Site Inspection Report of Airport Infrastructure at Shravasti Airport, UP for operationalization under Regional Connectivity Scheme (RCS)

Date of Visit-21.02.2018

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Development of Shravasti Airport (UP) for operation of flights under RCS – UDAN

(M 28/DO228-200/Beech craft 200 type - 19 Seater aircraft-Runway codes 1B)

AAI team consisting of officials from CNS Dte., ATM (FPD). Structure, Electrical Engg., Civil Engg. ,Planning,Arch.,Fire Services visited Shravasti Airport on 21.02.2018 along with officials from U.P. State Govt. (Annexure I) to study existing infrastructure and recommend action plan for works required to be carried out for operation of flights under RCS-UDAN.

**Existing infrastructure**

- Runway : 1350mX23m, Designation 12/30
- Turn Pad : Available
- VFR/IFR : VFR
- Apron : 30mX50m
- No.of Parking bays : 2 Nos.
- Taxiway : (75.00m X 15.00m)
- Terminal Building : 667 Sqm. Available
- ATC tower : Available without any equipment
- Residential Quarters : 04No.-Type-I/II-03,Type-III-1no. Available
- Boundary Wall : 1.85mtr.ht.WithoutBarbed wire- Available
- Availability of Water Supply : Yes (Only Bore well)
- Availability of Approach road : Available to Airport
- Availability of Car Parking : Car Park for 25 Cars Available

1. **Terminal Building**

At Shravasti Airport, one terminal building of 667 sqm with Departure hall, Arrival hall, VIP room, Check room, Control room, Toilets etc. is available. With some minor modifications to existing infrastructure, the building can cater to the passenger need for Phase-I. In addition to this, following works are proposed to make the airport operational:

- Painting Work (inside and outside)
- Venetian Blind/Curtains on windows (Area = 135 sqm approx.)
- Replacement/Repair of Doors/Windows (wherever required)
- P/F of MS Ladder for control room
- Providing and Placing of furniture for passengers/staffs

2. **Runway & Runway Strip**

- The dimension of Runway “12-30” is 1350 m X 23 m. The entire runway surface is made of bitumen which is good but the PCN value and coefficient of friction is not determined/available.
- Section of Runway, taxiway and apron is as following-

| BC-200 mm |
| Standing Bricks |
• For 125 mtrs. runway extension towards 30 end –

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<td>BC-150 mm</td>
<td>WMM – 200 mm</td>
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Resurfacing/ strengthening required can be decided after PCN evaluation.
• Runway strip of width 27 m is available on either side of the runway centre line. Additional land will be needed for provision of runway strip of required dimension. Available runway strip is also not maintained as per CAR as it’s full of wild growth which requires cleaning & grading.
• Runway End Safety Area (RESA) is not provided at both the end of runway strip. As per CAR requirement of RESA for Category-1 B VFR aerodromes is not mandatory but for future, land is required for the provision of standard size of RESA.
• Drainage system is not available. Same is needed to be developed and maintained as per the provision of CAR.
• Low laying area along the runway and in the operational area is observed which needs to be levelled.

3. Runway marking
• Runway marking are faded which needs to be repainted.

4. Taxiways, Taxiway Strip & Taxiway Markings
• Only one taxiway is available which is connected from the apron to beginning of runway ‘12’ having a length of 65 m (from runway centre line) and width of 15 m. PCN value of Taxiway is also need to be determined for the proposed aircraft operation.

5. Apron & Apron Markings
• Apron of dimension 30 m X 30 m is available. The standard size of apron is required to be developed for the proposed aircraft operation with a sufficient PCN value.

6. Boundary Wall
• Avg. Height of existing compound wall is 1.85 m with no barbed wire fencing over the top.
• Boundary wall need to be raised as per the requirement of BCAS.

7. Water Supply System
• Only one bore-well is available. However, one additional bore-well with overhead/underground tank is required to fulfill the requirement of water supply system.

8. Available Land Area
• Operational area = 1500 m X 55 m
• Residential area = 200 m X 200 m

9. Existing Infrastructure for Electrical System:-
- **Availability of Power Supply**: The 11 KV HT Supply with 11 KV / 415 V transformer is available with 25 KVA LT metering connection from UPPCL. The approximate 8 mtr x 10 mtr covered hall to be required for installation of AMF Panel, LT Panel and Sub-station equipments.

