6	20-03-2023	RESIDENTIAL QUARTERS - EPABX	0.01	For Residential colony
150019606-1	27-02-2024	Voltas Floor Mounted Hot, Cold & Normal Water	0.00	For operational & administrative building
150019607-0	23-02-2024	Samsung Mobile A05 (4/64 GB) - WSO/ATC/CNS	0.00	For operational requirement
150019607-1	23-02-2024	Samsung Mobile A05 (4/64 GB) - APD/OPS/CISF 2/AHCR	0.00	For operational requirement
150019908-0	16-04-2024	43" Panasonic TV - LH - 43SL5ND	0.01	For NITB building
150020008-0	03-09-2024	Water Dispenser - Atlantis Sky 3	0.00	For operational & administrative building
		Total	**0.09**	

As this CAPEX pertains to an infrastructure improvement undertaken based on operational requirements, the expenditure was incurred on need basis. 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, AERA is requested to consider the CAPEX amount of Rs. 0.09 Crores. (Sl. No 15 pg no:41 of CP 06/2025-26).

INLINE BAGGAGE HANDLING SYSTEM- Not considered by AERA (Due to linking error in Financial Model submitted by AAI)

AAI's submission

INLINE BAGGAGE HANDLING SYSTEM – NITB Rs. 86.85 Crores 2023-24 & Rs.5.26 Crores towards Kritiscan X-BIS.

The Inline Baggage Handling system is part of the original NITB scope and AAI has submitted CAPEX proposal for 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. The Inline baggage system is most essential in the Terminal bulding for screening of the check-in baggages, embarking and disembarking of the checkin baggages in the Terminal building.

As the said CAPEX is linked to passenger facility, AERA is requested to consider the CAPEX of Rs. 86.85 Crores towards **INLINE BAGGAGE HANDLING SYSTEM & Rs.5.26 Crores towards Kritiscan X-BIS.** (The difference in carrying cost for ILBHS is due to the part capitalization of the NITB assets.)

Encl:

1) **Annexure H – Award letter – ILBHS**

S.No.	Assets No.	Description	Capitalization date	Amount (in Cr.)
1	90054186	KRITISCAN - 6040 DV - HB - XBIS	27-07-2023	0.42
2	90054187	KRITISCAN - 100100DV - RB - XBIS	31-10-2023	1.38
3	90054192	KRITISCAN - 6040 DV - HB - XBIS	15-02-2024	2.70
4	90054195	SITC of Rollers - XBIS HB	27-03-2024	0.29
5	90054196	Dual View HB XBIS - Kritiscan	13-03-2024	0.48
6	90053648	INLINE BAGGAGE HANDLING SYSTEM – NITB*	30-03-2024	86.85
		Total		**92.11**

*Inline baggage handling system was partly capitalized with Rs.81,83,11,677/- and the final bills of Rs.5,01,95,756/-were received and accounted for in the subsequent financial year, resulting in capitalization of the remaining cost thereafter.

Hence, it is requested AERA to kindly consider the CAPEX of Rs.92.11 cr. (Rs.87.09 already in Proposal) as part of the True-up.

Capital additions of the First Control Period which was submitted partially during the MYTP proposal due to part capitalization of the assets of NITB.

(Rs. In Cr)

S. N	Asset Block	Vendor Name	Asset description	Capitalized date	Carrying cost of the Asset	Submitted in MYTP	Balance for consideration for AERA
1	Building-terminal cost	Agrisense Landscape	NEW PASSENGER TERMINAL BUILDING-LANDSCAPING WORKS	11-03-2024	1.79	1.32	0.46
2	Building-terminal cost	Cemindia Projects Limited	CONSTRUCTION OF NEW PASSENGER TERMINAL BUILDING	27-03-2024	686.33	686.31	0.03
3	Building-terminal cost	EGIS INDIA CONSULTING ENGINEERS PRIVATE	PASSENGER TERMINAL BUILDING-PROJECT MANAGEMENT	31-03-2024	42.14	33.08	9.06
4	Building-terminal cost	H.S Oberoi Build tech Pvt. Ltd.	NEW PASSENGER TERMINAL BUILDING -INTERIOR & ART	31-03-2024	13.42	9.34	4.08
5	Plant & Machinery	HYDROTECH PARYAVARAN (INDIA) PRIVATE LIM	1050 KLD SEWAGE TREATMENT PLANT-PTB	25-03-2024	4.59	4.29	0.30
6	Plant & Machinery	INSTA POWER LTD	LANDSCAPE LIGHTING WORKS - PTB	29-02-2024	2.45	1.73	0.72
7	Plant & Machinery	SATIN NEO DIMENSIONS PRIVATE LIMITED	SIGNAGES IN PASSENGER TERMINAL BUILDING	25-03-2024	6.70	5.18	1.52
8	Runways, Taxiways, Aprons-Freehold	GARG ASSOCIATES	WALL TO WALL GRADING OF OPERATIONAL AREA	22-06-2023	1.46	1.42	0.05
				Total	**758.88**	**742.66**	**16.22**

The NITB project was initially capitalized during FY 2023–24 as part capitalization, as the building was completed and inaugurated on 02.01.2024, which is intendent to use. However, the final bills pertaining to the NITB project were received and accounted for in the subsequent financial year, resulting in capitalization of the remaining cost thereafter.

It is to be submitted that, during the MYTP submission, the capitalization value considered was based on the part-capitalized amount, and the final carrying cost was not included. This was primarily because the MYTP CAPEX considered during the year has not taken the additional expenditure incurred on previously capitalized assets (i.e., NITB assets).

AERA has already considered the said expenditure as CAPEX incurred during the First Control Period. Accordingly, it is requested that the final carrying cost of the NITB project may kindly be considered for tariff determination.

Capital additions of the First Control Period which was not submitted in the MYT proposal is submitted by AAI for Tiruchirappalli International Airport for consideration for Tariff Fixation.

The below-listed assets were not included in the MYT proposal due to post capitalization of assets and upon reconciliation it is identified that these assets were left out in original submission. Further, the expenditure forms part of the NITB. Accordingly, it is requested to AERA for kind consideration towards capital additions(left out) for the First Control Period.

Asset Class	Asset inc. Subnumber	Capitalized on	Asset description	Acquisition cost (Rs. In Cr)	Remarks
Building- terminal cost	50012533-0	27-03-2024	RECONFIGURATION WORKS FOR NITB	23.21	For NITB
Furniture & fix. other than trolley	110018685-26	27-03-2024	Tempered glass coffee table- 1200X400X600MM	0.01	For NITB
Furniture & fix. other than trolley	110018685-27	27-03-2024	CLEAR glass coffee table- 1200X400X600MM	0.01	For NITB
Furniture & fix. other than trolley	110018685-28	27-03-2024	Clear glass coffee table- 1200X600X440 MM	0.01	For NITB
Furniture & fix. other than trolley	110018685-29	27-03-2024	Leather sofa set 3+2 seater tan brown colour	0.04	For NITB
Furniture & fix. other than trolley	110018685-30	27-03-2024	Solid wood veneer center table- Dark Oak colour	0.01	For NITB
Furniture & fix. other than trolley	110018685-31	27-03-2024	Solid wood veneer side table-Family Brown	0.01	For NITB
Furniture & fix. other than trolley	110018685-32	27-03-2024	3 Seater Chair Individual arm- Brown colour	0.84	For NITB
Building- terminal cost	50012532-0	27-03-2024	FIXED LINK BRIDGE (FLB) AND NODE BUILDING FOR NITB	15.40	For NITB
Plant & Machinery	90057524-0	15-02-2024	PBB AND AVDGS BUKKAKA MAKE	10.65	For NITB
Trolleys	90046639-0	28-07-2020	SUPPLY OF 1184 NOS PASSENGER BAGGAGE TROLLEY WITH	2.84	Procurement of Trolleys for old NITB & New NITB
X-Bis	90057458-0	30-03-2024	BAGGAGE HANDLING SYSTEM- RECONFIGURATION WORKS	1.77	For NITB
			TOTAL	**54.80**	

i) RECONFIGURATION WORKS FOR NITB for Rs. 23.21 Crores (2023-24)

The planning of terminal buildings is primarily based on Peak Hour Passenger (PHP) demand, while the annual passenger handling capacity is derived from the peak hour capacity, considering the number of peak traffic hours an airport can accommodate in a day. Therefore, from a planning perspective, terminal buildings are designed to avoid capacity constraints during peak hours.

The current New Integrated Terminal Building was conceptualized in 2015, based on the traffic forecast derived from actual traffic data of the year 2014–15. At that time, the traffic distribution between domestic and international passengers was 8% (96,944) and 92% (10,92,274), respectively. The forecast on which the building was planned showed that in 2025-26, the domestic passengers would be 5% (1,80,641) & Int'l passengers would be 95% (33,48,181). Considering, it to be a majorly international terminal using the traffic ratio for International passengers as per IMG Norms. The Total designed peak hour was calculated as 2900 Pax.

TRAFFIC FORECAST-TRICHY AIRPORT			
YEAR	**PASSENGERS (In Nos.)**		
	INTL	**DOM**	**Total**
2014-15(Base Year)	1092274	96944	1189218
Growth Rate	8.0%	20.0%	9.0%
2015-16	1179656	116333	1295989
Growth Rate	12.00%	4.00%	11.40%
2016-17	1321215	120986	1442201
2017-18	1479760	125826	1605586
2018-19	1657332	130859	1788190
2019-20	1856211	136093	1992304
2020-21	2078957	141537	2220493
Growth Rate	10.0%	5.0%	9.7%
2021-22	2286852	148613	2435466
2022-23	2515538	156044	2671582
2023-24	2767092	163846	2930938
2024-25	3043801	172039	3215839
2025-26	3348181	180641	3528821

Accordingly, the terminal, with an area of 75,000 sqm, was designed to handle a peak hour capacity of 2,900 passengers with providing facilities for domestic passengers to a bare minimum resulting in designed peak hour of 2,300 international + 600 domestic.

The work was awarded in 2018, completed in 2023, and the terminal building was inaugurated in January 2024.

However, during the course of construction in 2022, it was observed that the actual traffic distribution for the year 2019–20 had shifted significantly to 20% (2,96,073) domestic and 80% (13,16,419) international traffic. Since the building footprint could not be altered, the increase in the share of domestic traffic posed a significant challenge. It was envisaged that the originally planned domestic peak hour capacity of 600 passengers would lead to saturation of domestic processing areas, even though the terminal would not have reached its overall planned annual capacity.

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

Therefore, to enhance the domestic peak hour capacity and extend the terminal's saturation year, a reconfiguration of the terminal building was planned and implemented. This resulted in an increase in the planned peak hour capacity to 3,480 passengers (2,400 international and 1,080 domestic). The annual capacity of the reconfigured terminal has been estimated at 4.45 million passengers per annum, based on traffic ratios in accordance with IMG norms.

The modifications were limited to internal adjustments within the existing building footprint. These included removal of partition walls, addition of check-in counters, augmentation of conveyor systems to support increased check-in capacity, and installation of additional X-BIS machines. These changes were aimed at improving space utilization, enhancing passenger flow efficiency, eliminating bottlenecks, and increasing overall peak hour handling capacity.

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 which was 600 (300 departure + 300 arrival)(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.

In view of the above, AERA is requested to consider the CAPEX made for Rs. 23.21 crores towards the RECONFIGURATION WORKS FOR NITB expended to meet the increased PAX handling capacity of the building without increasing the buildup area i.e. 75,000 sq.mt.

Encl:

1. Annexure A - Reconfiguration Building & ILBHS - AA&ES
2. Annexure B - Final Agreement Provision of Reconfiguration works for NITB at Trichy Airport compressed.
3. Detail enclosed-Flag I

ii) Furniture & Fixtures – Three-Seater chairs and other NITB related furniture Rs. 0.93 Crores – 2023-24.

The furniture for Rs. 0.93 Crores including Three-seater chairs has been procured exclusively for NITB (Terminal Building) and the same is part of original project cost. The said procurement is incurred for NITB and hence AERA is requested to consider the same.

Encl

1. **Annexure C - EXTRA ITEM executed M/s ITD Ltd**

iii) FIXED LINK BRIDGE (FLB) AND NODE BUILDING FOR NITB for Rs. 15.40 Crores (2023-24).

Fixed Link Bridge (FLB) is the structure connecting the terminal building with the aero bridges for enhance the smooth and convenient passenger movement for embarking and disembarking of the passengers.

The construction of Fixed Link Bridge (FLB) & Node Building was not part of NITB project and is separately constructed with the same agency due to paucity of time. The scope of the work is made up of structural steel, deck sheet at bottom, Façade glazing, metal false ceiling, MEP works incl. Air conditioning firefighting etc. and node building with RCC framed structure with AAC

block. Hence the said work was taken up for better passenger facilitation in the passenger terminal building.

The said work was carried out in urgency as the same needs to be completed along with the NITB inauguration and hence the said work was carried out through the NITB awarded contract M/s. ITD Cementation/Cemindia Project Ltd.

In view of the above, AERA is requested to kindly allow the spent CAPEX of Rs. 15.40 Crores towards construction of Fixed Link Bridge & Node Building for NITB.

Encl:

1. Annexure D - FLB, Node Building & PBB– AA&ES
2. Annexure E – Supplementary Agreement – FLB & Node Building

iv) Passenger Boarding Bridge (PBB) – 4 Nos. - Rs.10.65 Crores (2023-24).

AERA has allowed 1 no. of PBB for the CAPEX expended during the FY 2024-25 for Rs. 2.66 Crores. However, the 4 No. of PBB expended for NITB is not considered in the items submitted by AAI. The PBB are required to enhance the smooth and convenient passenger movement for embarking and disembarking of the passengers and the same is part of NITB project.

Hence, AERA is requested to consider the CAPEX amount spent for the 4 number of PBB which forms part of the original NITB scope.

Encl:

1) Annexure F - Award Letter - PBB

v) SUPPLY OF 1184 NOS PASSENGER BAGGAGE TROLLEY Rs. 2.84 Crores – 2020-21

The said trolley has been procured for passengers in the old NITB and which is used for passenger facility. The said CAPEX has not been listed in the CAPEX proposal of AAI. AERA is requested to consider the said CAPEX of Rs. 2.84 Crores towards procurement of the Trolley for old NITB which is now used in New NITB for passenger facility.

Encl:

Annexure G - Delivery Challan - PASSENGER BAGGAGE TROLLEY

vii) BAGGAGE HANDLING SYSTEM-RECONFIGURATION WORKS – Rs. 1.77 Crores (2023-24)

The Reconfiguration work was already explained in the previous paras. The subject work has already been elaborated along with the reconfiguration work.

As, the modification work in conveyor cannot be carried out in the operational Airport.

In view of the above, AERA is requested to consider the CAPEX made for Rs1.77 crores towards the BAGGAGE HANDLING SYSTEM-RECONFIGURATION WORKS.

Encl:

1. Annexure A- Reconfiguration Building & ILBHS - AA&ES
2. Annexure I– Supplementary agreement - ILBHS

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.

Accordingly, it is requested that the Authority may kindly consider the CAPEX which was not included in the MYTP due to linking error for the True-up.

***

True up of Fair Rate Of Return (FRoR)-(Para 4.6.1, page-45)

AERA Contention

4.6.1 The Authority notes that AAI has claimed 14% for FY 2020-21 to FY 2021-22 and 11.61% for FY 2022- 23, FY 2023-24 and FY 2024-25 as FRoR as part of its submission for true up of the First Control Period.

4.6.2 As per the Tariff Order issued for First Control Period, FRoR as approved by Authority was as follows:

Table 22: FRoR as approved by Authority during First Control Period

Particulars	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
FRoR	14%	14%	11.61%*	11.61%*	11.61%*

* The debt equity portion was considered as 60%:40% with cost of debt of 8.03% and cost of equity of 16%

4.6.3 AAI vide its e-mail dated December 2, 2025, has stated that it has availed debts for all its airports during FY 2020-21, FY 2021-22 and FY 2022-23 and has apportioned some debt to Tiruchirappalli International Airport. The details of the quantum of debt and the actual cost of debt shared by AAI is as below:

Table 23: Debt details for the First Control Period submitted by AAI

(₹ crore)

Particulars	FY 2020-21	FY 2021-22	FY 2022-23
Axis Bank	100.89	15.48	-
SBI-RTL	-	34.28	60.58
SBI-ECB	-	5.91	1.55
Total availed during the year	100.89	55.68	62.13
Cumulative loan	100.89	156.57	218.70

4.6.4 AAI vide its e-mail dated February 18, 2026, has submitted that AAI had taken loan on PAN India basis during FY 2020-21, FY 2021-22 and FY 2022-23 only and funds were provided to the station as per their requirement. Further no loan has been raised by the station on stand alone basis. AAI provided the details of average rate of interest for the FY 2022-23 to FY 2024-25. The details of the rate of interest shared by AAI is as below:

Table 24: Average rate of interest details for the First Control Period submitted by AAI

Particulars	FY 2022-23	FY 2023-24	FY 2024-25	Average
SBI-RTL – 625 crore	8.35%	8.22%	8.39%	8.09%
SBI-RTL – 900 crore	8.10%	8.98%	8.33%	8.60%
Axis Bank -2100 crore	7.82%	-	-	8.36%
Average rate of interest				8.35%

4.6.5 The Authority proposes to retain FRoR at 14% for FY 2020-21 to FY 2021-22 and 11.61%

for FY 2022- 23, FY 2023-24 and FY 2024-25 as per Tariff Order for the First Control Period.

AAI's Submission

As per Tariff order of 1st control period, Fair Rate of Return @ 11.61% was approved by AERA assuming debt equity portion as 60%:40% with cost of debt of 8.03% and cost of equity 16% w.e.f FY 2022-23 due to proposed operationalization date of new terminal Building.

However, the AAI has funded capex through debt of Rs.218.70 cr. (The details is as under)

Particulars	FY 2020-21	FY 2021-22	FY 2022-23
Axis Bank	100.89	15.48	-
SBI-RTL	-	34.28	60.58
SBI-ECB	-	5.91	1.55
Total availed during the year	100.89	55.68	62.13
Cumulative loan	100.89	156.57	218.70

The calculation of Average rate of interest on debt is as under:-

Particulars	FY 2022-23	FY 2023-24	FY 2024-25	Average
SBI-RTL – 625 crore	8.35%	8.22%	8.39%	8.09%
SBI-RTL – 900 crore	8.10%	8.98%	8.33%	8.60%
Axis Bank -2100 crore	7.82%	-	-	8.36%
Average rate of interest				8.35%

The AERA has worked out FRoR considering Average rate of Debt @7.75% however as per AAI actual average rate of debt is @ 8.35% which is already shared to AERA.

Calculation of FRoR(Revised) based on the actual cost of debt is as under:-

Parameter	Percentage (%)
Normative Debt Equity Ratio	48:52
Cost of Equity	15.18%
Cost of Actual Debt	8.35%
Fair Rate of Return for the Second Control Period	11.90%

Revised FRoR Proposed by AAI during First Control Period

Particulars	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
FRoR	14%	14%	14%	14%	11.90%*

*Hence, we request AERA to considered FRoR@11.90% considering the actual cost of debt i.e. 8.35%.

Further, it is worthwhile to mention here that the actual operationalization date of New Terminal Building i.e 11th June 2024(FY 2024-25) instead of FY 2022-23(Proposed date as per earlier tariff order)accordingly it is requested to consider FRoR @ 11.90% as explained above.

Administration expenses (other than CHQ/ RHQ)- Interest on Borrowings(page-52)

AERA Contention

4.8.6 Upon detailed analysis of the above variances in Y-o-Y expenses, the Authority notes the following:

In true up, AAI has included ₹ 12.25 crore as interest charges on borrowings under admin. & general expenses (other than CHQ/RHQ). The claim for interest charges on borrowings under the admin. & general expenses is not admissible as the Cost of Debt has already been factored in by AERA while calculating Fair Rate of Return (FRoR) on the RAB for AAI. Allowing separate recovery of interest charges under admin. & general expenses would amount to double recovery of Cost of Debt (interest on borrowings). Therefore, the interest charges have been excluded from the admin & general expenses (other than CHQ/RHQ).

AAI's Submission

It is submitted that Rs.12.25 crores, interest on borrowings is the actual cost of servicing the debt involves cash outflow as well and the same is post capitalization and accordingly has been charged off in books of accounts under head Administrative and general expenses. It has no relevance with calculation of FRoR.

Please refer AERA order no. 17/2024-25, in respect of Sri Guru Ram Dass Jee International airport, Amritsar, (para 13.5.2), interest on term loan has been considered by AERA while calculating the ARR for the First control period.

Proposal for the 2nd Control Period (01.04.2025 to 31.03.2030)

Traffic for the 2nd Control Period

AERA has projected Traffic growth for passenger and ATM for the 2nd control period based on the actual data for the first eight months (upto Nov 2025) of FY 2025-26 as under:-

Considered	AERA-Passenger (Based on Actual Upto Nov-2025)					AERA-ATM (Based on Actual Upto Nov- 2025)				
YEAR	DOM.	%	INTL	%	TOTAL	DOM.	%	INTL	%	TOTAL
2024-25	5,58,221		13,98,630		21,49,715	8,161		9,237		19,610
2025-26	8,59,976	54%	15,24,507	9%	23,84,483	10,217	25%	10,715	16%	20,932
2026-27	9,63,173	12%	16,61,712	9%	26,24,885	11,136	9%	12,429	16%	23,565
2027-28	10,59,490	10%	17,94,649	8%	28,54,139	12,027	8%	13,921	12%	25,948
2028-29	11,65,439	10%	19,38,221	8%	31,03,660	12,989	8%	15,591	12%	28,580
2029-30	12,81,983	10%	20,93,279	8%	33,75,262	14,028	8%	17,462	12%	31,491

AAI's Submission

It is requested to AERA to considered the revised passenger and traffic growth based on the actual upto Jan 2026 as under:-

Considered	Revised-Passenger (Based on Actual Upto Jan-2026)					Revised-ATM (Based on Actual Upto Jan-2026)				
YEAR	Dom	%	INTL	%	Com	Dom	%	INTL	%	Com
2024-25	558221		1398630		1956851	8161		9237		17398
2025-26*	851212	52%	1425326	2%	2276538	9846	21%	9647	4%	19493
2026-27	953357	12%	1553605	9%	2506963	10732	9%	11191	16%	21923
2027-28	1048693	10%	1677894	8%	2726587	11591	8%	12533	12%	24124
2028-29	1153563	10%	1812125	8%	2965688	12518	8%	14037	12%	26555
2029-30	1268919	10%	1957096	8%	3226014	13519	8%	15722	12%	29241

Hence, it is requested AERA to consider the revised growth based on the Upto Jan 2026(Actual) and accordingly projection may be done based on FY 2025-26.

Capital expenditure for the 2nd Control period

AERA Contention

Additional Capex (5.1, page 74)

5.1 Construction of precast boundary wall at newly acquired land at Trichy Airport (₹ 24.99 crore)

AAI has proposed the CAPEX towards construction of precast boundary wall at newly acquired land at Trichy Airport amounting to ₹ 24.99 crore for capitalization in FY 2026-27.

Present Status: Tender is in progress

The Authority, through its Independent Consultant, has examined the proposed CAPEX. The work has not been awarded yet and is also not part of MYTP submitted. Therefore, the Authority proposes

to disallow the CAPEX amounting ₹ 24.99 crore from FY 2026-27.

AAI's Submission

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) (**Flag - R**)

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. (**Flag- S**)

The project has been carried out with the approval of all relevant stakeholders were involved during the concept, design, execution, wherein the scope of work was reviewed in detail (**Flag - T**).
In view of the above, it is requested that the CAPEX incurred towards the said work may kindly be considered for inclusion.

Encl:

- Flag R - Letter of Intent (LOI)
- Flag S- ICAO & DGCA CAR norms
- Flag T- Stakeholder Meeting attendance sheet.

AERA Contention

Additional Capex (5.2, page 74)

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

AAI has proposed the CAPEX towards construction of RCC drain, RCC box culvert and allied works in area between Parallel Taxi Track and new apron, at Trichy Airport amounting to ₹ 13.92 crore for capitalization in FY 2026-27.

Present Status: Tender is in progress

The Authority, through its Independent Consultant, has examined the proposed CAPEX, and found the work has not been awarded yet and is also not part of MYTP submitted. Therefore, the Authority proposes to disallow the CAPEX amounting (₹ 13.92 crore) from FY 2026-27.

AAI's Submission

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 (**Flag - U**).

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.

The project has been carried out with the approval of DGCA, and all relevant stakeholders were involved during the concept, design, execution, wherein the scope of work was reviewed in detail (**copy enclosed flag V**).
The proposed drainage works will ensure proper water disposal, prevent waterlogging, and maintain the structural integrity of the taxi track and apron areas. Efficient drainage is critical for safe aircraft operations, minimizing operational disruptions, and maintaining compliance with airside safety standards prescribed by the Directorate General of Civil Aviation.

In view of the above, it is requested that the CAPEX incurred towards the said works may kindly be considered for inclusion.
Encl.

- Flag U – Tende copy
- Flag V- DGCA approval including Stakeholder Meeting attendance sheet.

Proposed Fair Rate of Return for the 2nd Control Period

AERA Contention

The AERA has proposed FRoR considering average rate of interest as below: -

Parameter	Percentage (%)
Normative Debt Equity Ratio	48:52
Cost of Equity	15.18%
Cost of Notional Debt	7.75%
Fair Rate of Return for the Second Control Period	11.61%

AAI's submission

The AERA has worked out FRoR considering Average rate of Debt @7.75% considering notional debt equity ratio of 48:52, however AAI has not proposed any loan for future capex. Hence it is requested AERA to provide return on RAB in line with the earlier Tariff order of AAI's airports issued by AERA considering MCL Rate of SBI which is 8.8% as on 15.01.2026.

Calculation of FRoR(Revised) based on the above is as under:-

Parameter	Percentage (%)
Normative Debt Equity Ratio	48:52
Cost of Equity	15.18%
Cost of Actual Debt	8.8%
Fair Rate of Return for the Second Control Period	12.12%

Hence, we request AERA to consider FRoR@12.12% considering the MCLR i.e. 8.8%.

Proposed Operation & Management Expenses for the 2nd Control Period (Para 9.2.9, page 89)

AERA Contention

I. Payroll expenses

9.2.9 AAI has considered a growth rate of 7.40% in payroll expenses for the FY 2026-27 and 7% for the period FY 2027-28 to FY 2029-30. Further, AAI has proposed an additional growth rate of 18% 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% Y-o-Y from FY 2025-26 to FY 2029-30 in the payroll expenses and retirement benefits of employees of Tiruchirappalli International Airport. Growth rate of 6% Y-o-Y in payroll expenses is uniformly followed by the Authority in all AAI airports. Further, the Authority proposes not to consider the additional increase of 18% 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 Tiruchirappalli International Airport and proposes to consider the same on actual incurrence basis, at the time of tariff determination for the next Control Period.

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	10043	10753	11495	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%	37.20%			
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 18% increase proposed by AAI in FY 2027-28 considering the implementation of 8th Pay commission may also considered by AERA to avoid carry forward of shortfall to the Third control period resulting steep hike in tariff for the next control period.

Performance Related Pay (PRP)(Para 9.2.11, page-90)

AERA Contention

9.2.11 AAI has factored in a provision for Performance Related Pay (PRP) expenses amounting to ₹ 31.42 crore during the Second Control Period. However, the Authority observes that PRP expenses are inherently dynamic and contingent upon profitability of AAI and employees' performance. This dynamic nature is also observed in the First Control Period where the PRP expenses were incurred only in the last three years of the First Control Period. Hence, the Authority notes that there is an uncertainty regarding the actual incurrence of these expenses. Accordingly, the Authority proposes to consider PRP expenses on an actual incurrence basis, at the time of true up of the Second Control Period while determining the tariff for the Third Control Period.

Accordingly, the payroll expenses proposed by the Authority for the Second Control Period are as below:

Table 65: Payroll Expenses as submitted by AAI and as proposed by the Authority for the Second Control Period

(in crore)

Particulars	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Total
As submitted by AAI (A)	28.24	30.22	37.78	40.42	43.25	179.91
Less: PRP Expenses (B)	4.93	5.28	6.60	7.06	7.55	31.42
Balance Amount (C = A-B)	23.31	24.94	31.18	33.36	35.70	148.49
As proposed by the Authority (D)	22.23	23.57	24.98	26.48	28.07	125.34
Variance (D-A)	**(6.01)**	**(6.65)**	**(12.79)**	**(13.94)**	**(15.18)**	**(54.58)**

AAI's Submission

Performance Related Pay (PRP) is part of pay & Allowance and also governed by DPE guidelines Further it is also dynamic and contingent upon profitability of AAI and employees' performance. Being Impact of Covid-19 AAI had incurred loss in FY 2020-21 & FY 2021-22 resulting no expenses were incurred in FY 2020-21 to FY 2021-22. Thereafter, AAI has been continuously in profit and the PRP expense has been appearing in the books of accounts.

Hence, AERA is requested to consider the proposed PRP for the 2nd control period in line with the earlier tariff orders of AAI's major airports issued by AERA.

AERA to requested to allow PRP to avoid carry forward of shortfall to the Third control period resulting steep hike in tariff for the next control period.

II. Admn. and general expenses (Other than CHQ/ RHQ)-Interest on Borrowings

9.2.13 It is further noted that AAI has included interest on borrowed funds, which has not been considered by Authority, as it has already been factored in while calculating return on the RAB. Therefore, the Authority proposes not to consider the same for the Second Control Period, in line with the practice followed in other similar airports.

AAI's Submission

It is submitted that Rs.24.93 crores, interest on borrowings is the actual cost of servicing the debt involves cash outflow as well and the same is post capitalization and accordingly has been charged off in books of accounts under head Administrative and general expenses. It has no relevance with calculation of FRoR.

Please rever AERA order no. 17/2024-25, in respect of Sri Guru Ram Dass Jee International airport, Amritsar, (para 13.5.2), interest on term loan has been considered by AERA while calculating the ARR for the second control period.

II. Administration and general expenses (CHQ/ RHQ)

AERA Contention

9.2.17 AAI has claimed for Tiruchirappalli Airport, CHQ/RHQ expenses of ₹12.63 crore for FY 2025–26, being the first tariff year of the Second Control Period, with a proposed annual escalation of 5%. On this basis, the cumulative allocation to Tiruchirappalli International Airport over the five-year Control Period aggregates to ₹69.81 crore. This represents corporate overhead loading on the airport's revenue requirement.

9.2.18 The CHQ and RHQ establishments of AAI provide centralized technical, engineering,

financial, planning, HR and policy-level support across the entire airport network. While the stated objective is to ensure based on certain parameters an equitable distribution of corporate costs across all airports irrespective of the size and scale of the concerned airport operations, these expenses predominantly relate to centralized administrative and strategic functions and are not directly attributable to day-to- day aeronautical services delivered at the individual airport level.

9.2.19 In the specific case of Tiruchirappalli International Airport, the Authority observes that despite centralized technical oversight and corporate-level planning inputs, the airport has created terminal capacity of approximately 4.45 MPPA, whereas actual passenger throughput stood at 1.95 MPPA in FY 2024–25 and is projected to reach only around 3.03 MPPA by FY 2029–30 (as per AAI) in the last tariff year of the 2nd Control Period thereby clearly showing unplanned excess capacity which would now be loaded on the current present day users including passengers and also users and passengers of upcoming control periods (2025-30) as even at the end year (2030) of the upcoming control period (2025-30) there is an excess capacity of 1.42 MPPA that would remain unutilized. The created capacity thus significantly exceeds both current and projected traffic demand during the 2nd Control Period (2025-30). Actually, even the projected traffic remains below the 3.5 MPPA threshold prescribed under Section 2(i) of the AERA, Act, 2008 for classification as a major airport. This shows that the airport has built excessively an over capacity than the traffic demand expected, leading to a big gap between capacity and actual passengers.

9.2.20In such circumstances, apportioning substantial CHQ/RHQ overhead allocations on top of underutilized capacity immensely inflates the per-passenger cost base. As per the cost-relatedness principle prescribed by the International Civil Aviation Organization (ICAO), airport charges must reflect only those costs that are directly and reasonably attributable to the services provided at the concerned airport. This principle mandates a clear link between cost incurred and the services provided at the airport. Any allocation lacking such demonstrable linkage risks distorting the cost base used for tariff determination. Given that aeronautical tariffs are determined on a cost-plus framework, any disproportionate corporate allocation directly translates into upward burden on User Development Fee (UDF), landing charges, parking charges and other aeronautical tariffs, ultimately impacting airlines and passengers.

9.2.21 In the light of the above, the Authority is therefore of the considered view that the full allocation of CHQ/RHQ expenses, as proposed, is not commensurate with the airport's scale of operations, traffic profile, or revenue-generating capacity. Allowing the entire claim would be inconsistent with the ICAO cost-relatedness principle and would compromise tariff affordability. Accordingly, for ensuring cost reflectivity, traffic demand alignment and protection of user interests, the Authority proposes to allow only 25% of the claimed CHQ/RHQ expenses for the 2nd Control Period of Tiruchirappalli Airport. This calibrated regulatory intervention balances the need to ensure that only efficient, justified and proportionate overheads are passed through in tariff determination, thereby promoting economic sustainability of airport operations and safeguarding passenger's interest.

Accordingly, Administration and general expenses (CHQ/ RHQ) proposed by the Authority for the Second Control Period is as below:

Table 68: Administration and general expenses (CHQ/ RHQ) as submitted by AAI and as proposed by the Authority for the Second Control Period

(in crore)

Particulars	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Total
As submitted by AAI (A)	12.63	13.27	13.93	14.63	15.36	69.81
% of expense	25%	25%	25%	25%	25%	
As proposed by the Authority (B)	3.16	3.32	3.48	3.66	3.84	17.45
Variance (B-A)	**(9.48)**	**(9.95)**	**(10.45)**	**(10.97)**	**(11.52)**	**(52.36)**

AAI's Submission

As per the direction of AERA, AAI had carried out a study for appropriate allocation of CHQ and RHQ expenses, through its Independent Consultant, ICMAI Management Accounting Research Foundation (ICMAI MARF) of the Institute of Cost Accountants of India. The study was performed by the above consultant using AAI's data for the period from FY 2016-17 to FY 2020-21 and an initial study report detailing the allocation of CHQ and RHQ expenses for FY 2021-22, was submitted by AAI to AERA on August 21, 2024.

AERA, after preliminary review of study report received from AAI, sought various clarification and detailed workings to support the assumptions used/ recommendations made in the above study report. This matter was further deliberated by the Authority with the AAI team and the representatives of ICMAI MARF, during a meeting held at AERA office on February 18, 2025. Thereafter, the Authority, vide letter dated April 9, 2025, asked AAI to submit the CHQ/RHQ expenses allocation along with its workings for the FY 2022-23 & FY 2023-24. Further clarifications were sought from AAI on the aspects such as treatment of non-operational & RCS airports, CSR Expenses, etc. while allocating CHQ/RHQ cost allocation to airports, approach followed for allocation of expenses of common departments such as finance, HR, eng.

In response to the AERA's letter dated April 9, 2025, AAI had submitted a revised ICMAI study report on allocation of CHQ/ RHQ expenses to AERA on May 7, 2025, providing CHQ/ RHQ expenses allocations for FY 2022-23 and FY 2023–24, along with necessary clarifications/ details.

Upon review of the above revised study report, the Authority notes the following:

a) Application of weighted average method as a cost driver, owing to various factors that impact airport operations. The following weightage have been assigned, as part of the study, for allocation of CHQ and RHQ expenses to the airports:

Weightage assignment for CHQ/ RHQ expense allocation to airports by AAI

Item/ Parameter	Weightage
Airport wise revenue	40%
Airport wise employee cost	20%
Airport wise ATM	20%
Airport wise passenger traffic	20%

As can be seen from the above

Revenue has been assigned maximum weightage (40%), while other factors such as employee cost, PAX and ATM, that are also pertinent to airport operations have also been considered and assigned a comparatively lower weightage. This methodology enables fair allocation of CHQ and RHQ expenses to all airports (major, non-major, civil enclave etc.), relative to the size and scale of airport operations, as compared to the earlier methodology followed by AAI, wherein the allocation was made solely on the basis of revenue.

b) As part of the Study, the following have been excluded, while allocating the CHQ/ RHQ expenses to the airports:

   i. Any interest paid on the delayed payments, fines & penalties incurred for violating the laws of the land or due to delays, have been considered as abnormal in nature and have been excluded from the allocation to the airports.

   ii. Legal costs, including arbitration costs, pertaining to cases filed by airports have been excluded from the allocation to the airports. Only expenses incurred on routine legal cases relating to employees, vendors and contractors have been apportioned between ANS and airport in the ratio of 50:50.

   iii. Bad debts and provision for bad and doubtful debts have been excluded from the allocation to the airports.

   iv. Prior period adjustments comprising of prior period incomes and expenses have not been considered, while allocating expenses to the airports.

   v. Corporate Social Responsibility (CSR) expenses have been excluded from the allocation, as the same is regarded as an element of appropriation of net profits and not as part of operating expenditure.

c) Operating expenditure of RCS (Regional Connectivity Scheme) airports have not been considered, while allocating CHQ/ RHQ expenses to the airports, as RCS airports are a separate entity being managed and controlled by the MoCA.

d) Direct expenses relating to ANS and airport operations have been identified and allocated to respective cost centers. However, common/ indirect expenses have been apportioned to ANS and airport, based on relevant ratios such as ratio of assets, employee headcount, revenue etc.

Based on the review of the independent study conducted by ICMAI MRF on the

AAI's CHQ/RHQ cost allocations to airports, the Authority proposes to consider the recommendations of the revised study report of ICMAI submitted by AAI on May 7, 2025, for allocation of CHQ and RHQ expenses to AAI airports.

Conclusion: -

AERA has allowed CHQ and RHQ expenses 25% only for the 2nd Control Period based on the unutilization of excess capacity of Terminal Building. However, it can be seen from the above study report, the utilization factor is not part of the study of CHQ and RHQ and it may not be restricted based on the utilization as Terminal building has been constructed for next 10 years to cater the future growth and already put to use.

Hence, it is requested AERA to allow the entire cost of CHQ/RHQ expense as proposed by AAI in line with the earlier tariff order of AAI's Major airports (Port Blair, Raipur, Varanasi, Amritsar etc.) issued by AERA.

III Upkeep Expenses

AERA Contention

9.2.15 The Authority observes that for upkeep expenses, AAI has proposed 3% increase year-on-year for Tiruchirappalli International Airport, for the Second Control Period. The Authority notes that these are contractual expenses, wherein the rates have been finalized for the entire contract period (which is 3 years), and it also includes the cost of materials, equipment and labour (including statutory benefits such as PF, ESI, bonus etc.) and increase in minimum wages is being reimbursed to the contractors on actual basis. As manpower expense is a significant component and the revision of minimum wages is based on statutory requirements, the Authority proposes to consider a 3% year-on-year increase towards upkeep expenses across the Second Control Period, for Tiruchirappalli International Airport.

9.2.22 The Authority notes that upkeep expenses relate to the entire terminal building. However, it is observed that the utilization of designed capacity of the NITB will reach maximum of 80% during the Second Control Period (based on traffic projection as per **Table 51**). Hence, the Authority is of the view that allowing full upkeep expenses to be passed on to passengers and airlines would not be fair or reasonable, when the terminal is not fully utilized. Accordingly, based on the projected traffic for the Second Control Period, the Authority proposes to consider the upkeep expenses in proportion to the capacity utilization of the NITB in the respective year during the Second Control Period, which are set out below:

Table 67: Upkeep Expenses as submitted by AAI and proposed by Authority

(₹ in crore)

Particulars	FY 2025-	FY 2026-	FY 2027-	FY 2028-	FY 2029-	Tota l
As submitted by AAI (A)	7.15	7.37	7.59	7.82	8.05	37.97
Passenger traffic (B)	2.38	2.62	2.85	3.10	3.38	
Total Capacity (C)	4.45	4.45	4.45	4.45	4.45	
Capacity Utilisation based on pax (D=B/C)	54%	59%	64%	70%	76%	
Capacity Utilisation considered by Authority (E)	**60%**	**65%**	**70%**	**75%**	**80%**	
Upkeep Expenses proposed by Authority (F= A*E)	4.29	4.79	5.31	5.86	6.44	26.69

AAI's Submission

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.

The terminal building is planned for the period of 10 years to cater future growth and comparing with the actual utilization with planned utilization for next 10 years is not justified. Since there is no reduction due to less PAX, AERA is requested to allow all the Upkeep expenses.

Non -Aero Revenue (Para10.2.2,page-98)

AERA Contention

Trading Concession

10.2.2 The Authority notes that AAI is in the process of appointment of master concessionaire at Tiruchirappalli International Airport for restaurants/ snack bars and T.R. stalls, which is expected to be completed by March 2026. Previously, there were Master Concessionaires (MCs) for restaurants/ snack bars and T.R. stalls, which exited their contracts in FY2020-21 due to the pandemic.

Prior to the exit of MCs, the actual revenue in FY 2019-20 from restaurant/snack bar was ₹ 5.07 crore and from T. R. Stall was ₹ 7.74 crore. In order to project the realistic estimate revenue from MCs in FY 2026-27, actual revenues of MCs in FY 2019-20 have been escalated at 10% Y-o-Y. This escalation is a combination of growth in passenger traffic (CAGR of 6.74%) and standard cost inflation (5% Y-o-Y) from FY 2019-20 to FY 2025-26. Based on the above, the estimate revenue in FY 2026-27 from restaurant/snack bar and T. R. Stall is ₹ 9.81 crore and ₹ 15.05 crore respectively.

Beyond FY 2026-27, the trading concession revenue has been projected by Y-O-Y increase of 14% considering the passenger growth and inflation.

Further, the revenues from Hoarding & Display, AAI has projected 10% Y-o-Y increase for Second Control Period, and the Authority proposes to consider the same.

AAI's Submission

AERA has considered FY 2019-20 as base year to project Non-Aero Revenue for the next control period with escalated at 10% Y-o-Y resulting in higher projection. The fact of the case is as under:-

Master F&B tenders were floated multiple times and did not result in successful tender. Currently after reduction of MG per Pax the Master Concessionaire tender for F&B has been invited for 17.17 MG per Pax. The revenue considering 17.17 MG per Pax is Rs.56.6 lakhs p.m. and the escalation as per RFP is 5% and tender will be awarded for a period of 7 years. The tender has resulted in single bid and technical evaluation is in process and thus the amount is updated considering that single bid is qualified and awarded and the licensee quotes Minimum MG per PAX of 17.17. The tender is expected to be awarded by April and further there will be gestation period of 4 months which is a concession fee holiday period. Hence, for FY 26-27 – the revenue from Master Concession F&B is considered for 7 months' and further escalation as per NIT is considered for further years (calculation and NIT clause attached).

- **In the header TR stall** – multiple commercial facilities are considered including Master Retail, Money Exchange, Baggage Wrapping, Trolley Retrieval, etc.
    - The Master Retail tenders were floated multiple times and did not result in successful tender. Currently, after reduction of MG per Pax the Master Concessionaire tender for Retail was invited for 7.51 MG per Pax. The tender resulted in single qualified technical bid and financial bid has been opened and the tender is in approval stage. The revenue considering 7.51 MG per Pax is Rs. 27 Lakhs and the escalation as per RFP is 5% and tender will be awarded for a period of 7 years. The tender is expected to be awarded by March and further there will be gestation period of 4 months which is a concession fee holiday period. Hence, for FY 26-27 – the revenue from Master Concession Retail is considered for 8 months and further escalation as per NIT is considered for further years (calculation and NIT clause attached)
      Money Exchange tender for Departure was awarded at 26.7 lakhs per month, however Money exchange tender for Arrival has resulted in NIL bids and tender was invited with 10% reduction of MRLF the same has also resulted in NIL bids and currently the MRLF is proposed to be further reduced by 20% to 27 lakhs p.m. which may yield revenue of 2.43 cr if awarded from July month. Hence, the revenue from Money Exchange is reduced accordingly.

- Further, regarding DFS it is noted that the escalation is not 10% but dependent on passenger growth for next 3 years of contract period and the current year was only 5% increase based on passenger growth. Also, on shifting to new terminal building the licensee was provided 10% increase in area on pro-rata basis which the licensee has intimated that they want to surrender due to decrease in business potential hence on acceptance of the same, the License fee will decrease by 10% accordingly the calculation is attached for DFS.
- Also, the space rent i.e. Building (Non –Residential) is being increased on 7.5% Y-o-Y basis and not 10%.

Particulars	2025-26	2026-27	2027-28	2028-29	2029-30	Total	Remarks
As per C.P.							
RESTAURANT / SNACK BARS	2.72	9.81	11.23	12.85	14.71	**51.32**	
As per AAI							
Master Concessionaire		3.73	6.71	7.04	7.39		License Fee with MG per pax of Rs. 17.17/- as per RFP
Snack bar	2.72	1.13					Short term Contract will continue till commencement of MCs
Total	**2.72**	**4.86**	**6.71**	**7.04**	**7.39**	**28.72**	

Particulars	2025-26	2026-27	2027-28	2028-29	2029-30	Total	Remarks
As per AERA							
T.R. STALL	9.01	15.05	17.23	19.72	22.57	83.58	as per AERA projection
As per AAI							
Master Concessionaire	-	2.03	3.20	3.36	3.53		License Fee with MG per pax of Rs.8.19/-as per RFP
Short Term Retail	0.31	-	-	-	-		
Money Exchange	6.52	6.55	7.21	7.93	8.72		Departure awarded for 3 years @ Rs.3.2cr p.a. Arrival is expiring on June post extension and License fee is Rs.31 lakhs p.m and thus Revenue will be Rs. 0.92 cr for 3 months Arrival new tender being invited at Reduced MRLF of Rs.27 lakhs p.m. which may yield revenue of Rs.2.43 cr if awarded from July month.
Baggage Wrapping	1.53	1.68	1.85	2.04	2.24		
Misc items	0.85	0.94	1.03	1.13	1.24		
Total	**9.21**	**9.17**	**10.08**	**11.09**	**12.20**	**51.76**	**Revised against Rs.55 cr. as per MYTP**

Particulars	2025-26	2026-27	2027-28	2028-29	2029-30	Total	Remarks
Duty Free Shop	15.91	17.51	19.26	21.18	23.30	97.16	as per MYTP
Duty Free Shop	16.75	15.83	16.62	17.45	18.32	84.97	Revised projection

In view of facts and comparison shown above, AERA is requested to consider above while projecting Non-Aero Revenue for the 2nd Control Period.

Tens. Canopy -- Work Order.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

No: AAI/SR/TRY/PROJECT/CANOPY WORKS/WO/2024-25/1292 Date: 04-11-2024

To

M/s. Western Outdoor Structures Private Limited,
C/802- Seeta Vihar Chs, Damani
Estate Lbs Marg, Navpada,
Near Hariniwas Circle,
Thane – 400 602.
Email: accounts@westernoutdoor.in
Mobile: +91 91674 96045

Name of Work : Construction of Departure Level Tensile Canopy and Balance Conical Canopy at arrival level including drainage system at NITB, Trichy Airport. **S.H: Civil Works.**
(Tender ID: 2024_AAI_204390_1)

Ref. : Your e-tender (Financial Bid) opened through CPP portal on 30-09-2024.

Dear Sir(s),

1. Your e-tender for the work mentioned above is hereby accepted on behalf of Chairman, Airports Authority of India, at the item rates quoted by you totalling to **Rs.3,55,73,780.00/- (Rupees Three Crore Fifty Five Lakhs Seventy Three Thousand Seven Hundred and Eighty only)** inclusive of all taxes, duties, cess, fee, royalty charges etc. levied under any statute but exclusive of GST which is 27.59% below the estimated cost put to tender of Rs.4,91,29,001.00/- (Rupees Four Crore and Ninety One Lakhs Twenty Nine Thousand and One only) (Exclusive of GST).

2. Assistant General Manager (Engg-Civil) Project, Airports Authority of India, Trichy International Airport, Trichy – 620007 shall be the Engineer-In-Charge of the work. You are requested to attend the office of Deputy General Manager (Engg-Civil), Project by 19-11-2024 to sign and complete the contract agreement. The contract agreement shall be executed on a non-judicial stamp paper of value Rs.100/- (Rupees One Hundred Only) and the cost of the stamp paper shall be borne by you.

3. Please deposit Rs.35,57,378/- (Rupees Thirty Five Lakhs Fifty Seven Thousand Three Hundred and Seventy Eight Only) towards security deposit within 10 days from the date of issue of this letter, failing which, the same will be deducted as per condition of Clause 1 A of Contract on Page No.72 of GCC of Contract Documents.

4. You are requested to comply with the provisions of Contract Labour (Regulation and Abolition) Act 1970 and Contract Labour (Regulation and Abolition) central rules 1971, Child labour (Prohibition & Regulation) Act 1986, Construction workers (Regulation of Employment and Conditions of Service) Act 1996, Building and other Construction Workers Welfare cess Act 1996 as specified in GCC clause 19 at Page No.111 to 118 of contract document and rules of Central and State Governments.

Western Outdoor Structures Pvt. Ltd. THANE

(1)

(2)

1. वल्लू सुब्रह्मण्यम
सहायक महाप्रबंधक (अभि-सिविल)
VALLU SUBRAHMANYAN
Asst. General Manager (Engg-Civil)
भारतीय विमान पत्तन प्राधिकरण / Airports Authority of India
तिरुच्चीराप्पल्ली अंतर्राष्ट्रीय हवाई अड्डा / Tiruchirappalli Intl. Airport
तिरुच्ची-620 007. / TIRUCHY - 620 007.

5. You are also requested to contact Assistant General Manager (Engg- Civil) - Project, Airports Authority of India, Trichy International Airport, Trichy- 620 007 immediately who will arrange to handover the site to you.

6. Please note that the time allowed for carrying out the work shall be 6 (Six) months including 1 month(s) considered for rains only and same shall be reckoned from the 10th day of issue of this letter.

7. Any future correspondence in connection with contract should normally be addressed to the Engineer-In-Charge.

8. Please acknowledge the receipt and return the duplicate copy of this letter enclosed herewith after signing it to the undersigned as a token of acceptance.

Yours faithfully,

04.11.2024

AGM (Engg- Civil)- Project,
AAI, Trichy Airport.
For and Behalf of Chairman,
Airports Authority of India.

Western Outdoor Structures Pvt. Ltd. THANE

वल्लू सुब्रहमण्यम् / VALLU SUBRAHMANYAM
सहायक महाप्रबंधक (अभि-सिविल) / Asst. General Manager (Engg-Civil)
भारतीय विमान पत्तन प्राधिकरण / Airports Authority of India
तिरुच्चीरापल्ली अंतर्राष्ट्रीय हवाई अड्डा / Tiruchirappalli Intl. Airport
तिरुच्ची-620 007. / TIRUCHY - 620 007.

Item Rate BoQ

Tender Inviting Authority: Assistant General Manager (Engg-Civil), AAI, Trichy International Airport, Trichy - 620 007.

Name of Work: Construction of Departure level Tensile Canopy and Balance Conical Canopy at Arrival level including drainage system at NITB, Trichy Airport. S.H.: Civil Works

Tender Ref No : AAI/SR/TRY/PROJ/CANOPY/2024, Tender ID : 2024_AAI_204390_1

Name of the Bidder/ Bidding Firm / Company :	M/S WESTERN OUTDOOR STRUCTURES PVT LTD

PRICE SCHEDULE

(This BOQ template must not be modified/replaced by the bidder and the same should be uploaded after filling the relevent columns, else the bidder is liable to be rejected for this tender. Bidders are allowed to enter the Bidder Name and Values only)

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE Excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT WITHOUT GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7
1	Supply, Providing ,Fabricating, Assembling , erecting and placing in position Tubular Structure (Curved Roof Trusses) consisting of tubular structure made from MS built-up section - plates conforming to IS 2062 Grade Yst 350,Tubular Structure:- made from Steel hollow sections, conforming to IS 1161/4923, Grade Yst 310, thickness upto 10mm) in the profile shape as per drawings with special plate connector, pinion joints, Plates, hollow sections etc. using water jet 3-D cutting system for obtaining smooth 3-dimensional curvature with special plate connector, pinion joints, Plates, hollow sections etc. using SAW/MMAW/MIG welding process with special plate connectors, pinion joints, plates,nuts and bolts, hollow sections etc. and including transportation, cutting , threading, machining, leads and lifts upto all heights, tools and plants and necessary scaffolding etc. required for all operations involved to complete this work as per approved drawings. The tubular structure system with plate connectors, pinion joints, nuts and bolts, foundation bolts of grade 10.9/anchor bolts of approved make etc. is to be provided. The complete structure shall be painted with epoxy primer of 75 micron DFT (low VOC i.e. less than 250 gm/ltr),intermediate coat with micaceous iron oxide of 100 micron DFT and finishing coat with two components high Gloss Acrylic Polyurethane Finish Paint of 75 micron DFT(low VOC i.e. less than 250 gm/ltr) on steel work at all locations prepared by sand blasting and applied with airless spray in required DFT (dry film thickness) for each coat as per technical specifications and direction of Engineer-in-Charge. The contractor has to prepare shop drawings also which have to be approved by Engineer-in-charge/PMC before start of work. The cost includes supplying, fabricating, erecting of structure including welding, total drainage system including core cutting in the RCC slab, sand blasting, scaffolding, cost of primer, intermediate coat and polyurethane paint application etc. complete. (Please note that rate is inclusive of erection, scaffolding or by any other means complete in all respects.)	106500.00	Kg	140.32	14944080.00	INR One Crore Forty Nine Lakh Forty Four Thousand &Eighty Only
2	Providing, fabricating, assembling and erection of pre stressed Tensile Membrane Fabric structure in desired profile as per conceptual drawing , with membrane as per technical specifications over steel structure frames with all fittings and fixtures such as Galvanized MS End Plate, Shackles, Rigging Screws , Turnbuckles, swedge, fork , keder rods & galvanized MS strands with stainless steel end terminals complete as per Drawing / Detail & as per particular/ technical specifications and as per the directions of Engineer-in-charge. (Rate includes cost of fabric, patterns, forming, cutting, fabrication, hot weld stitch of fabric, Transport to the site, assembling and installation with GI strands, hardware, EPDM gasket and required accessories wherever required complete including lifts up to all heights, tools & plants, and necessary scaffolding etc. required for all operations in all respect as per direction of Engineer-In-Charge). (Note: (i) Actual surface area of canopy shall only be measured for payment. (ii) Galvanized strands, Galvanized MS end plate only shall be measured separately under respective item.)	6100.00	Sqm	2487.00	15170700.00	INR One Crore Fifty One Lakh Seventy Thousand Seven Hundred Only

Western Outdoor Structures Pvt. Ltd. THANE

04/11/2024

VALLU SUBRAHMANYAM

सहायक महाप्रबंधक (अभि-सिविल) / Asst. General Manager (Engg-Civil)

भारतीय विमान पत्तन प्राधिकरण / Airports Authority of India

तिरुचीरापल्ली अंतर्राष्ट्रीय हवाई अड्डा / Tiruchirappalli Intl. Airport

तिरुची-620 007. / TIRUCHY - 620 007.

