

**AMENDMENT AGREEMENT TO THE AMENDMENT AND
RESTATEMENT AGREEMENT RELATING TO THE
SHAREHOLDERS AGREEMENT DATED JANUARY 23, 2002**

amongst

**KARNATAKA STATE INDUSTRIAL INVESTMENT AND
DEVELOPMENT CORPORATION LIMITED**

And

AIRPORTS AUTHORITY OF INDIA

And

SIEMENS PROJECT VENTURES GmbH

And

FLUGHAFEN ZUERICH AG

And

LARSEN & TOUBRO LIMITED

And

BANGALORE INTERNATIONAL AIRPORT LIMITED

200 200

Government of Karnataka
Registration & Stamps Department

Issued by CE/1 183464
State Bank of Mysore

Certified that a sum of Rs. 200/- (Rupees Two Hundred only) has been paid towards Karnataka Stamp duty by
Sri/Smt. **BANGALORE INTERNATIONAL AIRPORT LTD**

s/d/w/o _____ residing at _____

COOKE TOWN-4190
BANGALORE
Br. Name: 25476062 **21 JUL 2006**

Date: _____

For STATE BANK OF MYSORE
Authorised Agent to collect stamp duty on
behalf of Government of Karnataka
Manager, Cooke Town Branch

200 200

THIS AGREEMENT is made in Bangalore on the **28th** day of July 2006:

BETWEEN:

- (1) **KARNATAKA STATE INDUSTRIAL INVESTMENT AND DEVELOPMENT CORPORATION LIMITED**, a company incorporated under the Companies Act, 1956, having its registered office at Khanija Bhavan, East Wing, Fourth Floor, # 49, Race Course Road, Bangalore-560 001 (hereinafter referred to as "**KSIIDC**") which expression shall include its successors and permitted assigns); and
- (2) **AIRPORTS AUTHORITY OF INDIA**, an authority constituted under the Airports Authority of India Act, 1994 having its Corporate Office at Rajiv Gandhi Bhavan, Safdarjung Airport, New Delhi- 110 003 (hereinafter referred to as "**AAI**" which expression shall include its successors and permitted assigns); and
- (3) **SIEMENS PROJECT VENTURES GmbH**, a company incorporated in Erlangen under the laws of the Federal Republic of Germany and having its Principal Office at Freyeslebenstr 1, D-91058, Erlangen, Germany (hereinafter referred to as "**Siemens**" which expression shall include its successors and permitted assigns); and
- (4) **FLUGHAFEN ZUERICH AG**, a company incorporated in Zuerich under the laws of Switzerland and having its Principal Office at CH-8058 Zuerich – Airport, Switzerland (hereinafter referred to as "**Unique Zurich**" which expression shall include its successors and permitted assigns); and
- (5) **LARSEN & TOUBRO LIMITED**, a company incorporated under the Indian Companies Act, 1913 and having its registered office at L&T House, Narottam Morarjee Marg, Ballard Estate, Mumbai- 400 001 (hereinafter referred to as "**L&T**" which expression shall include its successors and permitted assigns); and

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- (6) **BANGALORE INTERNATIONAL AIRPORT LIMITED** a company incorporated with limited liability under the Companies Act, 1956, having its registered office at 118, Gayathri Lakefront, Outer Ring Road, Hebbal, Bangalore-560 024 (hereinafter referred to as “**BIAL**” or “**the Company**”, which expression shall be deemed to include its successors and permitted assigns),

(Parties 1 to 6 above are collectively referred to as the “**Parties**”).

WHEREAS

- (A) By a Shareholders Agreement dated January 23, 2002 (the “**Shareholders Agreement**”) made between the Parties, the Parties agreed their rights and obligations as between one another in respect of their interest in Bangalore International Airport Limited, which was amended and restated by an Amendment and Restatement Agreement relating to the Shareholders Agreement dated January 23, 2002, dated June 10, 2005 (“**Amendment and Restatement Agreement**”). The Shareholders Agreement and the Amendment and Restatement Agreement are together referred to as the “**Original Shareholders Agreement**”.
- (B) Subsequent to the execution of the Original Shareholders Agreement, and due to unforeseen commercial developments in the civil aviation sector in India leading to an increase in air traffic and passengers, the Parties have discussed and mutually agreed to amend the Original Shareholders Agreement on the terms and conditions set out below.