- **Availability of Internal Electrification**: The internal electrical wiring work with fitting and fixtures is available in existing terminal building.

- **Availability of Water supply**: One No. Bore Well with single phase submersible pump and underground water storage tank is available to cater the water supply requirement.

- **Availability of Air Conditioning**: Air-Conditioning is not available in existing terminal building except VIP rooms.

**Requirement for VFR operations:**

1. The standby power supply source i.e. DG set with AMF Panel and LT Panel.
2. Internal & External electrification as per operational requirement.
3. Electrical fitting and fixtures i.e. Fan, LED Light Fitting in existing terminal building.
5. Water Coolers and RO System for drinking water supply.
7. Signages for passenger facilitation in existing terminal building.
8. Signages for operational area i.e. runway, taxiway etc.
9. Electrical Installation in signaling area i.e. Windcone, Landing T etc.
10. Electrical fitting & fixtures for new proposals / requirements by CNS, ATC, Civil etc.

**Note**: The Runway Lights, Taxiway Lights, PAPI Lights, Approach Lights, Apron High Mast Lights, Perimeter Lights are not considered for VFR operation.

10. **Existing Infrastructure for CNS Equipment**:-

A Terminal building along with two rooms on first floor which is sufficient for installation of VHF and DVR equipment. An open terrace beside both side of rooms on first floor are available which can be utilized for installation of VHF antenna and which can provide sufficient range required for operation. Above first floor a Tower for ATC operation is also available which can be utilized for ATC purpose and space are sufficient to install VHF remote unit, Telephone set, Computer with Printer, Hot line etc.

- **Availability of CNS Equipment** : NIL.

- **Availability of Power supply** : Power source is available in all the places which can be utilized to energize UPS for equipment.
• **Availability of Air Conditioning:** No AC is available at present. It is required to install two ACs for VHF AND DVR equipment.

• **Availability of Earthing:** Earthing strip is running all along the first floor and connected to earth pit. It needs to ascertain its serviceability before installation of CNS equipment.

• **Availability of Telephone line:** Telephone line is not terminated inside airport premises. Local administration has to take up the issue with BSNL/Other service provider to terminate few lines inside airport premises.

• **Availability of DG Set as back up:** DG set is not provided as back-up for mains supply. It needs to be provided as back-up.

• **Availability of Furniture for CNS equipment:** No furniture available for CNS equipment. Needs to provide few basic furniture for equipment and officers.

• **Availability of Cabin for PA System:** A cabin for operation of PA system is available in the lounge and condition of cabin is good.

• **Availability of Space for Security Equipment:** Space/Infrastructure for installation of security equipment (X-BIS, DFMD & HHMD) are available in lounge as well as inside security hold area.

**CNS Requirements for VFR operation:**

Following essential facilities are required to be provided by CNS Dte in order to provide Air Traffic Control Service under RCS at AAI and non AAI airports.

1) VHF for Control Tower (Main & Standby Frequency) with associated equipment’s recording facility (DVR) etc.
2) Digital Clock.
3) Direct Telephone line with STD facilities and Fax machine.
4) Intercom facilities with CNS units, fire stations etc.
5) Direct Hot Line with City fire brigade.
6) At least two sets of Walky-Talky equipment’s.
7) Crash Fire Alarm and PA systems.
8) Mobile Phone with dual SIM (One from BSNL and other having good coverage)
9) Computer with internet facility and Printer.

**Remarks for CNS Equipment’s/facilities:**

1) CHQ (CNS-P) is taking action to procure facilities at Sl. No: 1 wherever not available.
2) RHQ’s are required to take action to provide facilities from Sl. No. 2 to 9 wherever required.
3) An approved proposal for Pre-engineered/Pre-fabricated ATC Towers for Shravasti airport is included in the list.

**11. Existing Infrastructure for ATM/ASM Services:**

**OBSTACLES OBSERVED DURING INSPECTION:**
During the inspection the following natural/manmade obstacles were observed and these needs to be assessed/removed as per DGCA CAR section 4 series B part 1 dated 26 aug 2015 para 4 for the proposed operations and OLS survey must carried out before commencing & to check the viability of operations.