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE Excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT WITHOUT GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7
3	Fabricating wherever required, assembling , erecting for the balance work and placing in position Tubular Structure (Curved Roof Trusses) consisting of tubular structure made from available MS built-up section :- plates confirming to IS 2062 Grade Yst 350, available Tubular Structure:- made from Steel hollow sections, conforming to IS 1161/4923, Grade Yst 310, thickness up to 10mm) in the profile shape as per drawings with special plate connector, pinion joints, plates, hollow sections etc. using water jet 3-D cutting system for obtaining smooth 3-dimensional curvature with special plate connector, pinion joints. Plates, hollow sections etc. using SAW/MMAW/MIG welding process with special plate connectors, pinion joints, plates, nuts and bolts, hollow sections etc. and including transportation, cutting , threading, machining, leads and lifts upto all heights, tools and plants and necessary scaffolding etc. required for all operations involved to complete this work as per approved drawings. The tubular structure system with plate connectors, pinion joints, foundation bolts of grade 10.9 etc. are already available at site. The structure shall be touched up with paint at the newly welded portions with epoxy primer of 75 micron DFT (low VOC i.e. less than 250 gm/ltr) and finishing coat with two components high Gloss Acrylic Polyurethane Finish Paint of 75 micron DFT (low VOC i.e. less than 250 gm/ltr) on steel work wherever required and applied with airless spray in required DFT (dry film thickness) for each coat as per technical specifications and direction of Engineer-in-Charge. The contractor has to follow available shop drawings approved by Engineer-in-charge/PMC. The cost includes balance fabricating, erecting of structure including welding wherever required, sand blasting if required at specific locations, scaffolding, cost of primer at welded joints as per the requirements and polyurethane paint application etc. complete. (Please note that the structural material available at site with AAI will be handed over officially to the agency after award of work under this item. Agency shall use this material which has already been fabricated and only partial fabrication to be done while assembling. Nothing extra shall be paid for transportation, cleaning etc of these available material stacked at AAI Premises. If any extra new material required as per the site conditions will be paid as per actual measurement under the relevant item. Rate is inclusive of erection, scaffolding, cost of primer at welded joints as per the requirements and polyurethane paint application etc complete in all respects. The agency has to consider the available material at site during participating in tender and quote their bid accordingly).	141500.00	Kg	28.00	3962000.00	INR Thirty Nine Lakh Sixty Two Thousand Only
4	Providing and laying gang saw cut 30 mm thick, mirror polished pre moulded and pre polished machine cut granite stone of required size and shape of approved shade, colour and texture in footpath, flooring in road side plazas copping, seating and similar locations, laid over 20mm thick base of cement mortar 1:4 (1 cement : 4 coarse sand) including grouting the joints with white cement mixed with matching pigment, epoxy touch ups etc. complete as per direction of Engineer-in-Charge. 30 mm thick granite stone of approved shade/colour/size area of slab less than 0.5 sqm	120.00	Sqm	4000.00	480000.00	INR Four Lakh Eighty Thousand Only
5	Providing and fixing machine moulded aluminium covering of approved pattern & design, made out of machine cut aluminium sheet and machine holed for receiving SS Bolts on trusses for fixing of Tensile Fabric complete as per direction of Engineer - in charge.	710.00	Kg	700.00	497000.00	INR Four Lakh Ninety Seven Thousand Only
6	Providing and laying matt finished vitrified tile of size 600x600x16mm having water absorption less than 0.5% and conforming to IS: 15622 of approved make in all colours and shades laid on 20 mm thick mortar 1:4 (1 cement: 4 coarse sand) jointing with grey cement slurry @ 3.3 kg /sqm including grouting the joints with white cement and matching pigments etc. the tiles must be done with the notch trowel, plier, wedge, clips of required thickness, levelling system and rubber mallet for placing the tiles gently and easily.	100.00	Sqm	1200.00	120000.00	INR One Lakh Twenty Thousand Only
7	Providing Engineering Consultancy Services for Design, Engineering, and patterns of Architectural Membrane, cables and related perimeter attachments & hardware including associated structural steel members, RCC foundation, rain water drainage system including core cutting, supporting member for electrical installation etc. with all relevant calculation sheet and vetted by I.I.T/NIT/ Govt. Engg. college. Issue of "Good for Construction drawings" and revision of drawing and its vetting if required during execution etc. as specified in tender document and any other details related to consultancy work which are essential for successful execution of work etc. complete as per direction and satisfaction of Engineer in-charge. The design Consultancy job includes for Departure Area Canopy and nothing extra shall be payable.	1.00	Job	400000.00	400000.00	INR Four Lakh Only
Total in Figures					35573780.00	INR Three Crore Fifty Five Lakh Seventy Three Thousand Seven Hundred & Eighty Only
Quoted Rate in Words		INR Three Crore Fifty Five Lakh Seventy Three Thousand Seven Hundred & Eighty Only				

Western Outdoor Structures Pvt. Ltd THANE

VALLU SUBRAHMANYAM
Asst. General Manager (Engg-Civil)
Airports Authority of India
Tiruchirappalli Intl. Airport
TIRUCHY - 620 007.

4

Canopy - Completion Certificate.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

No. AAI/SR/TRY/PROJECT/CANOPY WORKS/2025-26/1402 Date: 15-09-2025

EXPERIENCE CERTIFICATE

1	Name of contractor/ Agency	:	M/s. Western Outdoor Structures Private Limited, C/802-Seeta Vihar Chs, Damani Estate, Lbs Marg, Navpada, Near Hariniwas Circle,Thane -400 602.
2	Name of the Work (with brief particulars)	:	Construction of Departure Level Tensile Canopy and Balance Conical Canopy at arrival level including drainage system at NITB, Trichy Airport.
3	Agreement No	:	AAI/SR/TRY /PROJECT /CANOPY Agmt. No. WORKS/2024-25/01
4	Date of commencement of work	:	14.11.2024
5	Stipulated Date of completion	:	13-05-2025
6	Actual Date of completion	:	09-09-2025
7	Details of compensation levied for delay, If any,	:	66,174.00 (Final EoT under process)
8	i) Gross amount of completed work	:	Rs.**5,31,20,102.00** (Incl. GST @ 18%)
	ii) Amount of work paid on reduced rates	:	NA
9	Brief Scope work	:	Departure Level Tensile Canopy and Balance Conical Canopy at arrival level at NITB, Trichy Airport.
10	i) In case of JV, name of lead firm and its percentage of share	:	NA
	ii) Name of Partner Firm and its share in percentage.	:	-

"It is certified that the work has been generally carried out satisfactorily and in accordance with contract specifications.

O/C
Received
14/09/2025

15/09/2025

Vallu Subrahmanyam,
AGM (Engg-Civil),
AAI, Trichy Airport.
(on tour)

Flag-A 'AUCC' Meeting.

Flag - A

MINUTES OF THE AIRPORT USER CONSULTATIVE COMMITTEE (AUCC) MEETING HELD ON 11.01.2019 AT 1100 HOURS AT TIRUCHIRAPPALLI AIRPORT

***

Airport Director Trichy Airport, welcomed the Chief guest and other members of the Airport user consultative committee **(AUCC).** The list of participants for AUCC is enclosed.

Airport Director briefed Airport user consultative committee members about the aim and purpose of this meeting. Airport director in his introductory note informed the house that the Tariff card issued by DGCA for the aeronautical service rendered by AAI, Trichy Airport for a period of five years will be expiring on 31/3/2020.

As per Airport Economic Regulatory Authority (AERA) guidelines, in order to revise the Tariff for aeronautical service at Trichy Airport for the next five years WEF 1/4/2020, AUCC meeting is to be conducted and the Capital works, Maintenance expenditure, taxation and the non traffic revenue undertaken by AAI are to be placed before the stakeholders for discussion and the minutes of the meeting are to be submitted to AERA for considering the tariff raise .

Through a Power Point presentation Airport Director explained the members about the growth of Air traffic, Air Passengers which has created a huge congestion in the present building and to resolve the issue, AAI Board has sanctioned 951 Crores for the construction of New terminal building along with new Apron to accommodate 10 Code C aircraft and other infrastructure related to the development of Trichy Airport. He also intimated that almost 30% of the Project work is completed and the New Terminal Building will be commissioned by Mid Nov 2021.

Further Manager Finance from CHQ explained how the Capital and other additional expenditures incurred by AAI has an impact on the calculation of Aggregate Revenue Requirement (ARR) for the next five year. He also emphasized that as the passenger volume increases or the Non Traffic revenue increases the Aggregate Revenue requirement will reduce.

After the Power point presentation, the floor was opened for discussion. The following points were raised by the members and the detail explanation given by Airport Director , GM (Project) and Acting RED SR are as follows:

i. Dr. Achhal Singh member of the Airport Advisory Committee and member of Confederation of Indian Industries (CII) meeting informed that the Tariff rate proposed for Trichy Airport is less compared to other Airport. However he insisted that AAI officials shall take all efforts to increase the number of aircraft movements. In this connection he informed the house that he and the Trichy Constituency Member of Parliament Sri. Thirunavukarasu who is also the Chairman of the Airport Advisory Committee, had an appointment with the Hon. Civil Aviation minister and placed their request for Bilateral Air Service Agreement with Trichy Airport as a Point of call which will allow more international Airlines to operate to Trichy Airport.

Airport Director replied that he has written letters to various airlines for their operation to and from Trichy Airport and the same is being pursued at different levels.

In this regard Air India Station Manager informed the house that she has written to their headquarters for the resuming of the Mumbai Trichy flights and also introduction of new flights from Trichy to Delhi.

ii) Sri. Vasudavan , Vice Chairman , Confederation of Indian Industries informed that the Tariff structure shown is a business model and the Tariff is acceptable provided more flights operate to Trichy Airport so that in the future as the number of passenger volume increases the Tariff will reduce.

To this Acting RED SR informed the house that Airlines advises AAI to increase the Airport infrastructures so that they will operate more flights . Now that we are increasing the infrastructures and insisted the Airline operators to bring more connectivity to Trichy Airport.

iii) Sri. A.R. Syed Arif, Chairman, Confederatio of Indian Industries and member of the Airport Advisory Committee asked for a clarification that in the year 2018-19 the domestic sector shows 139.4% increase and in the International sector shows a decrease of 9.1% whereas for the year 2019-20 the projection in the Domestic sector is shown as 1% and an increase of 12% in the International sector

To this the Airport Director informed that in the year 2018-19,M/S Indigo operated flights to Cochin, Bangalore and Hyderabad and in the international sector the reduction was due to reduction in Kulalumpur, Colombo and Singapore flights Whereas in the year 2019-20, the Cochin flights are temporarily stopped due to runway re carpeting work at Cochin and the summer schedule shows no extra domestic flights to Trichy Airport. However in the international sector some Airlines has increased their frequency and M/S Indigo operated their flights from Trichy to Singapore.

iv) Dr. M.A Aleem, member of the Airport advisory committee informed that the Car Parking capacity is increased to 750 cars whether any Multi level car Parking is planned .

To this GM (Project) informed the house that the new construction is based on GRIHA 4 model and Multilevel Car parking is a part of it.

Dr.M.A. Aleem asked whether the same Tariff will continue in case this Airport is privatized

To this Acting RED SR assured that the same tariff will continue.

v) Dr. Achhar Singh member of the Airport Advisory Committee meeting asked Why night parking facilities available at Trichy Airport is not utilized by the Airline Operator since we have 7 bays in the present Apron and 10 more bays are coming up.

To this Airport Director informed the house that M/S Indigo Airlines was granted Night parking facilities at Trichy Airport and they have not utilized the facility so far. However this office has written letters to other airlines promoting Night parking facilities at Trichy Airport as this will enhance aircraft movements from Trichy Airport.

Meeting ended with the vote of thanks

AIRPORTS USERS CONSULTATIVE COMMITTEE MEETING AT TRICHY ON 11.01.2020 AT 1100 HOURS

SL. NO.	NAME	DESIGNATION	ORGANISATION	MOBILE NUMBER	E-MAIL	SIGNATURE
1.	A.R.Syed Ariff	Chairman Mg Partner	CII - Trichy Zone Star	9842450569		
2	V.VASUDEVAN	Vice Chairman Mg. Director	CII - Trichy Sangam Hotels	9843056021		
3.	S.A. MUBASHIR	JOINT SEC	TRICHY TOURISM FEDERATION	9500931031	trichytf @gmail.com.	
4	P. VANNIA RAJAN	ASSISTANT DIRECTOR	Plant Quarantine Stn. (Govt. of India)	9498098418	pv.rajan @gov.in	
5	Clifford J L	Executive	CII - Trichy Zone	9600500413	clifford.jle@cii.in	
6	GODWIN TENNYSON	DEAN (ADMINISTRATION)	IIM TIRUCHIRAPPALLI	9884252986	godwin@iimtrichy.ac.in	
7.	S. Thyagarajan	Sr. APTM	IOCL	94459 62494	thiyagurajans@indianoil.in	
8.	J.MAHESH	MANAGER COMMERCIAL	AAI, Trichy	9884960462	jmagar@aai.aero.	

AIRPORTS USERS CONSULTATIVE COMMITTEE MEETING AT TRICHY ON 11.01.2020 AT 1100 HOURS

SL. NO.	NAME	DESIGNATION	ORGANISATION	MOBILE NUMBER	E-MAIL	SIGNATURE
1	DAYANANDAN . T	JOINT COMMR. OF CUSTOMS	CUSTOMS	8870727270	dayanandant @gov.in	[signature]
2.	K. RAGUPATHY	Supdt. of Customs	CUSTOMS	9943030210	ragupathy10 @gmail.com	[signature]
3	DR.M.A.ALEEM.	Advisory committee member Trichy Airport	Doctor ABC.	9443159940	drmaaleem@ hotmail.com	[signature] 11/1/20
4.	Dr. Achhar Singh.	member airport advisory ch.	C.I.I.	98424529[illegible]	achharsinghpasia@gmail.com	[signature]
5.	P. SREE KRISHNA	GM (PROJ)	AAI	8331552673	pskrishna @aai.aero	[signature]
6.	Narendra Deva	GM Reliance Aviation	Reliance	9677047772	narendra.deva @ril.com	[signature]

AIRPORTS USERS CONSULTATIVE COMMITTEE MEETING AT TRICHY ON 11.01.2020 AT 1100 HOURS

SL. NO.	NAME	DESIGNATION	ORGANISATION	MOBILE NUMBER	E-MAIL	SIGNATURE
1.	N. PRENKUMAR	Sr Manager	HPCL	9884065139	mlpkumar@hpcl.in	N.M
2.	P. ALAGENTHEAN	Sr. Station rags	HPCL	9445720559	alagenthe@hpcl.co.in	
3.	M. Mohamed Ashif	Immigration officer	BOI	9976277658	boi.trichiairport@nic.in	
4.	P. MANIKANDAN	SA	BOI	8220668452	athisai786@gmail.com	
5.	Jaelyn Robert	Station Manager	Air India	9443367995	amntrysr@gmail.airindia.in	
6	P. SARAVANA Kumar	AIRPORT MANAGER	AIR INDIA	9840779143	trz.98t@airindia.in	
7.	SABITHA RAJ	STATION HEAD	AIR ASIA	9790320573	Sabithaaj@airasia.com	

flag - D. (mail - Correspondence)

A. Ananth

From:	S.S Raju
Sent:	05 September 2023 11:03
To:	Ravichandran S; A. Ananth
Cc:	Vinay Raveendran; Atchutarao Kaki; Electrical Project, Trichy; Ballamudi Rama Krishna Srinivas
Subject:	FW: Reconfiguration of Existing & Under-construction Terminal Buildings
Attachments:	Letter dt. 30.08.2023.pdf

May take up the work accordingly.

With Regards

S.S.Raju
Jt. General Manager(Engg-Elect)
AAI, Trichy International Airport
0431-2341030/9443479525

From: Airport Director Trichy <apdtrichy@AAI.AERO>
Sent: 31 August 2023 00:12
To: B. Selvakumar <bselvakumar@AAI.AERO>; S.S Raju <ssraju69@AAI.AERO>
Subject: FW: Reconfiguration of Existing & Under-construction Terminal Buildings

For n/a pl

सादर / **Regards,**

पी. सुब्रमणि / **P. Subramani**
विमानपत्तन निदेशक / **Airport Director**
भा.वि.प्रा, त्रिची हवाई अड्डा
AAI, Trichy Airport
त्रिची / **Trichy -620007**

Azadi Ka Amrit Mahotsav

From: RED AAI Southern Region
Sent: Thursday, August 31, 2023 12:41 PM
To: GM Engg, RHQ SR <gmenggrhqsr@AAI.AERO>; GM (Engg-Elect), Chennai <gmelectchn@AAI.AERO>; Mohd. Tajuddin <mohdtajuddin@AAI.AERO>; B. Selvakumar <bselvakumar@AAI.AERO>; Airport Director Trichy <apdtrichy@AAI.AERO>; APD Tirupathi <apdtp@AAI.AERO>; Airport Director Calicut <apd_calicut@AAI.AERO>; Airport Director Rajahmundry <apdry@AAI.AERO>; apd vizag <apd_vizag@AAI.AERO>; APD Tuticorin <apd-tuticorin@AAI.AERO>; Airport Director, Pondicherry <apd-vopc@AAI.AERO>; Airport Director Belgaum <apdvabm@AAI.AERO>; APD, Mysuru <apdmysuru@AAI.AERO>; apdvogb@gmail.com; Airport Director Hubli

(11)

<apchubli@AAI.AERO>
Subject: FW: Reconfiguration of Existing & Under-construction Terminal Buildings

For information and compliance.

क्षेत्रीय कार्यकारी निदेशक / **Regional Executive Director , SR**
आरएचक्यू/एसआर, चेन्नई / **RHQ/SR, Chennai**
लैंडलाइन : **044-22561234 / Landline : 044-22561234**

From: Member (OPS) <memberops@AAI.AERO>
Sent: 30 August 2023 19:00
To: ALL APD <allapd@AAI.AERO>; RED AAI Eastern Region <reder@AAI.AERO>; RED AAI North East Region <redner@AAI.AERO>; RED AAI Northern Region <rednr@AAI.AERO>; RED AAI Southern Region <redsr@AAI.AERO>; RED WR. AAI, Western region <redwr@AAI.AERO>
Cc: ED (Security) <edsecurity@AAI.AERO>; ED(OPS), CHQ, AAI <edopsaai@AAI.AERO>; ED (CNS-P)-I <edcnsp1@AAI.AERO>; Rajesh Gokhe <rajeshgokhe@AAI.AERO>; Umakanta Patel <umakanta@AAI.AERO>; GM Terminal Management Operations, CHQ <gmopstmchq@AAI.AERO>
Subject: Reconfiguration of Existing & Under-construction Terminal Buildings

Dear Team,

Reference VC chaired by Chairman, AAI on 30-08-2023. The following may please be ensured in respect of the airports included in the attached letter:

1. Immediate action on drawings for reconfiguration of the Terminal Buildings shared with stations by Planning Dte shall be initiated to ensure that works are completed by 31st Oct'2023. No extension is acceptable.

2. No change or modifications at the shared drawings shall be done at Station or Regional level. Any change required shall be notified to ED(planning), CHQ and executed only upon approval only.

3. Work out the requirement of XBIS, CUTE, CUSS, CUPPS etc. immediately and coordinate with CHQ team to prepare timelines.

4. BCAS Security Vetting for modifications to be done timely and any issues related to BCAS clearance shall coordinated with ED(Security) well in time.

5. There will be review of progress of works at Chairman level every week.

6. All REDs/APDs to ensure compliance of the above in respect of identified airports.

सादर Regards,

डॉ. शरद कुमार/**Dr. Sharad Kumar**
सदस्य (प्रचालन) / Member (Operations)
भारतीय विमानपत्तन प्राधिकरण / Airports Authority of India

(12)

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

No. PLG/501/Reconfiguration of TB/2023/959

30th August, 2023

Regional Executive Director
Airports Authority of India
Northern/Eastern/North Eastern/Southern/Western Region
New Delhi/Kolkata/Guwahati/Chennai/Mumbai

Sir,

Sub.: **Reconfiguration of Existing and Under-construction Terminal Buildings**

To meet the growing demand of passenger traffic at airports and for better facilitation of passengers, Competent Authority reviewed all the architectural plans of existing Terminal Buildings and under-construction Terminal Buildings and decided to reconfigure the buildings with better space efficiency and increase passenger capacity. This exercise has not only created better spaces, efficient flow of passengers, removal of bottlenecks but also increased the peak hour capacity of Terminal Buildings

The reconfiguration of Terminal Buildings have been approved by the Competent Authority. REDs and APDs are requested to carry out the reconfiguration of the building as per the proposed reconfigured plans / drawings. The list of airports where reconfiguration has been completed is attached as Annexure - 'A'.

This issues with the approval of Competent Authority and this may also be treated as approved Scope of Work (SoW) and execution of works to be taken up by respective RED's/APD's.

Thanking you,

Yours faithfully,

30/08/2023.

(Charul Shukla)
Executive Director (Plg.)

Encl.: **as above**

राजीव गांधी भवन
Rajiv Gandhi Bhawan

सफदरजंग हवाई अड्डा नई दिल्ली-110003
Safdarjung Airport, New Delhi-110003

दूरभाष : 24632950
Phone : 24632950

Annexure 'A'

List of Airports

Northern Region

- Amritsar Airport
- Jammu Airport
- Leh Airport (UC)
- Dehradun Airport (UC)
- Jodhpur Airport
- Udaipur Airport
- Chandigarh Airport
- Ayodhya Airport (UC)
- Gwalior Airport (UC)
- Prayagraj Airport
- Gorakhpur Airport

Western Region

- Rajkot Airport (UC)
- Jabalpur Airport (UC)
- Pune Airport (UC)
- Surat Airport (UC)
- Indore Airport
- Kandla Airport
- Bhuj Airport

* UC - Under Construction

Eastern Region

- Raipur Airport
- Patna Airport (UC)
- Bagdogra Airport
- Darbanga Airport
- Deoghar Airport
- Ranchi
- Jharsuguda
- Bhubaneswar

North - Eastern Region

- Silchar Airport
- Jorhat Airport
- Imphal Airport (UC)
- Donyi Polo Airport (UC)
- Barapani Airport
- Dibrugarh Airport
- Imphal Airport

Southern Region

- Calicut Airport
- Rajahmundry Airport (UC)
- Trichy Airport (UC)
- Tuticorin Airport (UC)
- Tirupati Airport
- Vizag Airport

Flag-C (mails correspondence)

A. Ananth

From:	B. Selvakumar
Sent:	26 September 2023 13:51
To:	Raju Vinayak Phadtare; Kumar Palaniappan; shashank.j@egis-india.com
Cc:	dilip.thakur@itdcem.co.in; senthilnathan@beumer.com; R. Sreenivasan; S.S Raju; A. Ananth; Airport Director Trichy; Senthil.Mohandass@sita.aero; Vallu Subrahmanyam
Subject:	Fw: Re-configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.
Attachments:	Beumer design - Domestic check-in counters.pdf; beumer design - International check-in counters.pdf; 40003092388_drw_000.dwg; Action points -28-06-2023.pdf; AAI PLG DESIGN.pdf; Trichy Reconfiguration.pdf

Sir
This is incontinuation of the trailing mail reg reconfiguration and providing checkin counters to 24 + 32 = 56+4 (stand alone) Total=60 counters to be provided as approved by CHQ. All may please note for record. Egis may identify the location of stand alone for providing race ways and information to SITA.

APD - for information to SITA Please

With regards,
26.09.2023

(B. Selvakumar)
GM Engg Project
AAI, Trichy Airport

From: Mohammed Saquib Aftab Alam
Sent: Thursday, September 14, 2023 11:14 AM
To: N. Prem Prasad
Cc: ED Arch; ED(Engineering), SR; GM Arch., SR; GM Engg. Civil, CHQ SR; M. Yadaiah; B. Selvakumar; S.S Raju; S.Sujeen Raja; Sweety Katiyar
Subject: Re: Re-configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

Sir,

As discussed in Dte. of Planning, the Proposed layout of 56 Check-in Counters with Conveyor belts as forwarded by Dte. of Engg. vide trailing mail is acceptable. However, 4 nos. of additional standalone Check-in Counters (OOG & Special Assistance) also need to be provided so that the total nos. of Check-in Counters is 60 which shall be in accordance with the Reconfiguration of the Terminal Building proposed as per BCAS norms.

Thanks & Regards,

Md. Saquib Aftab Alam,
AGM (Arch.),
Dte. of Planning,
AAI-CHQ

15

From: GM Arch., SR <gmarchsr@AAI.AERO>
Sent: Wednesday, September 13, 2023 12:50 PM
To: Mohammed Saquib Aftab Alam <msaquib@AAI.AERO>
Subject: Fw: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

सादर / Warm Regards
नंदिता भट्ट, आईएपी/ Nandita Bhatt, IAP
महाप्रबंधक (वास्तु) -एसआर/ General Manager (Arch)-SR

From: N. Prem Prasad
Sent: 13 September 2023 11:38
To: GM Arch., SR
Cc: ED(Engineering), SR; ED Arch; B. Selvakumar; S.S Raju; Ajay Kumar Deswal; Ashok Kumar Gole; Roshan Singh Rawat
Subject: FW: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

Good morning Mm

Original scope contains 48nos(20+28) Check in counters and the BHS work was awarded accordingly and is in progress at site.

The maximum number of counters/conveyors can be accommodated at site, considering the technical requirement of BHS, is 4 each on either side ie total 8 nos, making the overall counters to 56(24+32) as shown in the dwg. Of the executing agency.

Hence kindly , **confirm the number of counters/conveyors to be provided now** ,for fully meeting the BCAS's current requirement, and balance counters/conveyors scope to be kept for future addition in next 4-5 years.

The above confirmation is **urgently required** , to take up additional scope, if any, required to be carried out in the ongoing works of BHS.

With Regards

G.M.Engg-E-CHQ-SR.

16

From: N. Prem Prasad
Sent: 12 September 2023 17:51
To: Ajay Kumar Deswal <akdeswal@AAI.AERO>; Ashok Kumar Gole <ashokgole@AAI.AERO>; Roshan Singh Rawat <roshanr@AAI.AERO>
Subject: FW: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

Pl.discuss at 10am on 13-09-2023

From: Mohammed Saquib Aftab Alam <msaquib@AAI.AERO>
Sent: 12 September 2023 16:11
To: N. Prem Prasad <premprasad@AAI.AERO>
Cc: ED Arch <edarch@AAI.AERO>; ED(Engineering), SR <edenggsr@AAI.AERO>; RED AAI Southern Region <redsr@AAI.AERO>; GM Arch., SR <gmarchsr@AAI.AERO>; S.S Raju <ssraju69@AAI.AERO>; B. Selvakumar <bselvakumar@AAI.AERO>; Sweety Katiyar <sweety@AAI.AERO>
Subject: FW: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

Sir,

Reference is invited to the trailing mail dated 11-09-2023 from JGM (Elect.), Trichy Airport wherein the design layout (pdf & autocad) of Check-in Counters with Conveyor which has been obtained from M/s. Beumer India Private Limited (BHS work is awarded to M/s. Beumer India Private Limited, Haryana and work is in progress) is attached. It is requested to kindly vet the layout from Electrical Engg. perspective so that the same may be finalized.

It is also pertinent to mention that in the attached action points of meeting dated 28-06-2023 forwarded by Chairman Secretariat, it is mentioned that "As of now, install equipment's /counters, etc. as required to fulfill BCAS requirement". As per Initial proposal, the nos. of Check-in Counters were 48. In the reconfigured Layout, the total nos. of Check-in Counters as proposed were 60 nos. However, as per actual Layout of Check-in Counters worked upon by M/s . Beumer India Private Limited (drawings attached herewith), maximum 56 nos. of Check-in Counters have been shown in the drawings. Hence, the nos. of Counters to be provided at present and remaining to be provided in future may kindly be decided as per Action points dated 28-06-2023, BCAS requirement and Tender provisions.

Thanks & Regards,

Md. Saquib Aftab Alam,
AGM (Arch.),
Dte. of Planning,
AAI-CHQ

From: Nandita Bhatt <nanditabhatt@AAI.AERO>
Sent: Tuesday, September 12, 2023 10:48 AM
To: Mohammed Saquib Aftab Alam <msaquib@AAI.AERO>
Cc: Sweety Katiyar <sweety@AAI.AERO>
Subject: Fw: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

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(17)

From: S.S Raju
Sent: Monday, September 11, 2023 5:21 PM
To: GM Arch., SR; Nandita Bhatt
Cc: B. Selvakumar; GM Engg. Electrical, CHQ SR; A. Ananth; Ravichandran S; R. Sreenivasan; Atchutarao Kaki; Electrical Project, Trichy; Raju Vinayak Phadtare; Shashank Shekhar Jha; Ballamudi Rama Krishna Srinivas
Subject: Re configuration works at NITB -Providing Additional check in counters - Design Layout Approval by Planning, AAI,CHQ -reg.

Sir/Madam,

New Integrated Terminal Building (NITB), Trichy Airport which is under construction has provision of total 48 Nos. check-in counters i.e., 20 Nos counters at Domestic check-in area & 28 Nos counters at International check-in area.

As per the recent instruction received from AAI CHQ, reconfiguration works at NITB to be carried out including providing additional check-in counters i.e., 54 no counters in place of 48 no by increasing the length of conveyor and by providing additional weighing & labelling conveyors(Pl refer design received from CHQ enclosed herewith).

Accordingly, design layout has been obtained from M/s. Beumer India Private Limited (BHS work is awarded to M/s. Beumer India Private Limited, Haryana and work is in progress) for SITC of additional check-in counters at departure check -in area and will be carried out as deviation. M/s. Beumer has submitted the design layout by incorporating 56 no counters within the space designated for 54 counters as per the planning directorate design. Also, it enhances more passenger area in both Departure Domestic check-in area & International check-in area, reduces bag travelling time and is also economical cost wise.

There is no change in design. Only transport conveyor has been made as 'T 'instead of loop by which passenger space is increased.

Hence, as discussed with you on 07.08.23, the design layout for additional check-in counters(reconfiguration work) in PDF & Auto CAD is enclosed and submitted for your kind perusal & vetting from Architectural point of view pl.

With Regards

S.S.Raju
Jt. General Manager(Engg-Elect)
AAI, Trichy International Airport
0431-2341030/9443479525

CHAIRMAN'S REVIEW ACTION POINTS

Meeting No.	Date	Meeting Agenda		Agenda	OFFICIAL RESPONSIBLE	SPOC	DATE DUE	PRESENT STATUS	CHAIRMAN'S REMARK	STATUS	M / WC
	28.06.2023	**Re-configuration of Upcoming Terminal Buildings (for congestion) - For Southern Region Airports**	1	<u>Tuticorin Airport</u> **i) Ground Floor** – Ensure allocation of retail area in SHA is made proportionately. **ii) Mezzanine floor** – Plan security gate/counter at entry adjacent to lift area.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M
			2	Taking into consideration comparative cost and space savings, plan **installation of security X-BIS at airports** in place of ATRS.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M
			3	**Publication of Master Plans** to be expedited; prepare, get signed finally to ensure publication, if not done yet, as follows: i) Master plans which are already prepared, plan to publish in July, 2023 itself; ii) Master plans which are to be prepared, plan to be made by July end;	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M
			4	List of comparative data/details in respect of ongoing works to be prepared/documented to reflect: i) Previous data position and changes resulted in terms of increase in terminal capacity after incorporation of changes; ii) To serve as a guide to future terminal building planning and tendering, etc.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M
			5	<u>Trichy Airport</u> i) **1st Floor (Departure level)** - As of now, install equipments /counters, etc. as required to fulfill BCAS requirement; ii) Install counters distributing proportionately to both sides; iii) Plan installing currently requisite 40 nos. of immigration counters in Curved shape pattern; iv) **Security hold area** – Explore using increased area, planned for future expansion, in excess of existing requirements by calling for short tenders. v) **Ground Floor** - Explore opening duty free shops at Concourse area.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M

Note: Action points have emerged based on the facts and data presented during the meeting. The directions given are recommendations based on the facts discussed and consensus emerged. However, matter is need to be examined with relevant facts before seeking approval of the Competent Authority following due procedure as earlier communicated vide Note dated 16.08.2022 from O/o Chairman.

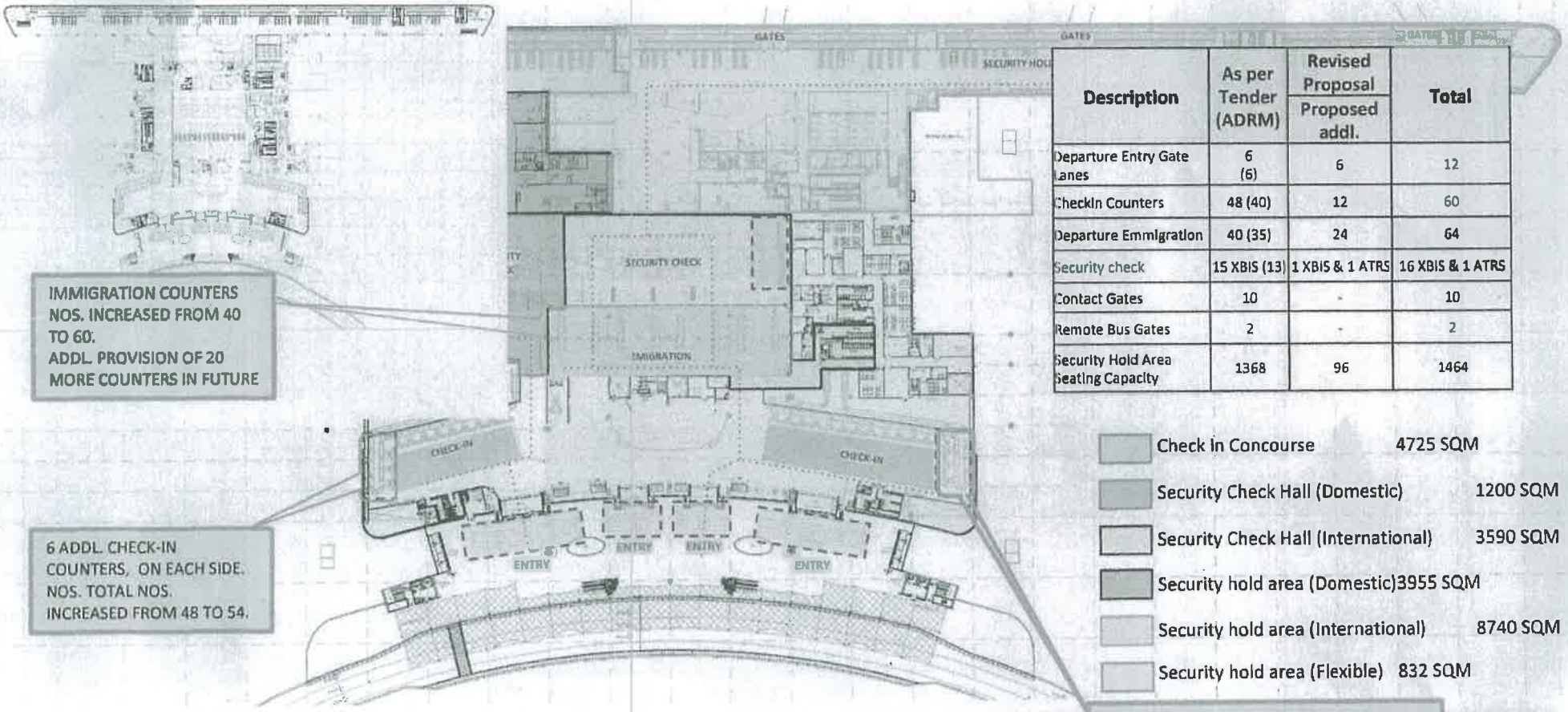
Meeting No.	Date	Meeting Agenda		Agenda	OFFICIAL RESPONSIBLE	SPOC	DATE DUE	PRESENT STATUS	CHAIRMAN'S REMARK	STATUS	M / WC
			6	**Vijayawada Airport** For efficient utilization of available spaces and capacity enhancement, as done in the case Coimbatore airport: I) Plan using old Vijayawada terminal as International; all immigration counters to be installed at old terminal instead of new terminal. II) New Terminal to be used fully for all domestic operations.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M
			7	**Managing increased terminal capacity** Upon Re-configuration of Terminal Buildings has resulted in increase of terminal capacity in access of existing requirements to cater to future requirements. However, while planning to install gate/counters/equipment, etc. ensure that while fully meeting BCAS's current requirements, they are not in excess, keeping scope for future planning/additions in next 4-5 years.	M (Plg), M(Ops)	ED (Arch), ED(Engg),SR, GM(Arch)				OPEN	M

Note: Action points have emerged based on the facts and data presented during the meeting. The directions given are recommendations based on the facts discussed and consensus emerged. However, matter is need to be examined with relevant facts before seeking approval of the Competent Authority following due procedure as earlier communicated vide Note dated 16.08.2022 from O/o Chairman.

List of Participants:

M (Plg),M (Ops)

ED (Engg), SR, ED(Arch.), GM (Arch)

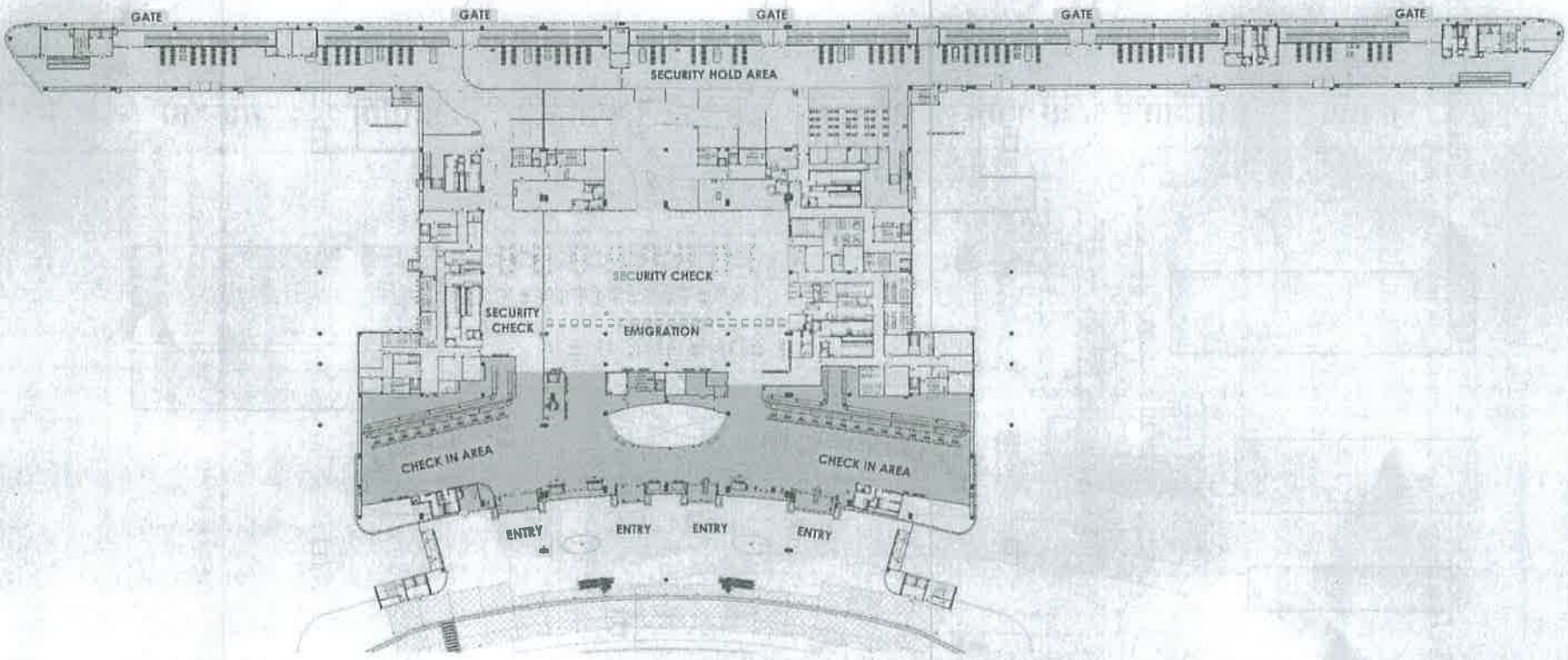


Description	As per Tender (ADRM)	Revised Proposal	Total
		Proposed addl.	
Departure Entry Gate Lanes	6 (6)	6	12
CheckIn Counters	48 (40)	12	60
Departure Emmigration	40 (35)	24	64
Security check	15 XBIS (13)	1 XBIS & 1 ATRS	16 XBIS & 1 ATRS
Contact Gates	10	-	10
Remote Bus Gates	2	-	2
Security Hold Area Seating Capacity	1368	96	1464

Check in Concourse	4725 SQM
Security Check Hall (Domestic)	1200 SQM
Security Check Hall (International)	3590 SQM
Security hold area (Domestic)	3955 SQM
Security hold area (International)	8740 SQM
Security hold area (Flexible)	832 SQM

TRICHY AIRPORT (Under Construction)

Terminal Building Layout (As per Tender)– Departure Plan



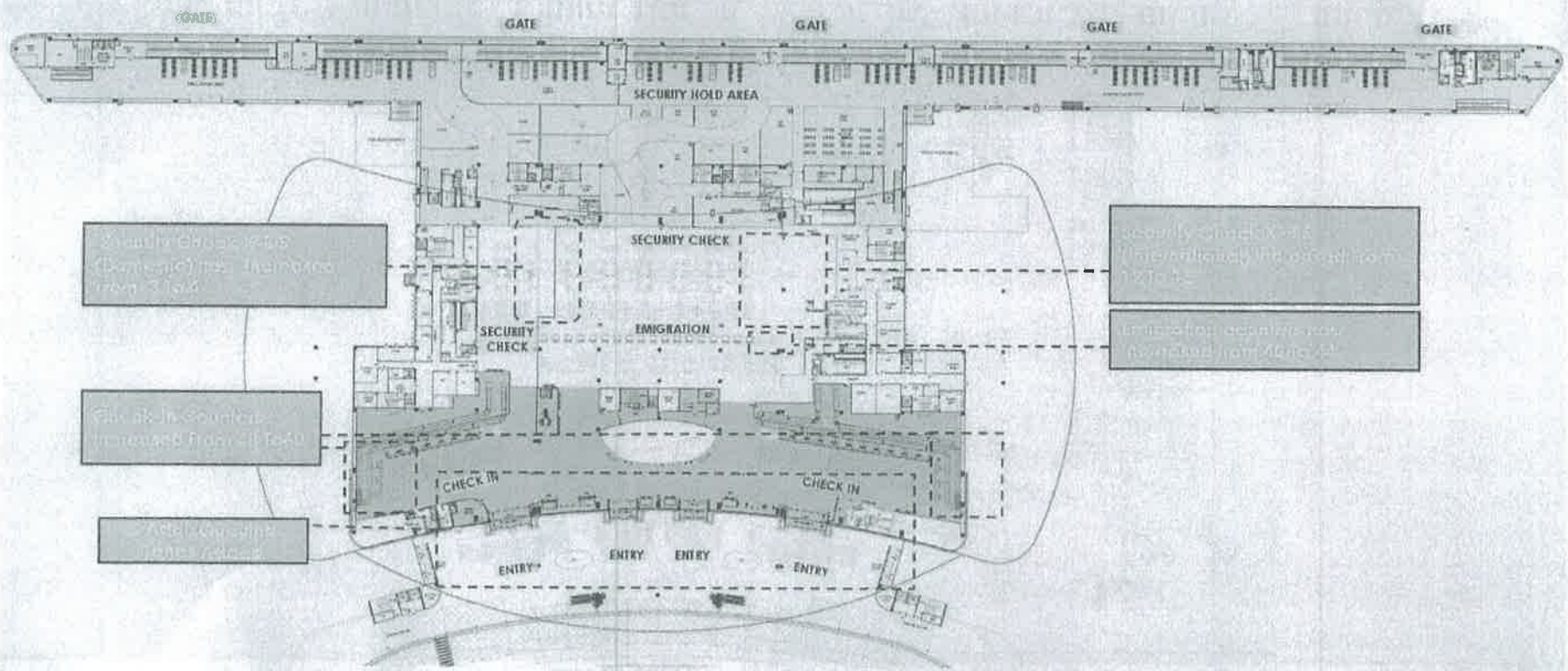
Floor Area (As per tender drawing) – **27298.42 sqm.**
Existing Peak Hour Capacity –**2410 pax /hr (810 Dom + 1600 Int'l)**

TRICHY AIRPORT (Under Construction)

Tamil Nadu

Reconfigured Terminal Building Layout – Departure Plan

Reconfiguration of Terminal Area



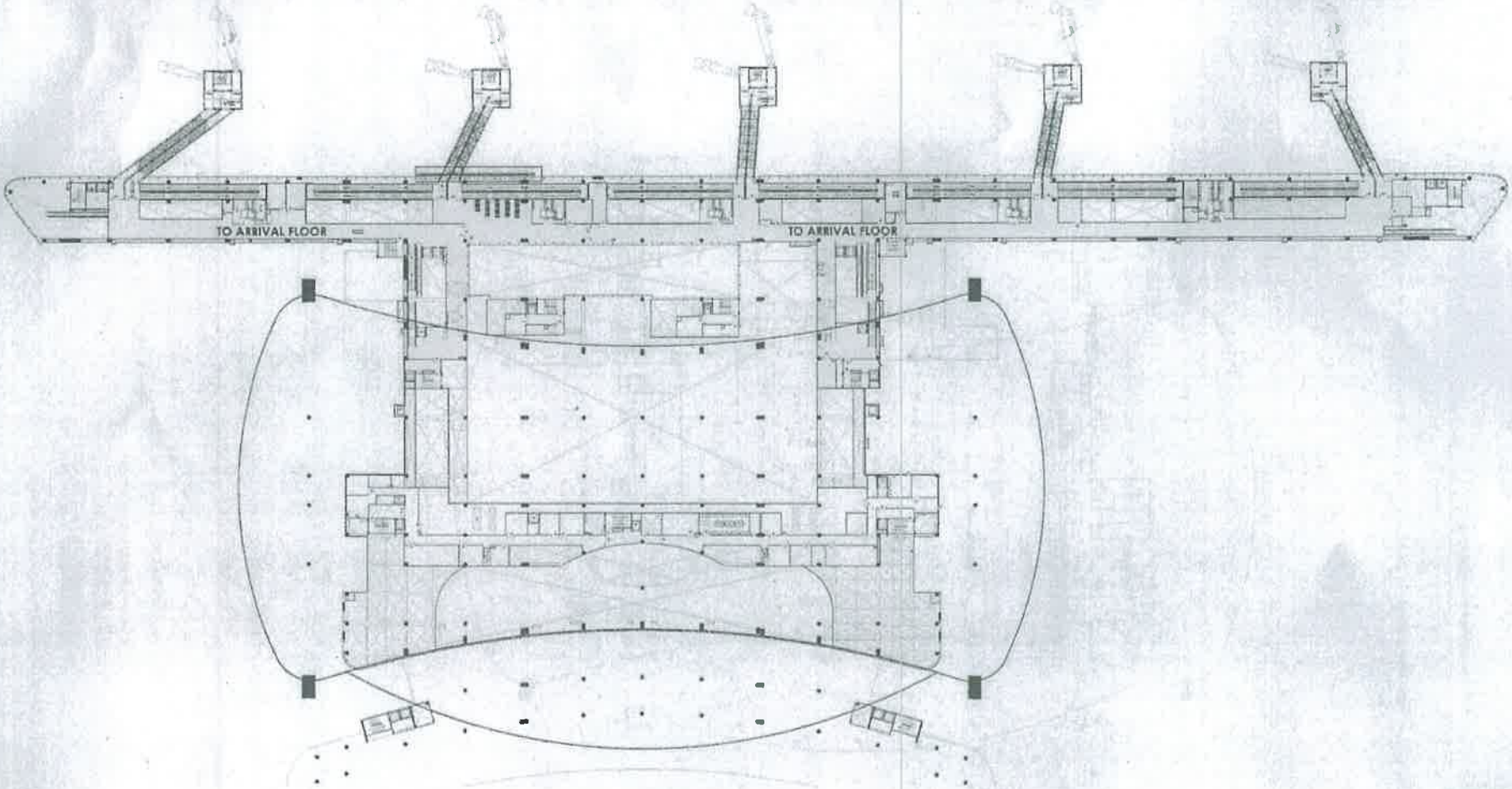
Floor Area post Modification – 27298.42 sqm.
Peak Hour Passenger Capacity increased from 2410 pax/hr to 3480 pax/hr

DEMOLITION
RECONFIGURATION
FUTURE EXPANSION

Reconfiguration of Terminal Buildings

TRICHY AIRPORT (Under Construction)

Terminal Building Layout (As per Tender) – Mezzanine Plan

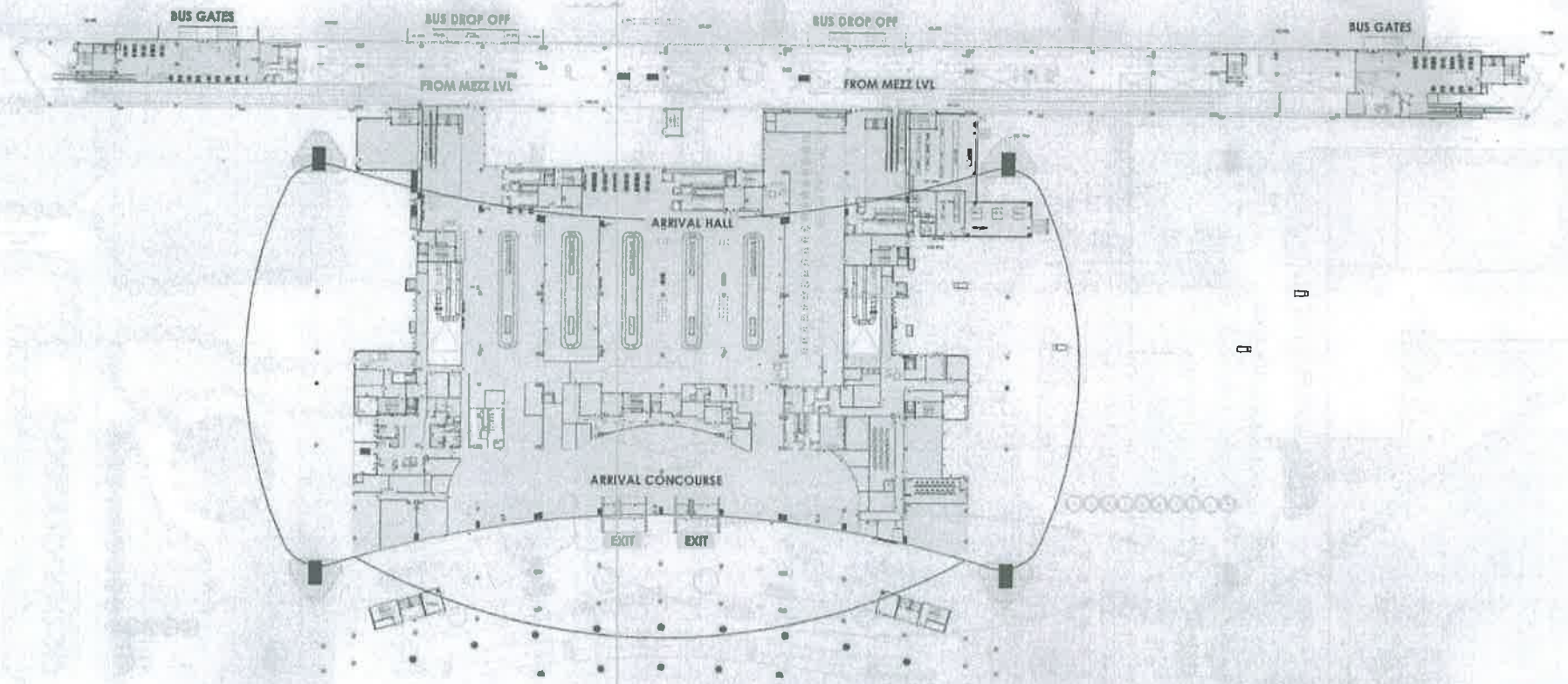


Floor Area (As per tender drawing) – 9226.14 sqm.
Existing Peak Hour Capacity –2410 pax /hr (810 Dom + 1600 Int'l)

TRICHY AIRPORT (Under Construction)

Terminal Building Layout (As per Tender) – Arrival Plan

Tamil Nadu



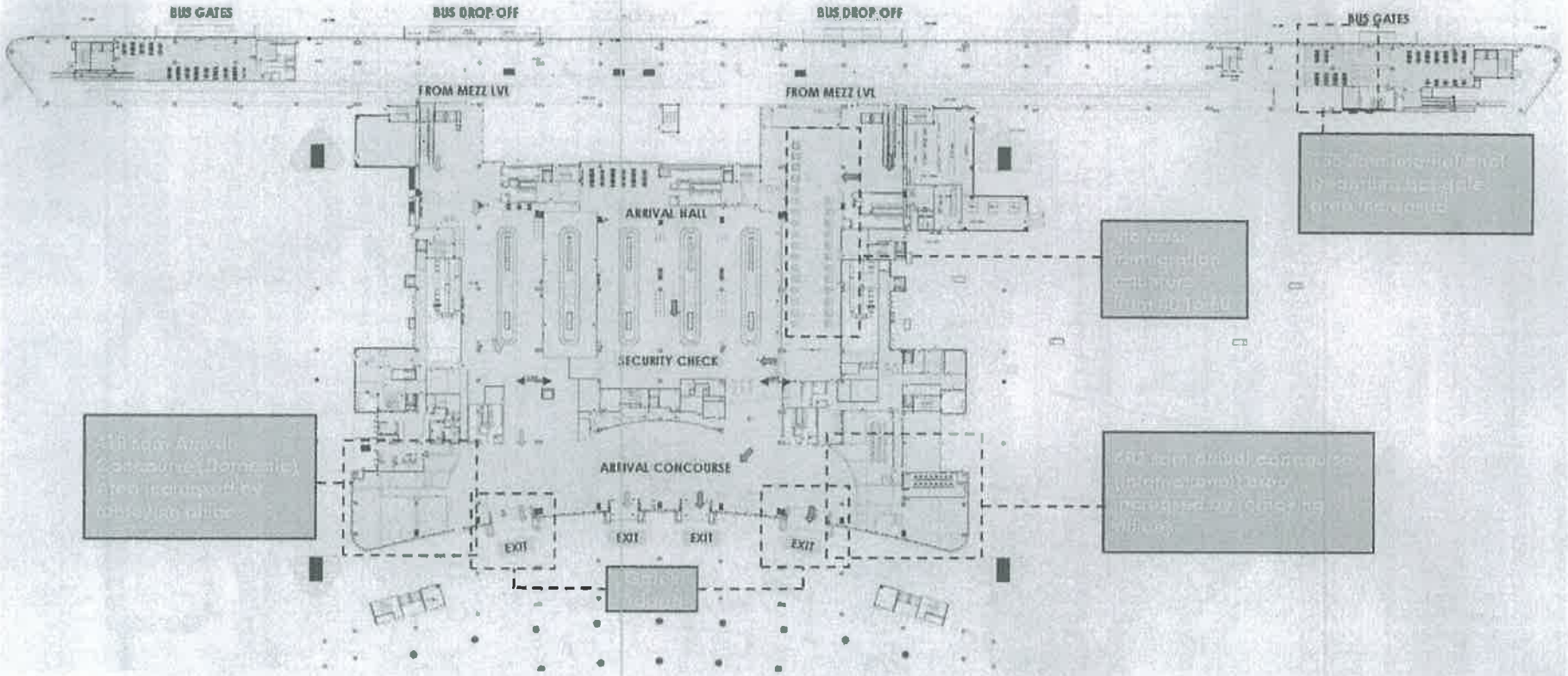
Floor Area (As per tender drawing) – 18693.25 sqm.
Existing Peak Hour Capacity –2410 pax /hr (810 Dom + 1600 Int'l)

TRICHY AIRPORT (Under Construction)

Tamil Nadu

Reconfigured Terminal Building Layout – Arrival Plan

Reconfiguration of Terminal Area



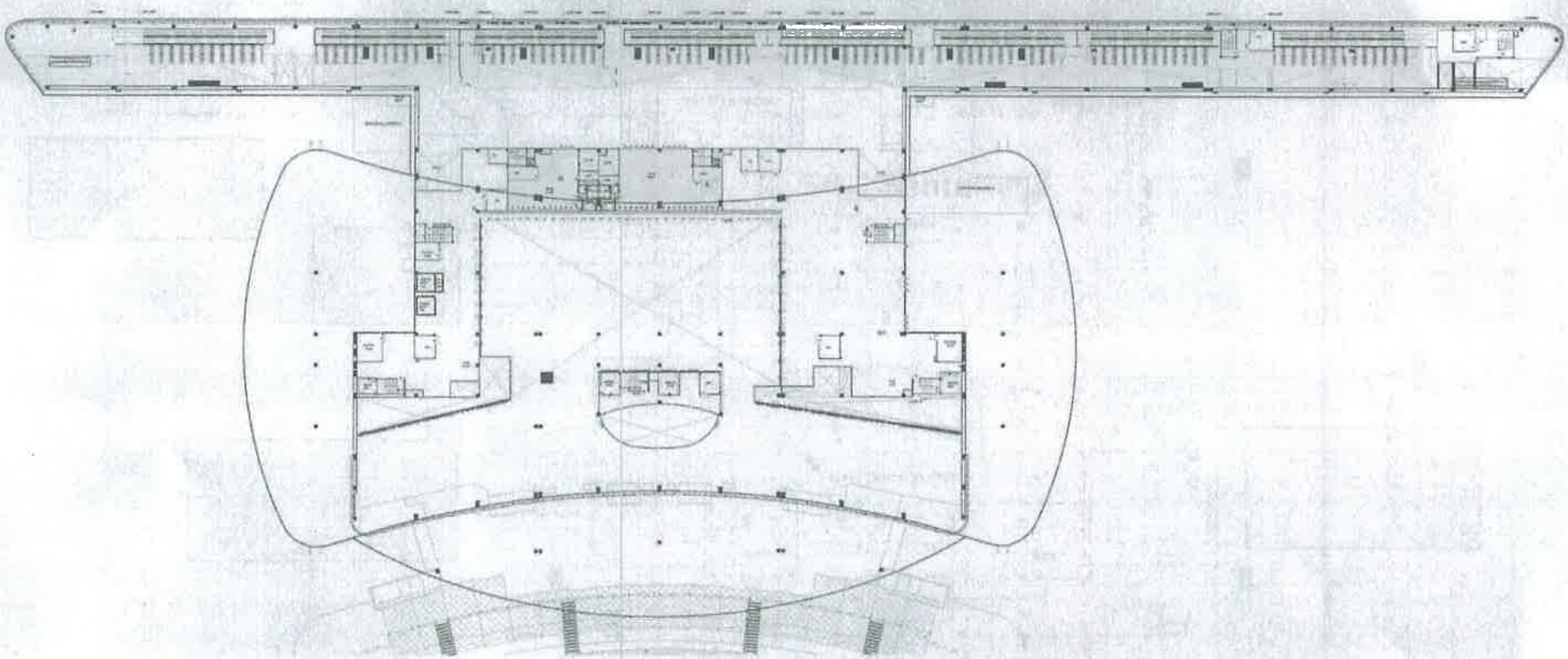
Floor Area post Modification – **18693.25 sqm.**
Peak Hour Passenger Capacity increased from **2410 pax/hr** to **3480 pax/hr**

---------- DEMOLITION
——— RECONFIGURATION
FUTURE EXPANSION

Reconfiguration of Terminal Buildings

TRICHY AIRPORT (Under Construction)