NOW IT IS HEREBY AGREED as follows:

1 Definitions and interpretation

1.1 Incorporation of defined terms

1.1.1 Unless a contrary indication appears, a term defined in the Original Shareholders Agreement has the same meaning in this Agreement.

1.1.2 The principles of construction set out in the Original Shareholders Agreement shall have effect as if set out in this Agreement.

1.2 Clauses

In this Agreement any reference to a "Clause" or a "Schedule" is, unless the context otherwise requires, a reference to a Clause of or a Schedule to this Agreement.

2 Amendments

2.1 Amendments

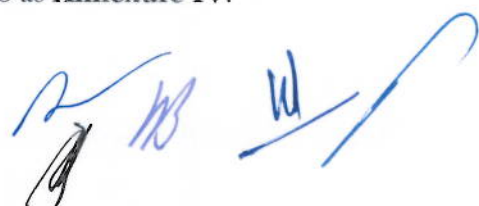
With effect from the date of this Agreement the Original Shareholders Agreement shall be amended as follows (and all references to Clauses and

paragraphs in this Clause 2 shall be references to the respective Clauses and paragraphs in the Original Shareholders Agreement unless stated otherwise in this Clause 2):

- 2.1.1 In Schedule A of the Amendment and Restatement Agreement (“**Amended and Restated Shareholders Agreement**”) the following definition shall be inserted in Clause 1.1: “Additional Employer’s Requirements” has the meaning given to it in the Other Contract(s) / Arrangement(s).
- 2.1.2 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the following definition shall be inserted: “Other Contract(s) / Arrangement(s)” shall mean, the agreement(s) between BIAL and any third party contractor(s) (excluding the contractors appointed pursuant to the EPC Contracts) and/or any arrangement whereby work is undertaken by BIAL, under which such third party contractor(s) and/or BIAL, as the case may be, will participate in the design, procurement, construction and completion of the Project.
- 2.1.3 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the definition of “Business Plan” shall be amended as follows: “Business Plan” means the document so entitled originally dated March 03, 2005, and as will be revised by BIAL within four (4) months from the date of execution of this Agreement, which revision shall conform to the basic parameters enumerated in **Annexure III** attached hereto.
- 2.1.4 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the definition of “Concession Agreement or CA” shall be amended as follows: “Concession Agreement” or “CA” means the agreement originally dated 5th July 2004, and as amended on or about the date of this Agreement between GoI and the Company for the development, construction, operation and maintenance of the Airport.
- 2.1.5 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the definition of “Detailed Project Report” shall be amended as follows: “Detailed Project Report” means the document so entitled originally dated March 03, 2005, as will be revised by BIAL within four (4) months from the date of execution of this Agreement, comprising of:
- (i) the Master Plan;
 - (ii) the Employer’s Requirements;
 - (iii) the Financial Model;
 - (iv) the Business Plan; and
 - (v) the Additional Employer’s Requirements.

- The Operation and Maintenance Plan, required to be submitted as per Clause 7.1 of the State Support Agreement, shall be deemed to form a part of the Detailed Project Report.
- 2.1.6 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the definition of "Financial Close" shall be replaced with the following: "Financial Close" means or refers to June 23, 2005 being the date on which financial close was achieved by BIAL.
- 2.1.7 In Clause 1.1 of the Amended and Restated Shareholders Agreement, the definition of "Financial Model" shall be amended as follows: "Financial Model" means the document so entitled originally dated March 03, 2005, and as will be revised by BIAL within four (4) months from the date of execution of this Agreement, which revision shall conform to the key financial parameters enumerated in **Annexure II** attached hereto.
- 2.1.8 In Clause 1.1 of the Amended and Restated Shareholders Agreement the definition of "State Support Agreement" shall be amended as follows: "State Support Agreement" means the agreement originally dated January 20, 2005 and supplemented by way of the Supplemental State Support Agreement dated June 02, 2005 and as further amended on or about the date of this Agreement, entered into between GoK and the Company in connection with GoK providing the State Support.
- 2.1.9 Clause 27 of the Amended and Restated Shareholders Agreement shall be amended as follows:
In case of BIAL to:
Bangalore International Airport Limited
#118, Gayathri Lakefront, Outer Ring Road, Hebbal, Near Flyover,
Bangalore 560 024
India
Fax: +91 80 2333 3400
Attention: Chief Executive Officer
- 2.1.10 Schedule 5A of the Amended and Restated Shareholders Agreement shall be amended as follows: The Maximum Project Cost as per the Financial Model is Rs.1,930.29 Crores including a contingency of Rs. 77.75 Crores.
- 2.1.11 Annex 1, Master Plan to be replaced with the revised Master Plan annexed hereto as **Annexure I**.
- 2.1.12 Annex 2, Description of Initial Phase to be replaced with the revised description of the Initial Phase annexed hereto as **Annexure IV**.