- Group of trees are observed very close to THR runway 30 approach path.
- Group of trees are observed in transition surface or north of runway.
- One temple having big statue of bhagwan budha and one stoop are also observed in i.e north of runway.
- 2-3 mobile towers are also observed in transition surface i.e north of runway.
- One road is passing in the approach path of runway 12.
- Shravasti Airport is lying in restricted airspace VIR 159 and controlling authority is Bakshi ka talab. Before commencing operations, coordination procedures may be established with bakshi ka talab.

12. Existing Infrastructure for Fire Services:-

- Fire Service Facilities are not available at the aerodrome. Fire related infrastructure/building exists but are not in working condition. The said building can be made operational with some modification/renovation, repairs and painting work etc. In addition to this, approach roads (of fire related building) are also need to be widen and strengthen according to the requirement of CFT.
- Aviation trained competent firefighting personnel & extinguish media along with other infrastructure is required to be established at the aerodrome.

It was found that Fire Service facilities was not available at the Aerodrome consequently ARFF competent firefighting crew along with fire extinguishing media for category- IV is required to be commissioned before commencement of operation. Fire Service related Infrastructure/building exists but is not in accordance to Fire Safety Manual – 2015 of Airports Authority of India. All communication facility as required for fire service/fire section in accordance to category- IV is also not available. Static tank was found to be available but over head tank is not available.

In this context an *extract from Fire Service Manual -15 (AAI)* is attached.

**Photographs**

[Terminal Building with ATC tower]

[Existing Apron]
Requirements for operation of RCS Airport Code-1B

1. Minimum Length of Runway - 800 mtr.
2. Minimum Basic Strip - 30 Mtr. on either side
3. Shoulder required – Nil
4. RESA-(2xwidth of runway)x 30 mtr.
5. Apron Size - 70X35
6. Taxiway width - 10.5 mtr.
7. Terminal Building – Covered area 525 sqm.
8. Car Park for 25 cars @ 20 sqm. per car = 500 sqm.
9. Lateral Transition slope 20%
10. Longitudinal Transition slope 5%

M 28 Aircraft Technical Information (M 28 Twin Turboprop Aircraft)

- Passenger Capacity - 19 passengers + 2 Crew
- Cabin Length - 5.26 mtrs.
- Cabin Height - 1.70 mtrs.
- Cabin Width - 1.73 mtrs.
- Cabin Volume - 13.7 m³
- External Luggage Pod Volume - 1.3 m³
- Rear door length - 2.6 mtrs.
- Rear door width - 0.9 – 1.2 mtrs.
- Wing Span - 22.06 mtr.
- Length - 13.10 mtr.
- Tail height - 4.90 mtr.

Specifications

Performance (estimated)
Sea level, standard day, maximum takeoff gross weight unless otherwise noted
Maximum Takeoff Gross Weight - 7500 Kg.
Takeoff Distance - 548 m
Landing Distance - 499 m
VMO - 355 km/h
Maximum Cruise Speed - 355 km/h
Long Range Cruise Speed - 244 km/h
Range (10,000 ft, 45 minute reserve) - 1592 km
Range with Auxiliary Fuel Tanks (10,000 ft, 45 minute reserve) - 2244 km
Average Fuel Flow (10,000 ft.) - 268 kg./hr
Endurance Standard Tanks (10,000 ft., 45 minute reserve) - 6.2 hours
Endurance Auxiliary Tanks (10,000 ft., 45 minute reserve) - 11 hours
Stall Speed - 118 km/h
Rate of Climb - 12.29 m/s
Service Ceiling - 7620 m
OEI Service Ceiling - 3901 m

Weights

Maximum Takeoff Gross Weight - 7500 kg.
Empty Weight - 4354 kg.
Useful Load - 3145 kg.
Maximum Payload - 2300 kg.
Maximum Fuel Weight - 1766 kg (2278 I)

**Fuel System**

Normal Capacity - 2278 I
Auxiliary Ferry Tank - 2090 I

**Dimensions**

Propeller Diameter - 2.82 m
Wheelbase - 3.39 m
Wing Tip to Wing Tip turn radius - 14.73 m

**Engines**

Manufacturer/ Type - (2) PRATT & WHITNEY, CANADA PT6A-65 B
Max. take-off power (per engine) - 820 kw
Max. continuous power (per engine) - 820 kw
Max. cruise power (per engine) - 745 kw
Max. climbing power (per engine) - 745 kw

**Dornier 228-212**

- Wing Span (Over Winglets) - 16.97 m
- Wheel Base - 6.29 m
- Passanger Capacity - 19 Seats