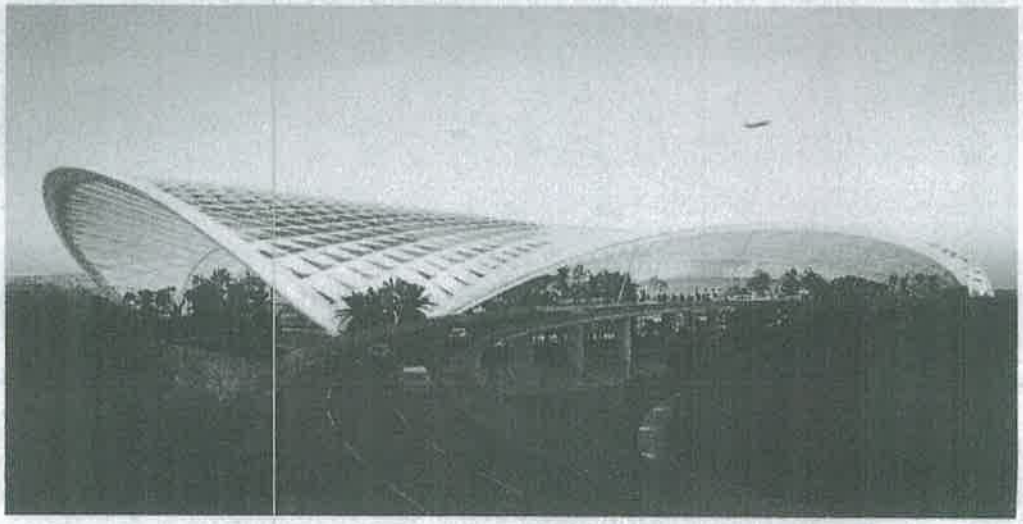
Terminal Building Layout (As per Tender)– Upper Departure Plan

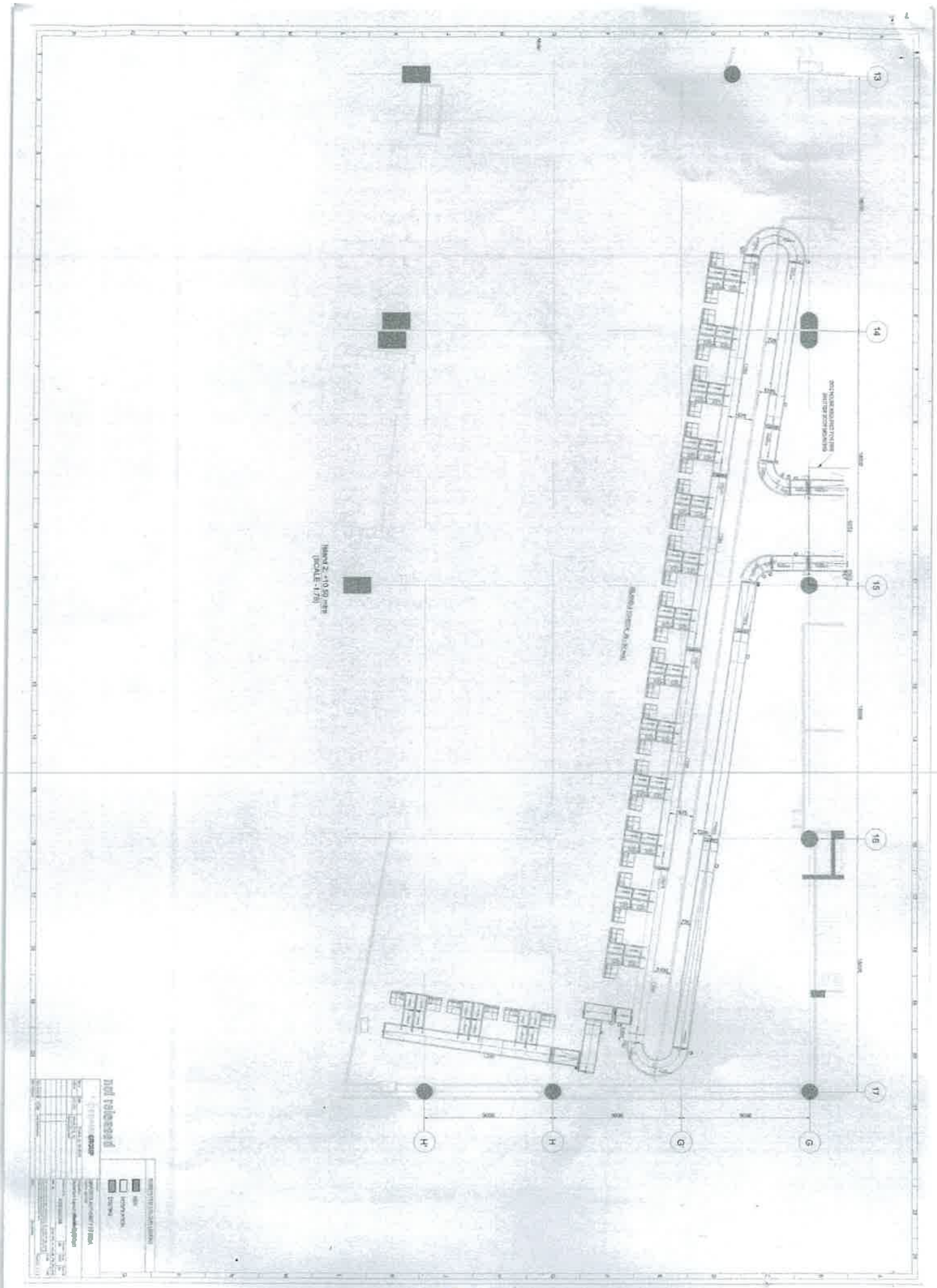


Floor Area (As per tender drawing) – 5500 sqm.
Existing Peak Hour Capacity –2410 pax /hr (810 Dom + 1600 Int'l)

Reconfigured & Expanded Terminal Building – Facility Data

Existing & Post Modification Comparison			
Facilities		**Existing Infrastructure**	**Infrastructure Post Modification**
Entry Gate / Lanes		4/8	4/12
Exit Gates		2	4
Check-in Counters		48	60
Security Check Machines (Domestic)		3 X-BIS	4 X-BIS
Security Check Machines (International)		12 X-BIS	15 X-BIS
Emigration Counters		40	56
Immigration Counters		40	58
Boarding Gates	In-Contact	10 (3 Dom. + 7 Int'l)	10 (3 Dom. + 7 Int'l)
	Remote	2 (1 Dom. + 1 Int'l)	2 (1 Dom. + 1 Int'l)
Security Hold Area	Domestic	1500	1500
	International	3890	3950
Total Terminal Area		75000 (including Basement area of 15000 sqm.)	75000 (including Basement area of 15000 sqm.)
Peak Hour Passenger Handling Capacity		2410 Passengers *(810 Domestic & 1600 International)*	3480 Passengers *(1080 Domestic & 2400 International)*

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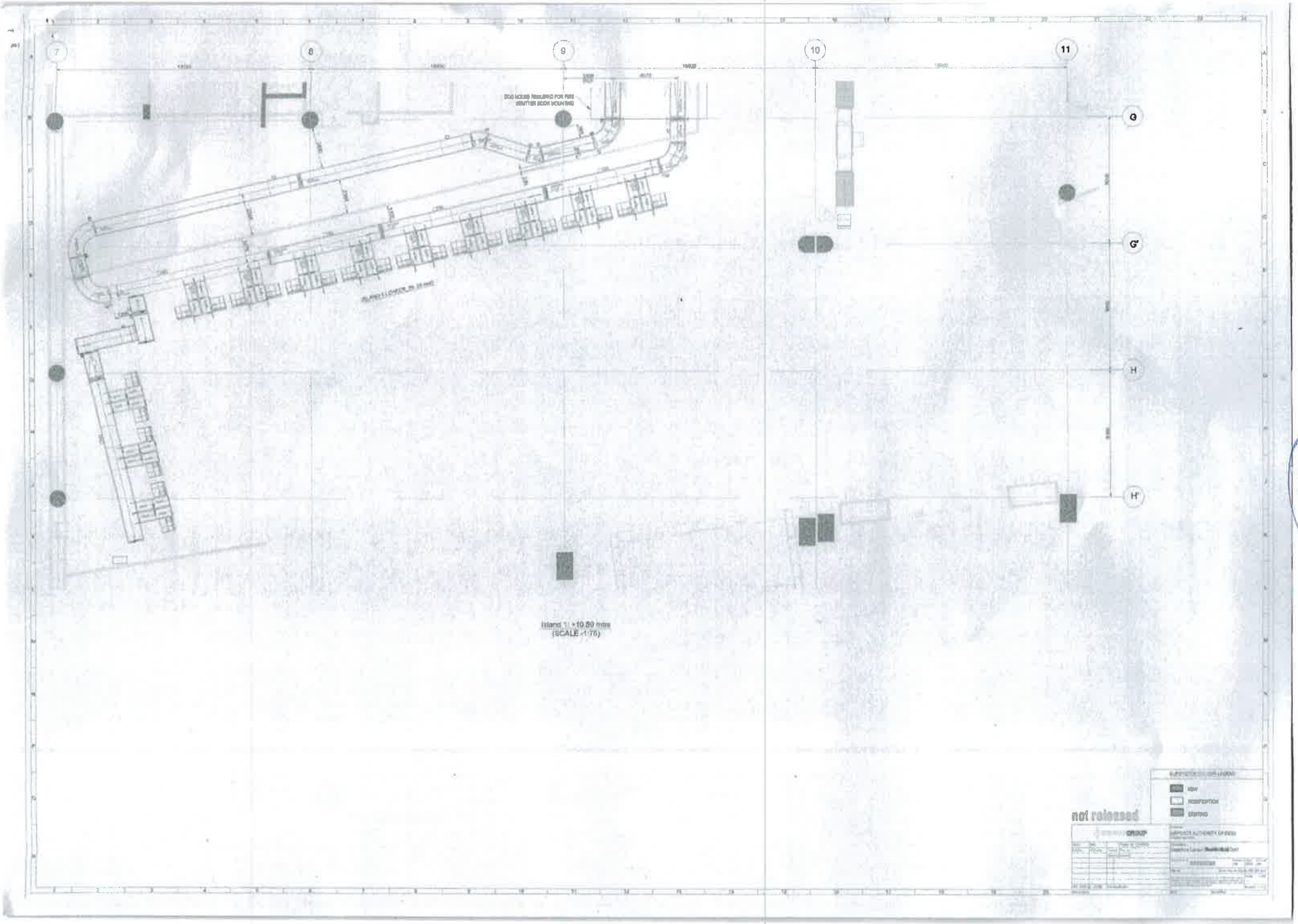

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Meeting Attendance Sheet. Flag 'B'

OPERATIONALIZATION OF ILHBS SYSTEM AT TIRUCHIRAPPALLI INTL AIRPORT

MEETING HELD ON 06-11-2024 @11:15 AM

Page No.

Date 06 11 24

S. No	NAME	DESIGNATION	ORGANIZATION	SIGNATURE
1	G. GOPALAKRISHNAN	APD	AAI	[signature]
2	S.S. RAJU	Jt. GM (E.F)	AAI	[signature]
3	H S NAYAL	DC (CASO)	CISF	[signature]
4	BENJAMIN A	CSO	AAI	Benjamin A
5	S.R. Jegadeesan	JGM (E&E)	AAI	[signature] 6/11
6	R. Ganesan	DGM E/E	AAI	[signature]
7	LEONARD OLIVER R	Executive Security	AGILE	[signature]
8	[illegible]	SR EXE SEC	INDIGO	[signature]
9	Prathap Pal	SEC LOOD	THAI AIRASIA	[signature]
10	Shanmuganathan T	Security officer	Batik Air	T. [signature]
11	Nandagopal V.	CSO	AIX	[signature]
12	Kamalakannan S	CSO	AIX	[signature]
13	SRINIVASAN J	Station MGR	Air India EXP	[signature]
14	ALAGIO NATARAJAN P	Associate Manager	Air India Express	[signature]
15	Pravin Sunder S.L	BHS (Beumer [illegible])	BEUMER	[signature]
16	B.THANGA PRABHU	DY. MANAGER	BEUMER INDIA	[signature]
17	Roshan William	Project Engineer	Falcon (Siemens)	[signature]
18	Thirunath Reddy	Sr. Engineer	Vehant Technologies	[signature]
19	ANANDHA KUMAR	SWATS (SITE ENGINEER)	SWATS	[signature]
20	Jaffar Shadiq	NODAL OFFICER	AIASL	A.J. [signature]
21	M. Kasiraman	Security Incharge	Spicejet Ltd.	M. [signature]
22	N. Praveen Kumar	Security Officer	Scoot	[signature]
23	Sameer Bogam	Station Manager	Bird Airport	[signature]
24	Sabitha Ray	Station Manager	AirAsia Berhad	[signature]
25	Arun T.S	AM (Op)	AAI	[signature]
26	Gowshik K.M	Security Incharge	AAICLAS	[signature]
27	SURJEETHRAJ	AIRPORT MANAGER	IndiGo	[signature]

SHIFTING OF OPERATION TO THE NITB.
AT TRICHY AIRPORT.
MEETING HELD ON 06.06.24 AT 4.30 PM.

S NO	NAME	DESIG	ORGAN	SIGNATURE
1	P. SUBRAMANI	APD	AAI	
2	G. GOPALAKRISHNAN	JGM(CNS)	AAI	[signature]
3	D. Boominathan	DGM(CE)	AAI	[signature]
4	R. GANESAN	DGM E.L	AAI	[signature]
5	S. S. Rao			
6	R. SUBRAMANIAN	DGM(AMO)	AAI	[signature]
7	TRILOK BS	APM	INDIGO	[signature]
8	[illegible] Ali	AM	INDIGO	[signature]
9	[illegible]			[signature]
10	ASHOK KR SINGH	[illegible]	[illegible]	[signature]
11	[illegible]	SRAM	AIRWORKS	[signature]
12	N. PRAVEEN KUMAR	SECURITY OFFICER	Scoot	[signature]
13	V. Sivakumar	Eng ops	SITA	[signature]
14	B. Kamesh	HR	Bird Airport Services	[signature]
15	SABITHA RAJ	SM	Bhakti AIRASIA	[signature]
16	Srinivasan J.	Station Manager	Air India Express	[signature]
17	R. Krishna kumar	CSE	AIATSL	[signature]
18	A. Chandrasekaran	Supervisor	AIASL	[signature]
19	ARUN DV	SR. MANAGER	EBIX CASH	[signature]
20	Jeron Robin Singh	AAO	BPCL	[signature]
21	K. VIJAYA KUMAR	BPU	BPU	[signature]
22	A. Nagira Banu	Counter Staff	Bharath Air [illegible]	[signature]
23	G.R. Jayaraman	AGM(ops)	AAI	[signature]
24	K. Sakthivel	FDFS	FDFS	[signature]
25				
26				
27				
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29				
30				
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COMMENCEMENT OF OPERATION FROM NITB

MEETING HELD ON 24.5.24 AT 11.00 AM

S. No	NAME	DESIGNATION	ORGANIZATION	SIGNATURE
1	P. SUBRAMANI	APD	AAI	
2	S. Bala[illegible]	Jt Gm (ops)	AAI	
3	Samuel B[illegible]	APM	Bird Airports	
4	TRILOK B S	AIRPORT MANAGER	INDIGO	
5	A. JAFFAR SHADIQ	NODAL OFFICER	AIASL	
6	M. PRAVEEN	DY MANAGER	AIASL	
7	ALAGU NATARAJAN P	Sr. Associate	Air India Express	
8	SRINIVASAN. J	Station Manager	Air India Exp	
9	KAMALAKANNAN S	ASSOCIATE	AIRINDIA EXP	
10	H.M. ASLAM	ADDL CG	AIESL	
11	B. SARBHARANI	CSO	BATIK AIR	
12	C. SENTHILVEL	SR. AM CUS SVCS	SRILANKAN AIRLINES	
13	SABITHA RAJ	STATION MANAGER	AIRASIA	
14	M. KASIRAMAN	Security Incharge	SPICEJET EXP	
15	N. PRAVEEN KUMAR	Security Officer	Scoot Airline	
16	Vallu Subrahmanyam	AAI / AGM(E-L)	AAI	
17	D. Boominathan	AAI, DGM(CE)	AAI	
18	K. SUREN PRABHU	AAI, SM(EC)	AAI	
19	ALBERT J ANDROR	AGM(OB), AAI	AAI	24.5.24 (11:30)
20	R. GANESAN	DyM Ele	AAI	
21	G. Gopalakrishnan	JGM(CNS)	AAI	
22	V. Sivakumar	Eng ops	SITA	
23	R. SUBRAVELU	JGM(ATM)	AAI	24/5/24
24	M. Johnchelladurai	IT-OPS	Cochage	
25	BENJAMIN A	CSO	AAI	
26	JITHIN	SR AMT	AIRWORKS	

RUNWAY & APRON SAFETY TEAM MEETING - SEP'24

@ Conference Hall OTB, Trichy Airport.

Page No.

Date 30 | 09 | 24

S.NO	NAME AND DESIGNATION	ORGANISATION	SIGNATURE
01	G. GOPALAKRISHNAN, APD	AAI	
02.	ALBERT J. ANDOOR, MGR(OPS) Safety Manager	AAI	
03	R. GANESAN DGM Qty	AAI	
04	R. SUBRAVAN JGM(ATM)	AAI	
05	GR SARAVANAN DGM(OPS)	AAI D	
06	D. BOOMINATHAN DGM(CES)	AAI	
07	PARTHASARATHY S AM(TECH)	AAI	
08	G. Nandhini	IOCL	
09	MANIMOORTHY G [illegible]	Reliance	
10	Shanmugasundaram T Sr. off.	Bharat Petroleum Air	
11	M. PRAVEEN Dy. MANAGER-CU	AIASL	
12.	SAMEER BOGAM, APM	BIRD	
13.	G. GAJENDRAN, CSO	BIRD	
14	SABITHA RAJ, STATION MANAGER	AIRASIA BERHAD	
15	C. Guruprasad. St. Station MANAGER	H.P.C.L.	
16.	S. MOHANASUNDARAM - SPA (B.S.S.C)	B.S.S. Dry	
17.	Lavakumar R, SH(AS)	AAS	
18.	SURJEETHRAJ. R	IndiGo	
19	[illegible]	IndiGo	
20.	M.S. ASHOK KUMAR	AIR INDIA EXPRESS	
21	R. [illegible], MASTER TECHNICIAN	AIRWORKS	

SAFETY CASE ASSESSMENT MEETING FOR CHANGES TO BE MADE IN NEWLY CONSTRUCTED APRON

Page No.
Date

19.02.2014

NO	NAME	DESIGNATION	ORGAN.	SIGNATURE
1	P. SUBRAMANI	APD	AAI	
2	G. SELVAKUMAR	GM	AAI	
3	S. Balachandran.	Dy GM (IR)	AAI.	
4	Subramani.	DGM (ATM)	AAI.	
5	G R Saravanan	AGM (OPS)	AAI.	
6	D. BOOMINATHAN	DGM (EE)	AAI	
7	Samira Bogam	SM	Bird Airport.	
8	HemaSekhar	SM	VietjetAir	
9	M. BALACHANDRAN	OFFICER, AIX	AIR INDIA EXPRESS	
10	SABITHA RAJ	STATION MANAGER	AIRASIA	
11	M. PRAVEEN	DY MANAGER	AIASL	
12	T. Anandh.	Assistant Manager	Indigo.	
13	Karthikeyan. C	ASM Security	IndiGo	
14	Jaya Prathap K	AM (Engg-civil)	AAI	
15	K. Narasimha Rao	AGM E&E	AAI	
16	R. Murugananda	SM (ATC)	AAI	
17	R. SUBRAVELU	DGM (ATM)	AAI	
18	G. Gopalakrishnan	JGM (CNS) TL	AAI	
19	C. SENTHILVEL	SUPVR	AAI	
20	R. GANESAN	DGM Elec	AAI	

Stakeholders meeting - Commissioning level approval

@ Conference Hall, OTB Trichy Airport

Page No.: Date: 29/11/22 @ 1530hrs

S.No.	NAME & DESIGNATION	ORGANISATION	SIGNATURE
01	P. SUBRAMANI, APD	AAI	
02	S. JALALUDHEEN, DGM(OPS)	SAFETY MANAGER, AAI	
03	R. SREENIVASAN, JGM(E)	AAI	
04	R. SUBRAVEL DGM(ATM)	AAI	
05	GNANENDRA SINGH, M(OPS)	AAI	
06	SABITHA RAI, STATION MANAGER	AIRASIA	
07	ASHOK KUMAR SINGH	AIRWORKS	
08	Angelo J Lawrence, Mgr (EE)	AAI	
09	Lavakumar K, SM(FL)	AAI	
10	BENJAMIN. A	CSO / AAI	
11	M. BALACHANDRAN, OFFICER	AIRINDIA EXPRESS	
12	ALAGU NATARAJAN P SSO	AIRINDIA EXP	
13	N. HEMASEKHAR, SM	VietjetAir	
14	B. Kamesh, HR	Bird Airport	
15	M. PRAVEEN, Dy Manager	AI ASL	
16	A. JAFFAR SHADIQ Nodal officer	AIASL	
17	M. KASIRAMAN, SECURITY INCHARGE	SPICEJET LTD	
18	Jaya prathap K	AAI	
19	VALLI SUBRAHMANIYAM	AAI	
20	ALBERT J. ANDOOR, AM(OPS)	AAI	

[illegible]
Stakeholders meeting - Commissioning level approval

@ Conference Hall, OTB Trichy Airport

File No.
Date 29 | 11 | 23 @ 1530hrs

Sl. No.	NAME & DESIGNATION	ORGANISATION	SIGNATURE
01.	P SUBRAMANI, APD	AAI	[signature]
02.	S. JALALUDHEEN, DGM (OPS)	SAFETY MANAGER, AAI	[signature]
03.	R. SREENIVASAN, JGM (ECE)	AAI	[signature]
04	R. SUBRAVELU DGM (ATM)	AAI	[signature]
05	GYANENDRA SINGH, AM (OPS)	AAI	[signature]
06.	SABITHA RANI, STATION MANAGER	AIRASIA	[signature]
07	ASHOK KUMAR SINGH	AIRWORKS	[signature]
08	Angelo J Lawrance, Mgr (EE)	AAI	[signature]
09.	Lavakumar K, SM (FD)	AAI	[signature]
10	BENJAMIN . A	CSO / AAI	[signature]
11	M. BALACHANDRAN, OFFICER	AIRINDIA EXPRESS	[signature]
12	ALAGU NATARAJAN P. SSO	AIRINDIA EXP	[signature]
13	N. HEMA SEKHAR, SM	Vietjet Air	[signature]
14.	B. Kamesh, HR	Bird Airport	[signature]
15.	M. PRAVEEN, Dy. Manager	AIASL	[signature]
16	A. JAFFAR SHADIQ, NODAL OFFICER	AIAHL	[signature]
17	M. KASIRAMAN, SECURITY INCHARGE	SPICEJET LTD	[signature]
18	Jaya prathap K	AAI	[signature]
19	VALLU SUBRAHMANYAM	AAI	[signature]
20	ALBERT J. ANDEOR AM (OB)	AAI	[signature]

COMMENCEMENT OF OPERATION IN [illegible]
BUILDING AT TRICHY AIRPORT.

Page No. ______
Date 22 11 23 @ 11:00 Hrs.

S. No.	NAME & DESIGNATION	DEPARTMENT	SIGNATURE
01.	P. SUBRAMANI, APD	AAI	[illegible]
02.	B. SELVAKUMAR, GM(PMD).	AAI	[illegible]
03.	H.S. NAIM, DC/CASO	CISF	[illegible]
04	G. GOPALAKRISHNAN, JGM(Elec)	AAI	[illegible]
05	R. GANESAN, DGM (Ex)	AAI	[illegible]
06.	S. Balaji [illegible]	DGM (OPS) AAI	[illegible]
07	A R Saravanan	AAI	[illegible]
08	GYANENDRA SINGH, AM(OPS)	AAI	[illegible]
09.	ALBERT J. ANTHONY	AM(OPS), AAI	[illegible]
10.	S. Abhishek,	AM (Com)	[illegible]
11.	SABITHA RAJ, SM	AIRASIA BERHAD	[illegible]
12.	G. SATHISHWARAN - PRESS	TIMES OF INDIA	[illegible]
13	R. SOLAIMAVEL - Senior manager	Flemingo DFS	R. Sol[illegible]
14	ASHOK KUMAR SINGH	AIRWORKS	[illegible]
15	JITHIN KRISHNAN C	AIRWORKS	[illegible]
16	SADHASIVAM R, Senior Exec	Reliance	[illegible]
17	R. SATHISH KUMAR	AIR INDIA (SECURITY)	[illegible]
18	ALAGU NATHARAJAN P, SSO	AIR INDIA EXPRESS	[illegible]
19.	SRINIVASAN, Station manager	Air India express	[illegible]
20	R. SARMILA, SSH	AIR INDIA	[illegible]
21	H. MOHAMMED ASLAM, SIC	AIESL	[illegible]
22	S. Pureta (RM)	BATIK AIR	[illegible]
23	Karthikeyan C, SIC	IndiGo	[illegible]
24.	Rilak B S / AIRPORT MANAGER	INDIGO	[illegible]
25	Vijaya Prabhakaran Y	Immigration	[illegible]
26	Dr. [illegible] S	APHO	[illegible]
27	Shashank S. Jha	Egis.	[illegible]
28.	R. SREENIVASAN, [illegible]	AAI	[illegible]
29.	[illegible] - [illegible]	AAI [illegible]	[illegible]
30.	J. NOBLE SOLOMON	AAI	[illegible]

STAKEHOLDERS MEETING – Provision of Apron Prepositioned PBB and NDGS at Trichy Airport

Venue – Conference Hall, OTB
Time – 1600 IST

Page No.
Date 07 11 23

S.NO	NAME & DESIGNATION	ORGANISATION	SIGNATURE
01	P. SUBRAMANI, APD	AAI	[signature]
02.	S. JALALUDHEEN, DGM(OB)	AAI	[signature]
03.	D. BOOMINATHAN, DGM(OB)	AAI	[signature]
04	SABITHA RAJ, STATION MANAGER	AIRASIA BERHAD	[signature]
05	SAMEER BOGAM - SM	BAS	[signature]
06	N. HEMASEKHAR	VIEBETAIR	[signature]
07	Ashok Kumar Singh	AIRWORKS	[signature]
08	A. JAFFAR SHADIQ, N.S.OFFICER	AASL	[signature]
09.	G. MANOJ KUMAR, SR CSE	AIASL	[signature]
10.	TRILOK BS STATION MANAGER	INDIGO	[signature]
11.	G. R. [illegible] AGM(OPS)	AAI	[signature]
12	K. ATCHUTARAO, M(E-E)	AAI	[signature]
13.	R. [illegible] DGM(ATM)	AAI	[signature]
14.	[illegible] K, SM(E&E)	AAI	[signature]
15	A. ANANTH, SM(E&E)	AAI	[signature]
16.	ALBERT J. ANDOOR, AM(OB)	AAI	[signature]

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

No: AAI/SR/TRY/PROJECT/MOM/2023-2024/ Date: 04.07.2023

Minutes of Meeting – Site walk through dated 26.06.2023 for immigration and check in counters

Name of Work: Up gradation of passenger terminal building and airside facilities at Tiruchirappalli (Trichy) International Airport.

S.H: Construction of new terminal building elevated road along with associated electromechanical, Airport System, IT works including comprehensive Maintenance and Operation (Package-I)

Site walk through/meeting conducted with Immigration, NIC, Airlines, SITA, Egis & ITDC on 26.06.2023. The following were present and mock up done of immigration and check in counter were shown and requirements of the stakeholders are mentioned below:

Sl. No	Name	Designation	Agency
1.	SHRI. REGHU NAIR	CHIO	IMMIGRATION
2.	SHRI. MURUGESH	DIRECTOR	NIC
3.	SHRI. HARIHARAN	OFFICIAL	NIC
4.	SHRI. TRILOK B S	STATION MANAGER	INDIGO AIRLINE
5.	SHRI. SRINIVASAN	STATION MANAGER	AIR INDIA EXPRESS
6.	SHRI. BALA	ASST. MANAGER	AIR INDIA EXPRESS
7.	SHRI. SENTHIL	ENGINEER OPERATIONS	SITA
8.	SHRI. A. ANANTH	MANAGER (E-E)	AAI
9.	SHRI. MANIKANDAN	QA-QC	EGIS (PMC)
10.	SHRI. LESLIE PAUL CHRIS	ENGINEER AIRPORT SYSTEM	EGIS (PMC)
11.	SHRI. SHASHANK JHA	ARCHITECT	EGIS
12.	SHRI. SHAKTHIVEL	SENIOR ENGINEER (MEP)	EGIS (PMC)
13.	SHRI. ARUNMANI	ENGINEER CIVIL	ITDC

Immigration officials inspected the mock up counter request the changes:

- The cut-out for bio-metric machine to be increased to accommodate smooth access / usage by the passengers.
- The bio-metric machine shall be placed over the table. Passenger usage finds difficult hence, the bottom level of machine & table top below the machine may be raised as discussed at site.
- Transparent glass to be provided for the cut-out between server room & IT room.
- Immigration table three sides shall be non-transparent glass need to be provided and in front side plain glass shall be provided to give visibility to passengers wherever required & wherever not required.
- Cut-out opening for cable entry in the table top to be made.
- Foot rest table shall be placed for each counter.
- Cut-out to be checked to accommodate the monitor as discussed at site.

Action by ITDC

04/07/2023

Airlines

- Airlines confirmed that the check-in counter mock-up done is ok.

SITA

SITA brought their equipments & fixed in the existing check-in counter on 04.07.23 and requested for the following:

- SITA asked for cable management cut-out/holes to be provided in the counters.
- Cut out to be provided on left-hand-side for monitor & CPU cable entry.
- Check-in counters both side ends height to be reduced from 200 mm to 100 mm for keeping the CPU & monitor.
- 2 nos. 5A switch & sockets for raw power to be provided for SITA computer.
- 2 nos. RJ45 data point sockets to be provided.
- 5 nos. printer table each for Boarding gates and check-in to be provided.

Action by ITDC

Further, immigration/NIC officials intimated that they have already shared their requirement of rooms along with size to APD, Trichy and requested to check the feasibility for the same.

07/07/2023

General Manger (Engg-Project)
Airports Authority of India
Trichy International Airport

To

(i) JGM (Civil), AAI, Trichy Airport Project, Trichy
(ii) Jt.GM (Electrical), AAI, Trichy Airport Project, Trichy
(iii) M/s. Egis India Consulting Engineers Private Limited Site office, Trichy Airport
(iv) M/s. ITD Cementation Limited Site office, Trichy Airport

20/01/2023

FAMILIARISATION OF CCTV, & BHS Layout & of NITB. I/c other facilities with Stake HOLDERS.

Sl. No.	NAME & DESIGNATION	ORGN.	SIGN.
1	SHRI VINUDAV SACHIN DD.	BCAS.	
2	SHRI P. SUBRAMANI, APD	AAI	
3)	ANMOL AHLAWAT, APM	BIRD	
4)	G. GAJENDRAN, CSO	BIRD	
5)	G. MANOJ KUMAR, SR CSE	AIASL	
6	R. GNANESHWAR, DGM(CE-E)	AAI	
7	SABITHA RAJ, STATION MANAGER	AIRASIA	
8	S. ARULMURUGAN, AM (ATM)	AAI	
9	R. Raghu CHIO Immigration	Immigration	
10)	SHRI N.V. VIJAYAKUMAR, DGM, ACS	AAI	
11	S. Jalalutham. Dgm (OPS)	AAI	
12	[illegible]	[illegible]	
13	M. LEO ACIO	IB	
14	J. Noble Solomon, Sr. Manager (Cargo)	AAI	
15	LEONARD [illegible] EXECUTIVE SECURITY	AGILE	
16	Karthikeyan. C Security Coordinator	Indigo	
17	[illegible], RM - SOUTH INDIA	MALINDO AIR	
18	M. BALACHANDRAN, Sr. AAST	AIR INDIA EXPRESS	
19	K. G. RAJAN, SSH TRL	AI LTD	
20	ASHOK KR. SINGH STN INCHARGE	AIRWORKS	9962288[illegible]
21	DESHBANDHU SAINI, INSPECTOR	CUSTOMS	
22	H MOHAMMED ASLAM, S/C, AIESL	AIESL	
23	SADHASWAM R, Shift Incharge	Reliance	
24	N. PRAVEEN KUMAR Security Officer	Scoot	
25	S. [illegible], SI/E CISF	CISF	
26	SHRI M. [illegible] SECURITY COORDINATOR	AIRASIA	
27	M. Mahadevan Stn security Coordinator	Salamkan Airlines	
28	Jae [illegible] Incharge	[illegible]	
29	G. GOPALAKRISHNAN JGM (PMS)	AAI	
30	R. Sreenivasan JGM(E)	AAI	
31	R. Narasimha Rao	AAI	
32	Vinodhini Anu, ASIO	Navitas Enterprises	
33	[illegible]	[illegible]	
34	Shri G. R. Saravanan, AGM (OPS)/[illegible]	AAI	
	G. P. [illegible]	JGM (ATM) AAI	

35	VINAY RAVEENDRAN MUR (E-E)	AAI
36	MANIKANDAN(Lvl) Egis	Egis
37	Shashank S. Jha (Project Architect) EGIS	Egis
38	C. Sakthivel – Electrical Engr	Egis
39	Rajiv Phadtare Project Director	Egis
40)	Shri. H. S. NAYAN, DC(ASG)	CISF
41)	G. N. D. KUMARAN, AGM(E-E)	AAI
42)	S. Ramchandra AGM(Ele)	AAI
43)	G. R. Saravanan, AGM(OB)/ISO-Offg	AAI
44)	ARUN T S, AM (OB)	AAI
45)	ALBERT J ANDOOR, AM(OB)	AAI
c		

NMTB, BHS LAYOUT FAMILIARIZATION

S.NO	NAME & DESIGN	ORGN	SIGN
1	SHRI. S KALYANA RAMAN, RD	RCAO	[signature]
	SHRI P. SUBRAMANI, APD	AAI	[signature]
3	S. S RAJU, JGM(ELEC),	AAI	[signature]
4	Leshi Paul - Asst Engineer	EGIS	[signature]
5	Raju Phadke - Project Director	Egis	[signature]
6.	C. Sakthivel - Electrical engr	Egis	[signature]
7	Kumar Jolamiqth - Civil - engg	"	[signature]
8.	S R Saravanan CSO	AAI	[signature]
9.	VINAY RAVEENDRAN - MANAGER (E-E)	AAI	[signature]
10	A Asif Iqbal (STATION ENGINEER)	Air India	[signature]
11.	B. R.K Srinivas	J.E(E-E)	[signature]

Dated: 25/8/22

Joint Inspection of Ops Area / Parallel Taxiway for finding potential safety Hazards.

Sl No.	Name	Organisation & Designation	Signature
1	R. Ghaneshwar		
2	C. Balasubramaniam	DGM(CAS)	
3	ARUN. T. S.	Dgm (Ops)	
4	D. Boominathan	JE (Ops)	
5	SAMUEL GEORGE C	AGM(CS)	
6	K. Lavakumar	MGR(ATS)	
7	Karthikeyan. C	AAI Mgr(CS)	
8	A. BENJAMIN	Security Coordinator	
9	Ashok kumar Singh	Manager AIASL	
10	A. Asif Iqbal	Station Incharge/Airworks	
11	RUBAN FRANCIS	Station Engineer (Airworks)	
12	MOHD HAMMAD RAZA	AME (AIRWORKS)	
13	C. SENTHILVELAN	INDIGO	
14	PRABAKARAN. P	APT. SVCS SUPSR SRILANKAN AIRLINES	
15	K. Narasimha Rao	AAI AGM (O)	
16	G. R. Anandaraman	AAI, AGM (C)	
		AAI AGM (Ops)	

SCARS (Concept and ... Level) Meeting

on 24-08-2022 @ 1500 IST

1) PYOR Integration (2) New Turnpad (3) PAPI ... (4) Parallel Taxiway

SL.NO.	NAME	ORGANISATION & DESIGNATION	SIGNATURE
1	S. DHARMARAJ	APD, AAI	[signature]
2	G. Gopalakrishnan	[illegible]	[signature]
3.	R. SUBRAVELU	DGM (ATM)	[signature]
4.	J. UMA MAHESWARI	DGM (CNS)	[signature]
5.	P.V. VAMSI KRISHNA	AM (CNS)	[signature]
6	HARIS ABDULLA K	AM (CNS)	[signature]
7.	R. VENKATARAM	SM (CNS)	[signature]
8.	PRABAKARAN. R.	AGM (C)	[signature]
9.	SAMUEL GEORGE C	MGR CAT (C)	[signature]
10.	K. [illegible]	AAI, Mgr (El)	[signature]
11.	A. BENJAMIN	AIAL	[signature]
13	SABITHA RAJ.	AIRASIA, STATION MANAGER	[signature]
14.	G. R. [illegible]	AGM (OPS), AAI	[signature]
15	ABHIMANYU SINGH	AAI JE (CNS)	[signature]
16	PRANAV G S	AAI AM (CNS)	[signature]
17.	A. V. Chandra Sekhar	AAI AM (...)	[signature]
18.	[illegible]	[illegible]	[signature]
19.	[illegible]	[illegible]	[signature]

STAKE HOLDERS MEETING HELD ON 11-08-2022 AT 1100 HOURS REGARDING RE-ORIENTATION OF IMMIGRATION COUNTERS AT NEW TERMINAL BUILDING AT TRICHY AIRPORT

DATE: 11-08-2022

S.No.	Name & Designation	Organisation	Sign
1.	Leslie Paul - Airport IT Spl.	EGIS INDIA	[illegible]
2	C. Sakthivel - EGIS	Egis India	[illegible]
3.	Kumar - Egis	Egis India	[illegible]
4.	M. Sivakumar - Engineer	Egis	[illegible]
5.	Inderjeet Kargi - Inspector	Customs	[illegible]
6.	N. Praveen Kumar, Security Officer	[illegible] Pvt. Ltd.	[illegible]
7	MANIKANDAN. R, Sr. AST	AIR INDIA EXPRESS	[illegible]
8	SABITHA RAJ, STATION MANAGER	AIR ASIA BERHAD	[illegible]
9	B. R. Hosamani [illegible]	AAI	[illegible]
10	A. Ananth, Manager (E-E)	AAI	[illegible]
11	[illegible] KUMARAN, AGM (E-E)	AAI	[illegible]
12.	KAPIL SHUKLA, IO	BOI	[illegible] 11-08-2022
13.	[illegible] Lallu, ATS I/c	AAI	[illegible]
14	[illegible] RAJ, JGM (CE)	AAI	[illegible]
15	Raju Phadtare	Egis	[illegible]
16	G. R. Saravanan ARM (Ops)	AAI	[illegible]
17	S. Ramchandran AGM (Ar)	AAI	[illegible]

STAKEHOLDERS MEETING WITH RESPECT TO PLANNING OF
NEW INTEGRATED TERMINAL BUILDING (04.08.2022, TTSC Hall)

SNo.	Name & Designation	Organisation	Sign.
1.	S. [illegible], [illegible]	AAI	[signature]
2.	Chidambaram K, [illegible]	CISF	[signature]
3.	KAPIL SHUKLA, IO	BoI	[signature]
4.	SRINIVASAN. T / Station Incharge	Air India Express	[signature]
5.	Karthikeyan C, [illegible]	Indigo	[signature]
6.	Indrajeet Ranga	Customs	[signature]
7.	Prem Kumar, [illegible]	Customs	[signature]
8.	R. RAJASEKAR	SRILANKAN AIRLINES	[signature]
9.	Dr. SUBIN S	APHO	[signature]
10	SABITHA RAI, STATION MANAGER	AIR ASIA	[signature]
11	G. Abdul [illegible]	[illegible]	[signature]
12	R B Pillai, Inspector	CISF	[signature]
13.	[illegible], [illegible]	AAI	[signature]
14.	R. SREENIVASAN, [illegible]	AAI	[signature]
15.	G. R. [illegible]	AEM (OPS)	[signature]
16	[illegible]	[illegible]	[signature]

SAFETY ASSESSMENT - COMMISSIONING LEVEL OF BAY NO: 08 - HELD ON 18.07.2022 AT 1130 HOURS

Sl. No.	Name & Designation	Organisation	Signature
1.	S. DHARMARAJ - Airport Director	AAI	[signature]
2.	D. KARTHIKEYAN - AME, AIESL	AIESL	[signature]
3.	M. Abishek	AGILE	[signature]
4.	B. MARUTHUPANDIYAN - SR. RSE	AIASL	[signature]
5.	T. BALASUBRAMANIAN - SR. RSE	AIASL	[signature]
6.	A. CHANDRASEKARAN SR. RSE	AIASL	[signature]
7.	A. BENJAMIN, Dy. MANAGER	AIASL	[signature]
8.	A. JAFFAR SHADIQ, NODAL OFFICER	AIASL	[signature]
9.	SRINIVASAN. J, STATION INCHARGE	AirIndia Express	[signature]
10.	MANIKANDAN, SENIOR ASSISTANT	AIRINDIAEXPRESS	[signature]
11.	S. S. Ram	JGM(E)AAI	[signature]
12.	S. Jayalakshmi	DGM (OPS) AAI	[signature]
13.	G. L. Latha	ATS I/C	[signature]
14.	K. Narasimha Rao	AAI Apron	[signature]
15.	T. Anandh	Indigo	[signature]
16.	M. [illegible] RAJA	INDIGO	[signature]
13	SURENDRAN V.R. MGR (OPS)	AAI	[signature]
18	Jaya prathap K SE (E-C)	AAI	

MEETING HELD ON 31.05.2021 AT 1600 HOURS – TAXIWAY RE-CONFIGURATION AND CIVIL & ELECTRICAL WORKS FOR OPERATION OF BOEING 777-300ER AIRCRAFT

1. S. DHARMARAJ / APD
2. G. L. LALLU / JGM (ATM) / ATS I/c
3. UNNIKRISHNAN J / JGM (ATM)
4. S. S. RAJU / DGM (E-E)
5. R. PRABAKARAN / AGM (E-C)
6. D. BOOMINATHAN / AGM (E-E)
7. P. SARAVANAKUMAR / MGR (E-C)
8. SAMUEL GEORGE / MGR (ATM)

DISCUSSION WITH CONCESSIONAIRES ON ACCOUNT OF ED (COMMERCIAL) VISIT A TRICHY AIRPORT ON 27.03.2023

S. No.	Name & Designation	Organisation	Signature
1.	SHRI SANJAI JAIN / ED (COMML)	AAI	
2.	P. SUBRAMANI, APD	AAI	[signature]
3.	G. Abinhulp, TI(…)	AAI	[signature]
4.	ABHINAND. M.D (DUTY MANAGER)	Speedwings Services	[signature]
5.	Vinodhini Arun ASCO	Navitan Enterprises	[signature]
6.	ARUN. DV (SR-MANAGER)	EBIX CASA	[signature]
7.	C. V. Nagarajan	Ramcues Cotton	[signature]
8.	R. SAKTHIVEL	Flemingo DFS	R. Sakthivel
9.	G. SATHISHWARAN	Times OOH	[signature]
10.	RAMASUBRAMANIAN. R	ICICI BANK	R. Raman…
11.	Kiran Kumar Roy (ARM)	AFS	[signature]

RUNWAY RECARPETING EMERGENCY REVIEW MEETING
HELD ON 10.03.2021 AT 1100 HOURS

(1) S. DHARMARAJ / APD

(2) G.L. Lalla — ATS I/C

(3) B. SELVAKUMAR JGM EC

(4) G. Gopalakrishnan DGM(CAD) I/c

(5) S. C. Rao DGM(EC)

(6) SAMUEL GEORGE C MGR(CATC)

(7) DALJEET SINGH Sr. Manager (E)

(8) J. UMA MAHESWARI DGM(CNS)

(9) NICKY P RAJ Senior Manager (...)

(10) J. SARAVANAN AM (ASM)

MEETING WITH STAKEHOLDERS ON [illegible]
1500 HOURS ON RUNWAY RE-CARPETING AT TRICHY AIRPORT

1. S. DHARMARAJ / APD [signature] [illegible]
2. S. G.L. LALLU [illegible] [signature]
3. S. SHREERAM AGM(ATM)/CSO [signature]
4. JOCELYN ROBERT STN MGR AIR INDIA [signature]
5. G. Gopalakrishnan [illegible] [signature]
6. T. [illegible] ASM Ramp Indigo [signature]
7. RAMESH J AIRPORT MANAGER INDIGO [signature]
8. G.R. Saravanan SM(OPS) [signature]
9. Kalamanduly chaitanya AM (ATC) [signature]
10. DIBAKAR MITRA AM(ATC) [signature]
11. S. S. RAJU JGM(ATM) [signature]
12. B. Sekhar Kumar JGM Elec [signature]

RUNWAY RE-CARPETING REVIEW MEETING HELD ON 08.02.2021 AT 1600 HOURS

1. S. DHARMARAJ / APD
2. H. Bagiyalakshmi TARNAT
3. V. Kannaian TARNAT
4. N.V. Natarajan TARNAT
5. Babu TARNAT
6. UNNI KRISHNAN J JGM (ATC)
7. G.U.D. KUMARAN AGM(E-E)/AAI
8. B. Selvakumar JGM EC/AAI

-ING HELD ON 22.12.2020 AT 1600 HOURS
-ARDING EXTENSION OF RUNWAY RE-CARPETING
-AM IN TRICHY AIRPORT AFTER 15.01.2021

NAME & DESIGNATION	ORGANISATION	SIGNATURE
S. DHARMARAJ / APD	AAI	
G.L. Lalla	ATM / AAI	
Hari Krishnan J	JGM (ATM)	
S. Sivakumar	DCE AIR INDIA	
SRINIVASAN. J	STATION INCHARGE / AIR	
G. MANOJ KUMAR	REFERENCE CUR SPICE AIR	
J. SURESH	[illegible] MGR	
K. MARICHELVAM	AAI / CSO	
DALJEET SINGH	AAI / PM	
C. SENTHIL / VCL / ADV CUO SUPR	SRILANKAN AIRLINES	
G.R. Saravanan	AAI SM(OPS)	
R. PRABAKARAN	AAI AGM Eng(E)	
RAMESH. J. Airport Manager	INDIGO	
G. Gopalakrishnan DGM (Civil)	AAI	
B. Selvakumar	AAI	

RUNWAY RECARPETING REVIEW MEETING HELD ON 22.09.2020 AT 1100 HOURS

1. S. DHARMARAJ / APD — [signature] 22/09/2020
2. G.L. [illegible] / JGM(AM) — [signature] 22/9
3. B. SELVA KUMAR / JGM(E-E) / EIC — [signature] 22/9/2020
4. NIKKY S RAJ / MANAGER(AM) — [signature] 22/09/20
5. M. BAGHYA LAKSHMI / [illegible] — [signature] 22/9/20

RUNWAY RE-CARPETING REVIEW MEETING
HELD ON 13.08.2020 AT 1630 HOURS

(1) S. DHARMARAJ / APD [signature] 13/08/2020

(2) H. Bagiya Lakshmi / Talmet [signature]

(3) NV. Natarajan / Tarmat / G.M. [signature]

(4) S. Babu / Tarmat / P.S. [signature]

(5) N. Sanjeevkumar / Tarmat Project Co-ordinator [signature]

(6) Nicky S. Raj / Safety Manager [signature]

(7) G. L. Lalla, ATS I/C - [signature]

(8) R. PRABAKARAN AAI [signature]

(9) B. Selvakumar AAI [signature]

(10)

REVIEW MEETING HELD ON 29.06.2020 AT 1500 HOURS ON THE PROJECT - RUNWAY RECARPETTING WORK AT TRICHY AIRPORT

(1) S. DHARMARAJ / APD

(2) JOSY FRANCIS, Jt. G.M. (Engg-C)

(3) G.N.S. KUMARAN AGM [E-E]

(4) B. Sathia Kumar IGM A.C

(5) AL. Kathi, ATC / in charge

(6) NICKY S. RAJ Mgr (AIM) SAFETY Manager

(7) SANTHOSH KUMAR Dy. Cmdt CISF

(8) R. S. NAYAK, Dy CMDT AISF

(9) Dr. NEERESH SAH ST (SEC)

(10) [illegible]

(11) [illegible]

(12) [illegible]

SAFTY ASSESSMENT FOR CONCEPT LEVEL FOR THE WORK "C/o New Integrated Passenger Terminal Building and Associated works" - Link corridor and verandah connectivity of [illegible]

HELD ON 31.10.2018 AT 12:30 Hrs.

S/NO	NAME / DESIGNATION	ORGANISATION	SIGN.
1)	Shri. K. GUNASEKARAN APD	AAI	
2)	Shri. P. G. ABHILASH KUMAR, D/C	CISF	
3)	N. [illegible] JE(Civil)	AAI	
4)	Mahesh Kumar AC	CISF	
5)	[illegible]	AAI	
6.	DEEPAK MEHANDRU (AGM)	Devyani	
7	B. Jayakumar DGM (Com)	AAI	
8.	G.L. Lallu AES in charge	AAI	
9.	R. Prabakaran	AAI	
10	V. BABU	[illegible]	
11	P R RAVICHANDRAN IO	[illegible]	
12	Narendra Deva	Reliance AFS	
13	SABITHA RAJ, STATION HEAD	AIR ASIA	
14	O.T. Rathod AGM E(C)	AAI	
15	R. Balasubramanian	[illegible]	
16	C. Alavandar, Security co-ordinator	[illegible]	
17	V. Usha - AM - [illegible]	[illegible]	
18	BABU. K.A	BPCL	
19	UDAY A KHOPKAR - STN SEC HEAD	AI	
20	SHEIK M RAHUMAN - Security [illegible]	AIRASIA	
21	SARAVANAN.S SECURITY INCHARGE	SET AIRWAYS	
22	S Thiyagarajan ST. APTM	[illegible]	
23	H N Balakrishna Sr. Mgr (FS)	AAI	
24	C SENTHILVEL ARTIS [illegible]	[illegible]	
25	Hari vignesh	INDIGO	
26	[illegible] [CSM]	[illegible]	
27	SELVAKUMARAN (ASST. Mgr)	Air India	
28	[illegible]	[illegible] AAI	
29	GYANENDRA SINGH TE(Ops)	AAI	
30	Shri. [illegible] SAIN, [illegible]	AAI	
31	S. M. [illegible]	AAI	
32	[illegible] Safety Manager AAI (CHN)	AAI	

GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT,
NEW DELHI – 110003.
TELE-011-24653883/24622495 Ext.1710

भारत सरकार
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली -११०००३

Refer. No.: AV.20025/14/2006-AL
Dated: 21.01.2025

To
The Airport Director
Tiruchirappalli International Airport,
Tiruchirappalli , TN pin- 625022

Sub:-Commissioning level approval of apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) for Apron Bay no. 11 at Tiruchirappali Airport.

Sir,

Reference is invited to Concept/Design and Execution Level approval vide letter No. 2022/ASD/ChangeManagement/0000000365 dated 04.11.2022 for 05 nos. of apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) at bays 11, 12, 14, 16& 18. Part commissioning of AVGDS and PBB at Stand 12, 14 16 & 18 was already granted by this office vide even letter no dated 20.12.2023. Now the request for commissioning level approval of AVGDS and PBB on Stands No 11 has been submitted vide email dated 18/11/2024.

The documents have been examined & the Competent Authority has granted Commissioning level approval of apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) for Apron Bay no. 11 at Tiruchirappalli Airport with the following conditions:

1. Strict adherence to CAR provisions & preventive maintenance schedule for aerodrome facilities and amend necessary operating procedures to include the same in aerodrome manual, circulate to all concerned.
2. Training/familiarization to operational staff & concerned stakeholders on revised docking procedure/apron layout required for safe aircraft operation be completed prior to commission.
3. Ensure deployment of certified PBB operators.
4. Promulgate the information to notify the airport stakeholders through AIS/NOTAM before to commission.
5. Submit operational report within two months post commissioning to Aerodrome Standard Directorate O/o DDG (SR) so as to review the functioning of facilities.

Yours Sincerely,

Amit Srivastava.

(Amit Srivastava)
Director (Operations)(Aero Stds.)
for Director General of Civil Aviation

अमित श्रीवास्तव / AMIT SRIVASTAVA
निदेशक (प्रचालन) / Director (Ops)
नागर विमानन महानिदेशालय
Directorate General of Civil Aviation
भारत सरकार / Govt. of India
नई दिल्ली / New Delhi-110003

Copy to: 1. Airport Director, Trichy International Airport, Tiruchirapalli
2. O/o DDG (SR), Chennai-DGCA

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GOVERNMENT OF INDIA

भारत सरकार

सत्यमेव जयते

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNC AIRPORT, NEW DELHI – 110003

महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-24653883
EPBX :24622495/ Ext.1710
FAX091 1124611115

Reference No.: संख्या : 2024/ASD/ChangeManagement/0000003334
Dated : 11-03-2025

To,
Airport Director
Tiruchirappalli Airport
Airports Authority of India
Tiruchirappalli -620007

Subject :Concept/ Design and Execution level approval for Provision of 05 (Bay No. 10,13,15,17 & 19) Apron Drive Glass walled Passenger Boarding Bridges (PBB) and Advanced Visual Docking System (AVDGS) for Trichy International Airport

Sir,

Reference is invited to your application submitted to the office vide eGCA application id: 2024/ASD/ChangeManagement/0000003334 on the subject matter.

The safety assessment has been examined, it is found that requirements instructed through Aerodrome Advisory Circular 01/2012 for change management at airport have been conformed appropriately.

Thus, The Competent Authority has granted Concept/ Design and Execution level approval for Provision of Apron Drive Glass walled Passenger Boarding Bridges (PBB) and Advanced Visual Docking System (AVDGS) at 05 bays (No.10,13,15,17 & 19) **at Trichy international Airport** with the following conditions:

1. Strict adherence to mitigation measures as proposed in safety assessment, proposed timelines for completion of work and CAR provisions w.r.t. aerodrome facilities.
2. Regular progress meeting with contractor to ensure project safety and operational objective continue to meet.
3. Where applicable, daily advice aerodrome air traffic service of whatever information is necessary for the safety of the aircraft operations.
4. Ensure that, where applicable the aerodrome works are notified by the issue of a NOTAM and that the text of the NOTAM is as set out in accordance to applicable work.

Further, aerodrome operator is advised to submit Safety assessment documents to this office for seeking commissioning level approval consulting with stakeholders along with all required design reports/layout/charts/test reports etc.

Validity unknown
Signed by: Amit Srivastava
Director (Operations)
Date: 11-Mar-2025
11:55:27

61

Yours faithfully
Amit Srivastava
Director (Ops)(Aero. stds.)
For Director General of Civil Aviation

Copy To:
1. Durairaj S, Director (Operations) (sdurairaj.dgca@nic.in)
2. ED(Ops),AAI (edopsaai@aai.aero)

Validity unknown
Signed by: Amit Srivastava
Director (Operations)
Date: 11-Mar-2025
11:55:27

GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNC AIRPORT, NEW DELHI – 110003

सत्यमेव जयते

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सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-20913189
Ext. 1710

Reference No.: संख्या : 2024/ASD/ChangeManagement/0000003460
Dated : 30-12-2024

To,
Airport Director
Airports Authority of India
Tiruchirappalli International Airport
Tiruchirappalli -620007 (Tamil Nadu)

Subject: Commissioning level approval for apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) for Apron Bay no. 11 at Tiruchirappalli Airport.

Sir,

Reference is invited eGCA Application Id:2024/ASD/ChangeManagement/0000003460 on the subject cited above.

2. The safety assessment has been examined, it is found that requirements instructed through Aerodrome Advisory Circular 01/2012 for change management at airport have been conformed appropriately.

3. Thus, the Competent Authority has accorded Commissioning level approval to AAI for apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) for Apron Bay no. 11 at Tiruchirappalli Airport to the following conditions:

- Strict adherence to CAR provisions & preventive maintenance schedule for aerodrome facilities and amend necessary operating procedures to include the same in aerodrome manual, circulate to all concerned.
- Training/familiarization to operational staff & concerned stakeholders on revised docking procedure/apron layout required for safe aircraft operation be completed prior to commission.
- Ensure deployment of certified PBB operators.
- Promulgate the information to notify the airport stakeholders through AIS/NOTAM before to commission.
- Submit operational report within two months post commissioning to Aerodrome Standard Directorate O/o DDG (SR) so as to review the functioning of facilities.

Yours sincerely
AMIT SRIVASTAVA
DIRECTOR OF OPERATIONS
For Director General of Civil Aviation

Validity unknown
Signed by: Amit Srivastava
Director (Operations)
Date: 30-Dec-2024
16:30:54

Copy To:
1. Durairaj S, Director (Operations) (sdurairaj.dgca@nic.in)

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GOVERNMENT OF INDIA

CIVIL AVIATION DEPARTMENT
OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110003

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भारत सरकार

नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-24653883

EPBX :24622495/ Ext.533

Reference No.: संख्या : 2022/
ASD/ChangeManagement/0000000365
Dated : 20-12-2023

To,
The Chairman,
Airports Authority of India
Rajiv Gandhi Bhawan,
New Delhi - 110003.

{Kind Attn: Executive Director (Ops)}

Subject :Approval for part commissioning of apron drive glass walled Passenger Boarding Bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) at Bays no.(12,14,16 & 18)at Trichy International Airport, Tiruchirappali.

Sir,

Reference is invited to your eGCA e-application Id: 2022/ASD/ChangeMangement/0000000365 on the subject matter.