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2.2 Continuing obligations

The provisions of the Original Shareholders Agreement shall, save as amended by this Agreement, continue in full force and effect.

3 Miscellaneous

3.1 Incorporation of terms

The provisions of Clauses 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29 of the Amended and Restated Shareholders Agreement shall be incorporated into this Agreement as if set out in full in this Agreement and as if references in those clauses to "this Agreement" are references to this Agreement.

3.2 Counterparts

This Agreement may be executed in any number of counterparts, and this has the same effect as if the signatures on the counterparts were on a single copy of this Agreement

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IN WITNESS whereof the Parties have signed this Agreement through their authorised representatives, as above stated, as of the date first hereinabove mentioned.

SIGNED for and on behalf of

**KARNATAKA STATE INDUSTRIAL INVESTMENT
and DEVELOPMENT CORPORATION LIMITED**

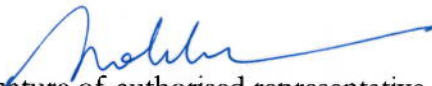
by a duly authorised representative
in the presence of:



Signature of witness

G.L. JERE
Executive Director
K S I I D C Ltd
Khanija Bhawan
Bangalore - 560 001

Name and address of witness



Signature of authorised representative

SOBHA NAMBISAN, IAS
CHAIRPERSON & MANAGING DIRECTOR
KARNATAKA STATE INDUSTRIAL INVESTMENT
AND DEVELOPMENT CORPORATION LIMITED
'KHANDIJA BHAVAN', 4th FLOOR, EAST WING
19, RACE COURSE ROAD, BANGALORE-560 001

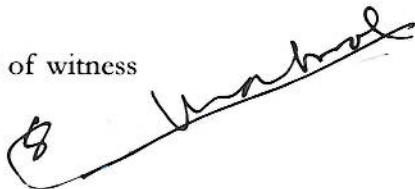
Name of Authorised representative

SIGNED for and on behalf of

AIRPORTS AUTHORITY OF INDIA

by a duly authorised representative
in the presence of:

Signature of witness



S.C. CHHATWAL
MEMBER (FINANCE)
AIRPORTS AUTHORITY OF INDIA

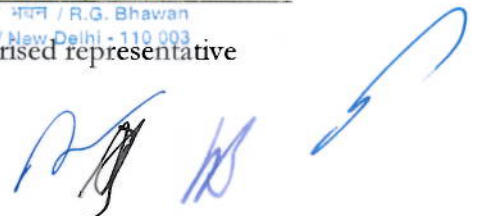
Name and address of witness

Signature of authorised representative



के.रामलिंगम / K. RAMALINGAM
अध्यक्ष / Chairman
भारतीय विमानपत्तन प्राधिकरण
Airports Authority of India
राजगंधी भवन / R.G. Bhawan
नई दिल्ली / New Delhi - 110 003

Name of Authorised representative



SIGNED for and on behalf of

SIEMENS PROJECT VENTURES GmbH

by duly authorised representatives
in the presence of:

Signature of witness

T. S. SAKTHIDHARAN

Name and address of witness

Signature of authorised representatives

W. BISCHOFF K. KOLOF

Name of Authorised representatives

SIGNED for and on behalf of

FLUGHAFEN ZUERICH AG

by a duly authorised representative
in the presence of:

Signature of witness

STEPHAN WIDAIS
CHIEF COMMERCIAL OFFICIAL
BANGALORE INTERNATIONAL AIRPORT
LIMITED

Name and address of witness

Signature of authorised representative

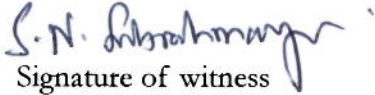
BEAT SPALINGER

Name of Authorised representative

SIGNED for and on behalf of

LARSEN & TOUBRO LIMITED

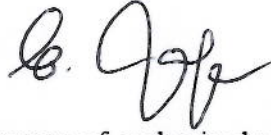
by a duly authorised representative
in the presence of:



Signature of witness

S.N. Subrahmanyam
Joint General Manager
L & T Limited (ECC Division)
Mount Poonamallee Road
Chennai - 600 089

Name and address of witness



Signature of authorised representative

K.V. Rangaswami

Name of Authorised representative

SIGNED for and on behalf of

BANGALORE INTERNATIONAL AIRPORT

LIMITED

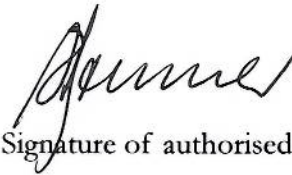
by a duly authorised representative
in the presence of:



Signature of witness

A. R. RAJARAM
Bangalore International Airport Ltd.
118, Gayathri Lakefront
Outer Ring Road, Hebbal, Near Flyover
Bangalore - 560 024

Name and address of witness

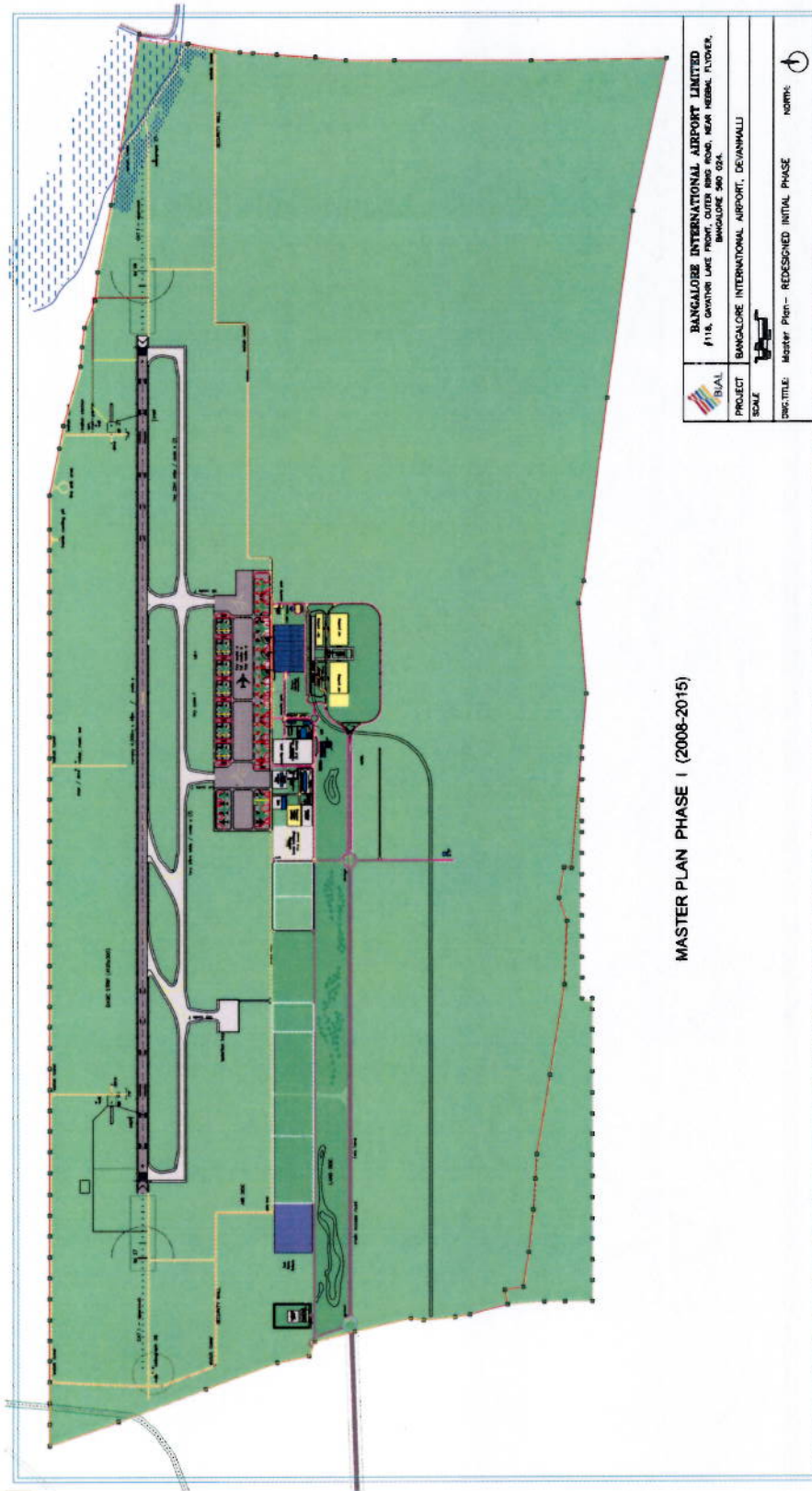


Signature of authorised representative

Albert Brunner

Name of Authorised representative

ANNEXURE I MASTER PLAN

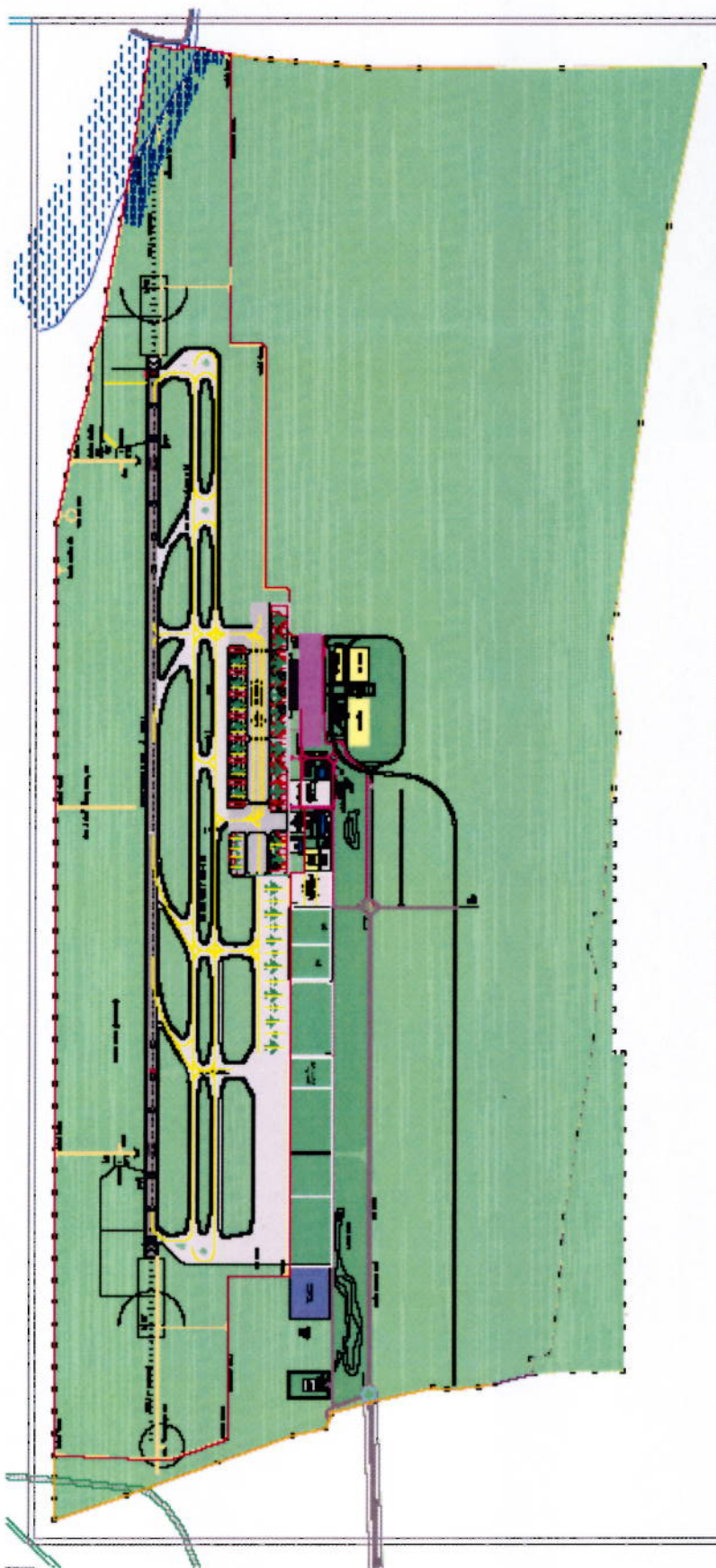


MASTER PLAN PHASE I (2008-2015)