**Beechcraft 1900 D**

Aircraft Range - 1500 nm
Fuel Capacity - 2022 kg.
Main Gear - Dual
Passenger Capacity - 19 seats

- Maximum Aircraft Ramp Weight - 7736 kg.
- Maximum Aircraft Landing Weight - 7530 kg.
- Maximum Aircraft Takeoff Weight - 7688 kg.
- Minimum Turning Radius - Not Available
- Length (Overall) - 17.63 m
- Wing Span (Over Winglets) - 17.67 m
- Tall Span - 5.63 m
- Wheel Base - 7.25 m
- Wheel Track - 5.23 m
- Tail Height - 4.72 m
1. **Acquisition of land for basic Strip**

- The existing Runway strip is 53.00 mtr. wide, one side it is available 26.00 mtr. and another side it is 27.00 mtr. only. For Runway code 1B minimum basic strip requirement is 60.00 mtr. i.e. it should be 30 mtr. on either side from runway centre line. It is understood that a proposal by state govt. for acquisition of land for ultimate development for making runway strip 75.00 mtr. on either side of runway is underway, however it is immediate requirement for RCS operations of 19 seater Aircraft that minimum 60 mtr. basic strip (30 meter on either side from centre line of runway) to be made available for transition area clearance of boundary wall minimum 25 mtrs. land on either side of runway needs to be acquired. Thus the immediate land requirement for RCS operation to commence is 18.00 acres duly marked on enclosed layout plan.

   PDC – May 2018.

   **Action:** State Govt.

2. **Pavement works:** (To be done by the State Govt.)

- Extension of apron by 950 Sqm (overall size required 70mX35m=2450Sqm.)
- Basic strip grading
- Construction of RESA 46X30 mtr
- Fire CFT Holding position road 5.0 mtr wide
- Widening of Connection roads from fire station to Runway & towards terminal building.
- Runway and Apron Markings

   Necessary drawings/specifications shall be provided by AAI. Monitoring by RED, NR.

   Approx. Cost: Rs 2.50 Crore

   PDC: June 2018

   **Action:** State Govt./ RED, NR, AAI

3. **Terminal Building:** (To be done by the State Govt.)

- Existing terminal building (Area 667.00 sqm.) is proposed to be used as terminal building. Minor repairs and Painting of existing terminal building is required, state govt. may provide Auto CAD drawings of existing terminal building to designate Departure Block, concourse Area, Arrival block, positioning of security equipments, Airline counters.
- The approximate 8 mtr x 10 mtr covered hall to be required for installation of AMF Panel, LT Panel and Sub-station equipments –hall/Space is available.
- Existing fire station shade needs to be renovated and flooring needs to be provided.
- Painting Work (inside and outside)
• Venetian Blind/Curtains on windows (Area = 135 sqm approx.)
• Replacement/Repair of Doors/Windows (wherever required)
• P/F of MS Ladder for control room
• Providing and Placing of furniture for passengers/staffs
• Work shall be executed by UPRNNL, funds for modifications etc. are to be released by AAI as decided vide Under Secretary MOCA’s letter no. AV 20036/49/2017-AD dated 24.11.2017. The State Govt. shall take up and complete the terminal building work along with required furniture, provision for CCTV, FIDS, PA System etc. Any guidance required shall be provided by RED, NR, AAI.

Approx. Cost: Rs 1.50 Crore

PDC: June 2018

Action: State Govt. / RED, NR, AAI

4. Operational Boundary Wall: (To be done by State Govt.)

• The present boundary wall is 1.85 mtr. high brick wall without barbed wire is lying within basic strip which needs to be demolished and to be shifted at a distance of minimum 40.00 mtr. from runway centre line.
• The new boundary wall 8 feet height + 1.5 feet height concertina coil needs to be constructed.
• Provision of fire crash gates on both ends of boundary wall.

Approx. Cost: Rs 7.0 Crores

PDC: August 2018

Action: State Govt. / BCAS/RED, NR, AAI

5. Runway Strength(PCN)

• Pavement classification number is not available / not known. For PCN evaluation, action has been initiated by AAI, CHQ Structure directorate.

PDC: April, 2018

Action: AAI, CHQ Structure Dte.

6. Other Misc. Civil works:- (To be done by State Govt.)

• Cooling pit, windsock, ARP, etc. The location for these works identified and action for completion shall be taken up by UP State govt.