The documents have been examined and the competent authority has accorded approval for part commissioning of apron drive glass walled passenger boarding bridges (PBB) and Advanced Visual Docking Guidance System (AVDGS) at Bays No. (12,14,16& 18) at Trichy International Airport, Tiruchirappali subject to following conditions:-

1. Strict adherence to CAR provisions & preventive maintenance schedule for aerodrome facilities and amend necessary operating procedures to include the same in aerodrome manual, circulate to all concerned.
2. Training/familiarization to operational staff & concerned stakeholders on revised docking procedure/apron layout required for safe aircraft operation be completed prior to commission.
3. Ensure deployment of certified PBB operators.
4. Promulgate the information to notify the airport stakeholders through AIS/NOTAM before to commission.
5. Submit operational report within two months post commissioning to Aerodrome Standard Directorate O/o DDG (SR) so as to review the functioning of facilities.

Yours Faithfully

Seema Asht
Assistant Director(Operations)
Aerodrome Standards Directorate
for Director General of Civil Aviation

Validity unknown
Signed by: Seema Asht

Copy To:
1. S.DHARMARAJ, AIRPORT DIRECTOR, TIRUCHIRAPPALLI AIRPORT (apdtrichy@aai.aero)
2. Durairaj S, Director (Operations) (sdurairaj.dgca@nic.in)
3. Executive Director (OPS), AAI, RG Bhawan, New Delhi. (edops@aai.aero)

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GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT,
NEW DELHI – 110003.

भारत सरकार
महानिदेशक नागर विमानन का
कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली -११०००३

TELE-011-24653883/24622495 Ext.533

Refer. No: AV.20025/14/2006-AL
Dated: 20.12.2023

To
The Chairman
Airport Authority of India
Rajiv Gandhi Bhavan
New Delhi-110003

{Kind Attn: Executive Director (Ops)}

Sub:-Commissioning Level approval for New Apron (Stand no. 10 to 20), Taxiway 'F' & 'G' at Trichy International Airport, Tiruchirappalli

Sir,

Reference is invited to email dated 06/10/2023 on the subject matter.

The documents have been examined & the competent authority has granted Commissioning level approval on the subject matter with the following conditions:

1. Strict adherence of CAR compliance, Hazards & its Mitigation measures and dissemination of information to all relevant agencies/ sections.
2. Ensure appropriate measures are in place to Proper surveillance by the ATC control by providing S-CCTV cameras for Apron surveillance and necessary instructions will be shared to the airlines and GHA about the Apron operations.
3. Ensure suitable arrangement/availability of access road connecting the Fire Station to the new Apron, whilst maintaining response time.
4. The maps and charts inclusive of changes made on the ground will be shared to airlines and stakeholders after publication in e-AIP.
5. SOP promulgated for commissioning of Aircraft parking stand no.10 to 20 at New Apron along with Taxiway F and G is followed in its letter and spirit by all the concerned agencies involved to prevent any safety violation/incursions.

Yours Sincerely,

Seema Asht
20.12.23
(Seema Asht)
Assistant Director of Operations
Aerodrome Standards Directorate
for Director General of Civil Aviation

Copy to: 1. Airport Director, Trichy International Airport, Tiruchirapalli
2. O/o DDG (SR), Chennai-DGCA.

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GOVERNMENT OF INDIA

CIVIL AVIATION DEPARTMENT
OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110003

सत्यमेव जयते

भारत सरकार

नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-24653883
EPBX :24622495/ Ext.410
FAX091 1124611115

Reference No.: संख्या : 2023/ASD/ChangeManagement/0000000674
Dated : 27-10-2023

To,
Airport Director
Airports Authority of India
Tiruchirappalli Airport-6270007

{ Kind Attn: ED(OPS), AAI}

Subject : Concept/Design & Execution level approval for Construction of New ATC Tower cum Technical Block at Trichy International Airport, Trichy

Sir ,

Reference is made to safety assessment forwarded vide eGCA ID: 2023/ASD /Change Management/0000000674 to consider the subject approval.

The safety assessment has been examined, it is found that requirements instructed through Aerodrome Advisory Circular 01/2012 for change management at airport have been conformed appropriately.

Thus, the Competent Authority has accorded its Concept/Design Level approval for Construction of New ATC Tower cum Technical Block at Trichy International Airport, Trichy with following conditions:

1. Strict compliance of mitigation measures as mentioned in safety assessment.
2. SOP shall be followed strictly.
3. Adherence to the CAR provisions/specifications of aerodrome facilities.
4. Regular progress meeting with contractor to ensure project safety & operational objective continue to meet by AAI.
5. Strict vigilance on completion of work and timelines.
6. Submit commissioning level safety assessment for commissioning of said facilities.
7. Issuance of NOTAM by AAI in accordance to applicable work.
8. Ensure OLS/NOC for height clearance for the subject work by AAI.
9. Submit the progress report to DGCA on regular basis by AAI.

Yours faithfully
Manoj Kumar garg
Director of Operations (Aero-Stds)
For Director General of Civil Aviation

Signature Valid
Signed by: Manoj Kumar Garg

Copy To:
1. Durairaj S, Director (Operations) (sdurairaj.dgca@nic.in)
2. ED(OPS)-AAI (edopsaai@aai.aero)

5240

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GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110003.

TELEFAX: 091-011-24653883
EPBX 24622495/ Ext.533

भारत सरकार
नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

Reference No.: संख्या : AV20025/14/06-AL
Dated: दिनांक : 31-01-2023

To
The Chairman,
Airports Authority of India,
RG Bhawan,
New Delhi – 110003.

{Kind Attn: Sh. V.A.Chourey ED (Ops)}

Sub: - Commissioning level approval of Part Parallel Taxiways "E2" & "E3", Link Taxiway "H" and Link Taxiway "E1" at Trichy Airport.

Sir,

Reference may please be made to application submitted to the office vide email Dated 25.11.2022 on the subject matter.

The documents have been examined & the competent authority has granted commissioning level approval for Part Parallel Taxiways "E2" & "E3", Link Taxiway "H" and Link Taxiway "E1" at Trichy Airport with the following conditions:

1. The aerodrome operator shall implement the proposed mitigation measures strictly as mentioned in safety assessment report.
2. The aerodrome operator shall ensure strict adherence to CAR provisions & preventive maintenance schedule for aerodrome facilities. Update Aerodrome manual, maps, charts and other relevant documents and disseminate the information in regard to facility to all the stakeholders.
3. The aerodrome operator to submit the technical/actual PCN evaluation report to DGCA within 60 Days and ensure the aircraft operating on said taxiway ACN value shall be less the actual PCN value.
4. Promulgation of information for the subject facility in the AIP within 3 months under intimation to this office.

Yours Faithfully,

M.K.Garg

(Manoj Kr. Garg)
Deputy Director (Ops)(Aero. stds.)
For Director General of Civil Aviation

Copy to:-

1. Airport Director, Trichy Airport, AAI
2. Office of DDG (Southern Region), DGCA, New Delhi.
3. GM(AIS), AAI, HQ, New Delhi

(67)

GOVERNMENT OF INDIA

CIVIL AVIATION DEPARTMENT
OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT; NEW DELHI – 110003

सत्यमेव जयते

भारत सरकार

नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-24653883
EPBX :24622495/ Ext.274

Reference No.: संख्या : 2022/ASD/ChangeManagement/0000000365
Dated : 04-11-2022

To,
The Chairman,
Airports Authority of India
RG Bhawan, Safdarjung Airport,
New Delhi - 110003.
Kind Attn: Executive Director (Ops) - AAI.

Subject : Provision of Apron Drive Glass walled Passenger Boarding Bridges PBB and Advanced Visual Docking System AVDGS for various Airports in India Tiruchirappalli Airport - Approval (Concept/Design & Execution Level).

Sir,

Reference is made to your Change Management application vide eGCA eApplication no. 2022/ASD/ChangeManagement/0000000365 on the above subject.

The documents have been examined and competent authority has accorded Concept/Design & Execution level approval for Provision of Apron Drive Glass walled Passenger Boarding Bridges PBB and Advanced Visual Docking System AVDGS for various Airports in India Tiruchirappalli Airport with the following conditions:

1. The mitigation measures as suggested in the Safety Assessment shall be strictly adhered.
2. Strict adherence to the SOP/CAR provisions/specifications for subject aerodrome facilities.
3. PBB & AVDGS to be installed as per standards.
4. Proposed PBB shall be installed at New Apron which is under non-operational area.

It is further advised to submit appropriate safety assessment and obtain commissioning level approval for the subject work after the completion of its execution.

Yours faithfully
VARUN PRAKASH SADULA
ASSISTANT DIRECTOR (OPERATIONS)

For Director General of Civil Aviation

Validity unknown
Signed by: Varun Prakash Sadula

Copy To:
1. S.DHARMARAJ, AIRPORT DIRECTOR, TIRUCHIRAPPALLI AIRPORT (apdtrichy@aai.aero)
2. Durairaj S, Director (Operations) (sdurairaj.dgca@nic.in)
3. Executive Director (OPS), AAI, RG Bhawan, New Delhi. (edops@aai.aero)

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GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT,
NEW DELHI – 110003.

TELE-011-24653883/24622495 Ext.265

भारत सरकार
महानिदेशक नागर विमानन
का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली -११०००३

Refer. No.: संख्या : AV 20026/14/06-AL
Dated: दिनांक : 01.11.2022

To
The Chairman
Airport Authority of India
Rajiv Gandhi Bhawan
New Delhi-110003.

Sub:- **Approval for commissioning of Bay no. 8 adjacent to existing apron at Trichy Airport.**

Sir,

Please refer to AAI vide letter no. PPS 761/SA/Trichy/2022/389 dated 02.09.2022 on the subject matter.

The submitted documents has been examined and competent authority has granted Approval for commissioning of Bay no. 8 adjacent to existing apron at Trichy Airport with the following conditions:

1. Bay no.8 will be commissioned after completion of construction of adjacent vehicular road work, which is in progress.
2. The mitigation measures as suggested in the safety assessment shall be strictly adhered.
3. Strict adherence to the SOP/CAR provisions/specifications for subject aerodrome facilities.
4. The necessary information to be disseminated to all stake holders in order to ensure safety of aircraft operations and to update Aerodrome Manual and AIP.

M.K Garg

(Manoj Kumar Garg)
Dy. Director-Operations (Aero-Stds.)
For Director General of Civil Aviation

Copy to:
1. APD, AAI. Trichy Airport.
2. O/o DDG (SR),DGCA, Chennai.

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GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT,
NEW DELHI – 110003.

TELE-011-24653883/24622495 Ext.265

भारत सरकार
महानिदेशक नागर विमानन
का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली -११०००३

Refer. No.: संख्या : AV 20025/14/06-AL
Dated: दिनांक : 01.11.2022

To
The Chairman
Airport Authority of India
Rajiv Gandhi Bhawan
New Delhi-110003.

Sub:- **Approval of Commissioning Level for Isolation Parking Position along with link Taxiway 'J' at Trichy Airport**

Sir,

Please refer to letter no Ops/761/SA/Trichy/2022/400 dated 05.09.2022 on the above subject matter.

The submitted documents has been examined and competent authority has granted Commissioning Level approval for Isolation Parking Position along with link Taxiway 'J' at Trichy Airport with the following conditions:

1. The mitigation measures as suggested in the safety assessment shall be strictly adhered.
2. Strict adherence to the SOP/CAR provisions/specifications for subject aerodrome facilities.
3. Other necessary actions for amendments in Aerodrome Manual, Charts, Maps, AIP and any other documents wherever required.
4. Submit feedback report from stake holders within 03 months.

M.K. Garg

(Manoj Kumar Garg)
Dy. Director (Aero-Stds.)
For Director General of Civil Aviation

Copy to:
1. APD, AAI Trichy airport
2. O/o DDG (SR), DGCA, Chennai.

Flag - E

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

No. AAI/[ED [AL]/31/Obsrv-Survel/DGCA/2019

17th July 2019

भा.वि.प्रा / RED SR AAI
3170
24 JUL 2019
Chennai - 27

The Regional Executive Director,
Airports Authority of India,
RHQ, Southern Region,
Chennai Airport,
Chennai.

Subject: Pending Observations on DGCA's Surveillance Inspection- Regarding

Sir,

A monthly meeting was held in the office of DG, DGCA on 09.07.2019 with Airports Authority of India on the aforesaid subject. During the meeting, Director General, DGCA has shown his dissatisfaction on the pending observations for the year 2016, 2017 and 2018.

3. Director General, DGCA advised to select timely pro-active approach for maintaining air field pavement marking, signage, ground lighting system, rescue equipment and vehicles which are resulting into large number observations during surveillance inspections.

4. Further, according to Director General, DGCA, some of the areas of Airport where safety of aircraft operation has been considerably compromised, required immediate attention are given below.

[i] **Runway Friction**
Runway friction value is not being maintained as per the requirement of CAR and continuous action has been proposed for removal of rubber deposits on runway. Further, it is also noticed that runway friction test is also not being carried out as per the desired frequency.

[ii] **Runway Strip**
Runway Strip at airport is not being maintained as per the CAR requirement. The runway strip shall be graded and levelled with required slope. Non- frangible installations shall be liable to be modified with frangible arrangement as may be possible.

[iii] **Runway End Safety Area (RESA)**
The Runway End Safety Area is not established and maintained as per the design and requirement of CAR.

[iv] **Preventive Maintenance Schedules**
Either Preventive Maintenance Schedules are not prepared or not being followed especially in case of maintaining infrastructure. It is also reported that Preventive Maintenance Documents has not been shown at various Airports to inspecting officers.

[v] **Obstacles Limitation Surfaces**
Obstacles Limitation Surfaces are not being maintained according to the regulatory requirements. Manuals are found not to be updated properly, and updated details have not been published in AIP timely.

[vi] **Runway Surface**
Runway Surfaces are found deteriorated and their slopes are also not to be maintained at few airports as per the requirement of CAR.

..........2/-

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[vii] **Drainage System**

Runway drainage system has not been provided as CAR provisions. At few airports open runway drain has been provided within the runway strip which attracts birds. Runway drainage maintenance records are also not shown to inspecting officers.

[viii] **Premonsoon Check**

Pre-monsoor. checks are not being carried out before setting of monsoon as per the requirements elaborated in operational circular, technical instructions and DGCA's aerodrome advisory circular. Action Taken Reports to be maintained at station as documentary evidence and its copy to be forwarded to CHQ/RHQ before the onset of monsoon season every year.

[ix] **Aerodrome Ground Lighting System**

During visit of DGCA officials, part of AGL System such as any sign board / runway guidance light found unserviceable. Airport Director may be suggested to make all efforts to rectify defects within the period of stay of inspecting officer at station. It is also reported configuration of AGLS is not according to CAR.

[x] **Training of Fire Fighting Personnel**

Regular training needs to be conducted for RFFS personnel. In coordination with GM [Fire] AAI HQ, all mandatory trainings such as dangerous good training, refresher training etc of fire personnel to be completed at the earliest.

5. You are requested to provide guidance and priority instructions to accountable managers for taking regular and immediate necessary steps for closing all minor nature of DGCA surveillance observations and critical operational issues. A list of critical pending observations which is not exhaustive is annexed as "A" for ready reference.

'A'

6. It is further stated that consolidated action taken report may please be forwarded to Executive Director [Aerodrome Licensing] on priority for onward communication to his superiors.

[Ashok Kumar Agrawal])
Executive Director [Aerodrome Licensing]

Encl. As stated

Copy to:

[i] Member [Operations] AAI HQ.
[ii] Member [Planning] AAI HQ.

[iii] Shri H.S. Suresh, ED[Engg.]SR, AAI HQ.
[iv] ED [Ops], AAI HQ.
[v] Mohd. Hanif, GM [Fire]

Please look into the matter for necessary action.

Annexure - A

Sl. No.	Aerodrome	Observation No.	Year of Observation	Details of Observation	PDC
1	Kadapa	15	2016	Boundary wall damaged at many places & perimeter road and proper drainage system not available.	31-03-2019)/ Revised 31.05.2019/31.12.2019
2	Agatti	3	2018	Runway strip is not maintained , not levelled and graded. Further lot of vegetation growth observd in and around the strip	31.08.2019/31.03.2020
		11	2018	Group of trees have been observed in the approach path of Rwy 04 and Rwy 22	31.3.2020
3	BELGAUM	1	2018	Loose gravels/debris on the 08/26 RESA need to be removed and the area to be graded/maintained	31.12.20181/5.03.2019/31.10.2019
		6	2018	Suitable replacement of ACFT is required by AAI	31.3.2020/31.12.2019
4	calicut	9	2018	Apron pavement surface found damaged with many cracks, joint sealant deteriorated and missing at several places. Also, PCN evaluation of the Apron to be carried out and strengthened accordingly.	31.12.2019
		23	2018	The location of the city fire station was found more than 25 km from the airport. Positioning of a local fire station near the vicinity of the aerodrome should be established	31.5.2020
		28	2018	The response time to reach any other part of manoeuvring/movement area in optimum visibility and surface condition was found more than 4 minutes.	31.03.2020
5	CHENNAI	16	2018	Obsatcles wee identified in approach path of Runway 12.	30.06.2019 (accepted)
6	Coimbatore	6	2018	Dangerous goods I Human factor training is to be completed for ARFF personnel.	17.4.2019
7	Hyderabad	7	2018	Apron surface is found not maintained properly.	30.09.2018/ Revised 28.02.2019/Revised 30.4.2019/ Revised 30.06.2019/30.09.2019
			2018	2. Loose gravels and pebbles are found scattered all around aircraft parking stands 9, 10A, 10B etc.	
		1	2018	Erosin of Runway at both touchdown portion.	31.3.2020
8	Madurai	1	2018	(a) Pavement failures such as cracks, holes tec.. (b) Joint sealant damage including craks, deformations etc and pavement failures in rigid pavement were observed	31.08.2019
		13	2018	Suitable practical training are to be imparted to all ARFF personnel.	31.05.2019
9	Mangalore	18	2018	Specialist rscue services and firefighting equipment appropriate to the hazard and risk is found not available.	30.06.2019/ No PDC
		10	2018	Apron visual markings are found not available as per the requirement.	31.03.2019/30.6.19/30.09.2019
			2018	a. Apron safety lines viz. Wing tip clearance line, Service road boundary line and Equipment limit line are found not available in both old and new aprons.	
		20	2018	Adequate amount of AFFF is found not Available to meet the Aerodrome ARFF category.	30.6.2019/October 2019
10	PUDUCHERRY	5	2018	Only one serviceable CFT is found available against the3 requirement of 02 CFTs to maintain the declared ARFF Category VI.	31.03.2019/Revised 31.3.2020

		8	2018	Some of the essential ARFF equipment like Hydraulic/ Pneumatic forcing tool, Adjustable wrench, Fire resisting blanket, extending ladder, Rope line (15m), Slip joint plier, Powered rescue saw/Pneumatic rescue Chisel etc. are found not available to maintain the declared ARFF category.	31.03.2019/Revised 31.3.2020
		9	2018	Adequate quantity of Fire Extinguishing agents is found not available to maintain the declared ARFF category	31.3.2020
		10	2018	Preventive maintenance for the CFT is found not followed meticulously. There is no OEM's maintenance manual available with the CFT for carrying maintenance.	31.3.2020
11	TIRUPATI	11	2018	The existing drainage facility is found within the 75m RWY strip area availalble in the Aerodrome and was observed to be covered with vegetation SOP for regular maintenance of drain system to be developed	31.12.2019/31.12.2018/Revised 29.2.2020/Revised No PDC/ 31.12.2019
12	Trichy	6	2018	. The Runway strip needs to be levelled, graded & transverse slope to be maintained as per CAR.	31.01.2019/30.9.19
13	TRIVANDRUM	7	2018	Runway strip slopes were found not maintained Lot of sudden reversal of slopes/upward transverse slope observed.	31.08.2018/ Revised 30.06.2019
14	Tuticorin	8	2018	Presently the RWY strip 75m. Abrupt changes in the transverse slopes were observed at the end of RWY strips.	31.3.2020

Flag 'F'

923146/2021/O/o APD(TRICHY)-SR

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

HISTORY SHEET

NAME OF WORK Wall to wall grading of Operational area at Trichy Airport

SUB HEAD Leveling and Grading work at Basic strip inside the Operational area including topographical survey, preparing contour map at Trichy Airport

HISTORY The preliminary estimate has been prepared for an amount of ***Rs.3,26,39,077/- (Rupees Three Crores Twenty Six Lakhs Thirty Nine Thousand and Seventy Seven Only)*** based on the Operational area inspection after the completion of Runway re-carpeting work, the level difference between Runway Shoulder edge & the surface of Basic strip are uneven, the total area of Basic strip are also uneven, it creates water logging which attracts birds activity and needs to be graded as per the CAR compliance As per the Minutes of HOD meeting vide Point No 144 dated 12-04-2021 it is mentioned that "***Grading of Basic Strip due to Runway relaying and to maintain Transverse Slope as per CAR requirement***" and as per the DGCA Surveillance Inspection observations of Trichy Airport for the year 2018 at Sl No 6 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 is not flushed with the runway shoulder. The runway strip needs to be leveled, graded & transverse slope to be maintained as per CAR.***"

Accordingly, the preliminary estimate has been prepared based on Technical Circular No 5/2020 for an amount of ***Rs.3,26,39,077/- (Rupees Three Crores Twenty Six Lakhs Thirty Nine Thousand and Seventy Seven Only)*** which includes Local Market Rates, GST @ 18%, Corporate Environment Responsibility @1% as per Technical Instruction No 12/2019, Labour Component @ 5%, EPF @

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12%, ESI @ 0.75% and 3% Contingencies for accord of A/A & E/S from the Competent Authority.

DESIGN & SCOPE : Scope of work consists Providing contour map by conducting Topographical Survey, Preparation & submission of Quantity calculation of cutting/filling Earth, Hydraulic excavation of Earth, Grading of existing surface & dumped excavated Earth with motor grader and Consolidation with power Road Roller of 8-12 tonne capacity etc.,

ESTIMATED COST : Rs.3,26,39,077/-

RATE : Local Market Rates, GST @ 18%, Corporate Environment Responsibility @1% as per Technical Instruction No.12/2019, Labour Component @ 5%, EPF @ 12%, ESI @ 0.75% and 3% Contingencies.

METHOD : Through contract after call of Tender.

DURATION : 06 (Six) Months

T & P : Shall be arranged by the contractor.

BUDGET : There is a Budget provision of Rs.0.001 Lakhs approved in B.E. 2021-22 at Sl No.124 under the Head of "Wall to Wall grading of Operational area at Trichy Airport". Fund Centre is G150611000911

Manager (Engg-Civil)

AGM (Engg-Civil)

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GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT,
NEW DELHI – 110003.

भारत सरकार

महानिदेशक नागर विमानन का
कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली -११०००३

TELE-011-24653883/24622495 Ext.274

Refer. No.:
Dated:

संख्या : AV 20025/14/06-AL
दिनांक : 23.03.2022

To
The Airport Director,
Tiruchirappalli Airport,
Tiruchirappalli - 620007,
Tamilnadu.

Sub: **Concept/Design and Execution Level Approval for Levelling and Grading of Runway Strip at Tiruchirappalli Airport.**

Sir,

Please refer to M/S vide e-application Id: 00000000128 on the subject matter.

The submitted documents have been examined and, Competent Authority has accorded approval for Concept/Design & Execution level of Levelling and Grading of Runway Strip at Tiruchirappalli Airport with the following conditions:

1. Strict adherence to SOP, suggested mitigation measures and CAR provisions/specifications of aerodrome facilities.
2. Maintain record of handover/takeover of facility before/after daily work.
3. Beyond the expiry date of existing NOTAM (A0363/22), a fresh NOTAM shall be taken for the subject work under intimation to this office.
4. Submit compliance in respect of the Strength (CBR Value) of runway strip as CAR Section 4 Series B Part 1, para 3.4.17 & para 5.3.26 of DOC 9157.
5. Submit Safety Assessment for seeking commissioning level approval after execution of the subject work.

23/3/2022

(Varun Prakash Sadula)
Assistant Director (Aero-Stds.)
For Director General of Civil Aviation.

Copy to: O/o DDG (SR), Chennai.

Safety assessment Meeting - Rwy basic strip grading (transverse slope) - Work

4.1.2022

The following were present

1.	S/Sh. S. Dharmaraj	APD	[signature]
2	" Unni Krishnan J	ATS I/c	[signature]
3.	Sh. K. CHAITANYA	AM(ATC)	K. Chaitanya
4.	VISHAL KUMAR	AM(ATC)	Vishal Kumar
5	" Sumit	JE (ATC)	[signature]
6.	" Chittranjan Bisoa	JE(ATC)	[signature]
7.	" S. SHREERAM	AGM(ATM)	[signature]
8.	" NEELESH BALLABH	JE (ATM)	Neelesh
9	" Dibakar Mitra	AM (AFM)	Dibakar Mitra
10	" Jayant Vijayvargiya	JE (ATM)	Jayant
11	" Surenthar V.G	Mgr (Ops)	[signature]
12	" G. Gopalakrishnan	[illegible]	[signature]
13.	Smt. J. UMA MAHESWARI	DGM(CNS)	J. Uma Maheswari
14.	A.V. Chandra Sekhar	AM (CNS)	A.V. Chandra Sekhar
15.	RADHAKRISHNA BURAMURU	M(E-C)	[signature]
16	SARAVANAKUMAR P.	MGR [E-C]	P. [signature]
17.	R. GNANESHWAR.	DGM(E-E)	[signature]
18	S. Ravichandran	AGM(EE)	[signature]
19	M. BALACHANDRAN	OFFICER (AIR)	[signature]
20	V. VINOTH.	[R.EXERANP[Trichy]]	[signature]

[signature]
04/01/2022

S. धर्मराज / S. DHARMARAJ
विमानपत्तन निदेशक /Airport Director
भारतीय विमानपत्तन प्राधिकरण / Airports Authority of India
तिरुचि अंतर्राष्ट्रीय विमानपत्तन / Trichy International Airport
तिरुचि - 620 007 / Trichy- 620 007

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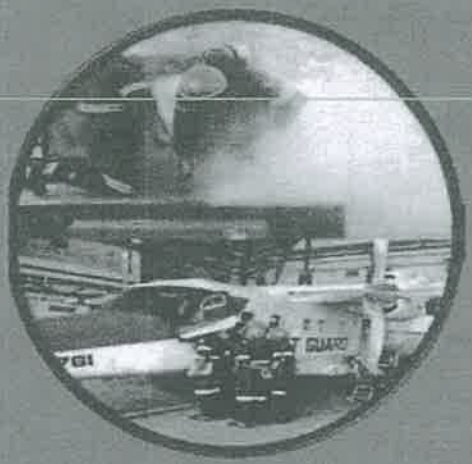
FIRE SAFETY MANUAL

(For Internal Circulation and Reference Only)

JULY, 2015



AIRPORT RESCUE AND FIREFIGHTING SERVICES

AIRPORTS AUTHORITY OF INDIA

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foam concentrate shall be f ive years. However, in case foam concentrate exceed five year s period, the same shall be tested prior to use.

2.13.4 A reserve stock of complementary agents (Dry Chemical Powder) should be 100 percent in the store of operational vehicle as per determined airport categories **Table-2.1** and additional amount of 20 percent for fire practices and life span of Dry Chemica l Powder shall be five years.

2.13.5 Generally, the life span of Dry Chemical Powder shall be fiv e years when stored under proper storage conditions. However, in case Dry Chemical Powder exceed five years period, the same shall be lab tested prior to use.

2.13.6 Where a major delay in the replenishment of the supplies is anticipated, the amount of reserve storage should be increase d subject to following circumstances:

(i) Location of ARFF service (may be remote)
(ii) Availability of supplies.
(iii) Delivery times.
(iv) Customs considerations.

2.13.7 The principal and complementary agents should be available full quantity of amount at all times in the operational ARFF vehicle.

2.14 RESPONS TIME

2.14.1 **To** achieve response time of two minutes and not exceeding three minutes to the end of each runway, as well as to any other part of the movement area, in optimum conditions of visibility and surface conditions.

2.14.2 **Response** time is considered to be the time between the initial call to the ARFF service a nd the time w hen the first responding vehicle is) in position to ap ply foam at a rate of at lea st 50 percent of the discharge rate specified in **Table-2.4.**

2.14.3 **Determination** of realistic response time should be mad e by ARFF vehicles operating from their normal location and not from position adopted solely for test purpose.

2.14.4 **Consideration** of response times should also be given to landing & take-off areas for the exclusive use of airport.

2.14.5 **Any** other vehicle required to d eliver the amounts of extinguishing agents specified in **Table-2.4** should arrive i n three minutes and no more t han four minutes from the i nitial call so as to provide continuous agents application.

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CONSTRUCTION OF COMPOUND WALL, PERIMETER ROAD, RCC DRAIN AND LEVELLING & GRADING OF BASIC STRIP

S/No	NAME & DESIGNATION	ORGN.	SIGN.
1)	SHRI. VINUDEV SACHIN, DD	BCAS	
2)	SHRI. P. SUBRAMANI, ADD	AAI	
3)	SHRI. N.V. VIJAYAKUMAR, DGM, RCSO SR.	AAI	N.V. [signature]
4)	SHRI. H.S. NAYAL, DC/ASG	CISF	[signature]
5)	SHRI. M. LEO, AIO,	IB	M. [signature]
6)	SHRI. R. SREENIVASAN, Jt.GM(AO)	AAI.	[signature]
7)	Vallu Subrahmanyam, SM(E.C)	AAI	[signature]
8)	SHRI G. R. SARAVANAN AGM(Opt)/CSO	AAI	

flag-I

001

தமிழ்நாடு तमिलनाडु TAMILNADU 13 JUN 2024 DX 426915

S.V. No. 1186/85

SUPPLEMENTARY AGREEMENT

Agreement No. AAI/TRY/NITB/RECONFIGURATION/2024-25/ 01

Original Agreement No: AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 1 of 2 & AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 2 of 2 Dated: 15.11.2018

This Supplementary Agreement made this day 14th day of June 2024 between **M/s. ITD Cementation India Limited, 9th Floor, Prima Bay, Tower-B, Gate No.5, Saki Vihar Road, Powai, Mumbai 400072, India** (hereinafter called the First party which expression shall include his heirs. executors and administrators/their successors and assigns) and the Chairman, Airports Authority of India through its General Manager (Engg.-Project), Trichy Airport (hereinafter called the second party which expression shall include his successors and assigns shown as under:-

1. WHEREAS the parties have entered into agreements numbered AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 1 of 2 & AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 2 of 2 dated 15-11-2018 for "*Up gradation of*

ITD Cementation India Limited

Schon Saokaa

श्री, सेल्वकुमार B. SELVAKUMAR
महा प्रदंक्क इंजी
General Manager Engg.
AAI, Trichy Airport - 620 007

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passenger terminal building and airside facilities at Tiruchirapalli (Trichy) International Airport. SH: Construction of new terminal building, elevated road along with associated electromechanical, airport system, IT works including comprehensive maintenance and operation (Package-I)".

2. WHEAREAS execution of the abovementioned work is ~~in progress~~ Partly Completed.

3. WHEAREAS, as desired by the Second Party, the works related to the Provision of Reconfiguration for NITB at Trichy Airport shall be severed from the abovementioned agreements dated 15-11-2018 and shall be paid under the instant Supplementary Agreement.

Now it is hereby further agreed as under: -

(i) This agreement shall be called as Supplementary Agreement to the original agreement No. AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 1 of 2 & AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 2 of 2 dated 15-11-2018.

(ii) The execution of Provision of Reconfiguration and its associated works for NITB at Trichy Airport will be as per annexed vide page 16 to 21 of this Supplementary Agreement.

(iii) That the payment applications, which has been submitted by the First Party under the agreements dated 15-11-2018, for the works pertaining to the said Provision of Reconfiguration for NITB at Trichy Airport, shall be reversed and the First party shall submit separate payment applications for the BOQ items for the execution of Reconfiguration works as mentioned in BOQ Page No. 16 to 21 of this Supplementary Agreement.

(iv) That the first party shall have absolutely no claim of whatsoever nature against the second party for the transaction as required under clause (i) above, except that which it would be entitled to under the original agreement No AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 1 of 2 & AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 2 of 2 dated 15-11-2018.

ITD Cementation India Limited

Schon Sarkar

डा. सेल्वकुमार B. SELVAKUMAR
महा प्रबंधक इंजी
General Manager Engg.
AAI, Trichy Airport - 620 007

(v) Documents annexed to this Supplementary Agreement (Pages 1-3)

Sl. No.	Description	Page Nos.
1.	Copy of original Agreement	4 - 13
2.	Copy of Award letter of original work	14 - 15
3.	Bill of Quantities for Provision of Reconfiguration for NITB at Trichy Airport.	16 - 21

(vi) In case of any discrepancy between this Supplementary Agreement and the main agreements numbered no. AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 1 of 2 & AAI/CHQ/ED ENGG-SR/TRICHY/NITB/ 03 of 2018 Part 2 of 2 dated 15-11-2018. the main agreement shall have precedence and except for this Supplementary Agreement the original agreement shall remain in full force.

IN WITNESS WHERE OF THE ABOVE-MENTIONED PARTIES HAVE PUT THEIR SIGNATURE ON THIS DATE ...

बी. सेल्वकुमार B. SELVAKUMAR
महा प्रबंधक इंजी
General Manager Engg.
AAI, Trichy Airport - 620 007

Sohon Sarkar
Signature of Contractor)

(Signature of accepting authority)
For and on behalf of Chairman.
Airports Authority of India

Signature of Witness

SOUMIK PAUL
67/2, College Road
Howrah - 3

Name & Address of Witness

Signature of Witness

Name & Address of Witness

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NAME OF WORKS :- PROVISSION OF RECONFIGURATION WORKS FOR NITB at TRICHY AIRPORT

Bill of Quantities

Sl. No.	Origional Boq / deviation / Substituted / Extra items.	Item Description	Quantity	Units	RATE		AMOUNT
1	2	3	4.00	5	6		7.00
1	BOQ item No. 13	Supplying and filling in Sunken with 1:5:10 (1 Cement : 5 coarse sand (zone-III): 10 graded stone aggregate 40 mm nominal size) under sunken slab portion, including curing, complete etc as per direction by Engineer Incharge.	48.00	cum	₹	4,348.00	2,08,704.00
2	Agmt. Item No.15	Providing and laying in position ready mixed plain cement concrete, with cement content as per approved design mix and manufactured in fully automatic batching plant and transported to site of work in transit mixer for all leads, having continuous agitated mixer, manufactured as per mix design of specified grade for plain cement concrete work, including pumping of R.M.C. from transit mixer to site of laying and curing, excluding the cost of centering and shuttering including cost of curing, admixtures in recommended proportions as per IS : 9103 to accelerate/ retard setting of concrete, improve workability without impairing strength and durability as per direction of the Engineer-in-charge. All works up to above plinth level. in M-25 grade plain cement concrete (cement content considered @ 330 kg/cum). Note : 1) For the purpose of tendering, the quantity of cement used for one Cum. of finished concrete may be assumed as 330 Kg. If the actual quantity of cement required as per laboratory mix design varies from the quantity assumed above, necessary cost adjustment for deviation in the quantity of cement as per mix design, if any, shall be done as per the rate of cement in actual supply voucher from manufacturer/authorized dealer at the time of execution. In the case of authorized distributor the rate may be authenticated by the manufacturer. The rate of cement exclusive of GST shall only be considered for payment. Note: 2) This item shall be executed below granite flooring and epoxy terrazzo flooring items only	543.00	cum	₹	9,235.61	50,14,936.23
3	Agmt. Item No.16	Providing and laying in position machine batched and machine mixed design mix M-30 grade cement concrete for reinforced cement concrete work, using cement content as per approved design mix, including pumping of concrete to site of laying but excluding the cost of centering, shuttering, finishing and reinforcement, including admixtures in recommended proportions as per IS: 9103 to accelerate, retard setting of concrete, improve workability without impairing strength and durability as per direction of Engineer-in-charge. All works upto plinth level (Note :- For the purpose of tendering, the quantity of cement used for one Cum. of finished concrete may be assumed as 340 Kg. If the actual quantity of cement required as per laboratory mix design varies from the quantity assumed above, necessary cost adjustment for deviation in the quantity of cement as per mix design, if any, shall be done as per the rate of cement in actual supply voucher from manufacturer/authorized dealer at the time of execution. In the case of authorized distributor the rate may be authenticated by the manufacturer. The rate of cement exclusive of GST shall only be considered for payment.	66.00	Cum	₹	5,225.00	3,44,850.00
4	Agmt. Item No.21	Steel reinforcement for R.C.C. work including straightening, cutting, bending, placing in position and binding all complete upto plinth level. Thermo-Mechanically Treated bars of grade Fe-500D or more. (Note : Contractor is permitted to use "ready to use " cut and bend " rebars of approved make from factory/ workshop but nothing extra shall be payable for use of ready to use "cut and bend " rebars.	15,064.00	kg	₹	63.00	9,49,032.00
5	Agmt. Item No.27	Centering and shuttering including strutting, propping etc. and removal of form for : Columns, Pillars, Piers, Abutments, Posts and Struts	1,176.00	Sqm	₹	806.00	9,47,856.00
6	Item No-39	Providing and laying autoclaved aerated cement blocks masonry with 100mm/150mm/200mm/250mm thick or as desired size/ thickness AAC blocks conforming to IS 2185 Part 3 (1989) having density in oven dry condition 551 - 650 Kg/Cum, Grade - I, minimum Compressive strength 4 N/mm2, thermal conductivity in air dry condition 0.23 W/mK in super structure above plinth level up to all floor level at all heights with RCC band at all level and lintel level with approved block laying polymer modified adhesive mortar (minimum 6 mm thick) conforming to ANSI A118.1 & ANSI A118.4-1999, all complete as per direction of Engineering-Charge. (The payment of RCC band and reinforcement shall be made for seperately).	292.00	Sqm	₹	6,191.00	18,07,772.00
7	Agmt. Item No.44	Providing & fixing in position 65 mm thick factory made door frame of Phenol bonded Bamboo wood (superior class, interior use), in approved colour, texture and finish.The bamboo wood shall have minimum density of 1000 Kg/cum, minimum hardness 1000 Kgf. The door frame shall have tenon & mortise interlocking system, to be fixed to the wall with 100 mm size G.I screws all complete as per directions of Engineer-in charge. -Supply of frame	1.00	Cum	₹	2,41,939.00	2,41,939.00
8	Agmt. Item No.45	Providing & fixing in position Phenol bonded Bamboo wood panelled or panelled and glazed shutters for doors, windows, clerestory windows with pre-molded 30mm thick planks, in approved colours, texture & finish. It shall have 10mm wide, 25mm deep groove to fit in panels.The bamboo wood shall have minimum density of 1000 Kg/cum, minimum Hardness 1000 Kgf. All styles and rails shall have profiled interlocking system locked in place by bamboo pins, all complete as per direction of Engineer in charge. (The panelling will be paid for separately).	34.00	Sqm	₹	4,905.00	1,66,770.00
9	Agmt. Item No 46	Providing & fixing in position Phenol bonded Bamboo wood panelling of 10mm thick, in 25 to 40 mm thick panelled or panelled & glazed shutters for doors, windows, clerestorey windows, in approved colour, texture & finish. The bamboo wood planks shall have minimum density of 1000 Kg/cum & minimum hardness 1000 Kgf. The panels shall have profiled interlocking system locked in place with bamboo pins all complete as per directions of Engineer in-charge. (Area of opening for panel inserts excluding portion inside grooves or rebates to be measured).	17.00	Sqm	₹	3,005.00	51,085.00
10	Item No-55	Providing and fixing partition upto ceiling height consisting of G.I. frame and required board, including providing and fixing of frame work made of special section power pressed/ roll form G.I. sheet with zinc coating of 120 gms/sqm(both side inclusive), consisting of floor and ceiling channel 50mm wide having equal flanges of 32 mm and 0.50 mm thick, fixed to the floor and ceiling at the spacing of 610 mm center to center with dash fastener of 12.5 mm dia meter 50 mm length or suitable anchor fastener or metal screws with nylon plugs and the studs 48 mm wide having one flange of 34 mm and other flange 36 mm and 0.50 mm thick fixed vertically within flanges of floor and ceiling channel and placed at a spacing of 610mm center to center by 6 mm dia bolts and nuts, including fixing of studs along both ends of partition fixed flush to wall with suitable anchor fastener or metal screws with nylon plugs at spacing of 450 mm centre to centre, and fixing of boards to both side of frame work by 25 mm long dry wall screws on studs, floor and ceiling channels at the spacing of 300 mm centre to centre. The boards are to be fixed to the frame work with joints staggered to avoid through cracks, M.S. fixing channel of 99 mm width (0.9 mm thick having two flanges of 9.5 mm each) to be provided at the horizontal joints of two boards, fixed to the studs using metal to metal flat head screws, including jointing and finishing to a flush finish with recommended jointing compound, jointing tape, angle beads at corner (25 mm x 25 mm x 0.5 mm), joint finisher and two coats of primer suitable for board as per manufacturer's specification and direction of engineer in charge all complete. 75 mm overall thickness full height partition with 12.5 mm thick double skin fire rated gypsum board of approved make conforming to IS: 2095 : part I	1,662.00	sqm	₹	2,772.00	46,07,064.00

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Sl. No.	Original Boq / deviation / Substuted / Extra items.	Item Description	Quantity	Units	RATE	AMOUNT
1	2	3	4.00	5	6	7.00
11	Agmt. Item No.53	Supply, Providing (Fabricating, Assembling , erecting and placing in position Tubular Structure (All Facade frame work, Aerobridge structure, electromechanical services supporting structure, walkways, Runner, Purlin of terminal building roof truss etc. or similar work) consisting of tubular structure made from MS built-up section > rolled steel section & plates confirming to IS 2062 Grade Yst 350,Tubular Structure,> made from Steel hollow sections, conforming to IS 1161/4923, Grade YST 310, thickness upto 10mm) in the profile shape as per drawings with special plate connector, pinion joints, Plates, hollow sections etc. using water jet 3-D cutting system for obtaining smooth 3-dimensional curvature with special plate connector, pinion joints, Plates, hollow sections etc. using SAW/MMAW/MIG welding process with special plate connectors, pinion joints, plates,nuts and bolts, hollow sections etc. and including transportation, cutting , threading, machining, leads and lifts upto all heights, tools and plants and necessary scaffolding etc. required for all operations involved to complete this work as per approved drawings. The tubular structure system with plate connectors,pinion joints, nuts and bolts etc. is to be provided. The complete structure shall be painted with epoxy primer of 75 micron DFT (low VOC i.e. less than 250 gm/ltr), intermediate coat with micaceous iron oxide of 100 micron DFT and finishing coat with two components high Gloss Acrylic Polyurethane Finish Paint of 75 micron DFT(low VOC i.e. less than 250 gm/ltr) on steel work at all locations prepared by sand blasting and applied with airless spray in required DFT (dry film thickness) for each coat as per technical specifications and direction of Engineer-in-Charge. The structural drawings shall be provided by AAI, however the contractor has to prepare shop drawings which have to be approved by Engineer-in-charge/PMC before start of work. The cost includes supplying, fabricating, erecting of structure including welding, sand blasting, scaffolding, cost of primer, intermediate coat and polyurethane paint application etc. complete (Please note that rate is inclusive of erection by cranes(if required)/ scaffolding or by any other means complete in all respects.)	2,55,587.12	kg	₹ 140.21	4,18,62,096.33
12	Agmt. Item No.59	Providing and laying full body / homogenous/ double charge heavy duty vitrified tiles (Polish / satin Finish/ anti skid/ Matt finish) in floor having water absorption less than 0.5% and conforming to IS 15622 , of approved make, in all colours and shades laid in approved design and pattern over duly cured and dried 15 mm (average) thick correction layer base of cement mortar 1:4 (1 cement: 4 coarse sand) followed by laying and fixing with high polymer modified quick set adhesive Type II IS 15477,with average 6 mm thickness including grouting of joints of 3 mm width, using epoxy grout mix of 0.70 kg of organic coated filler of desired shade (0.10 kg of hardener and 0.22 kg of resin per kg), including filing / grouting and finishing complete as per direction of Engineer-in-charge. Size of Tile 600 x 600 mm x 16mm thick	1,331.00	Sq.m	₹ 989.00	13,16,359.00
13	Agmt. Item No.77	Providing and laying 25 mm thick factory cut mirror polished (pre-polished) superior granite stone tile in flooring of shade Imperial white or White pearl from Tamilnadu or Rajasthan in required design and patterns, in linear as well as curvilinear portions of the building, all complete as per the architectural drawings with tile of size 600mm x 300mm of approved shade, color and texture duly factory treated with water proof penetrating shield treatment on bottom surface and four sides of the granite stone tile with two or more coats. The treatment shall be carried out as per manufacturer's specification. The tiles shall be supplied to site in packed condition in wooden boxes and laid in approved design and pattern over duly cured and dried 25 mm (average) thick correction layer base of cement mortar 1:4 (1 cement: 4 coarse sand) followed by laying and fixing with white colour stone adhesive of category C2 TE (minimum) in compliance with ISO 13007-1 EN 12004/12002 with average 6mm thickness and jointed with 3 mm width, using epoxy grout mix of 0.70 kg of organic coated filler of desired shade (0.10 kg of hardener and 0.22 kg of resin per kg), including making provisions of expansion joints, rubbing and curing etc. complete at all levels (As per approved samples available at AAI offices at Delhi) After completion of all activities flooring shall be cover with polyethylene sheet of minimum 200 micron and 10 mm thick plaster of Paris to avoid damage to flooring during other works. At final stage of building work POP & Polythene sheet shall be removed and final cleaning and buffing if any shall be completed to the satisfaction of Eng neer-in-Charge. Note :-(i)The process includes cost of granite stone tile including cutting& wastage due to design and patterns in linear as well as curvilinear pattern as per architectural drawings,Pre- polishing, laying with mortar, drying,adhesive , fixing, treatment with Water Proof Penetrating Shield Treatment, grouting joints with epoxy grout ,spacers & covering top surface after all treatment with POP & Polythene sheet etc. and removal of same and thereafter cleaning buffing etc. complete. (ii) At site no cutting/grinding of granite tile is permitted. Edges of the slabs shall be true, square and free from chippings and the surface shall be true and plane otherwise tile shall be rejected and nothing extra shall be payable	4,719.00	Sq.m	₹ 3,478.00	1,64,12,682.00
14	Agmt. Item No.85	Providing and laying 9mm thick resinous matrix seamless terrazzo flooring trowel finish with maximum variation 10 mm in 3meter over base concrete of 40 mm thickness of grade M 25, in all design and patterns as per drawing at all floor levels with joint edge and termination strips , accessories like divider strips, control and expansion joint strips, base and border strips, abrasive strips, moisture barrier layer etc. and rubbing of the poured in place terrazzo surface by using high speed terrazzo grinders with rubbing plugs in 3 stages including filling up Pin holes appearing must be thoroughly cleaned immediately and filled during this process. The work shall be executed as per manufacture specification and to the complete satisfaction of Engineer In-Charge	308.00	Sqm	₹ 4,738.00	14,59,304.00
15	Agmt. Item No.96	Providing and fixing GI Clip in Metal Ceiling System of 600x600/ 600x1200 mm module in profile as per drawing which includes providing and fixing 'L' wall angle of size 20x30x20 mm made of 0.5 mm thick pre painted steel along the perimeter of the room with help of nylon sleeves and wooden screws at 300 mm center to centre, suspending the main C carrier of size 10x38x10 mm made of G.I steel 0.7 mm thick from the soffit with help of soffit cleat 37x27x25x1.6 mm, rawl plugs of size 38x12 mm and C carrier suspension clip and main carrier bracket at 1000 mm c/c. Inverted triangle shaped Spring Tee having height of 24 mm and width of 34 mm made of GI steel 0.45 mm thick is then fixed to the main C carrier and in direction perpendicular to it at 600 mm centers with help of suspension brackets. Wherever the main C carrier and spring T have to join, C carrier and spring T connectors have to be used. All sections to be galvanized @ 120 gms/sqm (both side inclusive) fixing with clip in tiles into spring 'T' with GI Metal Ceiling Clip in plain beveled edge global white color tiles of size 600x600/600x1200 and 0.5 mm thick with 25 mm height, made of GI sheet having galvanizing of 100 gms/ sqm (both sides inclusive) and 20% perforation area with 1.8 mm dia holes and having NRC of 0.5 electro stat cally polyester powder coated of thickness 60 microns (minimum) including factory painted after bending and perforation	2,363.00	Sqm	₹ 1,575.00	45,09,225.00

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Sl. No.	Origional Boq / deviation / Substituted / Extra items.	Item Description	Quantity	Units		RATE	AMOUNT
1	2	3	4.00	5		6	7.00
16	Agmt. Item No. 97	Providing & fixing false ceiling at all height including providing & fixing of framework made of special section, power pressed from M.S. sheets and galvanised with zinc coating of 120 gms/ sqm (both side inclusive) as per IS 277 and consisting of angle cleat of size 25mm wide x 1.6mm thick with flanges of 27mm and 37mm, at 1200mm c/c, one flange fixed to the ceiling with dash fastener 12.5mm dia x 50mm long with 6mm dia bolts, other flange of cleat fixed to the angle hangers of 25 x10 x0.50mm of required length with nuts & bolts of required size and other end of angle hanger fixed with intermediate G.I channels 45 x15 x 0.90mm running at the spacing of 1200 mm c/c, to which the ceiling section 0.5mm thick bottom wedge of 80mm with tapered flanges of 26 mm each having lips of 10.5mm, at 450mm c/c, shall be fixed in a direction perpendicular to G.I intermediate channel with connecting clip made out of 2.64mm dia x 230mm long G.I wire at every junction, including fixing perimeter channels 0.50mm thick 27mm high having flanges of 20mm and 30mm long, the perimeter of ceiling fixed to wall/partitions with the help of Rawl plugs at 450mm centre, with 25mm long dry wall screws @ 230mm interval, including fixing of Calcium Silicate Board to ceiling section and perimeter channels with the help of dry wall screws of size 3.5 x25mm at 230mm c/c, including jointing & finishing to a flush finish of tapered and square edges of the board with recommended jointing compounds, jointing tapes,finishing with jointing compounds in three layers covering up to 150mm on both sides of joints and two coats of primer suitable for boards, all as per manufacture's specification and also including the cost of making opening for light fittings, grills, diffusers, cut outs made with frame of perimeter channels suitably fixed, all complete as per drawings, specification and direction of the Engineer in charge but excluding the cost of painting with 8 mm thick Calcium Silicate Board made with Calcareous & Siliceous materials reinforced with cellulose fiber manufactured through autoclaving process.	892.00	Sqm	₹	982.00	8,75,944.00
17	Item No.98	Providing and Fixing 15 mm thick densified tegular edged eco friendly light weight calcium silicate false ceiling tiles of approved texture of size 595 x 595 mm in true horizontal level, suspended on inter locking metal grid of hot dipped galvanised steel sections (galvanising @ 120 grams per sqm including both sides) consisting of main "T" runner suitably spaced at joints to get required length and of size 24x38 mm made from 0.33 mm thick (minimum) sheet, spaced 1200 mm centre to centre, and cross "T" of size 24x28 mm made out of 0.33 mm (Minimum) sheet, 1200 mm long spaced between main'T' at 600 mm centre to centre to form a grid of 1200x600 mm and secondary cross 'T' of length 600 mm and size 24 x28 mm made of 0.33 mm thick (Minimum) sheet to be inter locked at middle of the 1200x 600 mm panel to from grid of size 600x600 mm, resting on periphery walls /partitions on a Perimeter wall angle pre-coated steel of size(24x24X3000 mm made of 0.40 mm thick (minimum) sheet with the help of rawl plugs at 450 mm centre to centre with 25 mm long dry wall screws @ 230 mm interval and laying 15 mm thick densified edges calcium silicate ceiling tiles of approved texture in the grid, including, cutting/ making opening for services like diffusers, grills, light fittings, fixtures, smoke detectors etc., wherever required. Main 'T' runners to be suspended from ceiling using G.I. slotted cleats of size 25x35x1.6 mm fixed to ceiling with 12.5 mm dia and 50 mm long dash fasteners, 4 mm G.I. adjustable rods with galvanised steel level clips of size 85 x 30 x 0.8 mm, spaced at 1200 mm centre to centre along main 'T', bottom exposed with 24 mm of all Tsections shall be pre-painted with polyester baked paint, for all heights, as per specifications, drawings and as directed by Engineer-in-Charge.Note :- Only calcium silicate false ceiling area will be measured from wall to wall. No deduction shall be made for exposed frames/opening (cut outs) having area less than 0.30 sqm.The calcium silicate ceiling tile shall have NRC value of 0.50 (Minimum), light reflection > 85%, non- combustible as per B.S. 476 part IV, 100%humidity resistance and also having thermal conductivity <0.043 w/mK	2,035.00	sqm	₹	1,819.06	37,01,787.10
18	Agmt. Item No.100	Providing and applying 12 mm thick (average) premixed formulated one coat gypsum lightweight plaster having additives and light weight aggregates as vermiculite/ perlite respectively conforming to IS: 2547 (Part - 1 & II) 1976, applied on hacked / uneven background such as bare brick/ block/ RCC work on walls & ceiling at all floors and locations, finished in smooth line and level etc. complete.	1,860.00	Sqm.	₹	302.00	5,61,720.00
19	Agmt. Item No.101	12 mm cement plaster finished with a floating coat of neat cement : 1:3 (1 cement : 3 fine sand)	1,860.00	Sqm	₹	327.00	6,08,220.00
20	Agmt. Item No.105	Wall painting with premium acrylic emulsion paint of interior grade having VOC (Volatile Organic Compound) content less than 50grams/litre of approved brand and manufacturer, including applying additional coats wherever required to achieve even shade colour. Two or more coats on new work	23,607.00	Sqm	₹	118.04	27,86,570.28
21	Agmt. Item No 106	Applying priming coats with primer of approved brand and manufacture, having low VOC (Volatile Organic Compound) content with water thinnable cement primer on wall surface having VOC content less than 50grames/ litre.	23,607.00	Sqm.	₹	66.61	15,72,462.27
22	Agmt. Item No.107	Providing and fixing aluminum work for doors, windows, ventilators and partitions with extruded built up standard tubular sections/ appropriate Z sections and other sections of approved make conforming to IS: 733 and IS: 1285, fixing with dash fasteners of required dia and size, including necessary filling up the gaps at junctions, i.e. at top, bottom and sides with required EPDM rubber/ neoprene gasket etc. aluminum sections shall be smooth, rust free, straight, mitred and jointed mechanically wherever required including cleat angle, aluminum snap beading for glazing / paneling, C.P. brass / stainless steel screws, all complete as per architectural drawings and the directions of Engineer-in-charge. (Glazing, paneling and dash fasteners to be paid for separately) For fixed portion Polyester powder coated aluminum (minimum thickness of polyester powder coating 50 micron) (Note: One sample of each section shall be tested for every 5000 kg or part thereof for confirmation to IS: 733 and IS: 1285 (ii) Polyester powder coating shall be tested for every 5000 kg or part thereof for confirmation to minimum requirement of 50 micron.)	17,686.00	kg	₹	517.61	91,54,450.46
23	Agmt. Item No.110	Providing and supplying aluminum extruded tubuler and other aluminure sections as per the architectural drawings and approved shop drawings , the aluminum quality as per grade 6063 T5 or T6 as per BS 1474,including super durable powder coating of 60-80 microns conforming to AAMA 2604 of recuired colour and shade as approved by the Engineer-in-Charge. (The item includes cost of material such as cleats, sleeves, screws etc. necessary for fabrication of extruded aluminum frame work. Nothing extra shall be paid on this account). (Note: One sample of each section shall be tested for every 5000 kg or part thereof for confirmation to aluminum quality as per grade 6063 T5 or T6 as per BS 1474 (ii) Super durable powder coating shall be tested for every 5000 kg or part thereof for confirmation to minimum requirement of 60-80 microns conforming to AAMA 2604.)	10,087.00	kg	₹	378.00	38,12,886.00
24	Agmt. Item No 111	Designing, fabricating, testing, protection, installing and fixing in position Fully Unitized Curtain Wall Four sided Structural glazed system (with open joints) to withstand the Design wind pressure of 2kpa confirming to IS-875 part-III. The curtain wall system must pass the Proof test of 1.5 times the design wind pressure without any failure. Contractor shall provide a water tight structural glazing having all the performance characteristics etc. all complete as required, as per the Architectural drawings, as per item description, as specified, as per the approved shop drawings and as directed by the Engineer-in-Charge. The system should accommodate 37.52mm DGU in vision areas (refer glazing specification mentioned as a separate BOQ item). The work shall be executed as per technical specifications and to complete satisfaction of Engineer-in-Charge.(Note Vision panel and aluminum extruded tubular and other aluminum sections shall be paid separately under item no 112 and 110 respectively)	481.00	Sqm	₹	2,079.00	9,99,999.00

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Sl. No	Original Boq / deviation / Substituted / Extra items	Item Description	Quantity	Units	RATE	AMOUNT
1	2	3	4.00	5	6	7.00
25	Agmt. Item No 112	Providing, assembling and supplying vision panel units of size and shape as required and specified 36.83 mm thick Laminated insulated glass unit comprising of 12.89mm thick Heat Strengthened (HS) Laminated Outerlite (6mm thick Clear Heat Strengthened glass + 0.89 SGP + 6mm thick Heat Strengthened Performance glass) + 16mm Air Space Gap + 8mm Thick Clear Heat Soaked toughened innerlite glass including primary seal and secondary seal (structural silicone sealant) etc. all complete for the required performances as detailed herein under, as per the Architectural drawings, as per the approved shop drawings, as specified and as directed by the Engineer-in-Charge. The IGUs shall be assembled in the factory/ workshop of the glass processor. (Payment for fixing of IGU Panels in the curtain glazing is included item No 111). "For payment of vision glass panel, only the actual area of glass on face # 1 of the glass panels (excluding the areas of the grooves and weather silicone sealant), shall be measured in sqm. Glass Performance & Shade : Blue, Green, bronze, gold, clear substrate Visual light Transmission (VLT) : 38%(Minimum) External reflection : 10-20% Internal reflection : 10-15% Solar Heat Gain Coefficient (SHGC) : 0.22(Maximum) U value : 1.5 (W/M²K) (Maximum)	482.00	Sqm	₹ 3,717.00	17,87,877.00
26	Agmt. Item No 113	Providing and fixing Aluminium composite panel cladding around the columns including circular columns, dead walls, edges of roofs, under side of ceiling, facia as per technical data at all heights. Aluminium composite panel shall be of approved makes and shades (inclusive of 20% Quantity for stainless steel brushmade) made out of 4mm thick aluminium composite panel comprising of Aluminium Skin of Minimum 0.5mm of 3005 Alloy with KYNAR 500/Hylar 5000 PVDF based Fluorocarbon resin and Lead free Coating of approved finish +3mm thick noncombustible mineral based polymer core compliance to A2, s1, d0 As per En13501-1, ASTM E119 and NBC Guidelines 2016 +0.5mm aluminium skin of 5005 Alloy with service coat bond with either Sandwich or co extrusion process. Overall weight of the panel shall not be less than 8 kg per sqm as specified using stainless steel screws, nuts, bolts, washers, cleats, weather silicone non streaking sealant, backer rods etc. The Aluminium frame work behind ACP panel shall consists of rectangular tube 2mm thick 38 mm X 50 mm as main frame, shall be fixed to existing RCC/MS structure with 5 mm MS galvanized brackets @ 600 mm C/C bothways. Nylon separators to prevent bi-metallic contacts all complete required to be provided. The Contractor shall provide aluminium composite panel cladding, having all the performance characteristics all complete as per the Architectural drawings, as per item description, as specified, as per the approved shop drawings and as directed by the Engineer-in-Charge. However, for the purpose of payment, only the actual area on the external face of the curtain wall with Aluminium Composite Panel Cladding (including width of groove) shall be measured in sqm up to two decimal places. Aluminium frame work behind ACP panel wall shall be paid separately under item no 107)	6,962.35	Sqm	₹ 7,252.30	4,99,73,764.23
27	Agmt. Item No 114	Designing, providing and fixing 2.5 m to 4.5 m high aluminium frame partitions, vestibules with Glass : 13.52 mm thick Laminated glass (Outer 6 mm thick toughened clear glass + 1.52 mm thick PVB lamination + inner 6mm thick toughened clear glass) as per elevation drawings / details enclosed with aluminium extruded tubular and other aluminium sections as per the architectural drawings and approved shop drawings, the aluminium quality as per grade 6063 T5 or T6 as per BS 1474 including super durable powder coating of 65-80 microns conforming to AAMA 2604 of required colour and shade as approved by the Engineer-in-Charge. All profiles shall be fixed with rawl plugs and S.S. screws or with fixing clips or expansion bold fasteners including filling up all necessary gaps at junctions, at top, bottom and sides with required EPDM gasket (as per approved sample) i.e. EPDM gaskets shall be inserted between aluminium frames and beading for glass, as well as from inside and outside around the periphery of the glass to make the glazing air and water tight. Aluminium Vertical & Horizontal section to be fixed to RCC beams / columns & steel beams / columns with hot dipped Galvanized M.S. brackets and stainless steel nuts bolts with PVC / Teflon separator membranes between metal to metal joints at junctions. Aluminium Top, bottom Vertical section to be fixed to vertical section with stainless steel screws (Grade- S.S. 304) and 3.5mm thick aluminium brackets in such a way that aluminium brackets shall not be seen in vision panels, forming grid systems of required size as per elevation drawings. The aluminium sections shall be smooth, rust free, straight, mitred and jointed mechanically with aluminium angle / corner brackets inside the frame wherever required including aluminium cleat angle, aluminium snap on beading for glazing with door seals / wool pile etc. all complete. The aluminium sections shall be smooth, rust free, straight, mitred and jointed mechanically with aluminium angle / corner brackets inside the frame wherever required including aluminium cleat angle, aluminium snap on beading for glazing with door seals / wool pile etc. all complete. The quoted rates shall be inclusive of the cost of providing and installation of 13.52 mm thick Laminated glass (Outer 6mm thick toughened clear glass + 1.52 mm thick PVB lamination + inner 6mm thick toughened clear glass) with all accessories required for fixing glass including EPDM gasket, sealant all types, as per design / detail and labour and any other incidental operation to complete the work. (Note: Aluminium frame works including fabrication, any openable aluminium frame door or frameless glass door including handle, door closer, door lock, door stopper etc. shall be measured and paid separately under respective agreement item.)	27.00	Sqm	₹ 5,103.00	1,37,781.00
28	Agmt. Item No 115	Providing and fixing stainless steel (Grade 304) railing, fender,bollores or any other item made of hollow tubes, channels, angle ,plates etc. including , grinding, buffing, polishing and making curvature (wherever required) , making necessary arrangement for fixing of glass of 13.52 thickness and fitting the same with necessary stainless steel nuts and bolts complete, (c) fixing the railing with necessary accessories & stainless steel dash fasteners , stainless steel bolts etc., of required size, on the top of the floor or the side of waist slab with suitable arrangement as per drawings and approval of Engineer-in-charge. (for payment purpose only weight of stainless steel members (lowest of actual and standard weight) shall be considered excluding fixing accessories such as fasteners etc.). (Note : (i) Please note that no site welding of SS pipes will be allowed and longitudinal joints shall be made by arrangement of internal SS sleeves, in vertical pipes no joints are permitted) (ii) Rate includes preparation and submission of shop drawings by contractor, work shall be executed on the basis of approved shop drawings, nothing extra shall be payable for shop drawings. (iii) (One sample of each section shall be tested for every 5000 kg or part thereof for confirmation to SS grade 304)	2,909.00	kg	₹ 479.00	13,93,411.00
29	Item No-116	Providing and fixing 12 mm thick frameless toughened glass door shutter of approved brand and manufacture, including providing and fixing top & bottom pivot & spring type fixing arrangement and making necessary holes etc. for fixing required door fittings, all complete as per direction of Engineer-in-charge (Door handle, lock and stopper etc to be paid separately) Note: Top & bottom pivot & spring type fixing arrangement shall comprise double action hydraulic floor spring of approved brand and manufacture conforming to IS : 6315, having brand logo embossed on the body / plate with double spring mechanism and door weight upto 125 kg, for doors, including cost of cutting floors etc., embedding in floors etc. as required and making good the same matching to the existing floor finishing and cover plates with brass pivot and single piece M.S. sheet outer box with side plate etc. complete as per the direction of Engineer-in-charge. With stainless steel cover plate minimum 1.25 mm thickness.	30.00	sqm	₹ 10,332.00	3,71,952.00

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Sl. No.	Original Boq / deviation / Substituted / Extra items.	Item Description	Quantity	Units	RATE	AMOUNT
1	2	3	4.00	5	6	7.00
30	Agmt It No 119	Supply, Installation, Testing and Commissioning of Approved make Automatic Sliding Door System with clear opening 3000mm x 2400mm supplied with Intelligent Self-learning Micro-Controller Unit, DC Motor with integrated Electro-mechanical Lock and gear assembly. Step-down transformers and power switch unit, Roller carrier assembly with Safety Anti-rise wheels, Automatic sliding track unit in Aluminium, Stainless Steel Running Track for Rollers, cover profile for track unit in Anodized aluminium finish, Concealed Glass clamping profile with hole preparation ensures positive glass holding, Digital device manager with several built in secured programmable functions which includes user setup modes such as AUTO/EXIT/LOCK/OPEN/MANUAL. Automatic operator activation by standard motion sensor and Safety of pedestrians ensured with integrated Motion – Safety sensor. Automatic Operator tested as per international standards. Sliding Glass door shall be 11.52 mm thick (5mm thick Clear Toughened glass + 1.52mm PVB layer – 5mm thick Clear Toughened glass) with 40 mm wide stainless steel u beading of grade SS 304 with hole preparation to ensure safe and secure positive holding of glass. Price to include supply and installation of Automatic Sliding Door with laminated glass complete in all respect as per manufacture specification and satisfaction to Engineer In charge.	8.00	each	₹ 2,64,600.00	21,16,800.00
31	Agmt It No 127	Providing and placing in position Check in Counter of size 1000 x 892 x 1200 mm as per approved Drawing, made of 19 mm thick Boiling water proof block board of approved make, with complete exterior finish surface of 12 mm thick solid acrylic in any colour combination and interior finish with 1 mm thick suede/gloss finish laminate of approved colour and pattern with all necessary frames works /stainless steel screws/ SS hinges/telescopic channels for drawers/ handles /locks/bottom support /necessary cutouts /wire manager etc. all complete as per drawing and direction of engineer in charge. The complete work includes construction of frame work with 19mm Boiling water proof block board (BWP), fixing of solid acrylic with necessary moulding of edges, fixing of laminate, drawers, shutters and all necessary hardware and placing in position of complete counter inclusive of all taxes but exclusive of GST. Shop drawings to be got approved from Engineer-in-Charge before execution.	12.00	each	₹ 37,170.00	4,46,040.00
32	Agmt Item No.129	Providing and placing in position immigration counter of size 2400 x 1800 x 3300 mm as per approved drawing, made of 19 mm thick Boiling water proof block board of approved make with complete exterior finish surface of 12 mm thick solid acrylic in any other colour combination and interior Finish with 1 mm thick laminate in suede /gloss finish of approved colour and pattern with all necessary frames works of block board /stainless steel screws/ SS hinges/telescopic channels for drawers/ handles /locks/bottom support /necessary cutouts /wire manager etc. all complete as per drawing and direction of Engineer In Charge. The complete work includes construction of frame work, fixing of solid acrylic with necessary moulding of edges, fixing of laminate, drawers, shutters and all necessary hardware and placing in position of complete in all respect as per direction of Engineer-in-Charge. Shop drawings to be got approved from Engineer-In-Charge before execution.	10.00	each	₹ 40,320.00	4,03,200.00
33	Extra item No.03	Demolishing cement concrete manually/ by mechanical means including disposal of material within 50 metres lead with in the site as per direction of Engineer-incharge. Nominal concrete - PCC (1/c equivalent design mix)	461.00	Cum	₹ 1,654.20	7,62,585.00
34	Extra Item No.55	Drilling suitable holes in reinforced or plain cement concrete with power driven drill machine in RCC beams, lintels, columns and slabs to introduce to fix the Insert /base plates including fixing the Threaded rod in position using Hilti Injectable mortar HY 200-R V3 500 anchor grout of approved make all complete as per direction of Engineer-In-Charge. Chemical Anchor fastener works Chemical Anchor fastener works HIT-V-5.8 M16x165 x125	292.00	Each	₹ 621.96	1,81,612.00
35	Extra Item No.71	Drilling suitable holes in reinforced or plain cement concrete with power driven drill machine in RCC beams, lintels, columns and slabs to introduce to fix the Insert /base plates including fixing the Threaded rod in position using Hilti Injectable mortar HY 200-R V3 500 anchor grout of approved make all complete as per direction of Engineer-in-Charge. Chemical Anchor fastener works Chemical Anchor fastener works HILTI AM(8.8) M20x200x100	100.00	Each	₹ 766.29	76,629.00
36	Extra Item No.18	Providing and applying plaster of internal putty of 2 mm thickness over rcc Ceiling /wall surface to prepare the surface even and smooth complete	23,607.00	Sqm.	₹ 191.55	45,21,921.00
37	Extra Item No.82	Dismantling AAC block, including AAC wall cutting joints and cleaning the surface for plaster including disposal of rubbish to the dumping ground within 50 metres lead	255.00	Cum	₹ 3,519.35	8,97,434.00
38	Extra Item No.83	Dismantling stone slab flooring laid in cement mortar including stacking of serviceable material and disposal of unserviceable material within 50 metres lead	410.00	Sqm	₹ 201.47	82,603.00
39	Extra Item No.84	Disposal of unserviceable material lime, moorum & building rubbish within 4 km lead (both ways) by mechanical Transport including loading, unloading and stacking as per direction of Engineer-in-charges	315.00	Cum	₹ 278.50	87,728.00
40	Extra Item No 94	Demolishing R.C.C. work by manually/ by mechanical means and stock debris at designated locations and disposal of dismantled materials stacking up to a lead of 50meter, complete as per direction of Engineer incharge	51.00	Cum	₹ 2,826.90	1,44,172.00
41	Substituted Item -10	Providing and fixing 1 mm thick TCT colour coated galvanized steel having minimum 350 MPa yield strength as per IS 513 with a crest height of 75mm at a pitch distance of 295 mm c/c having a cover width of 885 mm. The galvanization shall be minimum 275 gm per sqm as per IS 277 with colour coating of polyester quality paint of 20 microns over the primer coat of 5 microns on the exposed side and 5 microns alkyde coat /Epoxy coat over 5 microns primer coat on the inner side/ hot dipped zinc coating of 275 gm/sqm on both sides conforming to AS 1397 and BS EN 10147 2000 complete the job with all respect as desired including supply and fixing of Shear stud connector M16 - 105mm long with fy 350Mpa and 2mm thick edge Form/retaining strap, stopper etc. as per the direction of Engineer in charge.	961.00	Sqm	₹ 2,121.49	20,38,752.00
		Civil Works Sub total (A)				16,93,97,975.90
		MEP works				
		Supply and wiring for circuit/sub main wiring with the following sizes of FRLSH PVC insulated copper conductor unarmoured power cable on existing surface /raceways etc. as required, complying to IS - 7098 and relevant standards.				
2	E7(a)	3C x 2.5 sq.mm	3,615.00	Mtrs	₹ 54.00	1,95,210.00
3	E7(b)	3C x 4 sq.mm	2,119.00	Mtrs	₹ 117.00	2,47,923.00
		S/F TP MCB DB Supplying and fixing following way, horizontal type three pole and neutral, sheet steel, MCB PPI distribution board, 415 V, on surface/ recess, complete with tinned copper bus bar, neutral bus bar, earth bar, din bar, interconnections, powder painted including earthing etc. as required. (But without MCB/RCCB/ Isolator)				
4	E12	Supplying and fixing suitable size GI box with modular plate and cover in front on surface or in recess, including providing and fixing 6 pin 15/16 A modular socket outlet and 15/16 A modular switch, connections etc. as required.	616.00	Nos	₹ 506.00	3,11,696.00
5	E19(d)	12 Way (4 + 6 + 36) Double Door	37.00	Nos	₹ 8,004.00	2,96,148.00

Schon Sarkar

AIM(E-U)

AGM(E)

बी. सेल्वकुमार B. SELVAKUMAR
महा प्रबंधक इंजी
General Manager Engg.
AAI, Trichy Airport - 620 007

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SL No.	Origional Boq / deviation / Substituted / Extra Items.	Item Description	Quantity	Units	RATE	AMOUNT
1	2	3	4	5	6	7
6	E41	Supply, Installation, testing and commissioning of Surface Mounted Linear LED maximum 60 mm wide fitting with housing made of Extruded Aluminium and anodized finish. The diffuser should be Extruded Polycarbonate/PMMA/ Polystyrene. The luminaire should have options for standalone (4ft) unit lengths and should also have provision for continuous mounting. LED used shall be SMD type and fixture should have minimum efficacy at System level (Not Chip Level) >=110lumens/watt, Life of fixture 50000hrs@L70, CCT choice available in 4000K and 5700/6500K, CRI ≥80, PF ≥0.95, THD≤10%, an operating Voltage Range of 150 - 270 V, 50Hz,IP-20 . Minimum internal Surge Protection 2.5KV. The fixture should comply with the parameters as per IS10322. Minimum system Lumens 2800 for a 4ft luminaire. Philips Model Pure line Slim SP780 X LED26S-4000/6500 PSU WGL112 OD SI / Trilux LCL H 1200 OTA 52 LED 2000-840 ET /Wipro-LM34-401XXX-S75MTA / LM34-401XXX-405MTA or equivalent complying to the specifications. The fixtures shall be supplied with the painting and finishing similar to the baffles/ceiling colour pattern required at site. (Fixtures shall also be supplied with polycarbonate junction box suitable for loop in loop out of 3x4 sq. mm power cable and 2x1.5 sq mm wire for automation controls) (For lighting fixtures in non A.C areas 5700/6500 K to be provided). Luminaire shall be submitted with certificates consisting of LM79 from NABL accred ted lab and LM80 issued by LED manufacturer	18.00	Nos	2,592.00	46,656.00
		Providing, Fixing, 'C' Class heavy duty mild steel pipes conforming to IS-1239 including cutting, welding, fittings viz bends, tees, reducers, flanges, nut-bolts, gasket complete and laying in ground including excavation, providing PCC block support at specified interval and giving suitable corrosion treatment by way of min. 4mm thick corrosion protection tape which shall be wrapped comprising of coal tar/ asphalt component supported on fabric of organic/ inorganic fibre as per IS-10221, refilling the trench etc as required and as specified.				
7	E94(a)	80mm dia	17.00	Mtrs	1,331.00	22,627.00
	E180(a)	Supply, assembly and laying of under floor trunking made out of 1.6mm thick GI sheet, complete with jointing sleeve, horizontal bends, vertical bends, level adjustment components and closer, vertical elbow, covers, access outlet, etc complete with all other accessories under floor installation including cutting and chasing the floor/ or on surface, making good the same, placing in position and cleaning from inside complete etc. as required. 300 mm x 38 mm (3 compartment)	2,533.00	Mtrs	849.00	21,50,517.00
8	E161	Providing and fixing 400 x 400 x 50 mm deep GI (hot dip galvanized) floor raceways junction box made out of 1.6 mm thick sheet steel as per specification	392.00	Nos	1,231.00	4,82,552.00
9	E408(a)	Providing, Fixing, 'C' Class heavy duty mild steel pipes conforming to IS-1239 including cutting, welding, fittings viz bends, tees, reducers, flanges, nut-bolts, gasket complete and laying in ground including excavation, providing PCC block support at specified interval and giving suitable corrosion treatment by way of min. 4mm thick corrosion protection tape which shall be wrapped comprising of coal tar/ asphalt component supported on fabric of organic/ inorganic fibre as per IS-10221, refilling the trench etc as required and as specified. 150mm dia	121.00	Mtrs	2,018.00	2,44,178.00
10	A52(a)	Supply, erection, testing & commissioning of underground piping MS pipes of heavy class ERW piping (Class-C) conforming to IS 1239 of following sizes and materials cut to required lengths and installed with necessary bends, supports and clamps, including anti rust, corrosion proof 4mm thick tape wrapping, complete in all respect including digging & back filling if required etc. complete Supply, Installation, Testing & Commissioning of 46" LED Displays with Mounting Arrangement	10.00	Nos	1,79,878.00	17,98,780.00
11	A53(a)	SITC of CCTV primary, redundant storages, digital video surveillance server control software considered for 40 cameras	1.00	Set	53,60,183.00	53,60,183.00
12	A53(b)	SITC of Video Analytic software license for CCTV camera	1.00	Lot	33,47,725.00	33,47,725.00
13	A55(a)	SITC of indoor Dome Cameras - IP Day/night Colour Mega Pixel camera	96.00	Nos	17,347.00	16,65,312.00
14	A55(d)	SITC of indoor IP PTZ Dome Cameras	11.00	Nos	64,442.00	7,08,862.00
15	A513	Supply, Installation, Testing & Commissioning of 3x2 LED Board Displays with Mounting Arrangement	3.00	Nos	7,38,590.00	22,15,770.00
16	A546	SITC of Category 6A 4 pair UTP cable 305m	101.00	Box	20,034.00	20,23,434.00
17	A547	Supply, Installation, Testing & Commissioning of Category 6A 24 Port Loaded Patch Panel	44.00	Nos	15,363.00	6,75,972.00
18	A548	Supply, Installation, Testing & Commissioning of Category 6A Information Outlet for Field side	2,079.00	Nos	817.00	16,98,543.00
19	A549	Supply, Installation, Testing & Commissioning of Cat-6A Face Plate Singlex with GI back Box	770.00	Nos	159.00	1,22,430.00
20	A556	Supply, Installation, Testing & Commissioning of Indoor single mode fiber optic cable, 24 Core	5,615.00	Mtrs	148.00	8,31,020.00
21	A567(a)	Supply, assembly and laying of 150 mm width x 60mm depth x 1.6 mm thickness, complete with jointing sleeve, horizontal bends, vertical bends, level adjustment components and closer, vertical elbow, covers, access outlet, etc. complete with all other accessories under floor installation including cutting and chasing the floor/ or on surface, making good the same, placing in position and cleaning from inside complete etc. as required 300 mm wide x 38 mm deep raceway (3 compartment)	101.00	M	2,045.00	2,06,545.00
22	A569	Supplying and fixing of CCTV Outdoor Pole As per Site Requirement	1.00	Lot	2,64,450.00	2,64,450.00
23	A576	Supply, Installation, Testing & Commissioning of 24 Port Access Switch Poe, As Per technical Specification	12.00	Nos	1,14,796.00	13,77,552.00
		MEP Works Sub total (B)				2,62,94,085.00
	C=A+B				Total Amount with M/s ITOC Rate	19,56,92,060.90
	D				Add GST @ 18%	3,52,24,570.96
	E=C+D				Total amount (Including GST)	23,09,16,631.86

Schon Sarkar

JGM(EC)

AGM (EL)

AGM (CN)

14/06/2024

बा. सेल्वकुमार B. SELVAKUMAR
महा प्रबंधक इंजी
General Manager Engg.
AAI, Trichy Airport - 620 007

भारतीय गैर न्यायिक

एक सौ रुपये Rs. 100

रु. 100 ONE HUNDRED RUPEES

भारत INDIA

INDIA NON JUDICIAL

தமிழ்நாடு तमिलनाडु TAMILNADU - 5 JUL 2024 DX 206751

BEUMER INDIA PVT. LTD

SUPPLEMENTARY AGREEMENT

Agreement No. AAI/TRY/NITB/BHS Re-configuration work/2024-25/09

Original Agreement No: AAI/CHQ/SR/ENGG (E)/TRICHY - BHS/AGT-01/2022-23 Dated: 06.01.2023

This Supplementary Agreement made this day 08th day of JULY 2024 between **M/s. Beumer India Private Limited, 157, Naurangapur, sector - 78, Gurugram, Haryana-122004 having its registered at I - 1796B, Cr Park, South Delhi, New Delhi-110019** (hereinafter called the First party which expression shall include his heirs, executors and administrators/ their successors and assigns) and the Chairman, Airports Authority of India through its Joint General Manager (Engg-Elect), Trichy Airport (hereinafter called the second party which expressions shall include his successors and assigns) shown as under:-

Cont....(2)

1. WHEREAS the parties have entered into agreements numbered AAI/CHQ/SR/ENGG (E)/TRICHY - BHS/AGT-01/2022-23 Dated: 06.01.2023 for " Up-gradation of passenger terminal building and airside facilities at Tiruchirappalli (Trichy) International Airport SH: Provision of Inline Baggage Handling System".

2. WHEREAS execution of above mentioned work is completed.

3. WHEREAS, as desired by the Second Party, the works related to the BHS Re-configuration works for New Passenger Integrated Terminal Building at Trichy Airport shall be severed from the above mentioned agreements dated 06.01.2023 and shall be paid under the instant Supplementary Agreement.

Now it is hereby further agreed as under:-

i. This agreement shall be called as Supplementary Agreement to the original agreement no. AAI/CHQ/SR/ENGG (E)/TRICHY - BHS/AGT-01/2022-23 Dated: 06.01.2023.

ii. The execution of BHS Re-configuration works for New Passenger Integrated Terminal Building at Trichy Airport will be as per annexed BOQ vide page no. 11 of this Supplementary Agreement.

iii. That the payment applications, which has been submitted by the First Party under the agreement dated 06.01.2023, for the works pertaining to the said BHS Re-configuration works for New Passenger Integrated Terminal Building at Trichy Airport, shall be reversed and the First Party shall submit separate payment applications for the BOQ items for the execution of BHS Re-configuration works as mentioned in BOQ page no. 11 of this Supplementary Agreement.

iv. That the First Part shall have absolutely no claim of whatsoever nature against the Second Party for the transaction as required under clause (i) above, except that which it would be entitled to under the original agreement No. AAI/CHQ/SR/ENGG (E)/TRICHY - BHS/AGT-01/2022-23 Dated: 06.01.2023.

BEUMER Gurgaon Haryana

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v. Documents annexed to this Supplementary Agreement. (Pages 1-3)

Sl. No.	Description	Page Nos.
1.	Copy of Original Agreement	4-7
2.	Copy of Award letter of Original Work	8-10
3.	Bill of Quantities for BHS Re-configuration works for New Passenger Integrated Terminal Building at Trichy Airport	11-11

vi. In case of any discrepancy between this supplementary agreement and the main agreement no. AAI/CHQ/SR/ENGG (E)/TRICHY-BHS/AGT-01/2022-23 Dated: 06.01.2023, the main agreement shall have precedence and except for this supplementary agreement the original agreement shall remain in full force.

IN WITNESS WHERE OF THE ABOVE MENTIONED PARTIES HAVE PUT THEIR SIGNATURES ON THIS DATE: 08.07.2024

BEUMER India Private Limited 157, Navrangpur Sector-75, Gurugram-122004 Haryana

(Signature of Contractor)

Rahul Kumar Saha
Head Sales - SD Airport

2 Gopalan Hariharan
Chief - Commercial & Contracts

(Signature of accepting authority)
For and on behalf of Chairman,
Airports Authority of India

(Signature of witness)

(Signature of witness)

Govarthanan Karuna Karan
Senior Manager - Customer Support
BEUMER INDIA PVT LTD

(Name & Address of witness)

A. ANANTH, SM(E-C),
AAI, TRICHY INTL. AIRPORT

(Name & Address of witness)

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BILL OF QUANTITIES

Name of work: BHS Re-configuration work for New Passenger Integrated Terminal Building at Trichy Airport.

Sl. No.	Original BOQ/ Deviation/ Substituted/ Extra Items	Description of Item	Qty	Unit	Rate (Ex.GST)	Amount (Ex.GST)
1	D1	Supply of Check-in conveyor system in two sections consisting of Weighing, Dispatch and Labeling conveyor of minimum 1.2 metre length each and minimum 0.85 metre nominal width between side guards along with drive unit for each conveyor, motion with display range of 0-150 kg and including coupling devices etc. complete in all respect and as per Technical Specifications and drawing.	8	Set	7,89,806.09	63,18,448.72
2	D2	Supply of Take away/collector conveyor, inner useful width shall be minimum 1000mm as per requirement including drive unit for collecting baggage from dispatch conveyor complete in all respect and as per Technical Specifications and drawing.	29.25	Mtr	71,790.12	20,99,861.01
3	E15	Supply of Queuing/metering Conveyors of minimum 1.2 metre length, inner useful belt width shall be minimum 1000mm, with side walls including required IE3 motors, drive units, soft / VFD starter, control panels as required, wirings, cabling upto control panel etc. suitable for high start/stop frequency for arrival and departure BHS as per design with grooved belt as required, complete in all respect and as per technical specifications and drawing.	2	Nos	2,76,490.31	5,52,980.62
	E17.02	60/45 Degree Power Curve	2	Nos	1,59,715.60	3,19,431.20
	E17.03	30 degrees	1	Nos	5,45,096.63	5,45,096.63
	E20.01	2 stage Check-in Conveyor system	8	Set	10,275.33	82,202.64
	E20.02	Take away collector conveyor	29.25	Mtrs	1,193.39	34,921.25
	E22.02	Queuing / metering Conveyors along the conveyor layout	2	Nos	3,591.80	7,183.60
	E22.06	60 / 45 degree	2	Nos	6,745.97	13,491.94
	E22.07	30 degree	1	Nos	7,051.8	7,091.5
4	E1	Supply of Power curves of inner useful belt width shall be minimum 1000mm as per the requirement width between guards including Drive Unit, supports, side guides as required, for arrival and departure system complete in all respect and as per Technical specifications and drawing.				
	E1(a)	58.4 degrees	1	Nos	3,33,369.97	3,33,369.97
	E1(b)	45 degrees	1	Nos	2,90,060.84	2,90,060.84
5	E2	Supply of field control panel incorporating switch gears, suitable soft starting mechanism with field device wiring upto panel consisting of control switches, LAN Profibus/Profinet connectors, Protective devices against overloads, Earth leakage relay, single phase preventer, emergency stop push buttons and components suitable for operation & safety for departure conveyor system integration with system including check in conveyor and for laying of required length of power and control cables etc complete in all respect as per technical specification	2	Job	21,75,686.00	43,51,372.00
6	E3	Installation, Testing & commissioning of common items for departure and Arrival conveyor system complete in all respect and as per technical specification				
	E3(a)	63.4 degrees	1	Nos	15,010.65	15,010.65
	E3(b)	45 degrees	1	Nos	13,052.74	13,052.74
7	E4	Installation, testing and commissioning of Manufacturing & supply of Field control panel incorporating switch gears, suitable soft starting mechanism with field device wiring up to panel, consisting of control switches, LAN Profi Bus/ProFi Net connectors, protective devices against overloads, earth leakage relay, single phase preventer, emergency stop push buttons and other components suitable for operation & safety of departure conveyor system integration with system, including check-in conveyor and for laying of required length of power and control cables etc. complete in all respect and as per technical specification	2	Job	28,304.00	56,608.00
					Total Amount (Ex. GST) Rs.	1,50,39,483.65
					Add GST @ 18%	27,07,107.06
					Total (In GST) Rs.	1,77,46,590.71
					Say Rs.	1,77,46,591.00

(Rupees One Crore Seventy Seven Lakh Forty Six Thousand Five Hundred and Ninety One only)

BEUMER India Private Limited, 157, Nauranggur, Sector-78, Gurugram-122004, Haryana

S.S. Raja
Joint General Manager (Engg-E)
Airports Authority of India
New Integrated Terminal Building, Trichy Airport

Flag 'I'

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

HISTORY SHEET

NAME OF WORK	:	Provision of Toilet for passenger in extended SHA of NITB at Trichy Airport.
HISTORY	:	In Terminal Building First Floor, old restaurant area is converted as part of SHA due to congestion in existing SHA. In the extended portion of SHA, toilet provision is not available for passenger usage. As per the directions of Airport Director, it is proposed to convert the old restaurant kitchen area as a passenger toilet for Ladies & Gents. Accordingly, the preliminary estimate has been prepared based on Technical Circular No.5/2020 for an amount of Rs.14,08,000/- (Rupees Fourteen Lakhs and Eight Thousand Only), which includes Cost Index @ 14.85%, GST @ 18%, Working in Operational area @ 2.5%, Labour Component @ 25%, EPF @ 13%, ESI @ 3.25% and 3% Contingencies for accord of A/A & E/S from Competent Authority.
DESIGN & SCOPE		Scope of work consists of Providing & Fixing Wall and Floor tiles, Pipe line for Water supply & Sanitary installations, Toilet fixtures, Provision of Cubicles, Brick work, Plastering etc.
ESTIMATED COST		Rs.14,08,000/-
RATE		DSR 2018 Rates, Local Market Rates, Cost Index @ 14.85%, GST @ 18%, Working in Operational area @ 2.5%, Labour Component @ 25%, EPF @ 13%, ESI @ 3.25% and 3% Contingencies.
METHOD		Through contract after call of Tender
LAND	:	Available.
DURATION	:	03 (Three) Months.
T & P		Shall be arranged by the contractor
BUDGET		There is a Budget provision of Rs 0.100 Crores available in B.E. 2022-23 at Sl No 126 of A-2 Aerodrome Schemes under the Head of "Minor capital works to be taken as per TI 123 (The Schemes not covered under approved Budget can be taken up against this provision with approval of A/A&E/S Authority)

Manager (Engg-Civil)

AGM (Engg-Civil)

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4.13 Acoustic

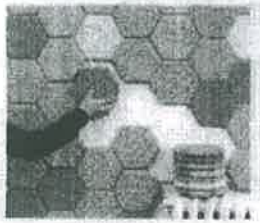
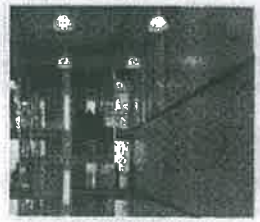
CEILINGS

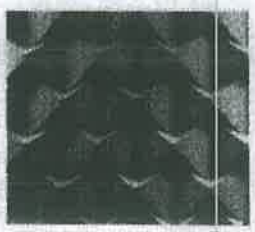



FLOORS




CLADDING PANELS



Achievement of acoustic requirements in the Terminal through different systems:

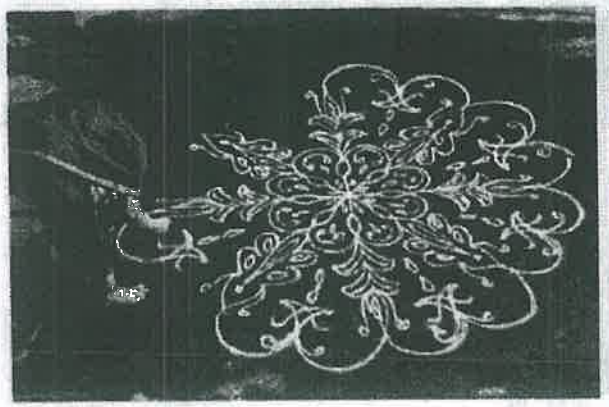
• Ceilings: perforated, laminated and suspended decorations

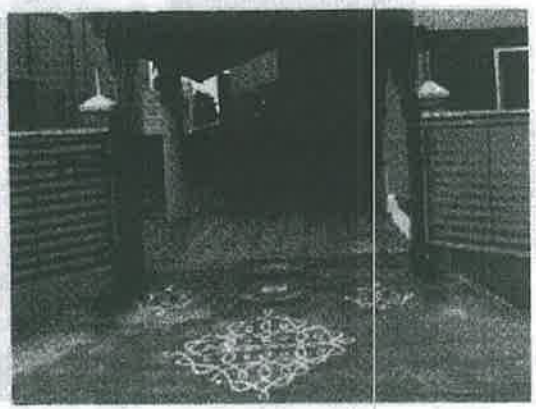
•Floors: mixtures according to zones to provide acoustic absorption

•Cladding panels: metal panels, timber panels and wood fibers

Interior

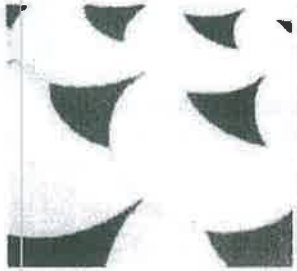
4.12 Arrivals

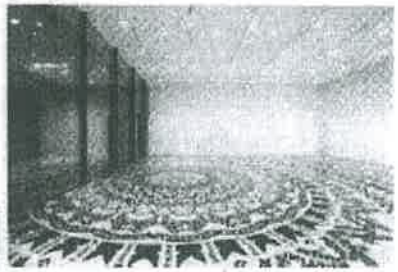




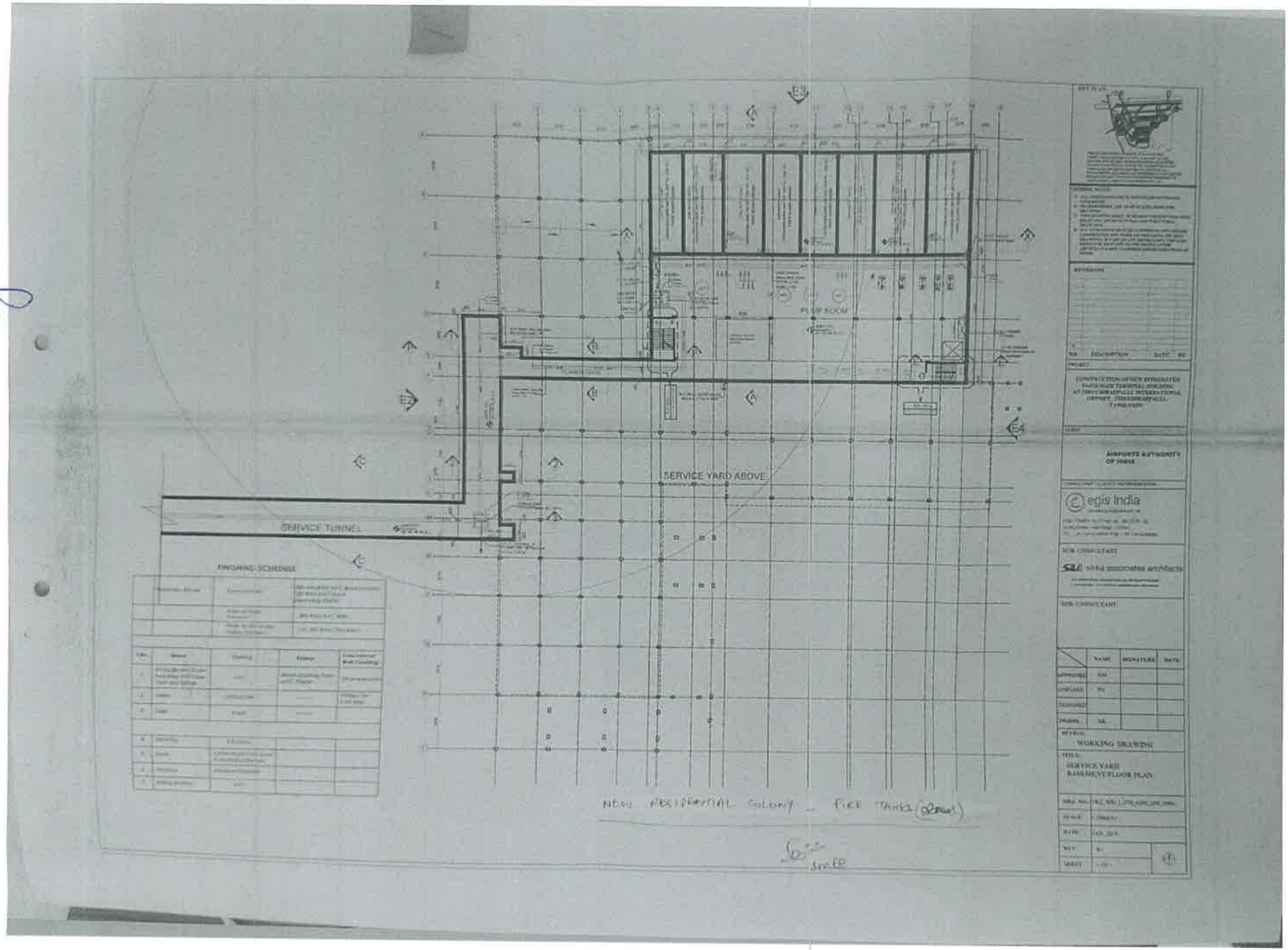
Feature: Kolam

- Pattern applied at meet & greet
- Reinforces identity of Trichy
- Use of traditional and local heritage of Trichy as part of the terminal





Black stone inlay in beige stone flooring


SERVICE YARD ABOVE
SERVICE TUNNEL
PUMP ROOM
FINISHING SCHEDULE
WORKING DRAWING
SERVICE YARD
BASEMENT FLOOR PLAN
egis India
AIRPORTS AUTHORITY OF INDIA

Flag 'M'

9.10 Fencing

Application

9.10.1 A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft.

9.10.2 A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.

Note 1.— This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.

Note 2.— Special measures may be required to prevent the access of an unauthorized person to runways or taxiways which overpass public roads.

9.10.3 Suitable means of protection shall be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.

Location

9.10.4 The fence or barrier shall be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.

9.10.5 **Recommendation.**— *When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult. Consideration should be given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols.*

9.11 Security lighting

Recommendation.— *At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level. Consideration should be given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated.*

9.12 Autonomous runway incursion warning system

Note 1.— The inclusion of detailed specifications for an autonomous runway incursion warning system (ARIWS) in this section is not intended to imply that an ARIWS has to be provided at an aerodrome.

Note 2.— The implementation of an ARIWS is a complex issue deserving careful consideration by aerodrome operators, air traffic services and States, and in coordination with the aircraft operators.

Note 3.— Attachment A, Section 20, provides a description of an ARIWS and information on its use.

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9.11.4 The fence or barrier shall be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.

9.11.5 When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult. Consideration should be given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols.

9.12 Security lighting

At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level. Consideration should be given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated.

9.13 Autonomous runway incursion warning system

Note 1. — The inclusion of detailed specification for an ARIWS in this section is not intended to imply that an ARIWS has to be provided at an aerodrome.
Note 2. — The implementation of an ARIWS is a complex issue deserving careful consideration by aerodrome operators, air traffic services, DGCA and in coordination with the aircraft operators.
Note 3. — Attachment A, Section 21, provides a description of an autonomous runway incursion warning system (ARIWS) and information on its use.

9.13.1 Where an ARIWS is installed at an aerodrome:

a) it shall provide autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or vehicle operator;
b) it shall function and be controlled independently of any other visual system on the aerodrome;
c) its visual aid components, i.e. lights, shall be designed to conform with the relevant specifications in 5.3; and
d) failure of part or all of it shall not interfere with normal aerodrome operations. To this end, provision shall be made to allow the ATC unit to partially or entirely shut down the system.

Note 1. — An ARIWS may be installed in conjunction with enhanced taxiway centre line markings, stop bars or runway guard lights.

Note 2. — It is intended that the system(s) be operational under all weather conditions, including low visibility.

Note 3. — An ARIWS may share common sensory components of an SMGCS or A-SMGCS, however, it operates independently of either system.

a) 60 m of the extended centre line where the code number is 3 or 4; or
b) 45 m of the extended centre line where the code number is 1 or 2;

of a precision approach runway category I, II or III.

9.10.5 Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on or near a strip of a precision approach runway category I, II or III and which:

a) is situated within 240 m from the end of the strip and within:
   1) 60 m of the extended runway centre line where the code number is 3 or 4; or
   2) 45 m of the extended runway centre line where the code number is 1 or 2; or

b) penetrates the inner approach surface, the inner transitional surface or the balked landing surface;

shall be frangible and mounted as low as possible.

9.10.6 Any equipment or installation required for air navigation purposes which is an obstacle of operational significance in accordance with 4.2.4, 4.2.11, 4.2.20 or 4.2.27 shall be frangible and mounted as low as possible.

9.11 Fencing

Note. — Detailed guidelines regarding the security related issues are provided by the Bureau of Civil Aviation Security

9.11.1 A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft.

9.11.2 A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.

Note 1. — This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.

Note 2. — Special measures may be required to prevent the access of an unauthorized person to runways or taxiways which overpass public roads.

9.11.3 Suitable means of protection shall be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.

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PROCEEDINGS OF THE INSPECTION BY THE STANDING COMMITTEE FOR PROPOSAL FOR CONSTRUCTION/ MODIFICATION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING IN DRAWING AND PROPOSED SITE AT TRICHY AIRPORT IN ACCORDANCE WITH BCAS O.M. CAS-7(16)/2006/DIV-I(Airport Infra) DATED 29/01/2014

In compliance of BCAS OM dated 29/01/2014 and Assistant Director, BCAS, Chennai letter No: Che-Regn/ BCAS/ Security Vetting / Trichy / 2019 /119 dated 15/03/2019 constituted committee as under carried out site inspection and Drawings of the proposed terminal building and movement of the passengers flow along with the power point presentation of the construction area at Trichy Airport on 19/03/2019 at 1430 hours.

COMMITTEE MEMBERS:

1)	Shri. R K Senapaty	Assistant Director, BCAS, Chennai	Chairman
2)	Shri. K Gunasekaran	Airport Director, AAI, Trichy Airport	Coordinator
3)	Shri. T Sukumar	Jt. GM(Security), RHQ-SR, AAI	Member
4)	Shri. Santhosh Kumar N	CASO/DC (CISF), Trichy Airport	Member
5)	Shri. C Senthil Raja	ACIO, IB (MHA)	Member

1. **SUBJECT** – Construction of new Passenger Terminal Building and Airside facilities at Tiruchirappalli (Trichy) International Airport.

2. **BACKGROUND** – The existing Terminal Building was designed and commissioned in June 2009 for 0.49 million passenger per Annum (mppa) capacity with 400 peak hour capacity for the area 11,777 Sqm with two level and constructed during 2008 and which is exhausted. With the present passenger growth rate at 21.08%, it necessitated to construct New Integrated Passenger Terminal Building to cater for the increased passenger capacity of 3.30 million passengers per Annum and 2900 peak hour passenger capacity (2300 International + 600 domestic).

3. **PURPOSE/ DELIVERABLE** – The proposed New Integrated Passenger Terminal Building cater for increased passenger growth up to 2025-26 and have all the modern passenger facilities, car parking for 1000 cars (750 cars+ 250 Taxis) and 10 nos Passenger boarding Bridges and 02 nos of Bus lounge gates for remote parking bays.

4. **SCOPE OF WORK** – The existing Terminal development is restricted on city side by NH-210. Similarly, the air side has also a limited scope of development. The present traffic being in the category of 1.5 mppa (Million Passenger Per Annum), the design for future development is considered for the next 10 year i.e. up to 2025-26 with corresponding annual handling capacity of 3.3 mppa as per IMG norms.

   The new passenger Terminal Building having two level terminals with an area of 68,035 Sqm. Departure will be at First Floor level connected with elevated road. The Arrival will be at Ground Floor level. The Terminal will have five level checking Inline Baggage Systems (ILBS). The baggage makeup and breakup is located at basement area. There are 48 nos of Check-in counters (CUTE), 40 nos of Immigration/ Emigration counters, 4 nos of customs counters, a total no. 15 nos of X-Ray machines at PESC area in which 03 Nos for Domestic and 12 Nos. for International, 5 nos of Arrival Baggage carousels, 11 nos of CUSS kiosk, Departure gates 10 nos, 1 each bus lounge boarding gate for Domestic &

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19/3/19
CSO, SR, AAI

ACIO, IB, MHA

CASO, ASG TIRCHY

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International and Arrival having 6 nos gates. There is a provision for SOCC room and Level 5 (passenger reunion with suspected baggage) at basement area.

There are 10 nos of Parking Bays for Code-C type of Aircrafts, there are 5 rotundas connected to connecting corridor and each rotunda has two Passenger Boarding Bridge. In addition to this, Part Parallel Taxi for length of 1183m from the junction of B-Taxi up to proposed link Taxi. Construction of one no. Isolation Aircraft Parking Position (IAPP) which is located on North side of Runway at a distance of 400 m from any vital installations.

5. **TIME LINE** – The Time period required for construction is 36 months. The tentative date of completion is October 2021.

6. **PROCEDURES FOLLOWED DURING WORK / SOP**:

For construction of the new terminal, the area of construction is carved out the existing operational area using temporary perimeter barricade made of GI sheets with a height of 10 feet. Details of arrangements made for perimeter security are as under:-

Phase – I – Landside security at AAI Trichy is supported by property wall (Black Colour-google map Annexure-10). The operational wall which is inside the property wall running from the edge of the existing terminal covering the whole operational area (marked in Blue colour). The work site will be carved out from the operational area by providing temporary perimeter wall (Red colour) which is made of GI sheet barricading grouted to the earth. This barricading has rendered construction area to land side and construction work will be carried out round the clock with limited access control measures by the contractor.

In the temporary barricade, there is a provision of one vehicular gate (Temporary Gate No. 03 marked in google map as TG-3) for the movement of vehicles and materials in to the OPS area for construction of Parallel Taxi, Link Taxi and Isolation Bay. The Gate is manned by ASG (CISF) who will be monitoring the movement of vehicle and workmen. A register is maintained at the gate for recording the vehicle registration numbers, men and materials/ time In and time Out. As per BCAS Circular 02/2009, the workers will be issued with Labour pass after due verification. One watch point has been constructed near old taxiway for surveillance along the temporary perimeter wall from the operational area side (marked in google map as a yellow hut).

The segregated work-site is within AAI property fencing and the entry is restricted / controlled by the contractor security.

Phase – II – After completion of Terminal Building and new perimeter wall, the temporary barricading will be removed before commissioning of the building.

7. **DRAWINGS WITH MARKING OF WORK** (as annexure):

Annexure – 1 – Check List

Annexure – 2 – Master Plan.

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C. & Q. —
(ACIO, IB, MHA)

CASO, ASG TRICHY

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Annexure – 3 – Layout plan of the Terminal building and Apron.

Annexure – 4 – Basement Plan.

Annexure – 5 – Arrival Plan.

Annexure – 6 – Departure plan.

Annexure – 7 – Elevation.

Annexure – 8 – Sections

Annexure – 9 – Google image of Layout Plan of IAPP. Part Parallel Taxi and Link Taxi.

Annexure – 10 – Google image with super imposed with proposed work site.

8. THE STANDING COMMITTEE ENSURED THE FOLLOWING PROVISIONS ARE ADDRESSED AT THE DESIGN STAGE:-

1) Segregation between BMA, BBA and also from Operational Area.
2) Mixing of Arrival/Departure passengers – Taken care in design and avoided.
3) Segregation of ILBS area – Dedicated lift from SHA to Level 4 has been provided for passenger baggage re-union.
4) Segregation of Airlines Offices – has been done at design stage
5) Provision of Staff Gate – has been made in design in level 0
6) Provision for concessions material gate – unified staff & concessionaire gate at level 0
7) Provision for passengers with reduced mobility-including toilets, screening facility – Provision has been made in design.
8) Proper/convenient way for passengers from SHA to level-4/3 on requirement – Provision has been made & dedicated lift has been identified
9) Provision of Refusal room - Provision been made / location identified.
10) Provision of toilets & smoking room etc in arrival/ corridor – has been made.
11) Vehicular lane or alighting point at proper distance – has been made in design
12) Proper transit facility for passengers Domestic to Domestic & International to International – has been addressed in design
13) Proper and proportionate PESC area commensurate with proposed passenger traffic – has been addressed
14) Parking area – has been designed at a distance of 100 meters or more in design.

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(ACIO, IB (MHA))

CASO, ASG TIRCHY

19/3

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9. OBSERVATIONS OF THE STANDING COMMITTEE

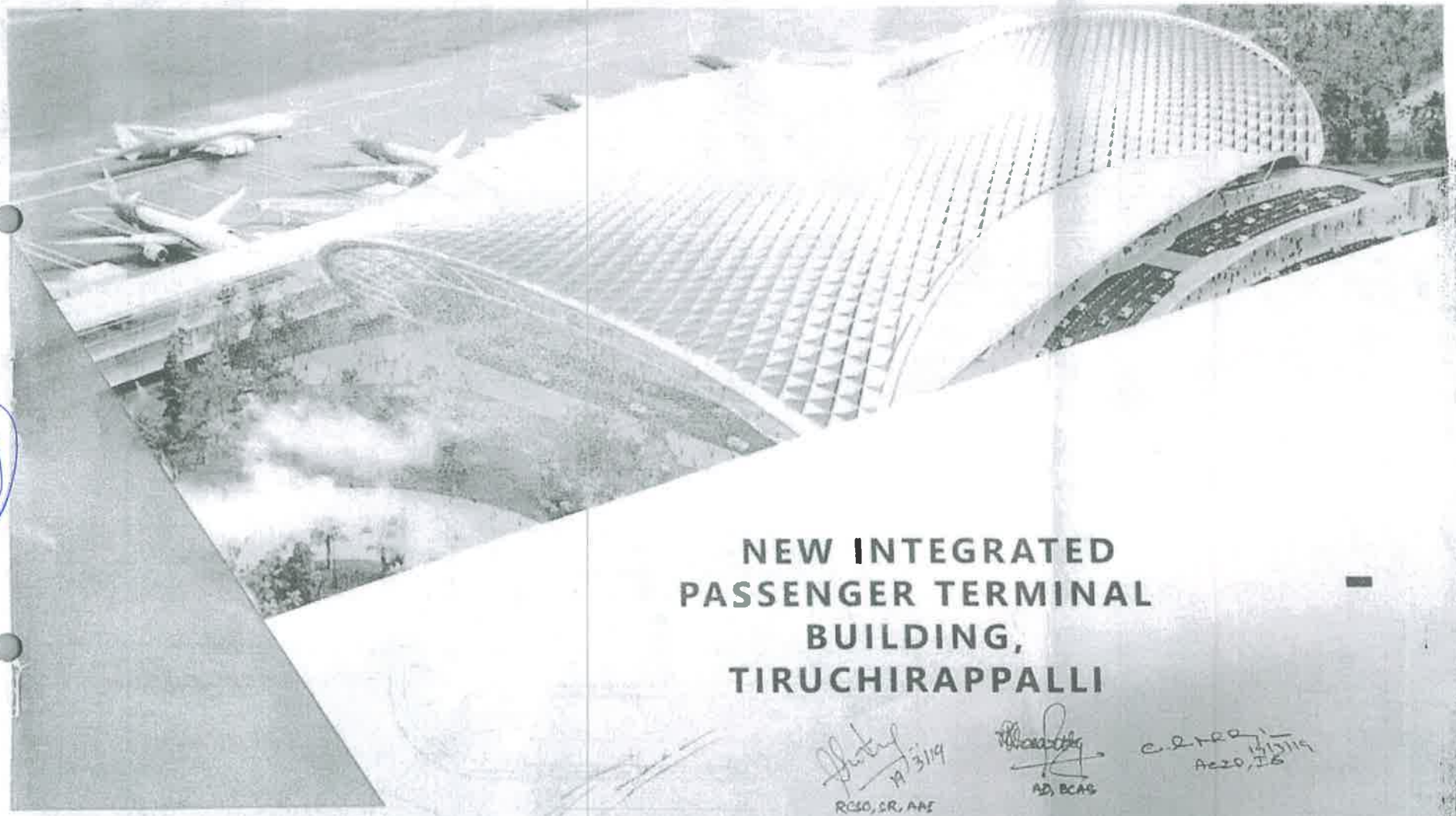
1) The work site has to be segregated from the operational area with temporary barricade.
2) The Temporary barricade shall be grouted to the ground leaving no gaps at the bottom.
3) Gaps between sheets of temporary Barricade to be closed
4) Height of the Temporary Barricade shall be as per BCAS specification.
5) Lighting shall be provided along the temporary barricade inside the operational area.
6) One elevated watch points to be provided near the Old Taxiway for better surveillance.
7) Airport operator has provided 3 temporary gates. The Temporary Gate 1 & 2 (TG1 & TG2) will be under lock and key and shall only be operated during emergency only.
8) A temporary Security booth to be constructed near TG3 with security equipments like HHMD, DFMD and UVSM
9) Standalone CCTV system with two cameras (covering near the gate towards landside & Airside) to be provided at TG3 security booth with storage of 30 days.
10) Proper lighting to be provided near and the TG3 (Temporary gate 3) alongwith communication equipments like walkie-talkie.
11) The background check of worker/ labours of the contractors may be carried out for those who are deployed at the construction of new terminal building.
12) All the workers working inside operational area shall be issued with necessary TAEP/Labour pass as per BCAS guidelines.

10. RECOMMENDATION OF THE STANDING COMMITTEE

The standing committee recommends for issue of in principle approval for

i) Segregating the work site outside the operational area.
ii) The construction of New Integral Terminal Building and new apron on the basis of drawings submitted to the standing committee.