Approx. Cost: Rs. 0.50 Crore

PDC: June 2018.

Action: State Govt. / RED, NR, AAI

7. Access Control/ Approach Road:- (To be done by State Govt.)
Approach road from highway is available, boom barriers at the airport entrance and properly illuminated. Necessary signage’s from highway also to be provided. Shelter covers/booths to be provided for checking security staff.

Action: State Govt.

8. Control Tower:- (To be done by AAI)

- Pre-engineered/Pre-fabricated ATC tower with control room size of 5.40 mtrx5.40 mtr. at a height of 6.30 mtr. with lightning /surge protection, earthing, RF/Data cable ducts etc. is in process of procurement, however ATC equipments can be erected in available space of ATC tower.

PDC: June 2018

Action: Engg. / CNS dte.AAI,CHQ

9. Documentation:- (To be done by the State Govt. as operator)

- The necessary documentation like security manual, quality control manual, aerodrome manual, emergency procedure and contingency plans, safety management manual etc. to be prepared by State Govt. in co-ordination with AAI Ops. Dte.

Action: State Govt.

10. CNS Works:- (To be done by AAI)

- Following essential facilities are required to be provided by CNS Dte in order to provide Air Traffic Control Service under RCS at AAI and non AAI airports.

10) VHF for Control Tower (Main & Standby Frequency) with associated equipment’s recording facility (DVR) etc.- CHQ (CNS-P) is taking action to procure facilities

11) Digital Clock.
12) Direct Telephone line with STD facilities and Fax machine.
13) Intercom facilities with CNS units, fire stations etc.
14) Direct Hot Line with City fire brigade.
15) At least two sets of Walky-Talky equipment’s.
16) Crash Fire Alarm and PA systems.
17) Mobile Phone with dual SIM (One from BSNL and other having good coverage)

(9) Computer with internet facility and Printer.

- RHQ’s is required to take action to provide facilities from Sl. No. 2 to 9
- It is required to install two ACs for VHF AND DVR equipment.
- A new Earthing is required to make before installation of CNS equipment.
- Local administration has to take up the issue with BSNL/Other service provider to terminate few lines inside airport premises.
- DG set is not provided as back-up for mains supply. It needs to be provided as back-up.
- No furniture available for CNS equipment. Needs to provide few basic furniture for equipment and officers.

Approx. Cost  Rs.1.0 Crore

PDC: August 2018

Action: State Govt. / CNS dte.AAI,CHQ
11. Security Equipment:– (To be done by State Govt.)

Security equipment required are assessed as below:

- XBIS (RB)-1 No.
- X-BIS(HB)-1 No.
- DFMD-4Nos. (SHA-2 Nos., Entrygate-1 No., Stop Gate- 1 No.)
- HHMD- 8 Nos.
- CCTV
- ETD-2 Nos.
- FIDS

All security equipments shall be procured /provided by AAI to Govt. of UP on rental basis

PDC: June,2018.

Action: State Govt.

12. Airspace Management perspective and Obstacles –

- Shravasti Airport is lying in restricted airspace VIR 159 and controlling authority is Bakshi ka talab. Before commencing operations, coordination procedures may be established with bakshi ka talab.
- For survey and OLS charting Award letter has already been placed by CHQ vide letter No. AAI//9-3/RCS/2018(Survey) dated 23.02.2018.
- After receiving the obstacles chart from survey /OLS study, marking of obstacles shall be carried out by state Govt and action for removal of same will be taken by State Govt. of UP

PDC: April,2018

Action: State Govt. / ED(ATM), CHQ, AAI

13. Fire Services:– (To be done by AAI/State Govt.)

In order to help commencement of operation immediately at the Airport by provisioning below mentioned facilities immediately:

a. 01 CFT and 01 Ambulance to be commissioned -To be provided by AAI on rental basis to state govt.

b. 01 CFT 01 Ambulance to be kept stand-by-To be provided by AAI on rental basis to state govt.

Fire store requirements:

I. At least 700liters of foam compound should be kept in reserve.
II. At least 135kg of DCP should be kept in reserve.

(To be provided by AAI on rental basis to state govt.)
• Before commencement of operation static tank and over head tank should be constructed so as to avoid water supply shortage-To be constructed by State Govt.

• ARFF competent fire fighting crew along with fire extinguishing media for category- IV is required to be commissioned before commencement of operation.