(SANTHOSH KUMAR N) CASO/DC (CISF)	(C SENTHIL RAJA) ACIO, IB (MHA)	(K GUNASEKARAN) Airport Director, AAI
19/3/19		
(T SUKUMAR) Jt. GM (Sec)/RHQ-SR		(R K SENAPATY) Asst. Director, BCAS, Chennai



NEW INTEGRATED PASSENGER TERMINAL BUILDING, TIRUCHIRAPPALLI

RCSO, SR, AAI

AD, BCAS

ARO, IB

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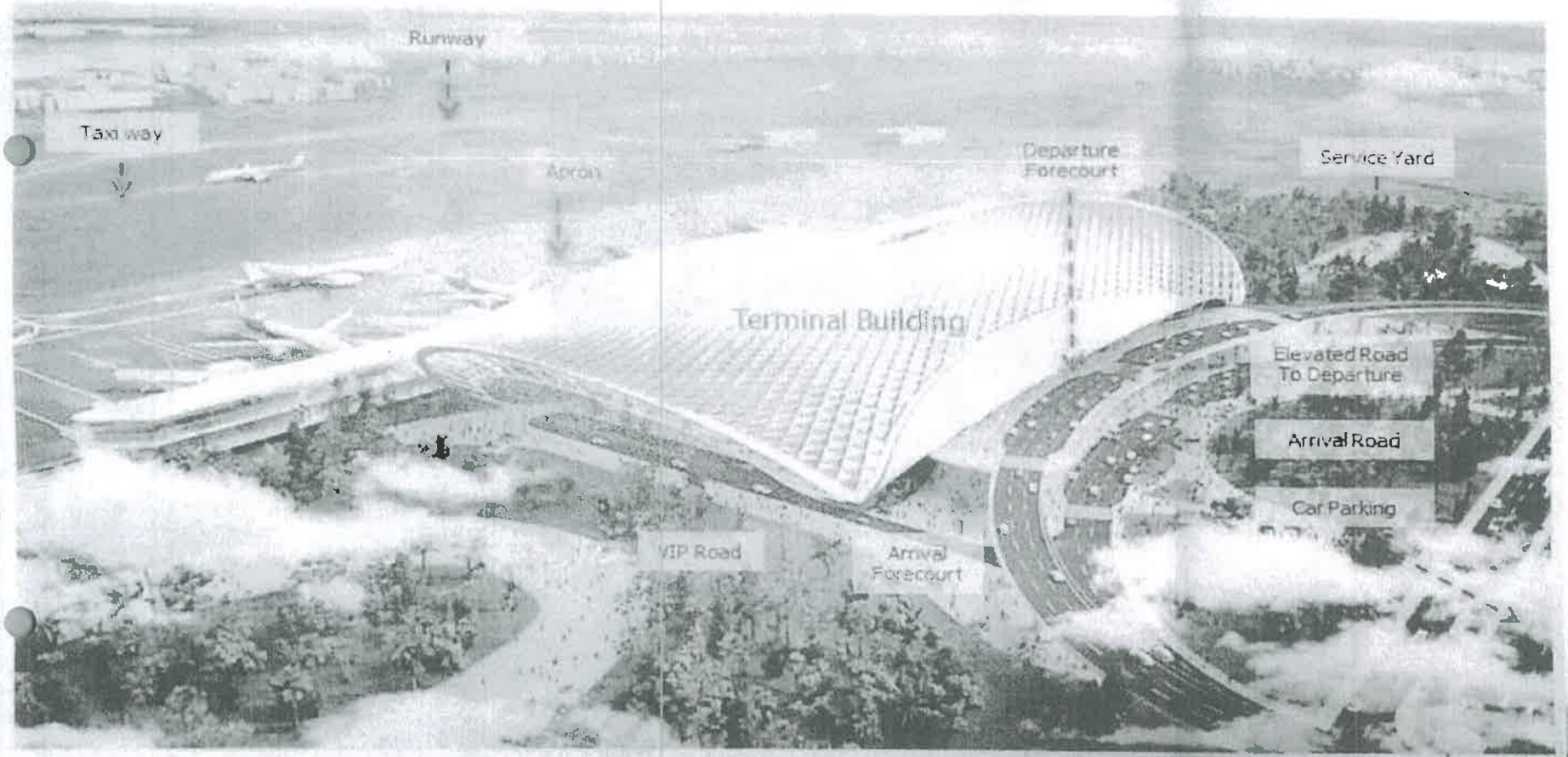
AERIAL VIEW OF PROPOSED TERMINAL BUILDING



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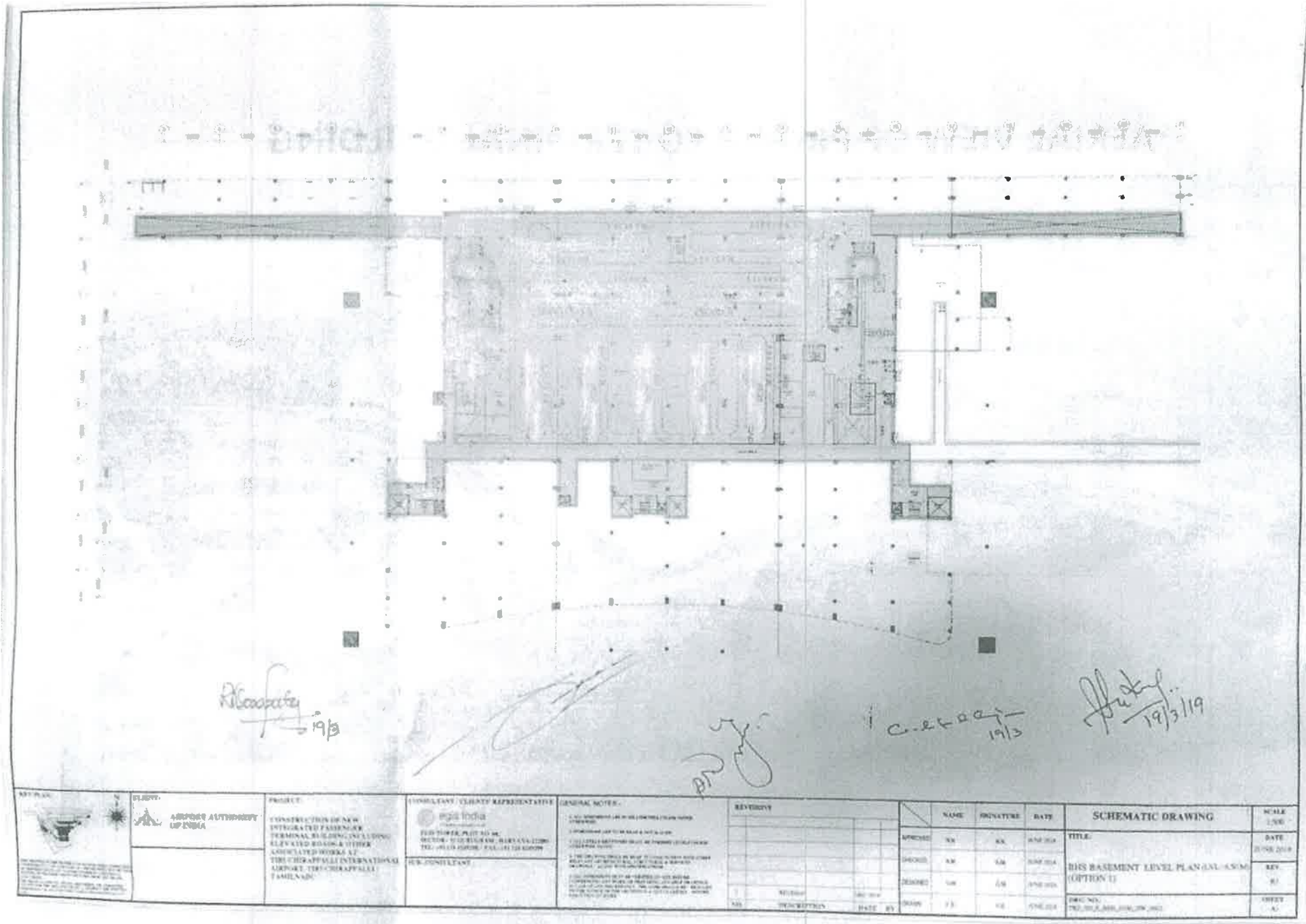
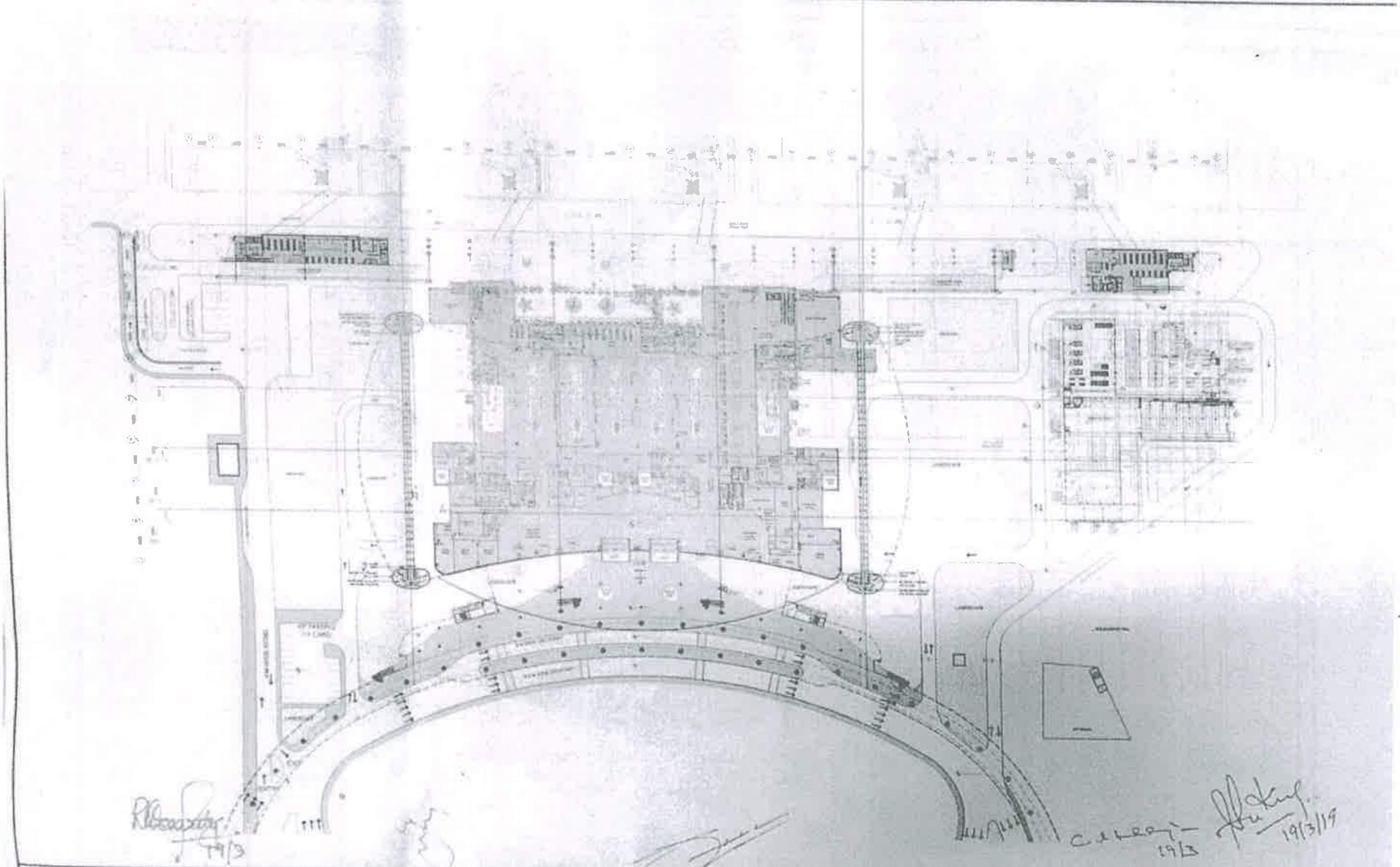


Scanned by CamScanner

ANNEXURE - 5



KEY PLAN:

CLIENT: AIRPORT AUTHORITY OF INDIA

PROJECT: CONSTRUCTION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING INCLUDING ELEVATED ROADS & OTHER ASSOCIATED WORKS AT TIRUCHIRAPPALLI INTERNATIONAL AIRPORT, TIRUCHIRAPPALLI, TAMILNADU

CONSULTANT / CLIENTS' REPRESENTATIVE: egis India

SUB-CONSULTANT:

GENERAL NOTES:

REVISIONS:

NO.	DESCRIPTION	DATE	BY

	NAME	SIGNATURE	DATE
APPROVED			
CHECKED			
DESIGNED			
DRAWN			

SCHEMATIC DRAWING

TITLE: BHS ARRIVAL LEVEL PLAN

DRG. NO.:

19/3

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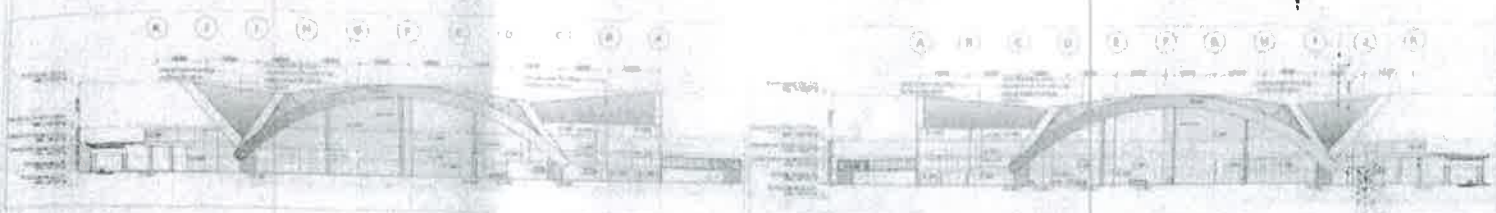
19/3/19

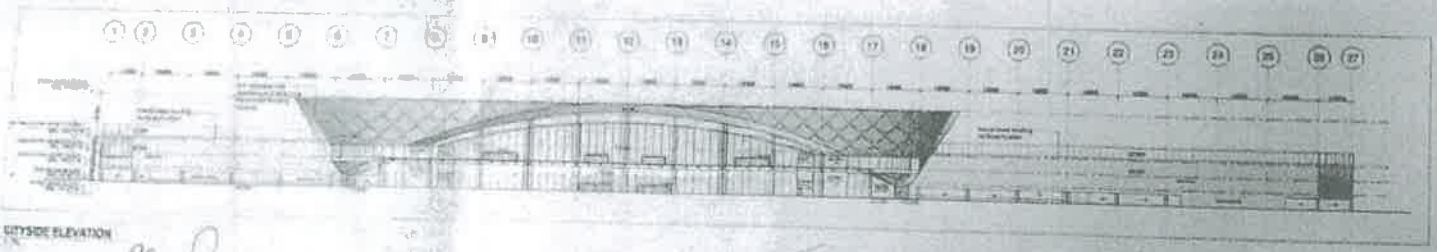
ANNEXURE - 7



EAST ELEVATION

WEST ELEVATION

AIRSIDE ELEVATION



CITYSIDE ELEVATION

CONSTRUCTION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING AT TIRUCHIRAPALLI INTERNATIONAL AIRPORT, TIRUCHIRAPALLI - TAMILNADU

AIRPORTS AUTHORITY OF INDIA

egis India

SAA & ASSOCIATES ARCHITECTS

	NAME	SIGNATURE	DATE
APPROVED			
CHECKED			
DESIGNED			
DRAWN			

STATUS: DETAIL DESIGN DRAWING

TITLE: ELEVATIONS

DRG. NO.: TRZ_GD_A_ARC_31-00_DR_0006

SCALE: 1:750 @ A1

DATE: AUG 2014

REV: 1

SHEET: 1 OF 1

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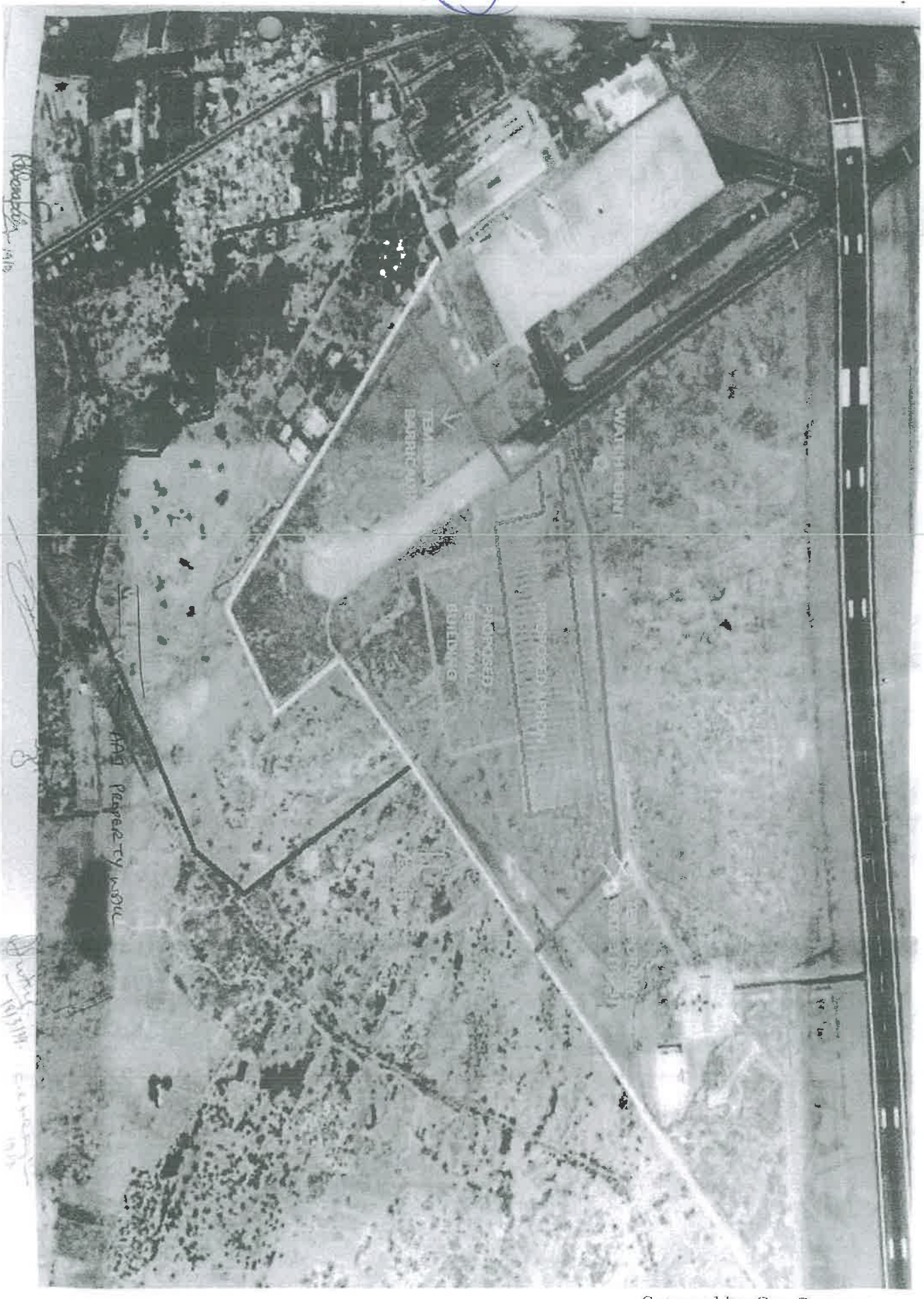
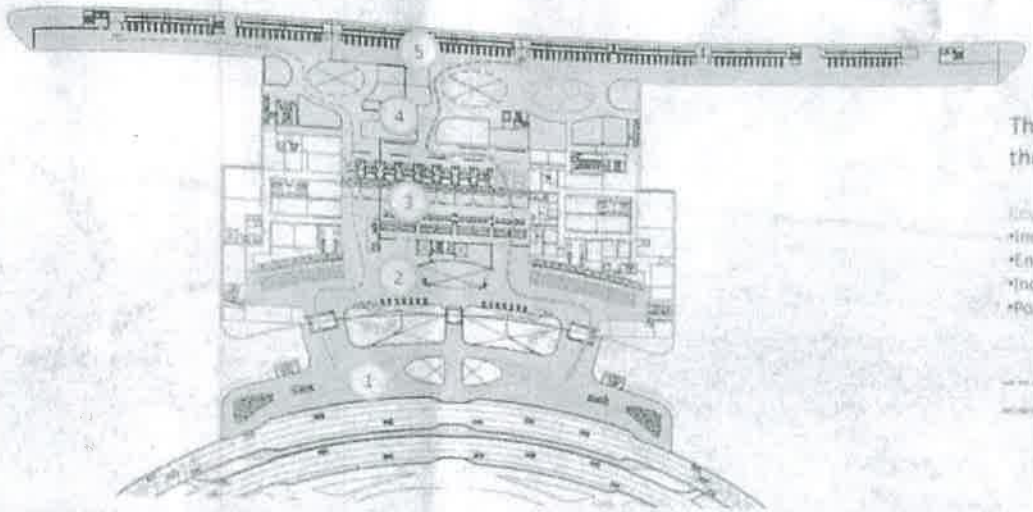
AERIAL VIEW OF TRICHY AIRPORT

Legend

1. Existing Terminal
2. Existing Apron
3. Proposed Terminal
4. Proposed Apron
5. Proposed Taxiway



1.1 Passenger journey departure



The process of the airport should be legible to the passenger at all times

Key priorities
- Increase efficiency in passenger processing
- Ensure passengers are relaxed and stress free
- Increased commercial potential
- Positive experience to ensure repeat business

---- Domestic Departure Flow
---- International Departure Flow

1 Forecourt

Feeling of traditional courtyard
- Large space for circulation
- Urban furnitures integrated with the green
- Vegetation plays a key role

2 Check-in concourse

First impression
- Finishes to reflect local identity
- Sophisticated materials
- Textured surfaces
- Warm color tones
- Easily accessible information
- Free and easy movement through process areas

3 Security search

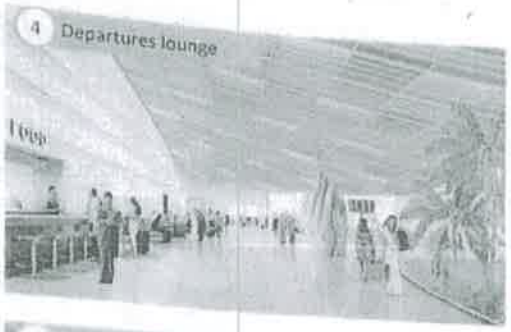
Focus is on the process
- Finishes incorporate information that supports movement
- Plain surfaces and colors, no textures
- Light colors with integrated graphics where appropriate

4 Departures lounge

Focus is on the retail
- Finishes to enhance the retail experience
- Basic colors + accent colors, textures and materials

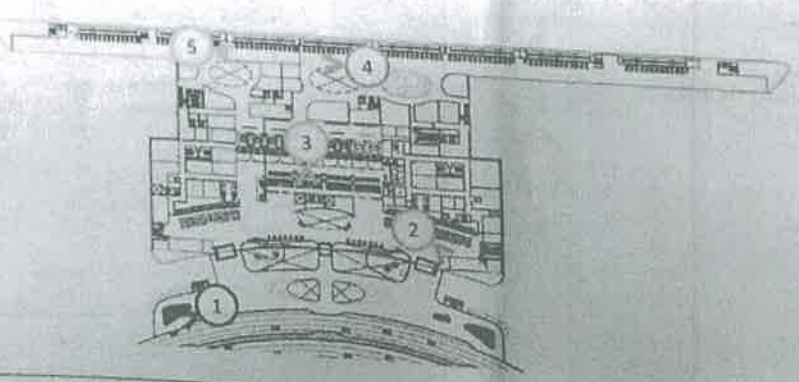
5 Gates

Last impression
- Finishes to reflect local identity
- Sophisticated materials
- Textured surfaces
- Warm color tones
- Easily accessible information

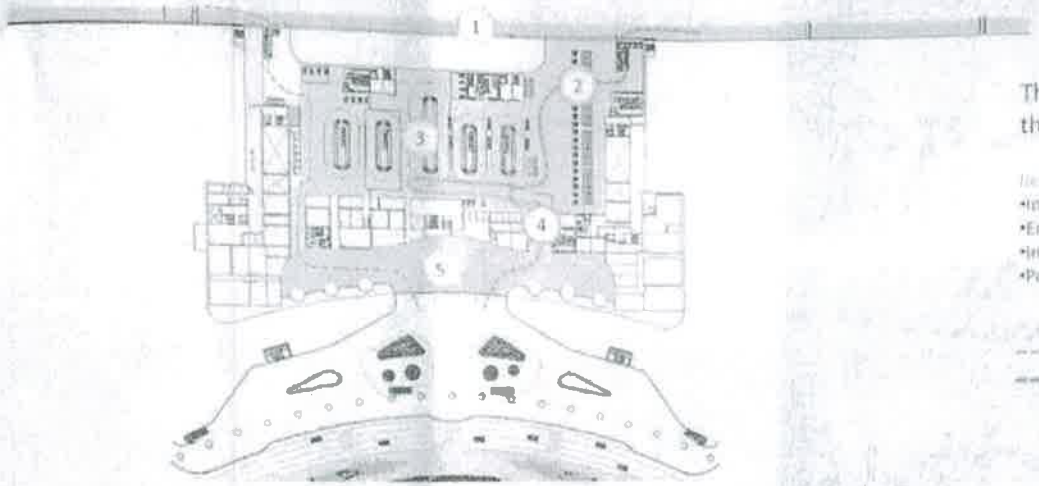


Identify the hierarchy for the different types of spaces within the airport

- Look and feel
- Functional requirements
- Dwell time
- budget



1.3 Passenger journey arrival



The process of the airport should be legible to the passenger at all times

key priorities:
- Increase efficiency in passenger processing
- Ensure passengers are relaxed and stress free
- Increased commercial potential
- Positive experience to ensure repeat business

---- Domestic Arrival Flow
---- International Arrival Flow

1 Arrival corridor

Focus is on passenger movement
- Finishes incorporate information that supports movement
- Plain surfaces and colors, no textures
- light colors with graphics

2 Immigration

Focus is on the process
- Finishes incorporate information that supports movement
- Plain surfaces and colors, no textures
- Light colors with graphics

3 Baggage reclaim hall

Dwell area
- Finishes to reflect local identity
- Sophisticated materials
- Textured surfaces
- Warm color tones
- Easy accessible information
- Free and easy movement throughout

4 Customs

Exiting the building
- Finishes incorporate information that supports movement
- Plain surfaces and colors, no textures
- Light colors with graphics

5 Meet & Greet

Last impression
- Finishes to reflect local identity
- Sophisticated materials
- Textured surfaces
- Warm color tones
- Easily accessible information

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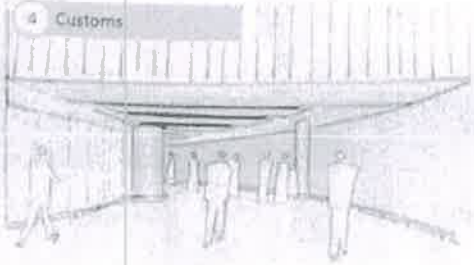
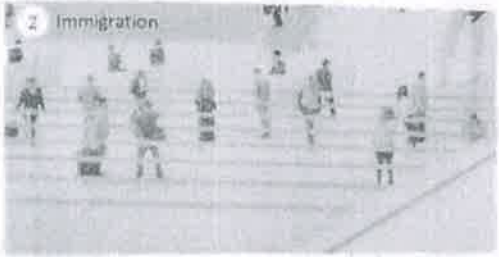
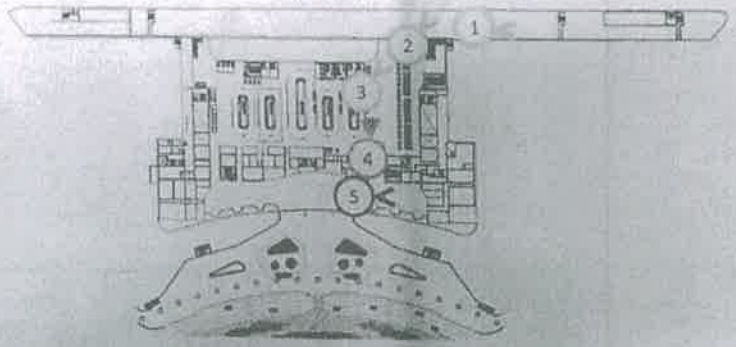
1.4 Passenger journey arrival





Identify the hierarchy for the different types of spaces within the airport

Key issues considered for each area:
- Look and feel
- Functional requirements
- Dwell time
- budget



SCHEMATIC DRAWING

BHD MEZZANINE LEVEL PLAN

AIRPORT AUTHORITY OF INDIA

Flag "O"

1. EXECUTIVE SUMMARY

1.1 PROJECT INTRODUCTION

Tiruchirappalli, also called Tiruchirapalli or Trichy, is a city in the Indian state of Tamil Nadu and the administrative headquarters of Tiruchirappalli District. It is the third largest municipal corporation and the fourth largest urban agglomeration in the state of Tamil Nadu. It is located 322 kilometres (200 mi) south of Chennai and 379 kilometres (235 mi) north of Kanyakumari. Tiruchirappalli sits almost at the geographic centre of the state.

Tiruchirapalli Airport is an international airport serving Tiruchirappalli and surrounding area in the state of Tamil Nadu, India. It is located on Tiruchirappalli–Pudukkottai National Highway 336, about 5 km (3.1 mi) south of the city center. The airport is ISO 9001:2008 quality certified and was declared an International airport on 4 October 2012. It is the second largest airport in international passenger traffic after Chennai in Tamil Nadu, and Third largest in terms of total passenger traffic next to Chennai and Coimbatore. The airport infrastructure is spread over area of approx. 710 acres.

The airport has One runway in east west direction and suitable to handle Aerodrome Reference Code "4C" aircraft (A320 /B737-800) and having two adjacent terminals south of runway. The existing integrated passenger terminal is to used for both international and domestic traffic. It is two-story passenger terminal has a floor area of 11,777 m2 (126,771 sq ft) with handling capacity of [illegible] million passengers per annum and peak hour capacity of 470 passengers.

The old terminal has been converted into an international cargo complex, having about [illegible] (143,000 sq ft) and it was [illegible] for operation on [illegible] November 2011 as an international cargo terminal. Out of which Export wing occupies 3,197 m2 (33,810 sq ft) and 1,[illegible] m2 (18,800 sq ft) for Import wing. The one time holding capacity of the cargo terminal is 250 metric tonnes. The airport is the gateway for foreign export as there is no other way for export from the central region of Tamil Nadu.

[illegible] growing passenger numbers and flight [illegible], AAI proposes [illegible] a new [illegible] integrated passenger terminal [illegible] 28 [illegible]. The New two level integrated terminal building is planned having space with [illegible] to handle 3.63 million passengers per annum for design year 2027-28 and caters to 2900 passengers (2,300 international and 600 domestic passengers). The New Integrated terminal will be constructed at identified location on the [illegible] airport land, South side of main Runway and east of existing Terminal Complex. The new integrated terminal will be having a new [illegible] access road, connected from [illegible] road [illegible] on the South side of the airport within AAI airport land.

1.2 SALIENT FEATURE OF NEW INTEGRATED TERMINAL BUILDING

- AAI had decided that Construction of a new capacity [illegible] Integrated Terminal Building will be [illegible] sq.m. [illegible] sq.m Basement area [illegible] and 3000 sq.m of Service yard [illegible] traffic and demand [illegible] passenger facilities, [illegible] sq.m is proposed to be earmarked for retail / F&B, commercial [illegible] commercial revenue [illegible].
- The proposed integrated terminal will [illegible] 2900 [illegible] peak hour passenger (including 2300 international & 600 domestic passengers) and [illegible] peak hour 1610 [illegible] departure and 1595 [illegible] arrival [illegible] peak hour. The [illegible] such manner to have swing gates/lounge to cater for additional international flights [illegible] up to design year 2027-28.
- [illegible] building will be having [illegible], Retail area planning, [illegible] plan, [illegible] building will [illegible] architectural features and [illegible] the required arrangement for its regular maintenance so as [illegible].
- [illegible] Water [illegible] & [illegible] as per site conditions.

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- In line baggage handling system (BHS).
- Horticulture landscaping, drainage system, water supply, rain harvesting etc. Providing city side compound wall depicting local architecture and with proper gates.
- Integration of Multimodal transport system connectivity developed by state authority into the airport infrastructure along with car park area, retail outlets, F & B etc. on city side.
- Development of four lane elevated road for access to new integrated terminal building with canopy covering [illegible] in front of the Terminal Building on the city side and connecting the main approach road to the city and new car park area.
- The new integrated terminal will be having adequate number of kiosk for self checking (CUSS) and drop off baggage points for passengers having minimum baggage and will be in lined with conventional check in counters having CUPP system & departure conveyor in line screening system.
- Adequate number of escalators, elevators/lifts, FIDS, way finding signages, Public address system (PAS), toilets and drinking water fountains at appropriated locations and adequate number of screening system for hand baggage and passengers. Adequate facilities will be provided for reduced mobility passengers (PRM) and staff as per IATA Level of service B and ICAO recommendations. The NITB will also be having required number of emergency exits in case fire and other contingency as per national and international recommended practices.
- Latest and reliable and tested technology will be adopted.
- Multilevel Car Parking (MLCP) with a capacity of 750 cars.
- New ATC tower cum technical block with an area of approx. 3000 sqm.
- Apron for 10 bays, Isolation Bay, Associated Link Taxiways and GSE Area with an approx. area of 1,25,000 sq m.

OBJECTIVES

Airport Authority of India (AAI) has assigned the development of land side facilities along with construction of a New Integrated passenger terminal building complex (T2) to prequalified PMC for planning, designing and construction and supervision of the project including city side and airside development associated with NITB complex for timely completion as per RFP/bid document (45 months: 9 months for pre-award activities and 36 months construction and supervision activities). PMC will prepare development work plan, methodology, concept plan for obtaining GRIHA 4 star or equivalent LEED rating depicting local architect and it will have the following features:

- Globally air conditioned integrated terminal building in two level having departure on first floor and arrival on ground floor and other non-aeronautical revenue generating area such as F&B/retail/airlines offices etc. for the comfort of passengers and other users. T will be also having basement area house baggage handling system and utilities.
- External and internal areas will incorporate local architecture.
- Airport system and IT systems for user
- GRIHA 4 Star rating for green building concept.
- Curb side in front of T2 will having 4 lane elevated road and three lane curb area on arrival on ground floor.
- The above facilities may be further developed and expanded on the basis of due diligence by the project management consultant assigned by AAI to carry out design and project management works. PMC Consultant who shall be responsible from concept to commissioning stages.

5.11 PROJECT COST (PRELIMINARY COST ESTIMATE)

Sl no.	Description	Estimated Cost
	Passenger Terminal Building and Miscellaneous works	[illegible]
	Civil & Electrical Works	[illegible]
	Airport systems and equipment	217423014.5[illegible]
	Airport IT Network	20250000.0[illegible]
	Baggage Handling System	175000000.2[illegible]
	Passenger Boarding Bridge and VDGS equipments	
	Total cost of Terminal building	8148159003.81
	Add for PMC Services (Amended Cost)	322790000.00
	COST OF TERMINAL BUILDING	8470949003.[illegible]
	Apron for 10 bays, Isolation Bay, Associated Link Taxiways and GSE Area	614775000.0[illegible]
	New ATC tower cum technical block	150000000.0[illegible]
	GRAND TOTAL	9235724003.00
	Add 3% for contingences	277071720.09
	GRAND TOTAL	9512795723.09
	Say Rs. (In Crore)	951.28

- A suitable service tunnel is proposed from services yard to proposed integrated passenger terminal building for carrying pipes and services.
- 2 nos. 11kV HT supplies shall be provided from the main 11kV HT panel located in service block, to ancillary terminal and ATC tower HT panels respectively. Further distribution shall be taken care by the airport authority.
- DG sets shall be installed at service block to cater for 100% power back-up of the proposed new integrated passenger Terminal Building.
- DG sets proposed are HT 11kV, shall be synchronized and provided with fast power transfer relays for auto transfer between Grid and DG supply to reduce the transition time.
- DG set of 10.0mVA capacities (inclusive of standby capacity) shall be proposed to cater for 100% power backup. Final configuration shall be decided during detail engineering design stage.
- Neutral grounding resistors panels with combination of suitable rating relays and vacuum contactors are proposed for each 11kV HT DG set and Power transformers to cater the neutral isolation process.
- A Bulk HSD fuel yard shall be proposed to cater for HSD fuel requirement of DG Sets. We recommend 2 x 15 KL capacity Bulk HSD storage tank in addition to the day oil tanks of 990 litres. A space of approx. 400sq. m shall be required to accommodate the HSD yard.

UNINTERRUPTED POWER SUPPLY (UPS)

- Uninterrupted power supply shall be provided in order to ensure availability and high level of quality of power for identified services.
- These services can be either for emergency and vital function under critical condition or for specific security system which need a very high quality of power.
- UPS proposed shall be modular construction, pluggable, user replaceable type sub modules, power modules, static switch & rectifier section. Plug-in and front draw-out accessibility for easy maintenance shall be required.
- Considering the fact that 100% DG back-up is planned, there shall be a UPS system with batteries for the essential services i.e. Security surveillance system, Fire Alarm system, Public address/ evacuation system, part baggage handling, FIDS & VDGS system and ELV networks/server racks etc. to provide a backup of 30 minutes minimum to the UPS.
- 15 to 20% of common area lighting is proposed to be on uninterrupted power supply.
- Emergency lighting shall have the backup supply for minimum one and half hours as per the code requirements.

Solar Photovoltaic System:

- Solar Energy systems encourage and recognize increasing levels of self-supply through renewable technologies to reduce environmental impacts associated with fossil fuel energy use.
- The PV Array: Electricity is generated by solar cells. Individual solar cells are grouped together into a solar "panel" or "module". Then, several solar modules are grouped together to form a PV array.
- It is recommended to install Solar PV modules on the roof top of amenities building. Further in detailed design stage it will be coordinated to protect from shadow of the nearest high structure etc. and installed accordingly.
- Area shall require a specified direction towards South-West and a specified angle to get maximum efficiency from solar PV.
- Combination of On and maximum Off Grid Solar System to be provided with roof top Solar PV modules, efficient Inverter, long life maintenance free storage batteries (for essential services only), from where the AC supply will be fed to emergency electrical services e.g. emergency lighting, security systems, etc.

ADDRESSABLE TYPE FIRE DETECTION & ALARM SYSTEM

- Addressable Fire detection & alarm system shall be provided for the entire area. FDA system shall consists of intelligent type detectors (multi-criteria), Manual Call Points, Isolators, Control Modules, Monitoring Modules, Fire Alarm Bells/ Hooters, Response indicators, Main Fire Detection & Alarm Panel and Repeater Panel, etc. Cable wires shall be carried out with fire [illegible] as per the laws of Local fire authority IS codes, CPWD specification, NBC & relevant NFPA codes.
- [illegible] fire detection panel will be required to cover the detectors, manual call boxes and hooters as per NBC. The [illegible] fire detection system will be used with photoelectric type smoke detectors.

- [illegible]
- [illegible]
- [illegible]

10 DESIGN CODE AND STANDARD

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
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- [illegible]
- [illegible]
- [illegible]

Annexure 3: Special Conditions of Contract as per ECBC/GRIHA requirements - Electrical		
	Name/Classification	Requirements
1	Minimum Equipment Efficiencies	1. Chillers shall meet or exceed the minimum efficiency levels as mentioned in ECBC. COP of Chillers > 6.3. 2. Unitary air-conditioners, split air conditioners and boilers shall meet the relevant IS standards. 3. Electric water heater shall meet minimum efficiency levels as mentioned in IS 2082.
2	Controls	1. Mechanical heating & cooling system shall be controlled by a time clock that: a) can accommodate different schedules for three different day types per week; b) can retain programming and time setting during loss of power for a period of at least 10 hours; c) includes an accessible manual override that allows temporary operation of the system for up to 2 hours. 2. All heating & cooling equipment shall have temperature control. For units providing both heating and cooling should be capable of providing a dead band of 3°C (5°F). When separate heating and cooling equipment serve the same space, thermostats shall be interlocked to prevent simultaneous heating and cooling. 3. Cooling towers and close circuit fluid coolers shall have either two speed motors, pony motors or variable speed drives for controlling the fans.
3	Piping & Ductwork	1. Piping for heating system shall have minimum R-4 insulation for design operating temperature ≥ 60C, and minimum R-2 insulation for design operating temperature ≥40C and <60 C. Piping for cooling system with design operating temperature <15C, and refrigerant suction piping for split system shall have minimum R-2 insulation. The insulation exposed shall be protected by aluminum sheet metal, painted canvas, or plastic cover. 2. Insulation of ductwork shall be in accordance with ECBC.
4	System Balancing	Construction documents shall provided with a balanced report of HVAC system serving zones for air-conditioned area exceeding 500 m2
5	Air System Balancing	Minimize throttling losses and adjust fan speed to meet design flow conditions (for fan system with capacity >0.75 kW (1 hp)).
6	Hydronic System Balancing	Minimize throttling losses and adjust pump speed or trim pump impeller to meet the design flow conditions.
7	Condensers	1. Condenser location shall be such that heat sink is free of interference from heat discharge by devices located in adjoining spaces and also does not interfere with such other systems installed nearby. 2. All high rise buildings using centralized cooling water system shall use soft water for the condenser and chilled water system.
8	Piping Insulation	Piping insulation shall comply with ECBC. The entire hot water system including storage tanks, pipelines shall comply relevant IS standards
9	Heat Traps	Vertical pipe risers serving storage water heaters and storage tanks, not having integral heat traps and serving a non recirculating system shall have heat traps on both the inlet and outlet piping as close as practical to the storage tank.
10	Automatic Lighting Shutoff	1. Interior lighting in buildings> 500 m2 (5000ft2) shall be equipped with an automatic control device. Inside the building, office spaces < 30 m2 (300 ft2) shall be equipped with occupancy sensors. 2. For other spaces, this automatic control shall function on I.a schedule- A schedule is provided for areas not more than 2500 m2 and not more than one floor. II.occupancy sensors that shall turn off the lights within 5 min. of occupant leaving the space.

11	Space Control	i) Each space control capable of controlling max 250 m2 area for a space ≤1000 m2 and max 1000 m2 area for a space >1000m2.ii) Space control may be capable of overriding the shutoff control for not more than 2 hours.iii) Control should be readily accessible to the occupant.
12	Control in Daylighted Areas	Luminaries located in day lighted area >25 m2(250ft2) shall be equipped with a control device that i) is capable of reducing the light output of the luminaries in the day lighted areas by at least 50%; ii) controls only the luminaries which are located entirely in day lighted areas.
13	Exterior Lighting Control	Lighting for all exterior applications shall be controlled by a photo sensor or astronomical time switch. All outdoor lamps meet the luminous efficacy levels of 75 lumens/watts
14	Interior Lighting	1. Artificial lighting design to fall within limits (lower and higher range limits) as recommended space/task specific lighting levels as per NBC[4.6] and to meet a minimum uniformity ratio of 0.4. 2. Energy Efficient LED lighting should be used so as to have LPD around 0.7 W/sq. ft.
14	Transformers: Maximum allowable power transformer losses	The power transformer selected shall satisfy the minimum acceptable efficiency at 50% and 100% load as per ECBC.
15	Measurement and reporting of transformer losses	Transformer losses shall be measured by using calibrated digital meters of class 0.5 or better. For transformers of capacity ≥ 500kVA shall be equipped with additional current transformers(CTs) and potential transformers(PTs) for loss monitoring.
16	Energy Efficient Motors	1. All poly phase motors of (capacity >0.375 kW and operating hours >1500 hours/year) and (capacity >50kW and operating hours >500 hours/day) shall follow minimum efficiency level as per IS 12615 for energy efficient motors. 2. Motor horsepower rating shall not exceed 20% of the calculated maximum load being served. 3. Motor nameplate shall list nominal full load efficiencies and full load power factor. 4. Proper rewinding practices shall be ensured for any rewound motor. If motor rewinding can not be assured it should be replaced by a new energy efficient motor. 5. After rewinding of a motor, new efficiency test shall be performed and record is to be maintained. 6. All fans being installed in the project are BEE star rated
17	Power Factor Correction	All electricity supplies exceeding 100A, 3 phases shall maintain their power factor between 0.95 lag and unity at point of connection
18	Metering & Monitoring	1.For services>1000 kVA, shall have permanently installed electrical metering for recording demand (kVA), energy(kWh), power factor, current(in each phase and neutral), voltage(between each phase and neutral, and total harmonic distortion(THD). 2. For services >65 kVA and <1000 kVA, shall have permanently installed electrical metering for recording demand (kW), energy(kWh), and power factor. 3. For services <65 kVA shall have permanently installed electrical metering for recording energy(kWh).
19	Basic Metering Requirements	Energy: Ensure regular monitoring of project's energy consumption by installing digital meters* at the following point sources at the project level for:•Utility grid•On-site renewable energy system•Diesel Genset, Gas Genset etc.•Each building level Water: Ensure regular monitoring of project's water consumption by installing digital meters* at the following point sources at the project level for:•Municipal Supply•Bore well•Treated water outlet from STP•Captured rainwater•Each building level

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20	Extended Metering Requirements	Energy: • HVAC central plant- AHU, Cooling tower, Chillers (BTU meters) and/or distributed units (split/window ACs) •Lighting (indoor and outdoor) •UPS •Basement parking lighting Water: Sub-meter* at the following points to monitor water consumption: •Irrigation •Cooling Tower •STP/WTP/ETP
21	Noise Levels	The indoor noise levels should be within the acceptable limits as specified in NBC and key noise source on site (like DG sets, chiller plants etc.) should have sufficient acoustic insulation as per NBC* norms
22	Indoor Air Quality	• Meet the minimum requirements of CPCB National Ambient Air Quality Standard (NAAQS) for quality of fresh air; and • ASHRAE Standard 62.1–2010, Sections 4–7, Ventilation for Acceptable Indoor Air Quality (with errata), or a NBC-2005 for quantity of fresh air • The treatment of outdoor air for predominantly PM 10 and PM 2.5 • Monitoring the CO2, temperature and RH in the occupied spaces or at AHUs for the air conditioned spaces
23	Low Ozone Depleting Potential (ODP) Materials	• All the insulation used in building should be CFCs and HCFCs free • All the refrigerant in the HVAC and refrigeration equipment should be CFCs free • The fire suppression systems and fire extinguishers installed in the building are free of halon.
24	Solar PV Plant	Rated capacity of proposed Solar PV energy system is equal to or more than 5% of artificial interior lighting and space conditioning connected loads
25	Installation of one-way communicable Smart metering* and monitoring system capable tracking energy and water consumption through a web hosted portal	Capabilities: • Hourly data reporting in near-real-time (no more than 15 minute delay) • Energy mix breakdown and consumption patterns • Water consumption patterns from various sources • Ability to set energy & water consumption targets, alarms and pricing • Ability to compare historical trends and benchmark data • Real time monitoring with user interface which operates even in mobile devices
26	Connect to GRIHA Online Benchmarking platform (linked to smart metering) to allow for two way communication:	Capabilities: • Monthly energy consumption (with fuel mix) and water consumption (with source split) with GRIHA IT platform • Receive, average energy and water consumption (normalized for building typologies, location and area) for display to assess building energy and water efficiency
27	Operations & Maintenance protocol to be specified for operation and maintenance of the various systems in the building	Inclusion of a specific clause in the contract document of the systems supplier for providing training to the core facility/ service group responsible for the O&M of the building systems after installation, on the operating instructions/dos and don'ts/ maintenance requirements for the specific system, as per GRIHA requirements. Development of a fully documented O&M manual/ CD/ Multimedia /Information brochure enlisting the best practices for O&M of the building's systems as per GRIHA requirements – Mandatory O&M protocol should be submitted for •HVAC plant- AHU, Cooling tower, Chillers and pumps, VRF •Electrical- Transformer, DG, HT & LT panels •Energy Systems: Solar PV etc. •STP and/or WTP

28	A mandatory energy audit shall be conducted by a BEE certified energy auditor (post occupancy)	Mandatory Audit to be conducted by an independent BEE certified auditor. The energy systems, water systems and solid waste management systems of the building are performing as predicted and match the information provided at the time of award of provisional GRIHA rating The visual, thermal and acoustic comfort conditions of the building meet the requirements of GRIHA. Any improvement in the following 4 parameters can be attempted by the project, post-GRIHA Provisional Rating, in order to improve its overall GRIHA points tally: •Hard/soft/shaded paving on site •Renewable energy installation •Noise levels •Innovation

5.3.23.14 **Recommendation.**— *The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-12.*

5.3.23.15 **Recommendation.**— *Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.*

5.3.23.16 **Recommendation.**— *Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in Appendix 2, Figure A2-20.*

5.3.23.17 The lights in each unit of Configuration A shall be illuminated alternately.

5.3.23.18 For Configuration B, adjacent lights shall be alternately illuminated and alternative lights shall be illuminated in unison.

5.3.23.19 The lights shall be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods shall be equal and opposite in each light.

Note.— The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.

5.3.24 Apron floodlighting
(see also 5.3.17.1 and 5.3.18.1)

Application

5.3.24.1 **Recommendation.**— *Apron floodlighting should be provided on an apron, on a de-icing/anti-icing facility and on a designated isolated aircraft parking position intended to be used at night.*

Note 1.— Where a de-icing/anti-icing facility is located in close proximity to the runway and permanent floodlighting could be confusing to pilots, other means of illumination of the facility may be required.

Note 2.— The designation of an isolated aircraft parking position is specified in 3.14.

Note 3.— Guidance on apron floodlighting is given in the Aerodrome Design Manual *(Doc 9157), Part 4.*

Location

5.3.24.2 **Recommendation.**— *Apron floodlights should be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron. The arrangement and aiming of floodlights should be such that an aircraft stand receives light from two or more directions to minimize shadows.*

Characteristics

5.3.24.3 The spectral distribution of apron floodlights shall be such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified.

5.3.24.4 **Recommendation.**— *The average illuminance should be at least the following:*

Aircraft stand:

— *horizontal illuminance — 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and*

— *vertical illuminance — 20 lux at a height of 2 m above the apron in relevant directions.*

Other apron areas:

— *horizontal illuminance — 50 per cent of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.*

5.3.25 Visual docking guidance system

Application

5.3.25.1 A visual docking guidance system shall be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable.

Note.— The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron and the precision required for manoeuvring into the parking position due to aircraft servicing installation, passenger loading bridges, etc. See the Aerodrome Design Manual *(Doc 9157), Part 4 —* Visual Aids *for guidance on the selection of suitable systems.*

Characteristics

5.3.25.2 The system shall provide both azimuth and stopping guidance.

5.3.25.3 The azimuth guidance unit and the stopping position indicator shall be adequate for use in all weather, visibility, background lighting and pavement conditions for which the system is intended, both by day and night, but shall not dazzle the pilot.

Note — Care is required in both the design and on-site installation of the system to ensure that reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.

5.3.25.4 The azimuth guidance unit and the stopping position indicator shall be of a design such that:

a) a clear indication of malfunction of either or both is available to the pilot; and

b) they can be turned off.

5.3.25.5 The azimuth guidance unit and the stopping position indicator shall be located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand manoeuvring guidance lights, if present, and the visual docking guidance system.

5.3.25.6 The accuracy of the system shall be adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used.

5.3.25.7 **Recommendation.**— *The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.*

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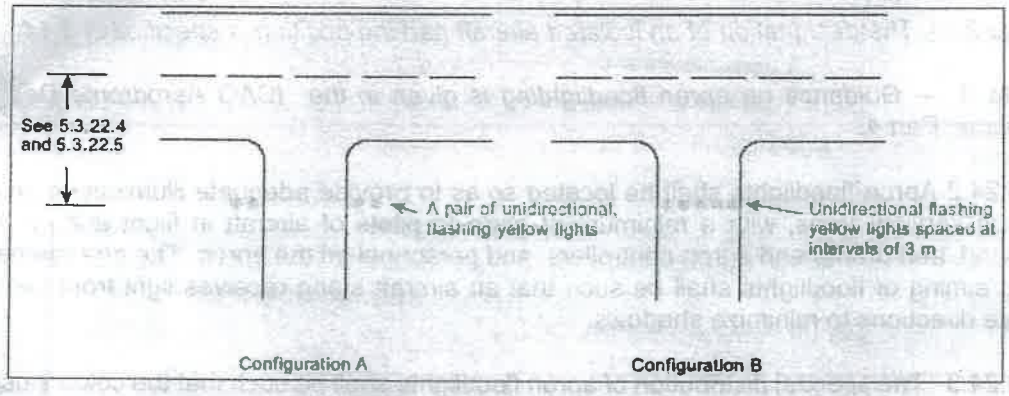

Figure 5-29. Runway guard lights

5.3.23.15 Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in Appendix 2, Figure A2-20.

5.3.23.16 Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in Appendix 2, Figure A2-20.

5.3.23.17 The lights in each unit of Configuration A shall be illuminated alternately.

5.3.23.18 For Configuration B, adjacent lights shall be alternately illuminated and alternative lights shall be illuminated in unison.

5.3.23.19 The lights shall be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods shall be equal and opposite in each light.

Note. — The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.

5.3.24 Apron floodlighting: (Refer 5.3.17.1 and 5.3.18.1)

5.3.24.1 Apron floodlighting shall be provided on an apron, on a de-icing/anti-icing facility and on a designated isolated aircraft parking position intended to be used at night.

Note 1.— Where a de-icing/anti-icing facility is located in close proximity to the runway and permanent floodlighting could be confusing to pilots, other means of illumination of the facility may be required.

Note 2. — The designation of an isolated aircraft parking position is specified in 3.14.

Note 3. — Guidance on apron floodlighting is given in the ICAO Aerodrome Design Manual, Part 4.

5.3.24.2 Apron floodlights shall be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron. The arrangement and aiming of floodlights shall be such that an aircraft stand receives light from two or more directions to minimize shadows.

5.3.24.3 The spectral distribution of apron floodlights shall be such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified.

5.3.24.4 The average illuminance shall be at least the following:

Aircraft stand:

horizontal illuminance — 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and
Vertical illuminance — 20 lux at a height of 2 m above the apron in relevant directions.

Other apron areas:

Horizontal illuminance — 50 per cent of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.

5.3.25 Visual docking guidance system

5.3.25.1 A visual docking guidance system shall be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable.

Note. — The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron and the precision required for maneuvering into the parking position due to aircraft servicing installation, passenger boarding bridges, etc. See the Aerodrome Design Manual, (Doc 9157) Part 4 — Visual Aids for guidance on the selection of suitable systems.

5.3.25.2 The system shall provide both azimuth and stopping guidance.

5.3.25.3 The azimuth guidance unit and the stopping position indicator shall be adequate for use in all weather, visibility, background lighting and pavement conditions for which the system is intended both by day and night, but shall not dazzle the pilot.

Flag 'R'

Note # 1

Name of Work : **Construction of Precast Boundary wall for the newly acquired land in Keelakkurichi, Keelakkalkandarkottai and Kottappattu villages at Trichy Airport.**

History:

Land acquisition at Trichy Airport is in progress. The total land to be acquired is 512.59 Acres (345.62 Acres from Tamil Nadu State Government + 166.97 Acres of Defense land through Tamil Nadu State Government). Out of 512.59 Acres, 457.03 Acres (290.06 Acres + 166.97 Acres of Defense land) of land is acquired (including Defense land) and Enter upon Permission was given by State Government on 99 years lease basis on 25-09-2024, 14-11-2024 and Defense land of 166.97 Acres was Handed Over to AAI on 24-04-2025 respectively.

Earlier, immediately after the acquisition of 290.06 Acres during November 2024, an AA&ES was obtained for Construction of Boundary wall to the total length of 6000 m vide e-office Computer No.257130 on 19-02-2025.

Meanwhile, the acquisition of Defense land was also done on 24-04-2025 and as per the direction of the Airport Director, Trichy, it is proposed to construct the Precast Boundary wall for the entire acquired area i.e. total length of 8960 m. (Master Plan is attached)

Accordingly, the preliminary estimate has been prepared for construction of Precast Boundary wall for an amount of Rs.23,46,69,100/- (Rupees Twenty Three Crore Forty Six Lakhs Sixty Nine Thousand and One Hundred Only) based on the DSR 2023, Cost index @ 12%, GST @ 18%, ESI & PF with Labour component @ 16.25%, and 3% contingency for accord of AA & ES from Competent Authority.

Design & Scope :

Boundary wall designed with Precast Column, Footing, Wall panels with Concertina Coil.

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Land :

a. Available in the name of Tamil Nadu State Govt., and Enter upon Permission given to AAI on 99 years lease basis.

b.Two village roads i.e Nathamadi patti road and Uyyakondan channel road needs to be diverted by state government.

c.Land falling under Survey nos of 28 , 29 ,31 Block-2 of Keelakurichi and surveys nos of 246, 256 in keelakurichi block - 4 around 9 acres of land yet to acquired by state government for runway extension (9 Acres of land is not available for Boundary wall Construction)

d.Eviction and demolition of infrastructures at acquired land to be done by state government

Method :
Through call of e-tender.

T&P :
Not Applicable.

Rate :

Based on based on the DSR 2023, Cost index @ 12%, GST @ 18%, ESI & PF with Labour component @ 16.25%, and 3% contingency.

Estimated Cost :
Rs.23,46,69,100/- (Including GST @ 18%)

Time allowed : 12 Months.

Budget :

There is a Budget provision of Rs.0.01 Crores available in B.E. 2025-26 at Sl No.13 in the RHQ scheme of **"Construction of Boundary wall for the newly acquired land for Runway extension area in Keelakkurichi and Keelakalkandarkottai village at Trichy Airport"** under the head of Security Schemes and Fund Centre is **N150611001088.**

File may please be routed through SAU Please.

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

LiFE Lifestyle for Environment

No:AAI/TRY/ENGG(C)/PRECAST B.WALL)/25-26/ 283 Date: 05-03-2026

To

M/s.**Ramalingam Construction Company Private Limited,**

175/2, South State Bank Nagar, Chettipalayam, Erode - 638 002.
Email: tenders@ramalingam.in,
Phone: 94452 14422, 044-24333144.

Name of work: Construction of Precast Boundary wall for the newly acquired land in Keelakkurichi, Keelakkalkandarkottai and Kottappattu villages at Trichy Airport - reg.

Ref: 1. Your e-Bid Ref No. AI/TRY/E-C/PRECAST BWALL/25-26, Tender ID: 2025_AAI_255665_1 opened on 27-12-2025.
2. Your Technical bid dated opened on 02-01-2026 and financial bid dated opened on 29-01-2026 through CPP portal

*****

Dear Sir,

1. Your tender for the work mentioned above is hereby accepted on behalf of Chairman, Airports Authority of India, at the item rates quoted by you totaling to Rs.14,84,38,939/- (Excluding GST @ 18%) (Rupees Fourteen Crore Eighty Four Lakhs Thirty Eighty Thousand Nine Hundred Thirty Nine only) which is 27.23% below the estimated cost put to tender of Rs.20,39,83,700/- (Excluding GST)
2. You are here by requested to start mobilization/preparatory activities for the commencement of work. Please note that the time allowed for completion of the work is 12 months
3. Any further correspondence in connection with the contract should normally be addressed to the DGM (Engg-Civil), AAI,Trichy Airport.
4. Kindly note that this LOI forms part of the agreement and the detailed work order follows.
5. The work award letter will be issued on submission of additional performance security along with successful SFMS confirmation from the bank.

Kindly acknowlecge the receipt of LOI and convey your acceptance for the same.

Thanking you,

RECEIVED
[VIGNESH/AAH.J]
RAMALINGAM CONSTRUCTION COMPANY PVT LTD

5/3/26

(N.Paari)
Deputy General Manager(Engg-Civil)
For and on behalf of Chairman
Airports Authority of India
उप महाप्रबंधक (इंजीनियरिंग - सिविल)/ DGM (Engg - Civil)
भारतीय विमानपत्तन प्राधिकरण / Airports Authority of India
तिरुचिरापल्लि अंतरराष्ट्रीय हवाई अड्डा / Tiruchirappalli International Airport
तिरुची - 620 007 / Trichy - 620 007.

Copy to:
1. RED, AAI, SR, Chennai.
2. GM(Engg-Civil), AAI, Chennai
3. Airport Director,Trichy-7
4. DGM(F&A), AAI,Trichy-7
5. SM Engg (C), AAI,Trichy-7

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Flag 'S'

— 60 m where the code number is 2, 3 or 4;

— 60 m where the code number is 1 and the runway is an instrument one; and

— 30 m where the code number is 1 and the runway is a non-instrument one.

Width of runway strips

3.4.3 A strip including a precision approach runway shall, wherever practicable, extend laterally to a distance of at least:

— 140 m where the code number is 3 or 4; and

— 70 m where the code number is 1 or 2;

on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

3.4.4 **Recommendation.**— *A strip including a non-precision approach runway should extend laterally to a distance of at least:*

— *140 m where the code number is 3 or 4; and*

— *70 m where the code number is 1 or 2;*

on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

3.4.5 **Recommendation.**— *A strip including a non-instrument runway should extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least:*

— *75 m where the code number is 3 or 4;*

— *40 m where the code number is 2; and*

— *30 m where the code number is 1.*

Objects on runway strips

Note.— See 9.9 for information regarding siting of equipment and installations on runway strips.

3.4.6 **Recommendation.**— *An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.*

Note 1.— Consideration will have to be given to the location and design of drains on a runway strip to prevent damage to an aeroplane accidentally running off a runway. Suitably designed drain covers may be required. For further guidance, see the Aerodrome Design Manual *(Doc 9157), Part 1.*

Note 2.— Where open-air or covered storm water conveyances are installed, consideration will have to be given to ensure that their structure does not extend above the surrounding ground so as not to be considered an obstacle. See also Note 1 to 3.4.16.

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Slopes on runway turn pads

3.3.7 **Recommendation.**— *The longitudinal and transverse slopes on a runway turn pad should be sufficient to prevent the accumulation of water on the surface and facilitate rapid drainage of surface water. The slopes should be the same as those on the adjacent runway pavement surface.*

Strength of runway turn pads

3.3.8 **Recommendation.**— *The strength of a runway turn pad should be at least equal to that of the adjoining runway which it serves, due consideration being given to the fact that the turn pad will be subjected to slow-moving traffic making hard turns and consequent higher stresses on the pavement.*

Note.— Where a runway turn pad is provided with flexible pavement, the surface would need to be capable of withstanding the horizontal shear forces exerted by the main landing gear tires during turning manoeuvres.

Surface of runway turn pads

3.3.9 The surface of a runway turn pad shall not have surface irregularities that may cause damage to an aeroplane using the turn pad.

3.3.10 **Recommendation.**— *The surface of a runway turn pad should be so constructed or resurfaced as to provide surface friction characteristics at least equal to that of the adjoining runway.*

Shoulders for runway turn pads

3.3.11 **Recommendation.**— *The runway turn pads should be provided with shoulders of such width as is necessary to prevent surface erosion by the jet blast of the most demanding aeroplane for which the turn pad is intended, and any possible foreign object damage to the aeroplane engines.*

Note.— As a minimum, the width of the shoulders would need to cover the outer engine of the most demanding aeroplane and thus may be wider than the associated runway shoulders.

3.3.12 **Recommendation.**— *The strength of runway turn pad shoulders should be capable of withstanding the occasional passage of the aeroplane it is designed to serve without inducing structural damage to the aeroplane and to the supporting ground vehicles that may operate on the shoulder.*

3.4 Runway strips

General

3.4.1 A runway and any associated stopways shall be included in a strip.

Length of runway strips

3.4.2 A strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least:

Flag "T" email - Concept

Saravanakumar P

From: Airport Director Trichy
Sent: 23 February 2026 11:59
To: N. Paari; Suren Prabhu K; Saravanakumar P
Cc: Aviation safety Trichy; votr.ats; S.R. Jegadeesan; A. Ananth
Subject: FW: Concept/Design and Execution Level Approval of Construction of Precast Boundary wall for the newly acquired land in Keelakkurichi, Keelakkalkandarkottai and Kottappattu villages at Tiruchirappalli International Airport -Reg.

Follow Up Flag: Follow up
Flag Status: Flagged

भवदीय / With Regards,

एस.एस. राजू / S S RAJU
विमानपत्तन निदेशक / Airport Director
त्रिची अंतर्राष्ट्रीय हवाई अड्डा / Trichy International Airport
त्रिची / Trichy – 620007.
LL 91 431 2341810 / Fax 91 431 2341812

From: Seema Asht <seemaasht.dgca@gov.in>
Sent: 20 February 2026 11:27
To: Airport Director Trichy <apdtrichy@AAI.AERO>
Cc: Chandra Mani Pandey <cmani.dgca@nic.in>; Amit Srivastava <amits.dgca@nic.in>; Ramakrishnan M <mrk.dgca@nic.in>; Rashmi Kalra <rashmi.dgca@nic.in>; Ved Prakash Prajapati <vprakash.dgca@gov.in>; Dilip Chavda <dilip.dgca@nic.in>; Naresh Kumar <nmeena.dgca@gov.in>; ED(OPS), CHQ, AAI <edopsaai@AAI.AERO>
Subject: Concept/Design and Execution Level Approval of Construction of Precast Boundary wall for the newly acquired land in Keelakkurichi, Keelakkalkandarkottai and Kottappattu villages at Tiruchirappalli International Airport -Reg.

Sir,

Reference is invited to e-application Id: 2025/ASD/ChangeManagement/0000003865 on the subject matter. The proposal has been examined and it is informed that as per Para 3.2 of ADAC 01 of 2012, construction/repair of boundary wall located outside the Runway Strip/RESA, subject to non-infringement of Obstacle Limitation Surface (OLS) requirements, does not require prior approval of DGCA.Therefore, the file is rejected.
Further, all such internal Safety Risk Assessment, Hazard Identification and mitigation measures shall be maintained as per the approved Safety Management System and AD AC 01 of 2012 for DGCA review during inspections or audits.
This is for information and necessary action.

सादर / Regards
सीमा अष्ट / Seema Asht
सहायक निदेशक (प्रचालन)(विमानक्षेत्र मानक)/ Assistant Director of Operations(Aero-Stds)

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SAFETY ASSESSMENT MEETING (SCARS)

Name of Work: Construction of Precast boundary wall dtd 25.09.2025

NO	NAME	DESIGNATION	SIGNATURE
1	S. GNANESWARARAO	AIRPORT DIRECTOR	[signature]
2	G. GOPALAKRISHNAN	JGM (CNS) I/c	[signature]
3	Binder Krishnan	DGM (W)	[signature]
4.	Subhash chander	AGM (PS)	29/5/2025 [signature]
5	SUR SEETHRAS .YR	Indigo APM	[signature]
6.	A. ANANTH	SM (E-E)	[signature]
7	B. Suresh Kumar	manager (AD)	[signature]
8.	Sudipta. S.	AM (W...)	[signature]
9.	G. MANOJ KUMAR	JR. OFFICER - CS (AIASL)	[signature]
10	M. Mahadevan	Stn-Sec Coordinator (Srilankan Airlines)	[signature]
11	T. Shanmuganathan	Sec. Coordinator Batik Air	T. [signature]
12	Alagu Natarajan	Station Security Head	[signature]
13.	G. GAJENDRAN	CSO, BIRD	[signature]
14	D. BALAKRESHNAN	DUTY MANAGER (AERINDIA EXP)	[signature]
15.	SABITHA RAJ	STATION MANAGER	[signature]
16	LEONARD OLIVER . B	SENIOR EXECUTIVE - AGWS	[signature]
17	SARAVANAKUMAR P.	SM [E-C]	[signature] 25/09/2025

flag "V"

Government eProcurement System

Government eProcurement System

Tender Details

Date : 19-Dec-2025 07:24 PM

Print

Basic Details

Organisation Chain	Airports Authority of India||Southern Region - AAI||TRICHY - AAI||ENGG CIVIL-VOTR - AAI		
Tender Reference Number	AAI/TRY/E-C/RCC DRAIN/25-26		
Tender ID	2025_AAI_256393_1	**Withdrawal Allowed**	Yes
Tender Type	Open Tender	**Form of contract**	Item Rate
Tender Category	Works	**No. of Covers**	2
General Technical Evaluation Allowed	No	**ItemWise Technical Evaluation Allowed**	No
Payment Mode	Online	**Is Multi Currency Allowed For BOQ**	No
Is Multi Currency Allowed For Fee	No	**Allow Two Stage Bidding**	No

Payment Instruments

	S.No	Bank Name
Online Bankers	1	SBI Bank

Cover Details, No. Of Covers - 2

Cover No	Cover	Document Type	Description
1	Fee/PreQual/Technical	.pdf	EMD, Tender Fee, Acceptance ltr, PAN,GST Regn, Undertaking reg blacklist, Form A to E, Integrity pac
		.pdf	T and P undertaking, Tender Doc, PQ Performa, GFR 2017, Work experience, Annexures etc as per Tender
		.pdf	Financial Turnover for last 3 years ic Balance sheet, Proft Loss Acct Stmt with CA Sign, UDIN etc.,
2	Finance	.xls	Bill Of Quantities (BOQ)

Tender Fee Details, [Total Fee in ₹ * - 3,540]

Tender Fee in ₹	3,540

EMD Fee Details

EMD Amount in ₹	33,07,392	**EMD Exemption Allowed**	No

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Fee Payable To	Nil	**Fee Payable At**	Nil	**EMD Fee Type**	fixed	**EMD Percentage**	NA
Tender Fee Exemption Allowed	No			**EMD Payable To**	Nil	**EMD Payable At**	Nil
				BG Required	Yes		
				Minimum Direct EMD Payment in ₹	0.00		

Click to view modification history

Work /Item(s)

Title	Construction of RCC Drain, RCC Box Culvert and allied works in the area between Parallel Taxi Track and new Apron at Trichy Airport.				
Work Description	Construction of RCC Drain, RCC Box Culvert and allied works in the area between Parallel Taxi Track and new Apron at Trichy Airport.				
Pre Qualification Details	Please refer Tender documents.				
Independent External Monitor/Remarks	NA				
Show Tender Value in Public Domain	Yes				
Tender Value in ₹	11,02,46,400	**Product Category**	Civil Works	**Sub category**	RCC Drain and Culvert
Contract Type	Tender	**Bid Validity(Days)**	90	**Period Of Work(Days)**	240
Location	Trichy	**Pincode**	620007	**Pre Bid Meeting Place**	NA
Pre Bid Meeting Address	NA	**Pre Bid Meeting Date**	NA	**Bid Opening Place**	AAI, Trichy Airport, Trichy - 620007.
Should Allow NDA Tender	No	**Allow Preferential Bidder**	No		

Critical Dates

Publish Date	20-Dec-2025 09:00 AM	**Bid Opening Date**	21-Jan-2026 11:00 AM
Document Download / Sale Start Date	20-Dec-2025 09:30 AM	**Document Download / Sale End Date**	12-Jan-2026 06:00 PM
Clarification Start Date	20-Dec-2025 09:30 AM	**Clarification End Date**	27-Dec-2025 06:00 PM
Bid Submission Start Date	20-Dec-2025 09:30 AM	**Bid Submission End Date**	12-Jan-2026 06:00 PM

Tender Documents

NIT Document

S.No	Document Name	Description	Document Size (in KB)
1	Tendernotice_1.pdf	Tender Notice	5019.86

Work Item Documents

S.No	Document Type	Document Name	Description	Document Size (in KB)
1	Tender Documents	TenderDocRCCDrain.pdf	Tender Document	8001.28
2	Other Document	AnnexuresRCCDrain.pdf	Annexures	5755.38
3	BOQ	BOQ_300471.xls	Bill Of Quantities (BOQ)	1504.50

Auto Extension Corrigendum Properties for Tender

Iteration	No. of bids required for bid opening a tender	Tender gets extended to No. of days
1.	2	7
2.	2	7

Bid Openers List

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S.No	Bid Opener Login Id	Bid Opener Name	Certificate Name
1.	ksurenp@aai.aero	Kuppusamy Suren Prabhu	K SURENPRABHU
2.	esuraj@aai.aero	SURAJ E	SURAJ EDACHERI
3.	aravindanl@aai.aero	L Aravindan	L ARAVINDAN
4.	rajarajanks@aai.aero	RAJARAJAN K S	RAJARAJAN S

Tender Properties

Auto Tendering Process allowed	No	**Show Technical bid status**	Yes
Show Finance bid status	Yes	**Stage to disclose Bid Details in Public Domain**	Technical Bid Opening
BoQ Comparative Chart model	Normal	**BoQ Compartive chart decimal places**	2
BoQ Comparative Chart Rank Type	L	**Form Based BoQ**	No

TIA Undertaking

S.No	Undertaking to Order	Tender complying with Order	Reason for non compliance of Order
1	PPP-MII Order 2017	Agree	
2	MSEs Order 2012	Agree	

Tender Inviting Authority

Name	Senior Manager(Engg-Civil)
Address	Senior Manager(Engg-Civil), Airports Authority of India, Trichy International Airport, Trichy - 620 007.

Tender Creator Details

Created By	Kuppusamy Suren Prabhu
Designation	Senior Manager (Engg-Civil)
Created Date	19-Dec-2025 06:52 PM

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Fly 'V'

GOVERNMENT OF INDIA

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110003

सत्यमेव जयते

भारत सरकार

महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

TELEPHONE : +91-11-24653883
EXT.1712

संख्या : 2025/ASD/ChangeManagement/0000003866
दिनांक: 25-01-2026

सेवा में,
The Airport Director
Airports Authority of India
Tiruchirappalli Airport
Tiruchirappalli -620007

विषय : Concept/Design & Execution level approval for Construction of RCC Drain, RCC Box Culvert and allied works in the area between Parallel Taxi Track and new Apron at Tiruchirappalli Airport.

महोदय,

Reference is invited eGCA Application Id:2025/ASD/ChangeManagement/0000003866 on the subject cited above.

2. The safety assessment has been examined, it is found that requirements instructed through Aerodrome Advisory Circular 01/2012 for change management at airport have been conformed appropriately.

3. Thus, the Competent Authority has accorded Concept/Design & Execution level approval for Construction of RCC Drain, RCC Box Culvert and allied works in the area between Parallel Taxi Track and new Apron at Tiruchirappalli Airport subject to following conditions :

1. Strict adherence to CAR provisions, SOPs, Method of working plan and implement proposed mitigation measures as recommended in the safety assessment.
2. Strict vigilance on completion of work and timelines.
3. Regular progress meeting with contractor to ensure project safety and operational objective continue to meet
4. OLS shall not be infringed as per CAR4B1 during the works by machinery in use.
5. Carry out training/familiarization/sensitization of all stakeholders on operational restrictions/limitations arising due to work to ensure smooth aircraft operation.
6. Promulgate the information through appropriate means of Aeronautical Information Publication in advance to intimate the stake holders before commencement of work.
7. Aerodrome operator to submit separate safety assessment documents as per AD AC 01/2012 along with other relevant documents for commissioning of the subject facility.

भवदीय,
चन्द्र मणि पाण्डेय
निदेशक (प्रचालन) (विमानक्षेत्र मानक)
कृते महानिदेशक (नागर विमानन)

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SAFETY ASSESSMENT MEETING (SCARS)

Name of work: Construction of RCC Drain, RCC Box Culvert & Allied works in the Area b/w Parallel Taxi Track and new apron at Trichy Airport 25.09.25

NO	NAME	DESIGNATION	SIGNATURE
1.	S. GNANESWARA RAO	Airport Director	[signature]
2.	G. GOPALAKRISHNAN	JGM(CNS) I/c	[signature]
3.	Bindu Krishnan	DGM (C)	[signature]
4.	Subhash Chander	AGM (FS)	[signature] 25/09/2025
5.	SURJEETHRAJ. R	IndiGo APM	[signature]
6.	A. Ananth	SM (E-E)	[signature]
7.	M. Mahadevan	Stn. Sec. Coordinator (Srilankan Airlines)	[signature]
8.	Shanmuganathan	Sec. Coordinator Batik Air	[signature]
9.	ALAHU NATARAJAN	Station Security Head	[signature]
10.	G. GAJENDRAN	CSO, BIRD	[signature]
11	D. BALA KRISHNAN	D.Y. MANAGER (AIRINDIA)	[signature]
12	SABITHA RAJ	STATION MANAGER	[signature]
13	LEONARD OLIVER-B	SENIOR EXECUTIVE AGILE	[signature]
14	G. MANOJ KUMAR	Jr. OFFICER-CS (AIASL)	[signature]

History Sheet - Drainage at basic Strip

Note # 64

TECHNICAL SANCTION - ESTIMATE

Name of work: Drainage at basic strip in Trichy Airport.

S.H: Construction of RCC Drain, RCC Box Culvert & allied works in the area between Parallel Taxi Track and new Apron at Trichy Airport.

History:

New apron, Parallel taxi track and Taxiway F had been constructed & commissioned. During rain, it is observed that surface runoff of Rain water is occurring over the Taxiway F resulting in deposition of soil over the Taxiway pavement due to non availability of drainage system in the area enclosure between Parallel Taxi track, new Apron & Taxiway F. As per site inspection carried by APD Trichy along with team consisting of Civil, Electrical & ATC, it was observed that due to non availability of drainage system water inundation may occur in New Apron during heavy rain. Hence, it is proposed to construct a Drain in the periphery of the above mentioned area for collecting the rain water and also Grading (Minimum required grading / levelling) the land between parallel taxiway and apron for making proper gradient and slope to cater surface water runoff to the proposed drain. The said drain is to be extended (Across the Taxiway F) up to the disposal point near Perimeter Road.

Accordingly, the estimate has been prepared based on Technical Circular No.06/2023 for an amount of Rs.13,91,70,000/- **(Rupees Thirteen Crores Ninety One Lakh and Seventy Thousand Only)**, which includes Cost Index @ 12%, GST @ 18%, Working in Operational area @ 4%, and 3% for Contingencies for accord of Technical Sanction from Competent Authority.

Design & Scope : Scope of work consists of

1) Construction of R.C.C Drain with cover slab in the area between new Apron / PTT and Taxiway B / Taxiway F and from Taxiway F to the outlet point near Perimeter Road.

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2) R.C.C Box Culvert across the Taxiway F.

3) Pipe culvert across the Perimeter Road for the outlet of the drain.

4) Necessary minimum grading / levelling (by cutting excess earth) of the area between new Apron / PTT and Taxiway B / Taxiway F to cater surface water runoff to the proposed drain etc.,

Estimated Cost: Rs.13,91,70,000/-

Rate : DSR 2023 Rates, Local Market Rates, Cost Index @ 12%, GST @ 18%, Working in Operational area @ 4% and 3% for Contingencies.

Method : Through contract after call of Tender.

Land : Available.

Duration : 08 (Eight) Months.

T & P : Shall be arranged by the contractor.

Details of Attachment :

- Layout of Drain / Culvert
- Cross sectional Drawing of Drain and Culvert
- All market rates quotations
- Cost Index

Budget: There is a Budget provision of **Rs.0.10 Crores** approved in B.E. 2025-26 at Sl No.9 under the Head of "Drainage at basic strip in Trichy Airport". Fund Centre is **G150611000911.**

As per DOP clause 8.6 GM (Engg-SR) is the competent authority to accord Technical Sanction upto Rs.25 Crores.

Submitted for approval of Technical Sanction for an amount of **Rs.13,91,70,000/- (Rupees Thirteen Crores Ninety One Lakh and Seventy Thousand Only)** inclusive

198

of GST from Competent Authority.
Submitted please.

31/10/2025 05:41 PM

SUREN PRABHU K
SM(E-C)-SR

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

AAI/TRY/ENGG (E)/2018-19 **DT: 25.05.2018**

PRILIMINARY ESTIMATE

Name of work: **SITC of 450TR Additional Cooling tower for existing HVAC plant at Trichy International Airport.**

Funds

Major Head : Capital work
Minor Head : Southern Region

The Estimate has been prepared for the above mentioned work for an amount of **Rs. 22,46,951.00 (Rupees Twenty Two Lakhs Forty Six Thousand Nine Hundred and Fifty One Only)** including 3% Contingency & GST.

History: At present HVAC plant having three nos. of 400TR cooling towers, all cooling towers working around the clock. As the roof top insulators are detoriated due to aging factor and also the heat load increased due to flight operation increased and also increase of oven hot plates, refrigerators and ICE makers of food & beverages counters, the cooling effects reduces. On dated 8th May 2018 GM (E-E) visited at Trichy airport and inspected HVAC plant and suggested to provision of additional 400TR capacity cooling tower for smooth operation of airport. Hence it is proposed to installation of additional 450TR cooling tower at existing location, near to the existing cooling tower, to have more efficiency and standby for existing cooling towers.

Accordingly this Preliminary estimate has been prepared for an amount of **Rs. 22,46,951.00 (Rupees Twenty Two Lakhs Forty Six Thousand Nine Hundred and Fifty One Only)** including 3% Contingency & GST.

DESIGN & SCOPE OF WORK

Design: It is proposed to

a. Proposed 450 TR Cooling tower shall be provided at right side of existing coolin tower no. 3 and 250 MM dia. MS pipe line (out let and outlet)shall be connected with existing pipe line.
b. Suitable capacity RCC Structure shall be provided at site and 450 TR cooling tower installed on top of this structure.
c. Supply and laying of 4c x 16 sq.mm XLPE insulated PVC sheathed aluminum cable shall be provided from existing panel to cooling tower for three phase supply power supply.
d. Two nos. of G.I pipe earth pit shall be provided for cooling tower and proper earthing connection given to motor and cooling tower body.
e. Make up water pipe line shall be provided from existing pipe line to proposed cooling tower.

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

REF NO: AAI/TRY/ENGG (E)/WO-11/CW-01/2018-19/435-440 Dtd: 30.10.2018

To

M/s. Voltas Limited,
No.624,Anna salai,
Teynampet, Chennai-600 018.

Name of work: SITC of 450TR additional cooling tower for existing HVAC plant at Trichy Airport.

Ref.:
i) E-bid ref. No. CW-01/TRY/18-19,
ii) Tender ID: 2018_AAI_12999_1
iii) Financial E-bid opened on: 11.09.18.
IV) Your negotiation letter no: 12/2018-19 Dtd: 09.10.18

Dear Sir(s),

1. Your tender for the work mentioned above is hereby accepted on behalf of the Chairman, Airports Authority of India, as the item rates Finally agreed by you to Rs. 10,86,000/- (Excluding GST) (Rupees Ten Lakhs Eighty Six Thousand only) which is 4.97% below the Estimated /Justified cost i.e. Rs. 10,34,601/-

2. Joint General Manager (E-E), AAI, Trichy Airport, shall be the Engineer-in-charge of the work. You are requested to attend the office of Joint General Manager (E-E), AAI, Trichy Airport by 05/11/18 to sign and complete the contract agreement. The contract agreement shall be executed on a non-judicial stamp paper of value Rs.100/- (Rupees Hundred Only) and the cost of the stamp paper shall be borne by you.

3. The earnest money amount of Rs. 20,700/-(Rupees Twenty Thousand and Seven Hundred only) received along with your tender will be treated and converted as part of Security Deposit as per condition of clause no. 1A on page no. 37 of the contract document. Please deposit Rs. 87,000/-(Rupees Eighty Seven Thousand Only) towards Security deposit within 10 days from the date of issue of this letter; failing which, the same will be deducted as per condition of Clause 1A on page 37 of the contract document.

30/10/18
(Authorised)

TRICHY AIRPORT, TRICHY – 620 007, Phone No.2340551-554 Ext : 352
Fax : 0431 – 2341266 E.Mail : gndkumaran@aai.aero

(1st)

4. You are requested to comply with the provision of Contract Labour (Regulation and Abolition) Act of 1970 and Contract Labour (Regulation and Abolition) Central Rules 1971 and minimum wages act and rules there of Central and State Governments.

5. You are also directed to contact Asst. Manager (E-E), AAI, Trichy Airport, immediately who will arrange to handover the site to you.

6. Please note that the time allowed for carrying out the work shall be 03 (Three) Months which shall be reckoned from 10th day of placement of the order.

7. Any further correspondence in connection with the contract should normally be addressed to the Engineer-In-Charge.

8. This work order is allotted the number AAI/TRY/ENGG (E)/WO-11/CW-01/2018-19/, Dtd. 30.10.2018 which shall be quoted by you for all future correspondence in connection with this work order.

9. Please acknowledge the receipt and return the duplicate copy of this letter enclosed herewith after signing it to the undersigned as a token of acceptance.

Thanking you,

Yours faithfully,

30/10/18

Asst. General Manager (Engg-Ele),
For and on behalf of Chairman,
Airports Authority of India,
Trichy Airport.

Encl: SOQ
Copy to:
1) Jt. General Manager (E- E), AAI/ Trichy
2) Airport Director, AAI / Trichy
3) AGM (F&A), AAI, Trichy.(The financial concurrence accorded by AGM(F&A) vide e-office nothing page-3,Dtd. on 29.10.2018 for an amount of Rs.1,04,12,956.00)
4) AM (E-E) AAI, Trichy.
5) Asst. Labour commissioner (Central), Puducherry / Labour Enforcement Officer, 510/A, McDonalds Road, Trichy - 620 001.

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Item Rate BoQ

Tender Inviting Authority: Assistant General Manager (E-E)

Name of Work: SITC OF 450TR ADDITIONAL COOLING TOWER FOR EXISTING HVAC PLANT AT TRICHY AIRPORT.
S. H : ELECTRICAL WORKS.

Contract No: CW-01/TRY/18-19

Name of the Bidder/ Bidding Firm / Company :	M/s Voltas Limited

PRICE SCHEDULE

(This BOQ template must not be modified/replaced by the bidder and the same should be uploaded after filling the relevent columns, else the bidder is liable to be rejected for this tender. Bidders are allowed to enter the Bidder Name and Values only)

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST. In Figures. To be entered by the Bidder. Rs. P	% of GST applicable in each item of rate column(6)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words (excluding GST)
1	2	3	4	5	6	7	8	9
1	Supply, installations, testing and commissioning of 450TR capacity induced draft rectangular type counter flow cooling tower of FRP as per specifications, **square** type FRP basin, two layers of PVC fills, axial fan, weather proof enclosure & IP 55 degree protection motor, canopy, ladder, quick fill, drain, over flow connection etc. complete as required. Installation shall be inclusive of hiring of crane, making scaffolding as required size, making connection of existing pipe lines etc., complete as per site requirement	1	EACH	752630.00	18.00%	995463	752630.00	INR Seven Lakh Fifty Two Thousand Six Hundred & Thirty Only
2	Supplying, fixing, testing and commissioning of condenser water pipes of 250MM sizes of MS 'C' class along with necessary clamps, vibration isolators and fittings such as bends,tees etc., but excluding valves, strainers, gauges etc. adequately supported on rigid supports duly painted/buried in ground excavation and refilling etc. as per specification and as required complete in all respect **Note:**-The Pipes shall be black steel pipe heavy class as per IS 3589, from minimum 6.35 mm thick M.S. Sheet for pipes upto 350 mm dia	40	MTR	4240.00	18.00%	995463	169600.00	INR One Lakh Sixty Nine Thousand Six Hundred Only
3	Supplying, laying/ fixing, testing and commissioning of following thickness insulation with fire retardant quality expanded polystrene moulded pipe section of density 20 kg/cu.m after a thick coat of cold setting adhesive (CPRX compound) wrapping with 500g polythene faced hessain and finally applying 0.63mm aluminium sheet cladding complete with type3, grade 1 roofing feltstrip(as per IS:1322 as amended up to date) at joints repairing etc. as per specifications and as required complete in all respect. **a. Insulation with Expanded polystrene of thickness 75mm on existing pipe**	25	SQ.MTR	1260.00	18.00%	995463	31500.00	INR Thirty One Thousand Five Hundred Only

1.13

20/10/18

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words (excluding GST)
1	2	3	4	5	6	7	8	9
4	Supplying, fixing, testing and commissioning of **BUTTERFLY VALVE (MANUAL) 250 mm** valves, gauges and strainers for condenser water circulation, with C I body SS disc nitrile sheet & O- ring & PN 16 pressure rating as specified, etc., complete as per site requirement.	2	EACH	26200.00	18.00%	995463	52400.00	INR Fifty Two Thousand Four Hundred Only
5	Supplying and laying of 50 mm dia (OD-50 mm & ID-38 mm nominal) size DWC HDPE pipe ISI marked along with all accessories like socket, bend, couplers etc conforming to IS 14930, Part II complete with fitting and cutting, jointing etc direct in ground (75 cm below ground level) including excavation and refilling the trench but excluding sand cushioning and protective covering etc., complete as required	60	MTR	410.00	18.00%	995463	24600.00	INR Twenty Four Thousand Six Hundred Only
6	Supplying and laying 25 mm X 5 mm G.I strip at 0.50 meter below ground as strip earth electrode, including connection/ terminating with G.I. nut, bolt, spring washer etc. as required. (Jointing shall be done by overlapping and with 2 sets of G.I. nut bolt & spring washer spaced at 50mm)	30	MTR	150.00	18.00%	995463	4500.00	INR Four Thousand Five Hundred Only
7	Supply of 4CX16sq.mm XLPE insulated, PVC sheathed aluminium conductor armoured power cable of 1.1KV grade confirming to IS 7098 (Part I) 1978 with upto date amendments etc as required. (Make. As per AAI list of approved makes)	100	MTR	470.00	18.00%	995463	47000.00	INR Forty Seven Thousand Only
8	Supply and fixing of star-delta starter suitable for 15HP fan motor with start & stop button, 3 nos. of MNX 22A 4 pole power contactors with NO+NC, suitable rating Over Load relay, single phase preventer, dry run protector of Minilec make, suitable CT coils & power contactors, Ammeter & Voltmeter with selector switch, LED indication lamp for RYB and Motor ON/OFF along with interconnections, wiring with suitable size wires/cables etc., complete as required.	1	EACH	38830.00	18.00%	995463	38830.00	INR Thirty Eight Thousand Eight Hundred & Thirty Only

20/10/18
Annexure-B

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
SL No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words (excluding GST)
1	2	3	4	5	6	7	8	9
9	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of upto 35sq.mm in the existing RCC/ HUME/ METAL/HDPE/DWC pipe as required.	90	MTR	90.00	18.00%	995463	8100.00	INR Eight Thousand One Hundred Only
10	Laying and fixing of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 kV grade of following size on wall surface as required. **Upto 35 sq. mm (clamped with 1mm thick saddle)**	20	MTR	90.00	18.00%	995463	1800.00	INR One Thousand Eight Hundred Only
11	Providing, laying and fixing of 50mm dia G.I. pipe (medium class) in ground complete with G.I. fittings including trenching (75 cm deep) and re-filling etc. as required	12	MTR	1220.00	18.00%	995463	14640.00	INR Fourteen Thousand Six Hundred & Forty Only
12	Providing and fixing **6 SWG dia G.I. wire** on surface or in recess for loop earthing along with existing surface/ recessed conduit/ submain wiring/ cable as required.	100	MTR	30.00	18.00%	995463	3000.00	INR Three Thousand Only
13	Earthing with G.I. earth pipe 4.5 metre long, 40 mm dia including accessories, and providing masonry enclosure with cover plate having locking arrangement and watering pipe etc. with charcoal/ coke and salt as required.	2	SET	15870.00	18.00%	995463	31740.00	INR Thirty One Thousand Seven Hundred & Forty Only
Total in Figures							1180340.00	INR Eleven Lakh Eighty Thousand Three Hundred & Forty Only
Less Discount of Rs.							94340.00	INR Ninety Four Thousand Three Hundred & Forty Only
Grand Total							1086000.00	
Quoted Rate in Words	INR Ten Lakh Eighty Six Thousand Only							

20/10/19

भारतीय विमानपत्तन प्राधिकरण

AIRPORTS AUTHORITY OF INDIA

AAI/TRY/ENGG (E)/2019-20 **DT: 15.05.2019**

HISTORY SHEET

Name of work: Replacement of 3X400TR Cooling Tower for Existing HVAC Plant at Trichy International Airport.

Funds	:	Not available
Major Head	:	Capital work
Minor Head	:	Southern Region

The Estimate has been prepared for the above mentioned work for an amount of **Rs. 36, 79,519.00 (Rupees Thirty Six Lakhs Seventy Nine Thousand Five Hundred and Nineteen Only)** including 3% Contingency & GST.

History: The existing HVAC plant having three nos. of 400TR cooling towers, all cooling towers working around the clock. At present all existing cooling towers is in damaged condition. The FRP Sheet of all cooling towers are damaged and cracks occurs in the sheets, the lot of water leakage observed in the sheet joints, this leakages non repairable condition because existing FRP Sheet is very weak condition and no any support available in between sheet joints. Maintenance of these cooling towers is very critical for us.

The existing cooling towers RCC foundation columns also damaged condition due to aging factor and also continue vibration, accordingly, civil wing also planned for re-construct the cooling tower foundations. But once removing the cooling tower tank, we are not re-arranging in the same position because FRP Materials is too weak. As per site condition, replacement of all existing cooling towers is essential for safety and smooth operation of central air conditioning plant. Hence, it is proposed to replacement of all cooling towers with new cooling towers.

Accordingly, this preliminary estimate for electrical work has been prepared to meet above mentioned requirement for an amount of **Rs. 36, 79,519.00 (Rupees Thirty Six Lakhs Seventy Nine Thousand Five Hundred and Nineteen Only)** including 3% Contingency & GST.

DESIGN & SCOPE OF WORK

Design: It is proposed to

a. Replacement of all existing cooling towers with 450 TR Energy saving, low noise induced draft counter flow type cooling towers shall be provided at existing cooling tower locations
b. The condenser water pipe line of size 250 MM dia. MS pipe line (out let and outlet) shall be connected with existing pipe line.
c. The replacement of all damaged 250 MM. Butterfly valves with new butterfly valves
d. Provision of new cable termination boxes and connect with existing cables and laying of 4C x 10 Sq.mm XLPE insulated PVC sheathed copper cable shall be provided from junction box to cooling tower motor for three phase power supply.
e. The two nos. of G.I pipe earth pit shall be provided for each cooling tower and proper earthing connection given to motor and cooling tower body.
f. Emergency stop switch shall be providing for all cooling towers

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Ref: AAI/TRY/ENGG (E)/WO-15/CW-22/2019-20/ 301 Date: 04.10.2019
संदर्भ; एएआई/टिरओइ/इएनजीजी(इ)/ब्ल्यूओ-15/चिब्ल्यू-22/2019-20 दिनांक: 04.10.2019

सेवा मे / To,

मैसर्स एसएचइएस एयर & आटोमेषन / M/s. SHES Air & Automation
106, संगर सोसाइटी / No. 1,65, Shankar Soc,
गणेश नागर / Ganesh Nagar,
टेयचेर्स कॉलोनी / Teachers Colony, दापोड़ी/Dapodi,
पुणे / Pune – 411 012.

विषय/Subject: Replacement of 3X400TR Cooling Tower for Existing HVAC Plant at Trichy International Airport.

संदर्भ /Ref : 1) नि. सं व / NIT No.: AAI/TRY/ENGG (E)/CW-22/19-20/ Date: 08.08.2019 (Tender ID:2019_AAI_30038_1)
2) टेंडर खुलने का दिनांक / Your tender opened on 03/09/19

प्रिय महोदय / Dear Sir,

1. उपर्युक्त कार्य के लिए आपका टेंडर अध्यक्ष, भारतीय विमानपत्तन प्राधिकरणं की ओर से आप द्वारा उदधरित मद दर जिसकी कुल राशि रु. 27,63,602/- (रुपया सताइस लाख तिरसठ हजार छह सौ दो मात्र) (जी.एस.टी. रहित) है जो कि अनुमानित दर से 4.08% प्रतिशत कम है , एततद्वारा स्वीकार किया जाता है।

Your tender for the work mentioned above is hereby accepted on behalf of the Chairman, Airports Authority of India at the item rates quoted by you totaling to Rs. 27,63,602/- (Rupees Twenty Seven Lakhs Sixty Three Thousand Six Hundred and Two Only) exclusive GST which is 4.08% BELOW the estimated cost put to tender of Rs.28,81,092/-

2 संयुक्त. महाप्रबंधक (इंजी.-विद्युत), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -620 007, कार्य के लिए प्रभारी इंजीनियर होंगे । आपसे अनुरोध है कि आप अपना प्रत्यायित प्रतिनिधि जिसे कि आप की ओर से संविदा करार पर हस्ताक्षर करने की शक्ति दी गई है को संयुक्त. महाप्रबंधक (इंजी.-विद्युत) के कार्यालय में करार पर हस्ताक्षर करने के लिए दिनांक 18.10.2019 तक नियुक्त करें। (संविदा करार रु 100/- के नॉन ज्युडिशियल स्टाम्प पेपर पर निष्पादित किया जाएगा और स्टाम्प पेपर की लागत आपको ही वहन करनी होगी ।)

Jt. General Manager (Engg.-E), AAI, Trichy Airport, Trichy – 620 007, shall be the Engineer-in-charge of the work. You are requested to depute your accredited representative, empowered to sign the contract agreement on your behalf to attend the office of the Jt. General Manager (Engg.-E) by 18.10.2019 to sign and complete the agreement. The contract agreement shall be executed on a non-judicial stamp paper of value Rs.100/- (Rupees Hundred only) and the cost of the stamp paper shall be borne by you.

3.आपके टेंडर से साथ प्राप्त बयाना राशि रु. 58,000/- (रुपया अट्ठाईस हजार मात्र) को संविदा दस्तावेज के अनुसार सुरक्षा जमा के हिस्से के रुप में परिवर्तित कर दिया गया है । कृपयां इस पत्र के जारी होने के 15 दिन में सुरक्षा जमा के लिए रु 2,18,360/- (रुपया दो लाख अठारह हजार तीन सौ साठ मात्र) जमा करवा दें, ऐसा नहीं करने पर संविदा दस्तावेज पृष्ठा 38 पर दी गई शर्त (Clause 1A)खण्ड Clause 13 के पृषठ 18 पर के अनुसार आपके बिल से काट दी जाएगी ।

The earnest money amount of Rs. 58,000/- (Rupees Fifty Eight Thousand Only) in the form of cash certificate received along with your tender will be treated and converted as part of security deposit as per NIT condition (13) on page 18 of the contract document. Please

Contd., 2/-

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deposit Rs. 2,18,360/- (Rupees Two Lakhs Eighteen Thousand Three Hundred and Sixty Only) towards Security Deposit within 15 days from the date of issue of this letter, failing which, the same will be deducted from your bill as per the Clause 1A of condition of contract at page no. 38 of the contract document.

4. आपसे अनुरोध है कि संविदा श्रमिक (विनियमन एवं समापन) अधिनियम 1970 और संविदा श्रमिक (विनियमन एवं समापन) केन्दीय नियमावली 1971 और केन्दीय और राज्य सरकार के न्यूनतम मजदूरी अधिनियम और नियमों का पालन करें।

   You are requested to comply with the provisions of Contract Labour (Regulation and Abolition) Act of 1970 and Contract Labour (Regulation and Abolition) Central Rules 1971 and Minimum wages Act & Rules there of Central and State Governments.

5. आपको निर्देश दिए जाते हैं कि आप साहा. प्रबंधक (इंजी.-विद्युत), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -620 007, से तत्काल सम्पर्क करें जो कि आपको कार्यस्थल सुपर्द करने की व्यवस्था करेंगे।

   You are also directed to contact Asst. Manager (Engg.-E), AAI, Trichy Airport, Trichy- 620 007, immediately who will arrange to handover the site to you.

6. कृपया यह नोट करें कि काम करने का समय 120 (पैंतालीस)दिन है जिसे इस पत्र के जारी होने की तारीख के दस (10) दिन बाद से गिना जाएगा।

   Please note that the time allowed for carrying out the work is 120 (One Hundred and Twenty) Days, which shall be reckoned from the 10th day of issue of this letter.

7. दोष दायित्व अवधि के अनुबंध के कार्यो के पूरा होने की तारीख से बारह (12) महीने है, संविदा दस्तावेज के अनुसार पृष्ठा SPC-3 के खण्ड 20 पर दी गई है।

   Defect liability period of the contract is TWELVE (12) MONTHS from the certified date of completion of work as per clause No 20 of special conditions at page no- SPC-5 of contract document.

8. संविदा के संबंध में आगे किया जाने वाला पत्राचार समान्यत: संयुक्त महाप्रबंधक (इंजी.-विद्युत), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -620 007, से किया जाए।

   Any further correspondence in connection with the contract should normally be addressed to the Jt. General Manager (Engg.-E), AAI, Trichy Airport, Trichy- 620 007.

9. कृपया इस आदेश की प्रति को स्वीकार करें और स्वीकृति के एक टोकन के रूप में अधिसंख्यता पर हस्ताक्षर करने के बाद इसके साथ संलग्न इस पत्र की डुप्लिकेट प्रतिलिपि वापस करें।

   Please acknowledge the receipt and return the duplicate copy of this letter enclosed herewith after signing it to the undersigned as a token of acceptance.

भवदीय / Yours faithfully,

04/10/19.

Encl: Schedule of Quantities.

साहा. महाप्रबंधक (इंजी.-विद्युत)
Asst. General Manager (Engg.-E)
कृते अध्यक्ष की ओर से
For and on behalf of Chairman
भारतीय विमानपत्तन प्रधिकरण
Airports Authority of India.

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N.O.O.: Copy to:
(Internal):

1) विमानपत्तन निदेशक, भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -07
   Airport Director, AAI, Trichy Airport, Trichy – 07
2) संयुक्त. महाप्रबंधक (इंजी.-विद्युत), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -07.
   Jt. General Manager (Engg.E), AAI, Trichy Airport, Trichy - 07
3) संयुक्त. महा प्रबंधक (वित्त), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -07.
   Senior Manager (F&A), AAI, Trichy Airport, Trichy – 07
4) संयुक्त.महापबंधक (Vig.), भा.वि.प्रा. दक्षिणी क्षेत्र, चेन्नै-27.
   Joint. General Manager (Vig.),AAI, SR, Chennai-27
5) साहा॰प्रबंधक (इंजी.-विद्युत), भा.वि.प्रा. तिरुचि हवाईअड्डा, तिरुचि -07.
   Asst. Manager (Engg.-E) , AAI, Trichy Airport, Trichy – 07.
6. करार/Agreement.
7. पत्रांवली/File.

04/10/19.
(बी. भुमिनाथन / B.BOOMINATHAN)
Airports Authority of India
Trichy - 620 007

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Item Rate BoQ

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Tender Inviting Authority: Assistant General Manager (E-E)

Name of Work: Replacement of 3X400TR Cooling Tower for Existing HVAC Plant at Trichy International Airport.

Contract No: CW-22/TRY/19-20

Name of the Bidder/ Bidding Firm / Company :	SHES AIR AND AUTOMATION PUNE

PRICE SCHEDULE

(This BOQ template must not be modified/replaced by the bidder and the same should be uploaded after filling the relevent columns, else the bidder is liable to be rejected for this tender. Bidders are allowed to enter the Bidder Name and Values only)

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	9	10
1	Supply, installation, testing and commissioning of FRP, vertical, induced draft, rectangular type counter flow Cooling Tower capacity of **450TR** as per Technical specifications complete with FRP basin, PVC fillings, statically and dynamically balanced fan, Energy efficient (IE-3)TEFC motor(IP55), canopy, suction screen, make up & quick fill arrangement, over flow & drain connection, suitable steel ladder etc and confirming to Technical specifications including arranging suitable equipments and making safety measures to install cooling tower at a height of not more than 4mtrs from ground level, connecting to existing condenser pipe lines etc., complete as per site requirement.	3	Each	600000.00	1800000.00	INR Eighteen Lakh Only
2	Supplying, installation, testing and commissioning of condenser water piping of **250MM** sizes of MS 'Heavy' class complete with Heavy Class fittings like elbows, tees, reducers, bends, MS flanges, supports, clamps, vibration isolators, welding etc., but excluding valves, strainers, gauges etc. adequately supported on rigid supports duly painted/buried in ground excavation and refilling etc as required complete in all respect and conforming to IS: 3589 (minimum 6.35 mm thick M.S. Sheet for pipes upto 350 mm dia).	40	Mtr	4444.80	177792.00	INR One Lakh Seventy Seven Thousand Seven Hundred & Ninety Two Only
3	Laying, fabrication, erection, testing and commissioning of 250MM Dia M.S. Pipe line (Heavy duty) including cutting, welding, threading and provision of suitable accessories like tees, elbows, flanged joints, reducers, rubber, gaskets, nuts & bolts including fixing the pipe with suitable clamps brackel etc., complete as per specification and as required complete in all respect.	20	Mtr	2400.00	48000.00	INR Forty Eight Thousand Only

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	9	10
11	Supply and fixing of **hensel make** cable termination box of size 300mm x 450mm x 170mm with two nos of 4-way connectors and provision of suitable din rail / c-channels for connect of two nos of 4C x 16 sq.mm cable etc., complete as per site requirement. (Make; Hensel Cat no. K 0301)	4	Each	2400.00	9600.00	INR Nine Thousand Six Hundred Only
12	Supply and fixing of emergency stop switch with Flush head actuator, green with laser marking START Cantact-1NO and Mushroom head actuator 'Push turn type' with laser marking TOP Contact-1NC with all accessories etc., complete as per site requirement. (Make: L & T Model EWS2C01AH067)	6	Each	888.00	5328.00	INR Five Thousand Three Hundred & Twenty Eight Only
13	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of upto 35sq.mm in the existing RCC/ HUME/ METAL/HDPE/DWC pipe as required.	50	Mtr	105.00	5250.00	INR Five Thousand Two Hundred & Fifty Only
14	Laying and fixing of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 kV grade of following size on wall surface as required. **Upto 35 sq. mm (clamped with 1mm thick saddle)**	30	Mtr	240.00	7200.00	INR Seven Thousand Two Hundred Only
15	Laying and fixing of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of following size on cable tray as required. Upto 35 sq. mm (clamped with 1mm thick saddle)	60	Mtr	240.00	14400.00	INR Fourteen Thousand Four Hundred Only
16	Providing, laying and fixing of 50mm dia G.I. pipe (medium class) in ground / open surface complete with G.I. fittings including trenching etc., complete as per site requirement.	6	Mtr	666.60	3999.60	INR Three Thousand Nine Hundred & Ninety Nine and Paise Sixty Only

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	9	10
4	Supply and installation of 50mm thick (18Kg/m3) rigid EPS pipe section fixed with hot bitumen and same a layer of polythene sheet, GI wire mesh finally finished with sand cement plaster 250mm dia pipe insulation	75	Mtr	1860.00	139500.00	INR One Lakh Thirty Nine Thousand Five Hundred Only
5	Supplying, fixing, testing and commissioning of **BUTTERFLY VALVE (MANUAL) 250 mm valves**, gauges and strainers for condenser water circulation, with C I body SS disc nitrile sheet & 0- ring & PN 16 pressure rating as specified, etc., complete as per site requirement.	6	Each	24000.00	144000.00	INR One Lakh Forty Four Thousand Only
6	Supplying and laying of 50 mm dia (OD-50 mm & ID-38 mm nominal) size DWC HDPE pipe ISI marked along with all accessories like socket, bend, couplers etc. conforming to IS 14930, Part II complete with fitting and cutting, jointing etc direct in ground (75 cm below ground level) including excavation and refilling the trench but excluding sand cushioning and protective covering etc. , complete as required	30	Mtr	484.80	14544.00	INR Fourteen Thousand Five Hundred & Forty Four Only
7	Supplying and laying 25 mm X 5 mm G.I strip at 0.50 meter below ground as strip earth electrode, including connection/ terminating with G.I. nut, bolt, spring, washer etc. as required. (Jointing shall be done by overlapping and with 2 sets of G.I. nut bolt & spring washer spaced at 50mm)	90	Mtr	240.00	21600.00	INR Twenty One Thousand Six Hundred Only
8	Supply of 4CX10sq.mm XLPE insulated, PVC sheathed **copper** conductor armoured power cable of 1.1KV grade confirming to IS 7098 (Part I) 1978 with upto date amendments etc as required. (Make: As per AAI list of approved makes)	100	Mtr	666.60	66660.00	INR Sixty Six Thousand Six Hundred & Sixty Only
9	Supply of 24C x 2.5 Sq mm XLPE insulated and PVC sheathed armoured Copper conductor under ground Control cable of 1.1 KV grade of following sizes confirming to IS 7098 (Part-1) with upto date amendments etc complete as required.(Make : Havells or As per AAI approved list.)	60	Mtr	666.60	39996.00	INR Thirty Nine Thousand Nine Hundred & Ninety Six Only
10	Supply of 5C x 2.5 Sq.mm XLPE insulated and PVC sheathed armoured Copper conductor under ground Control cable of 1.1 KV grade of following sizes confirming to IS 7098 (Part-1) with upto date amendments etc complete as required.(Make : Havells or As per AAI approved list.)	60	Mtr	195.00	11700.00	INR Eleven Thousand Seven Hundred Only

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER #	TEXT #
SL No.	Item Description	Quantity	Units	RATE excluding GST In Figures To be entered by the Bidder Rs. P	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	9	10
17	Providing and fixing **6 SWG dia G.I. wire** on surface or in recess for loop earthing along with existing surface/ recessed conduit/ sub main wiring/ cable as required.	100	Mtr	24.00	2400.00	INR Two Thousand Four Hundred Only
18	Earthing with G.I. earth pipe 4.5 metre long, 40 mm dia including accessories, and providing masonry enclosure with cover plate having locking arrangement and watering pipe etc. with charcoal/ coke and salt as required.	6	Set	24000.00	144000.00	INR One Lakh Forty Four Thousand Only
19	Supplying and making end termination with brass compression gland and aluminium/copper lugs for 4 X 16 sq. mm (28mm/25mm)) size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required.	24	Set	484.80	11635.20	INR Eleven Thousand Six Hundred & Thirty Five and Paise Twenty Only
20	Supplying and installing of 225 mm width X 50 mm depth X 1.6 mm thickness of perforated Hot Dipped Galvanised Iron cable tray (Galvanisation thickness not less than 50 microns) with perforation not more than 17.5%, in convenient sections, joined with connectors, suspended from the ceiling with G.I. suspenders including G.I Bend, bolts & nuts, etc. complete as per site requirement	36	Mtr	666.60	23997.60	INR Twenty Three Thousand Nine Hundred & Ninety Seven and Paise Sixty Only
21	Dismantling of existing cooling towers from column structure of height not more than 8 Mtrs. and materials of FRP, PVC, MS/GI materials handed over to AAI stores and Fills and other un-recyclable materials shifted to outside of Airport premises i.e shift to corporation dump yard / garbage yard etc. as required.	3	Job	24000.00	72000.00	INR Seventy Two Thousand Only
Total In Figures					2763602.40	INR Twenty Seven Lakh Sixty Three Thousand Six Hundred & Two and Paise Forty Only
Quoted Rate in Words		INR Twenty Seven Lakh Sixty Three Thousand Six Hundred & Two and Paise Forty Only				

Asst. General Manager (E-E),
AAI, Trichy Airport

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Ref No: AAI/ENGG(E)/CW-24/2019-20/ Dt: 09.09.19

HISTORY SHEET

Name of Airport : Trichy

Name of the work : Improvement of Illumination at Car parking Area, Trichy Airport.

The Detailed estimate for the above work has been prepared for amounting to **Rs. 24,92,530/-** (Rupees Twenty Four Lakhs Ninety Two Thousand Five Hundred and Thirty Only) excluding GST for improving city side/ car parking area illumination and allied works.

HISTORY

The existing high mast (03 x 20mtr & 01 x 16 mtr) provided in car parking area of NITB are not sufficient for providing required illumination. The illumination level at middle area of car parking is to be improved by providing 01 no 16 mtr high mast with LED flood lights.

Further the illumination level at new entry access/Road of NITB along taxi/ two wheeler parking area is measured very low (3 Lux) and required to be improved by proving 01 no 16 mtr high mast with LED flood lights.

The old two number Feeder panel provided in car parking area and NITB city side,also needs to be replaced with new one. Also there is no standby cable available / provided for this panel. To enhance the reliability of city side/ car parking area lighting it is necessary to have standby cable. The same has been considered in this work.

The faulty cables of some of the landscape lightings, replacement of existing faulty post top fittings with LED fixtures also considered in this estimate.

Hence, the estimate is prepared for improving the illumination in car parking area/ city side area of Trichy Airport.

09/09/19
AM(EE)

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

GREEN SKIES

AAI/TRY/ENGG (E)/WO-17/CW–25/2019-20/342

Date: 01.11.2019

To

M/s. Power Electrical Works,
4/95A, 7th Street, Gandhi Nagar,
Thanjavur Main Road,
Kattur,
Tiruchirappalli - 620 019.

Name of Work : Improvement of Illumination at Car parking Area, Trichy Airport.
Ref. : E-bid No. CW-25/19-20,Tender ID No: 2019_AAI_33355_1
& Your Financial E-bid opened on 23/10/19

Dear Sir(s),

1. Your tender for the work mentioned above is hereby accepted on behalf of the Chairman, Airports Authority of India, at the item rates quoted by you to Rs. 18,89,946/- excluding GST (Rupees Eighteen Lakhs Eighty Nine Thousand Nine Hundred and Forty Six only) which is 19.30% below the estimated /justified cost i.e., Rs. 23,41,948/- excluding GST.
2. Jt. General Manager (Engg-Elect), AAI, Trichy Airport, shall be the Engineer-in-charge of the work. You are requested to attend the office of Jt. General Manager (Engg-Elect) AAI, Trichy Airport by 11/11/2019 to sign and complete the contract agreement. The contract agreement shall be executed on a non-judicial stamp paper of value Rs.100/- (Rupees Hundred only) and the cost of the stamp paper shall be borne by you.
3. The earnest money amount of Rs.46,840/-(Rupees Forty Six Thousand Eight Hundred and Forty Only) received along with your tender will be treated and converted as part of Security Deposit as per condition of clause no. 1A on page no. 37 of the contract document. Please deposit Rs. 1,42,155/- (One Lakh Forty Two Thousand One Hundred and Fifty Five only) towards Security deposit within 10 days from the date of issue of this letter; failing which, the same will be deducted as per condition of Clause 1A on page 37 of the contract document.