• The necessary Fire personnel shall be identified / deputed by State Govt. and duly trained by AAI.

• In this context an extract from Fire Service Manual -15 (AAI) is attached as ready reckoner.

PDC: June 2018

Action: State Govt./ RED, NR, AAI

14. Security Services:-
• The security services are to be provided by State Govt. The number of police personnel to be deputed shall be communicated to State Govt. by BCAS after inspection for training and deployment.

Action: State Govt. / BCAS

15. Electrical works:- (To be done by State Govt.)

 (11) The standby power supply source i.e. DG set with AMF Panel and LT Panel.
 (12) Internal & External electrification as per operational requirement.
 (13) Electrical fitting and fixtures i.e. Fan, LED Light Fitting in existing terminal building.
 (14) Air-Conditioning of existing terminal building for passenger facilitation and operational equipments.
 (15) Water Coolers and RO System for drinking water supply.
 (16) Electronic Weighing Machine for checking counters.
 (17) Signages for passenger facilitation in existing terminal building.
 (18) Signages for operational area i.e. runway, taxiway etc.
 (19) Electrical Installation in signaling area i.e. Windcone, Landing T etc.
 (20) Electrical fitting & fixtures for new proposals / requirements by CNS, ATC, Civil etc.

NOTE : The Runway Lights, Taxiway Lights, PAPI Lights, Approach Lights, Apron High Mast Lights, Perimeter Lights are not considered for VFR operation.

Approx. Cost: Rs.2.0 Crore.
PDC: June 2018.

Action: RED, NR, AAI

16. Meteorology - Met observatory and the trained Met. Officials may be required before commencement of commercial flights. Necessary coordination with Met. Department to be taken up by State Govt. of UP.

Action: State Govt.

17. Airport Licence (To be taken by State Govt as operator.)- Presently Airport licence is not available. Action for taking Airport Licence from DGCA to be taken by State Govt. PDC: August,2018.

Action: State Govt.
Suitability of Airport - Presently, Aerodrome is not fit for commercial flights, however, after actions as above and obtaining aerodrome licence, the commercial flight operations may be commenced.

(Bharat Bhushan)  (C.B.Jain)  (I.R.Mishra)  (RameshwarGautam)
Sr. Suptd.(Plg.)-SG  Sr. Mgr.(Plg.)  Sr.Mgr.(F-S)-Lucknow  SM(Elec.), Varanasi

(Sandeep Sharma)  (A.S.Fripathi)  (GauravKarnwal)  (Rajesh Sinha)
AGM(ATM-I PD)  AGM(C)-Lucknow  DGM(Structure)  Jt.GM(CNS)
### AAI Side

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<th>S.No.</th>
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<th>Designation</th>
<th>On tour from</th>
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<tr>
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<td>7.</td>
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<td>9685359758</td>
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<td>8.</td>
<td>Bharat Bhushan</td>
<td>Sr. Supdt. (Plg.)-SG</td>
<td>CHQ-New Delhi</td>
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<td><a href="mailto:Bharatb01@aai.aero">Bharatb01@aai.aero</a></td>
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### State Govt. / District Administration Side

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<tbody>
<tr>
<td>1.</td>
<td>S.P. Verma</td>
<td>Dy. Collector, SDM-Shravasti</td>
<td>Shravasti</td>
<td>9454416094</td>
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<td>2.</td>
<td>Vinod Kr. Gupta</td>
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<td>Rajendra <a href="mailto:prasad5289@gmail.com">prasad5289@gmail.com</a></td>
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<td>3.</td>
<td>Rajendra Prasad</td>
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<td>5.</td>
<td>Sailani Ram</td>
<td>Jr. Aircraft Mechanic, UP Civil Aviation Deptt.</td>
<td>Shravasti</td>
<td>9918022832</td>
<td></td>
</tr>
</tbody>
</table>
BASIC STRIP & ROAD = 18.0 ACRES
Proposed Land Acquired for
Proposed Resa = 30.0 m x 46.0 m
Existing Road for CFT 3.8 m x 140.0 m
Existing CFT Shade = 10.2 m x 12.5 m
Proposed Apron = 70.0 m x 35.0 m
Existing Apron = 60.0 m x 30.0 m
Existing Terminal Building = 667.94 m²
Existing Runway = 1350 m x 23 m

LEGEND -