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

GREEN SKIES

AAI/TRY/ENGG (E)/WO-17/CW-25/2019-20/342

Date: 01.11.2019

To

M/s. Power Electrical Works,
4/95A, 7th Street, Gandhi Nagar,
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Item Rate BoQ

Validate | Print | Help

Tender Inviting Authority: Senior Manager (E-E)

Name of Work: Improvement of Illumination at Car Parking Area, Trichy Airport

Contract No: CW-25/TRY/19-20

Name of the Bidder/ Bidding Firm /	POWERELECTRICALWORKS,TRICHY-620019

PRICE SCHEDULE

(This BOQ template must not be modified/replaced by the bidder and the same should be uploaded after filling the relevent columns, else the bidder is liable to be rejected for this tender. Bidders are allowed to enter the Bidder Name and Values only)

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT in Words
1	2	3	4	5	6	7	8	10
1	Design, fabrication, supply, erection, testing and commissioning of 16 Mtr High Mast systems with luminaries including all accessories, mast shaft shall be in single / double section, made of S355 grade as per BS-EN 10025, hot dip galvanized and suitable for wind velocity as per IS 875 part 3. The system shall also include accessories for high mast including head frame, SS Wire rope 6mm dia (7/19 construction), trailing cable, double drum and double winch, galvanized lantern carriage arrangement suitable for luminaries & its control gear boxes as per detailed design and lightning finial. The mast shall have an integral power tool installed inside the base compartment for its operation complete as required and carrying out the following jobs, confirming to particular specifications enclosed. a) Construction of suitable shallow foundation with 1:2:4 concrete for the high mast based on safe soil bearing capacity at site including all materials and labour as required. (b) Supply of foundation bolts manufactured from special steel along with nuts, washers, anchor plates and templates, accessories etc. (c) Supply and laying of Power supply trailing cable of ERP insulated PCP sheathed 5CX2.5Sqmm, providing and fixing of ,Junction Box in the Lantern carriage,connectors etc. (d) Integral motor powered winch for lowering and raising operation of lantern carriage installed inside the base compartment along with mechanical tripping facility and manual handle. (e) Erection of the 16 Meter High Mast with the help of suitable equipments and installation of required luminaries with all wiring materials and labour as required.	2	Each	233000.00	18.00%		466000.00	INR Four Lakh Sixty Six Thousand Only

01/11/19

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
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1	2	3	4	5	6	7	8	10
2	Supply of LED flood light luminaries suitable for high mast application, having minimum lumen output of 18000 lm, system efficay not less than 110 lumen/watt, suitable optics for uniform light distribution, integral control driver with minimum 4 kv surge suppressor, fitting made up of high pressure die-cast aluminium housing with suitable thermal management arrangement with IP 65 / IP66 protection, suitable to operate on 240V, 50Hz, AC Supply, mounting provision with all accessories etc. as required inline with tender document.	36	Each	8500.00	12.00%		306000.00	INR Three Lakh Six Thousand Only
3	Supply of medium intensity LED type single dome aviation obstruction light suitable to operate on single phase AC supply as per ICAO specification.	4	Each	4000.00	12.00%		16000.00	INR Sixteen Thousand Only
4	Supply of LED flood light luminaries with minimum lumen output of 3500 lm, system efficay not less than 110 lumen/watt suitable optics for uniform light distribution, integral control driver with minimum 4 kv surge suppressor, fitting made up of high pressure die-cast aluminium housing with suitable thermal management arrangement with IP 65 / IP66 protection, suitable to operate on 240V, 50Hz, AC Supply, mounting provision with all accessories etc. as required inline with tender document	10	Each	2400.00	12.00%		24000.00	INR Twenty Four Thousand Only
5	Supply of LED flood light luminaries with minimum lumen output of 7000 lm, system efficay not less than 110 lumen/watt suitable optics for uniform light distribution, integral control driver with minimum 4 kv surge suppressor, fitting made up of high pressure die-cast aluminium housing with suitable thermal management arrangement with IP 65 / IP66 protection, suitable to operate on 240V, 50Hz, AC Supply with mounting provision with all accessories etc.as required inline with tender document	10	Each	4200.00	12.00%		42000.00	INR Forty Two Thousand Only
6	Supply of post top LED light fitting with Wattage of maximum 25W having minimum system out put of 2000lm, integral control driver with minimum 4 kv surge suppressor with IP65 / IP66 protection, made up of pressure die cast Aluminum post top lantern designed with long life LED & electronic driver, designed for glare free symmetrical light distribution suitable to operate on 240V, 50Hz, AC Supply with integral driver unit complete with all accessories etc. etc.as required	16	Each	3750.00	12.00%		60000.00	INR Sixty Thousand Only
7	Supply of 3.5C x 95 Sq.mm XLPE insulated and PVC sheathed armoured aluminium conductor underground power cable of 1.1 KV grade confirming to IS 7098 (Part-1) with up to date amendments etc complete as required.	500	Mtr	340.00	18.00%		170000.00	INR One Lakh Seventy Thousand Only

11/19

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7	8	10
8	Supply of 4C x 16 Sq.mm XLPE insulated and PVC sheathed armoured aluminium conductor underground power cable of 1.1 KV grade of confirming to IS 7098 (Part-1) with up to date amendments etc complete as required.	150	Mtr	100.00	18.00%		15000.00	INR Fifteen Thousand Only
9	Supply of 2C x 2.5 Sq.mm PVC / XLPE insulated and PVC sheathed armoured copper conductor underground power cable of 1.1 KV grade of confirming to IS 7098 (Part-1) with up to date amendments etc complete as required.	500	Mtr	68.00	18.00%		34000.00	INR Thirty Four Thousand Only
10	Shifting, loading & unloading, re-erection, testing and commissioning of 6 Mtr height G.I. Poles with all accessories. job including construction of PCC foundation suitable for installation of 6mtr pole with 1:2:4 cement concrete to the required size (400X400X1000mm) as per special conditions (1:cement :2 M.sand:4graded stone aggregate 20mm nominal size) and necessary base concrete of 1:3:6 for 100mm thickness below the pole foundation (1cement :3 M. sand : 6graded stone aggregate 40mm nominal size) suitable finishing on surface above the ground level with 4 Nos. 12mm dia. GI Grouting rods of 600mm length bolt nuts and washers suitable for installation of GI pole including two coats of aluminium painting and pole number etc., complete as required.	3	Job	4800.00	18.00%		14400.00	INR Fourteen Thousand Four Hundred Only
11	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 4 X 6 sq. mm	2	Set	150.00	18.00%		300.00	INR Three Hundred Only
12	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 4 X 10 sq. mm	8	Set	180.00	18.00%		1440.00	INR One Thousand Four Hundred & Forty Only
13	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 4 X 16 sq. mm	4	Set	200.00	18.00%		800.00	INR Eight Hundred Only

01/11/19

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
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1	2	3	4	5	6	7	8	10
14	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 3½ X 95 sq. mm	4	Set	450.00	18.00%		1800.00	INR One Thousand Eight Hundred Only
15	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 3½ X 150 sq. mm	1	Set	650.00	18.00%		650.00	INR Six Hundred & Fifty Only
16	Supplying and making end termination with brass compression gland and aluminium lugs for following size of PVC insulated and PVC sheathed / XLPE aluminium conductor cable of 1.1 KV grade as required. 3½ X 185 sq. mm	1	Set	750.00	18.00%		750.00	INR Seven Hundred & Fifty Only
17	Supplying and laying of following size DWC HDPE pipe ISI marked along with all accessories like socket, bend, couplers etc. conforming to IS 14930, Part II complete with fitting and cutting, jointing etc. direct in ground (75 cm below ground level) including excavation and refilling the trench but excluding sand cushioning and protective covering etc., complete as required. 63 mm dia (OD-63 mm & ID-51 mm nominal)	500	Mtr	135.00	18.00%		67500.00	INR Sixty Seven Thousand Five Hundred Only
18	Supplying and laying of following size DWC HDPE pipe ISI marked along with all accessories like socket, bend, couplers etc. conforming to IS 14930, Part II complete with fitting and cutting, jointing etc. direct in ground (75 cm below ground level) including excavation and refilling the trench but excluding sand cushioning and protective covering etc., complete as required. 90 mm dia (OD-90 mm & ID-76 mm nominal)	350	Mtr	165.00	18.00%		57750.00	INR Fifty Seven Thousand Seven Hundred & Fifty Only
19	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of following size in the existing RCC/ HUME/ DWC HDPE/ METAL pipe as required. Up to 35 Sq.mm	500	Mtr	20.00	18.00%		10000.00	INR Ten Thousand Only
20	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of following size in the existing RCC/ HUME/ DWC HDPE/ METAL pipe as required. Above 35 Sq.mm and up to 95 Sq.mm	350	Mtr	25.00	18.00%		8750.00	INR Eight Thousand Seven Hundred & Fifty Only

8/11/19

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7	8	10
21	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of following size in the existing masonry open duct / cable tray / surface as required. Up to 35 sq.mm	150	Mtr	25.00	18.00%		3750.00	INR Three Thousand Seven Hundred & Fifty Only
22	Laying of one number PVC insulated and PVC sheathed / XLPE power cable of 1.1 KV grade of following size in the existing masonry open duct / cable tray / surface as required. Above 35 sq. mm and up to 95 sq.mm	150	Mtr	30.00	18.00%		4500.00	INR Four Thousand Five Hundred Only
23	Supplying and drawing of 1.5 Sqmm, 3core copper flexible cable with PVC insulated and PVC sheathed / XLPE in the existing pole as required.	400	Mtr	75.00	18.00%		30000.00	INR Thirty Thousand Only
24	Installation, testing and commissioning of LED type street light/ flood light/post top luminaries up to 70W on existing pole/structure/building up to the height of 6 meter including reducers/fasteners, connections, clamps complete etc., as required.	36	Each	150.00	18.00%		5400.00	INR Five Thousand Four Hundred Only
25	Painting of poles with aluminium paint with two or more coats of approved brand including cleaning of surface, numbering, inscription etc. as required.	10	Each	300.00	18.00%		3000.00	INR Three Thousand Only
26	Excavation of the cable trenches in hard rock not exceeding 1.5 meter in width, and lift up to 1.5 meter, including getting out the excavated soil and disposal of excavated soil as directed within a lead of 50 meter.	5	Cu.mtr	500.00	18.00%		2500.00	INR Two Thousand Five Hundred Only
27	Demolishing cement concrete / bituminous road / brick wall by manually / mechanical means including disposal of material within 50 meters lead as per direction of Engineer - in - charge.	2	Cu.mtr	150.00	18.00%		300.00	INR Three Hundred Only
28	Taking out existing CC inter locking paver blocks from footpath / central warge, including removal of rubbish etc., disposal of unserviceable material to the dumping ground and stacking of serviceable material within 50 meter lead as per direction of engineer in-charge.	150	Sq.mtr	100.00	18.00%		15000.00	INR Fifteen Thousand Only
29	Laying old / new cement concrete interlocking paver blocks of any design / shape laid in required line, level curvature, color and pattern over and including 50 mm thick compacted bed of coarse sand, filling the joints with fine sand / M sand etc., all complete as per the direction of engineer in-charge.	150	Sq.mtr	120.00	18.00%		18000.00	INR Eighteen Thousand Only

01/11/17
SE(EE)

NUMBER #	TEXT #		NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description		Quantity	Units	RATE excluding GST In Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2		3	4	5	6	7	8	10
30	Providing 15mm thick cement plaster of mix 1:4 (1 cement : 4 fine sand) at all levels for damaged portion of wall/road/paver block portion etc., complete as required.		20	Sq.mtr	500.00	18.00%		10000.00	INR Ten Thousand Only
31	Providing and laying in position cement concrete of specified grade 1:2:4(1 Cement:2Coarse sand :4 graded stoner aggregate 20mm nominal size)		5	Cu.mtr	5000.00	18.00%		25000.00	INR Twenty Five Thousand Only
32	Supply, installation, testing and commissioning of sub control panel for flood lighting system cubicle type, floor mount made of 14 SWG CRCA sheet steel totally enclosed, free standing floor mounted out door with sloped roof double door with powder coated painting suitable for operation on 3 phase and neutral 415 volts 50HZ AC system interconnections including providing and fixing of following items as per specifications complete as required. INCOMMER C32A 4 Pole MCB OUTGOING a)20A 4Pole RCBO - 2 Nos b)C20A 3 Pole MCB-1Nos c)18A 3Pole suitable contactor with 1No and NC - 2Nos d)16A 4Pole Suitable contactor for Lighting -1No e)24Hr Programmable Timer Switch f)Auto manual Selector switch -1No Indication and Monitoring a)Multifunction digital meter b)Fuse bases with fuse / control MCB c)LED Type indication (R, Y, B) d)On/Off Push Button		2	Each	31053.00	18.00%		62106.00	INR Sixty Two Thousand One Hundred & Six Only

01/11/19
SM (EE)

NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7	8	10
33	Supplying, installation, testing & commissioning of cubical type, floor mounted, outdoor LT Feeder panel suitable for 415 V, 3 phase, 4 Wire 50 Hz AC supply system fabricated in compartmentalized (preferably) design from CRCA sheet steel of 2 mm thick for frame work and covers, 3 mm thick for gland plates, 7 tank process for powder coating in approved shade, having 300 A capacity TPN copper bus bars of high conductivity, bus bar supports, IP 65 protection, bottom base channel of MS section not less than 100 mm x 50 mm x 5 mm thick., entire panel shall have a common copper earth bar of suitable size at the rear with 2 Nos. earth stud, connections from main bus bar to switch gears and control wiring with 2.5sq. mm. copper wire, cable chamber and cable gland plates in bottom, including providing and fixing following switch gears, accessories as per specifications complete as required. Incoming: 1) 160 A, TPN, 25kA MCCB (with thermal magnetic release) - 2 Nos Bus Coupler: 1) 160A,TPN, 25kA MCCB (with thermal magnetic release) with Metering: 1) Digital multifunction meter -02 nos. 2) R, Y, B Phase Indication LED Lamps - 02 Sets 3) Extended rotary handle mechanical interlock for incomers and bus coupler - 03 nos Outgoing: 1) 40A, 300mA - 4 pole RCBO - 04 Nos 2) 16A, 300mA - 4 pole RCBO - 06 Nos 3) 16A, 100mA - 2 pole RCBO - 06 Nos	2	Each	150000.00	18.00%		300000.00	INR Three Lakh Only
34	Providing and fixing following rating and breaking capacity and pole MCCB with thermo magnetic release and terminal spreaders in existing cubicle panel board including provision of extended rotary handle, drilling holes in cubicle panel, making connections, etc. as required. 160 A,35KA,FP MCCB	3	Each	18000.00	18.00%		64000.00	INR Fifty Four Thousand Only
35	Earthing with "B" class G.I. earth pipe 4.5 mts long , 40 mm dia including accessories, and providing masonary enclosure with cover plate having locking arrangement and watering pipe etc with charcoal or coke and salt etc as required.	8	Each	6000.00	18.00%		48000.00	INR Forty Eight Thousand Only

01/11/19
SI(EE)

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NUMBER #	TEXT #	NUMBER #	TEXT #	NUMBER #	NUMBER	TEXT	NUMBER #	TEXT #
Sl. No.	Item Description	Quantity	Units	RATE excluding GST in Figures To be entered by the Bidder Rs. P	% of GST applicable in each item of rate column(5)	TAX CODE (CGST&SGST/IGST)	TOTAL AMOUNT EXCLUDING GST	TOTAL AMOUNT In Words
1	2	3	4	5	6	7	8	10
36	Supplying and laying 8 SWG G.I. wire along with cable at 0.50 meter below ground level for conductor earth electrode, including connection/ termination with G.I. thimble etc. as required.	500	Mtr	14.00	18.00%		7000.00	INR Seven Thousand Only
37	Providing and fixing 25 mm X 5 mm G.I. strip on surface,recess or ground for connections etc. as required.	50	Mtr	85.00	18.00%		4250.00	INR Four Thousand Two Hundred & Fifty Only
Total in Figures							1889946.00	INR Eighteen Lakh Eighty Nine Thousand Nine Hundred & Forty Six Only
Quoted Rate in Words		INR Eighteen Lakh Eighty Nine Thousand Nine Hundred & Forty Six Only						

01/11/19.

Senior Manager (Elect) / Airports Authority of India / Tiruchirappalli Intl. Airport, Tiruchi 620 007.

174

HISTORY SHEET

Name of work	: Construction of Tensile Membrane fabric around column capitals and Gopuram vestibule for NITB at Trichy Airport.
History	: The NITB construction at Trichy Airport is in progress. For making grandeur and aesthetically good looking entry and exit gates it is proposed to construct Temple Gopuram type vestibule at entry and exit gates departure level (4 Nos), Arrival level (2 Nos). Similarly to improve the aesthetics of interiors at column capital it is proposed inverted cone type tensile membrane fabric work at column capitals.
Design & Scope	: Temple Gopuram type vestibule is proposed at entry and exit gate of arrival and departure level with FRP material. Arrival level at 2 gates and departure level at 4 gates. Drawings attached for reference. Invert cone type tensile membrane fabric is proposed on column capitals at ceiling level with M.S supporting structure as required. Drawings attached for reference. ACP works as required at column capitals and at vestibule. Electrical works for decorative LED lighting including supply & laying of flexible LED strip, SITC of MCB DB with accessories, supply & laying of power cables along with end termination etc., is considered for both column tensile and for vestibules at departure & arrival level.
Estimated Cost	: Rs. 517.33 lakhs i/c GST @18%. (Civil + Electrical) with 3% contingency
Rate	: Market rates
Specification	: The work shall be carried out as per Technical & Manufacturer's specification, MORTH specifications, IS and CPWD specifications with up to date correction slips as applicable.
Land	: NITB agency has to handover the site for execution of works.
Method	: Through call of e-tenders.
Time	: 05 (Five) Months.
T&P	: To be arranged by the contractor.
Establishment	: Will be met from 3% contingencies.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

Budget	: There is a budget provision of Rs. 49.12 crores & Rs. 10 crores under Misc. minor schemes (Fund center G150611000911) available in proposed R.E. 2022-23 and B.E 2023-24 respectively. The fund requirement for this work shall be met from this provision.
Drawings	: Indicative drawings attached.

22/11/2022
JET (Engg-Civil)

22/11/22
MGR (Engg-Elect)

22/11/22
AGM (Engg-Civil)

22/11/2022
AGM (Engg- Elect)

22/11/22
Jt.GM (Engg-Civil)

23/11/22
DGM (Engg- Elect)

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

HISTORY SHEET

Name of work :CONSTRUCTION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING INCLUDING ELEVATED ROADS & OTHER ASSOCIATED WORKS AT TIRUCHIRAPPALLI INTERNATIONAL AIRPORT, TIRUCHIRAPPALLI -TAMIL NADU (INDIA)

S.H: Construction of Gopuram at Trichy airport.

History : It is proposed to construct a **Gopuram** in the fore court in front of ongoing work of NITB as decided by the CHQ. In this regard, CHQ forwarded an estimate vide mail on 26-10-2022 enclosing therewith details of quotation, drawings etc with instruction to verify the quotation and specification with reputed agencies having expertise in gopuram work. Accordingly, local sculptors (Sappathis) in and around Trichy were consulted with respect to further requirement and specification additionally required over the specification forwarded by CHQ. As per discussion, the description of the item and specification were modified to include specialized items like Karna Koodam, Mugapathram, Panjara koodu, Sorugu Salai, Mugappu Salai, Artha nasi koodu, Mahanasi, kalasams made up of Pancha loha and the fresh quotations were obtained.

Accordingly an estimate amounting to **Rs.3,50,27,400/-** which includes GST @ 18% and 3% Contingencies has been prepared and submitted for accord of A/A & E/S from the Competent Authority.

SCOPE:

Civil works:

- Construction of Gopuram including earth work, PCC, RCC, Masonry works, etc,
- The Gopuram consists of 8 levels "karnakoodam" + 1 level with 08 kalasams made up of Pancha loha" as per the drawing attached
- The Gopuram shall also include " Mugapathram , Panjara koodu, Sorugu Salai, Mugappu Salai, Artha nasi koodu, Mahanasi + top level with 08 kalasams made up of Pancha loha"
- The Mugapathram also shall contain Sudhai vigrahams , 2'6" – 3'6" Sudhai's, minimum of 30-60 nos (statues similar to Sriranga Gopuram) reinforced with necessary dia copper binding wires wherever necessary shaping the Vigrahams with broken brick jelly

set in CM 1:3 finishing the same with Nayamtheervai as per Silpa Sastra inclusive of Special Ornaments, weapons peedam etc. complete including Painting with multi colour superior grade Exterior emulsion (water based) , 3 or more coats with required coats of primer etc; complete.

- Finishing shall consists of white cement, gypsum with OPC with necessary proportions
- The painting shall be exterior emulsion (water based) , 3 or more coats
- MS ladder shall be provided from each floor level to next floor level.

Electrical works:

- Necessary lighting should be provided in each floor, interior and exterior of the building (SITC light fixtures i/c cable work)

Estimated Cost	:	**Rs.3,50,27,400/-** I/c GST @18%. (Civil + Electrical)
Rate	:	The rates are Market rates based quotations collected
Specification	:	The work shall be carried out as per Technical, CPWD & Manufacturer's specification as applicable.
Land	:	To be handed over by AAI.
Method	:	Through call of e-tenders.
Time	:	180 days [including monsoon season] .
T&P	:	To be arranged by the contractor.
Establishment	:	Will be met from 3% contingencies.
Budget	:	There is a Budget provision of Rs.49.12 Crores & Rs.10 crores, under Misc. Minor schemes (Fund center G150611000911) available in proposed R.E. 2022-23 and B.E 2023-24 respectively. The fund requirement for this work shall be met from this provision.
Drawings	:	Preliminary drawings attached.

25/11/2022
AGM (Engg-Civil)

25/11/2022
Jt. GM Engg(Str/C)

HISTORY SHEET

Name of work: Construction and overlay of existing concrete pavement at Fire Station including construction of Approach road at Trichy Airport, Trichy.

History:

Parallel Taxi track at Trichy Airport is under construction which is a part of construction of New Apron & associated works. Parallel Taxi work is nearing completion. The 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 needs to be elevated accordingly to match top level of Parallel Taxi.

The category of existing Fire Station is VII which has eight parking bays (Four on either side). Three CFTs and one RIV vehicles are parked in one side and three Ambulances are parked in another side of the building. The Hard stand around the Fire station is much lower than adjacent ground. During the rainy season, the water accumulates / stagnates on the hard stand.

To overcome the above issues and fulfil the operational requirements, an Estimate has been prepared for civil works amounting to Rs. 1,89,58,000/- (i/c GST).

There is a budget provision of Rs. 1.86 crores allotted under A3 scheme in approved BE 2022-23 (Service Centre code "AS" & Fund centre code G150611000911) for this work.

Design & Scope:

The distance between Parallel taxi &Fire station hard stand is 60 M and the distance between Parallel taxi & RWY is 130 M. The level difference between Parallel taxi and Hard Stand is 1.35 M and the corresponding slope is 2.25% which is a super elevation for heavy CFT's and not permitted as per safety code. Besides, to cater the designated speed of CFT's, the existing hard stand needs to be elevated by 35cm in order to match top finished level of Parallel taxi track and corresponding slope needs to lowered to 1.66%. After elevation of the hard stand around the Fire station, water will not be stagnated during the rainy season. The existing approach road for CFT's needs to be elevated accordingly to match the top finished level of Parallel taxi track.

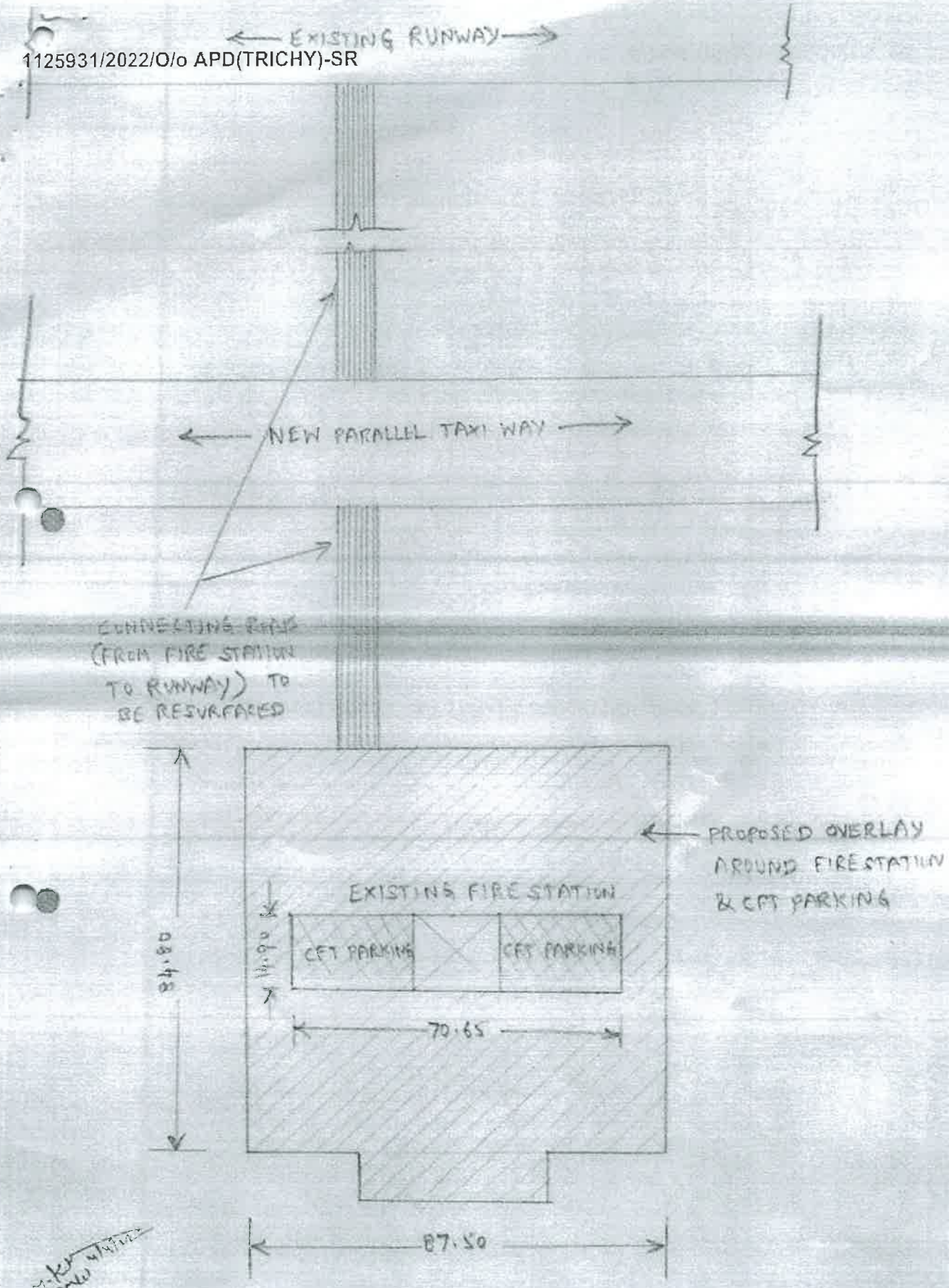
M.K 4/4/22
SM(G)

Civil Works:

1. Construction of overlay by PQC of flexural Strength of 4.1MPa over the existing hard stand around the Fire Station including provision of expansion joints.
2. Providing and laying WMM for slope correction.
3. Providing and laying Bituminous Macadam 50mm thick,
4. Providing and laying DBM 50mm thick,
5. Applying tack coat of bituminous Rapid setting emulsion on WMM/ Bituminous Macadam wherever necessary.
6. Painting for road markings.

Cost:	Rs.1,89,58,000/- (Civil) i/c GST, labour cess, ESI/PF and contingency
Method:	Through call of item rate e-tender
Rate:	Market Rate & DSR -2018
AA & ES:	A fund Rs. 1.86 crores allotted under A3 scheme in approved BE 2022-23 as referred in Note # 75&76 of e-file (Service Centre code "AS" & Fund centre code G150611000911)
Time:	06 Months (I/c 01month monsoon rainy period)
Specification:	CPWD Specifications 2019 with up to date correction slips, MoRTH specifications etc.
T&P:	To be arranged by the contractor.

M. [illegible]



LINE DIAGRAM

ALL DIMENSIONS ARE IN MM

DGCA approval - N/A

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

HISTORY SHEET

Name of work :CONSTRUCTION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING INCLUDING ELEVATED ROADS & OTHER ASSOCIATED WORKS AT TIRUCHIRAPPALLI INTERNATIONAL AIRPORT, TIRUCHIRAPPALLI -TAMIL NADU (INDIA)

S.H: Construction of Gopuram at Trichy airport.

History : It is proposed to construct a **Gopuram** in the fore court in front of ongoing work of NITB as decided by the CHQ. In this regard, CHQ forwarded an estimate vide mail on 26-10-2022 enclosing therewith details of quotation, drawings etc with instruction to verify the quotation and specification with reputed agencies having expertise in gopuram work. Accordingly, local sculptors (Sappathis) in and around Trichy were consulted with respect to further requirement and specification additionally required over the specification forwarded by CHQ. As per discussion, the description of the item and specification were modified to include specialized items like Karna Koodam, Mugapathram, Panjara koodu, Sorugu Salai, Mugappu Salai, Artha nasi koodu, Mahanasi, kalasams made up of Pancha loha and the fresh quotations were obtained.

Accordingly an estimate amounting to **Rs.3,50,27,400/-** which includes GST @ 18% and 3% Contingencies has been prepared and submitted for accord of A/A & E/S from the Competent Authority.

SCOPE:

Civil works:

- Construction of Gopuram including earth work, PCC, RCC, Masonry works, etc,
- The Gopuram consists of 8 levels "karnakoodam" + 1 level with 08 kalasams made up of Pancha loha" as per the drawing attached
- The Gopuram shall also include " Mugapathram , Panjara koodu, Sorugu Salai, Mugappu Salai, Artha nasi koodu, Mahanasi + top level with 08 kalasams made up of Pancha loha"
- The Mugapathram also shall contain Sudhai vigrahams , 2'6" – 3'6" Sudhai's, minimum of 30-60 nos (statues similar to Sriranga Gopuram) reinforced with necessary dia copper binding wires wherever necessary shaping the Vigrahams with broken brick jelly

(182)

set in CM 1:3 finishing the same with Nayamtheervai as per Silpa Sastra inclusive of Special Ornaments, weapons peedam etc. complete including Painting with multi colour superior grade Exterior emulsion (water based) , 3 or more coats with required coats of primer etc; complete.

- Finishing shall consists of white cement, gypsum with OPC with necessary proportions
- The painting shall be exterior emulsion (water based) , 3 or more coats
- MS ladder shall be provided from each floor level to next floor level.

Electrical works:

- Necessary lighting should be provided in each floor, interior and exterior of the building (SITC light fixtures i/c cable work)

Estimated Cost	:	**Rs.3,50,27,400/-** I/c GST @18%. (Civil + Electrical)
Rate	:	The rates are Market rates based quotations collected
Specification	:	The work shall be carried out as per Technical, CPWD & Manufacturer's specification as applicable.
Land	:	To be handed over by AAI.
Method	:	Through call of e-tenders.
Time	:	180 days [including monsoon season] .
T&P	:	To be arranged by the contractor.
Establishment	:	Will be met from 3% contingencies.
Budget	:	There is a Budget provision of Rs.49.12 Crores & Rs.10 crores, under Misc. Minor schemes (Fund center G150611000911) available in proposed R.E. 2022-23 and B.E 2023-24 respectively. The fund requirement for this work shall be met from this provision.
Drawings	:	Preliminary drawings attached.

25/11/2022
AGM (Engg-Civil)

25/11/2022
Jt. GM Engg(Str/C)

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

HISTORY SHEET

NAME OF WORK	:	Works in Operational area for improving the operational requirement.
SUB HEAD	:	Widening of existing perimeter road at Trichy airport.
HISTORY	:	An average width of existing perimeter road is 3.6m, and it is proposed to develop the perimeter road to 4.8m by widening 1.2m on one side of existing perimeter road. Accordingly, the preliminary estimate has been prepared based on Technical Circular No.5/2020 for an amount of **Rs.5,62,42,500/-** (Rupees Five Crores Sixty Two Lakhs Forty Two Thousand and Five Hundred Only), which includes, DSR 2021 Rates, Local market rates, Cost index @ 16.19%, GST @ 18%, Working in Operational area @ 4%, Labour Component @ 5%, EPF @ 13%, ESI @ 3.25% and 3% Contingencies for accord of A/A & E/S from Competent Authority.
DESIGN & SCOPE	:	Design Sugrade-150mm GSB-150mm WMM-200mm DBM-75mm SDAC-25mm Paverblock-80mm thick
	:	Scope Existing perimeter road will be widened on one side for a minimum width of 1.2m. Making embankment on each side of Road for a width of 1.2m.
ESTIMATED COST	:	Rs.5,62,42,500/-

RATE	:	DSR 2021 Rates, Cost index @ 16.19%, Local Market Rates, GST @ 18%, Working in Operational area @ 4%, Labour Component @ 5%, EPF @ 13%, ESI @ 3.25% and 3% Contingencies.
METHOD	:	Through contract after call of Tender.
LAND	:	Available.
DURATION	:	06 (Six) Months.
T & P	:	Shall be arranged by the contractor.
BUDGET	:	There is a Budget provision of Rs.0.001 Crores available in B.E. 2022-23 at Sl No.149 of AS Aerodrome Schemes under the Head of "Works in Operational area for improving the Operational requirement".

AGM (Engg-Civil)

DGM (Engg-Civil)

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DGCA approval – N/A

HISTORY SHEET

Name of work: Construction and overlay of existing concrete pavement at Fire Station including construction of Approach road at Trichy Airport, Trichy.

History:

Parallel Taxi track at Trichy Airport is under construction which is a part of construction of New Apron & associated works. Parallel Taxi work is nearing completion. The 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 needs to be elevated accordingly to match top level of Parallel Taxi.

The category of existing Fire Station is VII which has eight parking bays (Four on either side). Three CFTs and one RIV vehicles are parked in one side and three Ambulances are parked in another side of the building. The Hard stand around the Fire station is much lower than adjacent ground. During the rainy season, the water accumulates / stagnates on the hard stand.

To overcome the above issues and fulfil the operational requirements, an Estimate has been prepared for civil works amounting to Rs. 1,89,58,000/- (i/c GST).

There is a budget provision of Rs. 1.86 crores allotted under A3 scheme in approved BE 2022-23 (Service Centre code "AS" & Fund centre code G150611000911) for this work.

Design & Scope:

The distance between Parallel taxi &Fire station hard stand is 60 M and the distance between Parallel taxi & RWY is 130 M. The level difference between Parallel taxi and Hard Stand is 1.35 M and the corresponding slope is 2.25% which is a super elevation for heavy CFT's and not permitted as per safety code. Besides, to cater the designated speed of CFT's, the existing hard stand needs to be elevated by 35cm in order to match top finished level of Parallel taxi track and corresponding slope needs to lowered to 1.66%. After elevation of the hard stand around the Fire station, water will not be stagnated during the rainy season. The existing approach road for CFT's needs to be elevated accordingly to match the top finished level of Parallel taxi track.

SM(G)

F8(

Civil Works:

1. Construction of overlay by PQC of flexural Strength of 4.1MPa over the existing hard stand around the Fire Station including provision of expansion joints.
2. Providing and laying WMM for slope correction.
3. Providing and laying Bituminous Macadam 50mm thick,
4. Providing and laying DBM 50mm thick,
5. Applying tack coat of bituminous Rapid setting emulsion on WMM/ Bituminous Macadam wherever necessary.
6. Painting for road markings.

Cost:	**Rs.1,89,58,000/-** (Civil) i/c GST, labour cess, ESI/PF and contingency
Method:	Through call of item rate e-tender
Rate:	Market Rate & DSR -2018
AA & ES:	A fund Rs. 1.86 crores allotted under A3 scheme in approved BE 2022-23 as referred in Note # 75&76 of e-file (Service Centre code "AS" & Fund centre code G150611000911)
Time:	06 Months (I/c 01month monsoon rainy period)
Specification:	CPWD Specifications 2019 with up to date correction slips, MoRTH specifications etc.
T&P:	To be arranged by the contractor.

M. [illegible] 4/22

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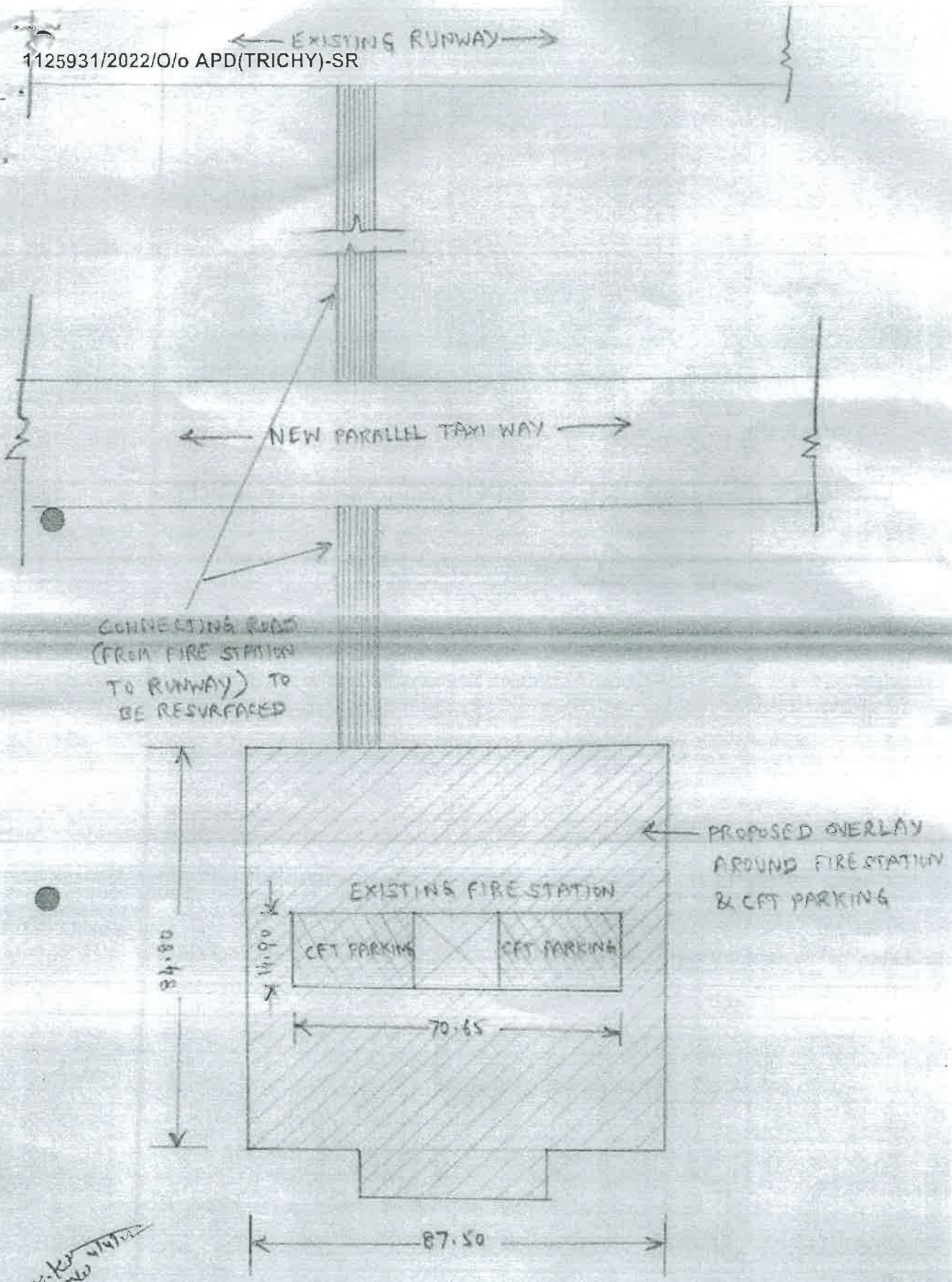
1125931/2022/O/o APD(TRICHY)-SR



LINE DIAGRAM

ALL DIMENSIONS ARE IN MM

SITE & LAND	:	Available
METHOD	:	By contract after call of Tender.
TIME	:	05 (Five) Months.
T & P	:	Shall be arranged by the contractor.
BUDGET	:	There is a Budget provision of Rs.01.00 lakhs available in Capital Budget B.E. 2020-2021 of A-2 Aerodrome Schemes at Sl No.35. Balance fund to be projected in RE 2020-2021.

Manager (Engg-Civil)

AGM (Engg-Civil)

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भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
TRICHY AIRPORT

GREEN SKIES

NAME OF WORK : **Construction of RCC Drain and Strengthening of Unpaved area nearer to Air India Engg Office inside the Operational area at Trichy Airport.**

The preliminary estimate has been prepared for the probable cost of Rs.1,49,29,000 /- (Rupees One Crore Forty Nine Lakhs Twenty Nine thousand only) inclusive of GST for accord of A/A&E/S by the Competent Authority.

HISTORY : The existing drains in Operational area located in several zones has been un connected. To improve the efficiency in storm water drain system during monsoon.

The land near Air India Engg Office has been unpaved,

and causes high vegetation growth and birds activity

respectively.

Hence, it is proposed to Connect the existing drains, construct new RCC drain and Strengthening of Unpaved area near Air India Engg Office in operational area.

Accordingly, the preliminary Estimate has been prepared for an amount of Rs.1,49,29,000 /- (Rupees One Crore Forty Nine Lakhs Twenty Nine thousand only) inclusive of GST of based on DSR 2018 items, Cost Index @ 11.22%, 4% for working in Operational area, TNLWF @ 1%, & Contingencies @ 3%.

SCOPE & DESIGN : Scope of work

1. Earth work
2. PCC
3. RCC drain
4. Pipe culvert
5. Back filling
6. Surface dressing
7. PCC
8. Laying of Paver block
9. Side packing

ESTIMATED COST : Rs.1,49,29,000/-.(Inclusive of GST)

RATE : DSR 2018 items, Cost Index @ 11.22%, 4% for working in Operational area, TNLWF @ 1%, & Contingencies @ 3%.

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NITB 'AAIES"

AIRPORTS AUTHORITY OF INDIA
DTE. OF ENGINEERING-SR, CHQ

No.: AAI/ED-ENGG-SR/Trichy/TB/2018/ Date: 04.09.2018

Sub: Up-gradation of Passenger Terminal Building and Airside facilities at Tiruchirapalli (Trichy) International Airport.

Approval of competent authority, as received from Ministry of Civil Aviation ,'B' Block Rajiv Gandhi Bhawan, Safdarjung Airport ,New Delhi vide No. AV. 20012/1/2018-AAI-MOCA dt 30.08.2018 (Copy enclosed) is hereby conveyed to the Up-gradation of Passenger Terminal Building and Airside facilities at Tiruchirapalli (Trichy) International Airport at an estimated cost of Rs. 951.28 Crore. The project is to be completed within 36 months. The break-up of cost estimate is enclosed as Annexure-I.

2. Ministry of Civil Aviation also directed to strictly adhere to the recommendations of PIB .Recommendation of PIB issued by Ministry of Finance, Department of Expenditure vide Office Memorandum no. 27(05)/PF-II-2018 dated 06.08.2018 are appended below:

i. The project funding shall be met by leveraging AAI's capital structure through debts (60%) and internal resources (40%).
ii. To take appropriate steps for periodic monitoring to ensure the project does not suffer from time and cost overruns.
iii. To explore the possibility of Value Capture Financing (VCF) to defray a part of future interest liabilities.
iv. The IRR should go upward revision after factoring Cargo receipts.

3. Quarterly Status Report shall be furnished to MOCA in a timely manner.

This issues with the approval of competent authority.

04.09.18
(Sunil Kumar)
Sr. Manager Engg(C)-SR

Enclosure: As above

Copy to:
External:
1. RED (SR), AAI, Chennai Airport, Chennai
2. GM (Engg.)-Project, AAI, Trichy Airport, Trichy
3. GM (Fin.), AAI, Chennai Airport, Chennai.
4. Airport Director, AAI, Trichy Airport, Trichy

Internal:
1. EA to Chairman, AAI,CHQ
2. PS to Member (Finance), AAI, CHQ
3. PS to Member (Operations), AAI, CHQ
4. PS to Member (ANS), AAI, CHQ
5. PS to Member (Planning), AAI, CHQ
6. Executive Director (Engg.)-SR, AAI, CHQ
7. Executive Director (Arch), AAI, CHQ
8. Executive Director (F & A), AAI, CHQ
9. Executive Director (Ops.), AAI, CHQ
10. Executive Director (IT), AAI, CHQ
11. Executive Director (CNS-P), AAI, CHQ
12. Executive Director (Security), AAI, CHQ
13. Executive Director (PM&QA), AAI, CHQ
14. GM (Engg.-Elect)-SR, AAI, CHQ
15. GM (Engg.-Civil)-SR, AAI, CHQ.

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ANNEXURE -I

Sub: Up-gradation of Passenger Terminal Building and Airside facilities at Tiruchirapalli (Trichy) International Airport.

Sl No	Description	Estimated Cost
1	Passenger Terminal Building and Miscellaneous works	
	Civil & Electrical Works	6950495609.00
	Airport system and Equipment	60284080.00
	Airport IT Network	217323014.00
	Baggage Handling System	202500000.00
	Passenger Boarding Bridge and VDGS equipment's	175000000.00
	Total cost of Terminal building	8148159003.00
	Add for PMC Service(Awarded Cost)	322790000.00
	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	150000000.00
	GRAND TOTAL	9235724003.00
	Add 3% for contingences	277071720.09
	GRAND TOTAL	9512795723.09
	Say Rs. (In Crore)	951.28

04-09-18
SM E(C)

192

URGENT

No. AV. 20012/1/2018-AAI-MOCA
Government of India
Ministry of Civil Aviation
*****

"B" Block, Rajiv Gandhi Bhawan
Safdarjung Airport, New Delhi-110003
Dated the 30th August, 2018

To

The Chairman,
Airports Authority of India
"C" Block, Rajiv Gandhi Bhawan
Safdarjung Airport, New Delhi-110003
[Kind Attn: Sh. HS Suresh, (ED Engg) –SR&WR]

Subject: **PIB Note regarding "Upgradation of Passenger Terminal Building and Airside Facilities at Tiruchirapalli (Trichy) International Airport"**

Sir,

I am directed to refer to AAI's U.O note No.ENGG/ED-SR/Trichy/NITB/2018/49 dated 31.01.2018 on the above subject and to say that approval of the Competent Authority is hereby conveyed to the up-gradation of passenger terminal building and airside facilities at Tiruchirapalli (Trichy) International Airport at an estimated cost of Rs.951.28 crore. The projet is to be completed within 36 months by Airports Authority of India.

2. AAI is requested to strictly adhere to the recommendations of PIB and also to furnish Quarterly Status Report to this Ministry in a timely manner.

Yours faithfully,

(P J Thomas)
Under Secretary to the Government of India
☎ 24610361

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SW – NJTB.

AIRPORTS AUTHORITY OF INDIA
(DTE. OF PLANNING)

Ref.: Plg/501/Trichy/2015-Pt./ 1929

Date: 11.12.15

Sub.: Scope of work for Upgradation of Passenger Terminal Buildings and Airside facilities at Tiruchirapalli Airport

Please find enclosed copy of approved Scope of work for Upgradation of Passenger Terminal Buildings and Airside facilities at Tiruchirapalli Airport for further necessary action.

ED(Engg)-II pmc document pl. Immediate action pl

(A.G.Joshi)
GM(Arch.)

Encl.: as above

ED(Engg.)-II

Copy for info. to:

1. Executive Director (Ops.)
2. Executive Director (ATM)
3. Executive Director (CNS)-Plg.
4. Executive Director (CNS)-O&M
5. Executive Director (IT)
6. Executive Director (AS)
7. Executive Director (Cargo)
8. RED(SR), AAI, Chennai Intl. Airport, Chennai
9. Airport Director, Trichy Airport
10. PS to Member(Plg.)

O/o M (Plg.)
Dy. No. 1849
Date 14.12.15

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AIRPORTS AUTHORITY OF INDIA
(DIRECTORATE OF PLANNING)

SCOPE OF WORK FOR UPGRADATION OF PASSENGER TERMINAL BUILDINGS AND AIRSIDE FACILITIES AT TIRUCHIRAPALLI AIRPORT

1. BACKGROUND

Tiruchirapalli(Trichy) International Airport managed by Airports Authority of India is one of the fastest growing Airports in the country and third largest airport in the state of Tamilnadu in terms of passenger and cargo traffic. All India rank of Trichy Airport is 24th in terms of Passenger traffic handled during 2014-2015. This was a Customs Airport until 4 October 2012, when it was given an International Airport status by the Ministry of Civil Aviation. The Indra ATS Automation system was installed at Trichy in April 2012 to help air traffic control increase safety and security. The Trichy International Airport has emerged on top among "non-major" airports in the country in a nationwide CSI (Customer Satisfaction Index) survey conducted in 2014.

Trichy International Airport is an International airport serving Tiruchirapalli metropolis and located at a distance of 5 km south of the city center on NH210 connecting Tiruchirapalli with Rameswaram. The land in possession of AAI is around 702 acres.

Trichy International Airport initially had two intersecting runways. The shorter 1,456 m (4,776 ft) runway 15/33 with PCN 15F/B/W/T was closed and is now used as taxiway to the international apron. The main runway 09/27 is 2,480 m (8,136 ft) long with a PCN 40 F/B/W/T and has turning pads at both ends. The runway is proposed to be extended from 2480 M to 3810 M towards Rwy27 to make it suitable for operation of code 'E' type of aircraft (B-747-400) subject to land acquisition by State Govt. AAI has projected additional land requirement of 439 acres. The land is yet to be handed over by State Govt. The flexible runway has a CAT-1 ILS on Rwy 27 and runway edge-lights. The other landing aids include a PAPI, HIRL, AFL and SAPL at Rwy 09.

Trichy International Airport handled 1.09 million International passengers and .096 million Domestic passengers during the year 2014-15. The traffic growth witnessed during the last 3 years is about 17% per year.

The airport has two adjacent Terminal Buildings. New Integrated Terminal Building having an area of 11777 sqm is suitable to handle 470 passengers with corresponding annual handling capacity of 0.49 mppa as per IMG norms, whereas, the building has handled 1.18 mppa during the year 2014-15(present capacity). The old Terminal Building having 4000 sqm area has been converted into an International Cargo Terminal. The one-time holding capacity of the cargo terminal is 250 metric tonnes. The Terminal handled 4912 tonnes cargo during the year 2014-15 which is about 3.5% more than previous year. The cargo handling is forecasted to touch 15000 metric tonnes in the year 2024-25.

During year 2013, a proposal was received from Airport Director, Trichy requesting the Terminal Building to be expanded by 80m towards the vacant land on departure side and 100m on arrival side to increase the annual handling capacity from 0.49million to 1.22 million passengers and Competent Authority accorded approval for the above.

Recently, Chairman, AAI had visited the Trichy International Airport on 15.08.2015 and reviewed the development proposals. Chairman, AAI directed that the scope of work needs to be redefined considering the holistic approach for ultimate development of the airport to meet the future traffic demand since the percentage of growth rate at Trichy airport is very high. The SOW should be prepared with an emphasis on augmenting non-aeronautical revenue through commercial development and the entire airport area should have a modern look conveying the characteristic of local architecture. Accordingly, the Ultimate Development Master Plan has been revisited and the broad Scope of Work is as follows:-

2. PRESENT SCOPE OF WORK

The existing Terminal development is restricted on city side by NH-210. Similarly, the air side has also a limited scope of development. The present traffic being in the category of 1-5 mppa, the design year for future

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development is considered the 10th year i.e 2025-26 with corresponding annual handling capacity of 3.3mppa as per IMG norms. The Terminal Building area required to handle the passenger traffic is worked out as 67500 sqm. Such a large building cannot be accommodated within the present terminal complex area. Therefore, it is proposed to plan the new Integrated Passenger Terminal Building parallel to Runway 09/27 with associated apron, multi-level car park, city side ramps to reach the departure level at first floor, as indicated in the Master Plan.

SALIENT FEATURES OF TERMINAL BUILDING DEVELOPMENT

2.1 PASSENGER TERMINAL BUILDING

- Two level Integrated Terminal Building with peak hour capacity of 2700 passengers (2200 Intl. + 500 Dom.), having an area of 67500 sqm + Basement with airside corridor for new contact stands and city side approach road & canopy for passengers facilitation. The public/passenger flow shall be so designed to pass through commercial outlets for impulsive buying.
- In-line Baggage Handling System with inclined carousels for baggage claim.
- Interior works including art work , furniture , counters, etc.
- Utility building, housing, AC Plant room, Electric substation, generator yard etc.
- Additional Basement to accommodate the Baggage make-up , baggage break down area and other services .
- New 4 lane Approach Road to the New Terminal as per the Master plan

2.1.1 AIRPORT SYSTEMS

- Provision of CUTE, CUSS, CUPPS system alongwith self baggage drop solution.
- Public address system and car calling system.
- Close circuit TV room and provision of adequate number of close circuit TV monitors.

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- Provision of Flight Information Display System (FIDS) with adequate number of plasma TV's. in departure, arrival and security hold area for passenger facilitation/ entertainment.
- Provision/relocation of adequate no. of X-ray machines for scanning hand/checked-in baggage, including provision of required number of ETDs, DFMDs & HHMDs, as per BCAS norms.
- Provision of adequate no. of VHF FM Sets (Walkie Talkie, Base Stations & Mobile Stations).
- Provision/relocation of digital EPABX system including telephone/ intercom instruments, wiring etc.

2.1.2 IT WORKS

- Provision/Extension of LAN networking components (active & passive), exclusive cable raceways and cable trays for New Domestic Terminal building as well as ATC Tower cum Fire Station cum Technical Block.

2.2 CAR PARK

- Multi-level car park for 750 cars .
- Taxi parking for 250 taxis, 10nos. bus parking.

2.3 ATC TOWER CUM TECHNICAL BLOCK

- New ATC Tower cum Technical Block with MET offices with HVAC system and BMS alongwith staff car parking etc.
- Up gradation of fire station as classified for category 10.

2.4 MISCELLANEOUS WORKS

- Provision of gates to segregate air side and city side area with security guard posts at the entry gate
- Provision of STP and Water Treatment Plant, if necessary.
- Augmentation of power supply.
- Provision of illuminated mandatory and information signage inside Terminal Building, kerb area, car park area and apron side etc.
- Adequate lighting system to have required standard of illumination and all internal electrical installations including lightening protection system.

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- Provision of fire detection & alarm system. Provision for fire hydrants and water sprinklers system as per standards along with fire extinguishers.
- Provision of approach road & car park lighting as per standard requirements

2.5 AIRSIDE DEVELOPMENTS

- Apron for 10 nos. Code 'C' type of aircraft with associated link taxiways, GSE area and vehicular lane.
- Provision of apron lighting & perimeter lighting.
- Isolation Bay with link Taxi track for A-320/ A321 type of aircraft meeting DGCA CAR.

2.4 EXPANSION OF CARGO TERMINAL

- **Mechanised International Cargo Terminal :** The existing passenger Terminal building shall be converted to dedicated International cargo terminal, after shifting of operations to New Integrated Terminal building. The expected tonnage in 2024-25 would be 15000 metric tons. Commodity profile being more than 90% perishable, dwell time is very less and even in the event of a big change, commodity profile still rule 60% for perishable category. Cargo is always logged in at the eleventh hour and goes directly after scanning and without a stay in the warehouse and or in a Cold Storage. As such medium perishable cargo centre to take care of the increased volume and advance booking and delayed /grounded aircrafts scenario will be okay which can be part of international cargo terminal. As far as mechanized terminal is concerned, ETV with minimum slots and loading base stations is proposed. New International cargo terminal need to accommodate space for ULD handling/freighter operations.

- **Modification of Existing Cargo Terminal :** Existing Cargo Terminal can be modified further to suit CUDCT. Presently, there is no domestic connectivity except for Chennai. Only in the event of better connectivity to all major cities like Mumbai, Delhi, Bangalore, Hyderabad, Ahmadabad there is scope for domestic cargo movement. Through increased regional connectivity, aircrafts if plied without any

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cargo capacity domestic cargo volume cannot witness huge growth. However dedicated facility is required to cater to the normal demand.

- **Courier Terminal :** It can be accommodated within the Old Cargo Terminal Building and can be expanded further depending upon future growth trajectory.

- **Cargo Agents Administrative Building :** Offices for Cargo agents/ handlers is proposed on the first floor of existing Terminal Building which will be converted to International cargo terminal after shifting of operations to New Integrated Terminal building.

- **Truck/Car Parking** The Existing car park in front of the present Terminal building will be suitably modified for Truck / car parking.

2.4 CITY SIDE DEVELOPMENT

- Hospitality District comprising hotels for passengers, malls/ infotainment park and food court etc. across NH-210 by rehabilitating the existing residential colony in the city and in front of New Integrated Terminal Building being proposed parallel to the runway.

2.5 REHABILITATION OF AAI RESIDENTIAL COLONY AND CISF ACCOMMODATION IN WIRELESS STATION PLOT

- The existing new AAI residential colony is situated across the NH210 on a plot of land admeasuring 12.28 acres. There is a vacant piece of land(12.5 acres) about 2 kms. from Airport which was earlier used for Wire Less Station. It is proposed to relocate the existing AAI colony and CISF accommodation in this piece of land.

- The existing new colony has 42nos. quarters of different category.('D'type-1no., 'C'type-27 nos., 'B'type-13 nos. and 'A'type- 1 no.) and old colony has 22nos. quarters of different category(Engg office-8 nos., 'C'type-5 nos. and 'B'type-9 nos.). Whereas the requirement projected for residential accommodation is of total 118

quarters.('E'type-4nos., 'D'type-10 nos., 'C'type-56 nos. and 'B'type-48 nos.)

- The New residential colony is planned as a multi-storeyed flats with stilt floor at Ground level to facilitate car parking in the Wire less Station plot in city. The ultimate development plan of residential colony can accommodate the present as well as future requirement of staff quarters at Trichy Airport. Considering the 50% satisfaction level criteria, it is proposed to construct 90 nos. dwelling units ('E'type-2 nos., 'D'type-08 nos.,'C'type-12 nos., 'B'type-68 nos.). In addition, the existing CISF accommodation at the Airport can also be relocated with in this land.

- Primary/ Nursery school to planned in new colony alongwith multi purpose hall.

18/11/15

(Charul Shukla)

DGM (Arch)

GM(Arch) 18/11/15

ED(ARCH.) 18/11/15

ED (ENGG)-II

ED(OPS)

ED(ATM)

ED(CNS)-PLG 3.12.15

ED(CNS)-O&M 4/12/15

ED(IT)

ED(AS)

ED(CARGO)

APPROVED

MEMBER (PLG) 10/12

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Government of India
Ministry of Civil Aviation
*****

"B" Block, Rajiv Gandhi Bhawan,
Safdarjung Airport, New Delhi
Dated, the 18th April, 2024

To,

The Chairman,
Airports Authority of India,
Rajiv Gandhi Bhawan,
New Delhi-110 003.

Subject: Cost escalation in development of NITB at Trichy airport -reg.

Sir,

I am directed to refer to AAI's UO Note No. AAI/ED(Engg.)-Sr/Trichy/2024 dated 01.03.2024 on above noted subject and to convey that the proposal of AAI for increase in cost of the 'Upgradation of Passenger Terminal Building and Airside Facilities at Tiruchirapalli (Trichy) International Airport' by Rs.161.21 crore i.e. 16.95% of the original cost estimates of Rs.951.28 crore, has been concurred by JS&FA and approved by Secretary, Civil Aviation.

Yours faithfully,

(George D. Toppo)
Under Secretary to the Government of India
Tel. 2434 2873

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