	BANGALORE INTERNATIONAL AIRPORT LIMITED #118, GANATHI LANE FROST, OUTER RING ROAD, NEAR HEBSBA FLYOVER, BANGALORE 560 026.
PROJECT	BANGALORE INTERNATIONAL AIRPORT, DE/ANNAHALLI
SCALE	
DATE/TITLE	Master Plan- REDESIGNED INITIAL PHASE NORTH

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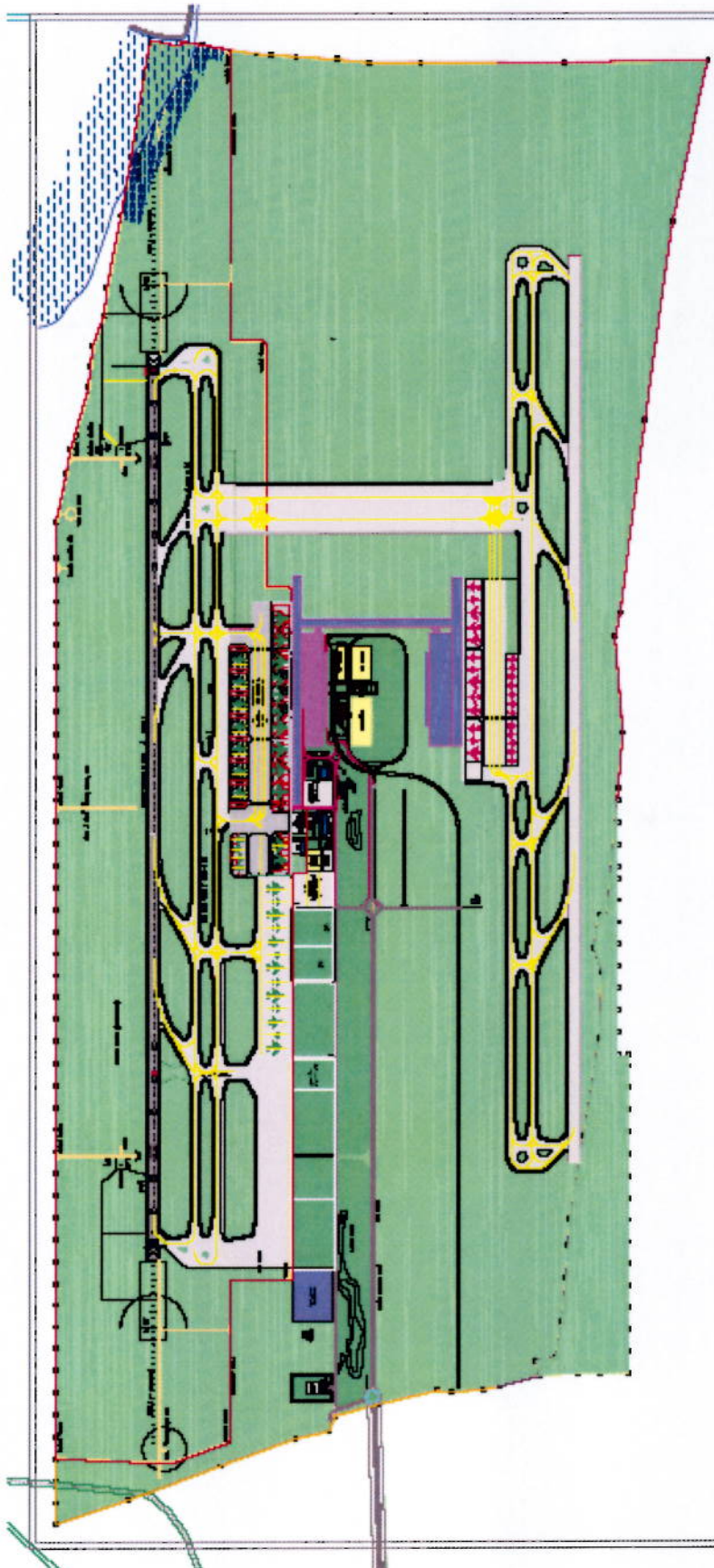


MASTER PLAN (PHASE II) - INDICATIVE 2016-2020

	SURUGAZI INTERNATIONAL AIRPORT LİNEER 618 ÇEVRE VE İKLİM BAKANLIĞI İKLİM BAKANLIĞI SURUGAZI İHA
PROJEKT	SURUGAZI INTERNATIONAL AIRPORT, DÜŞÜNÜLÜ
ÖLÇEK	1:1000
NOTLAR	Master Plan- Phase II 10/2016

©

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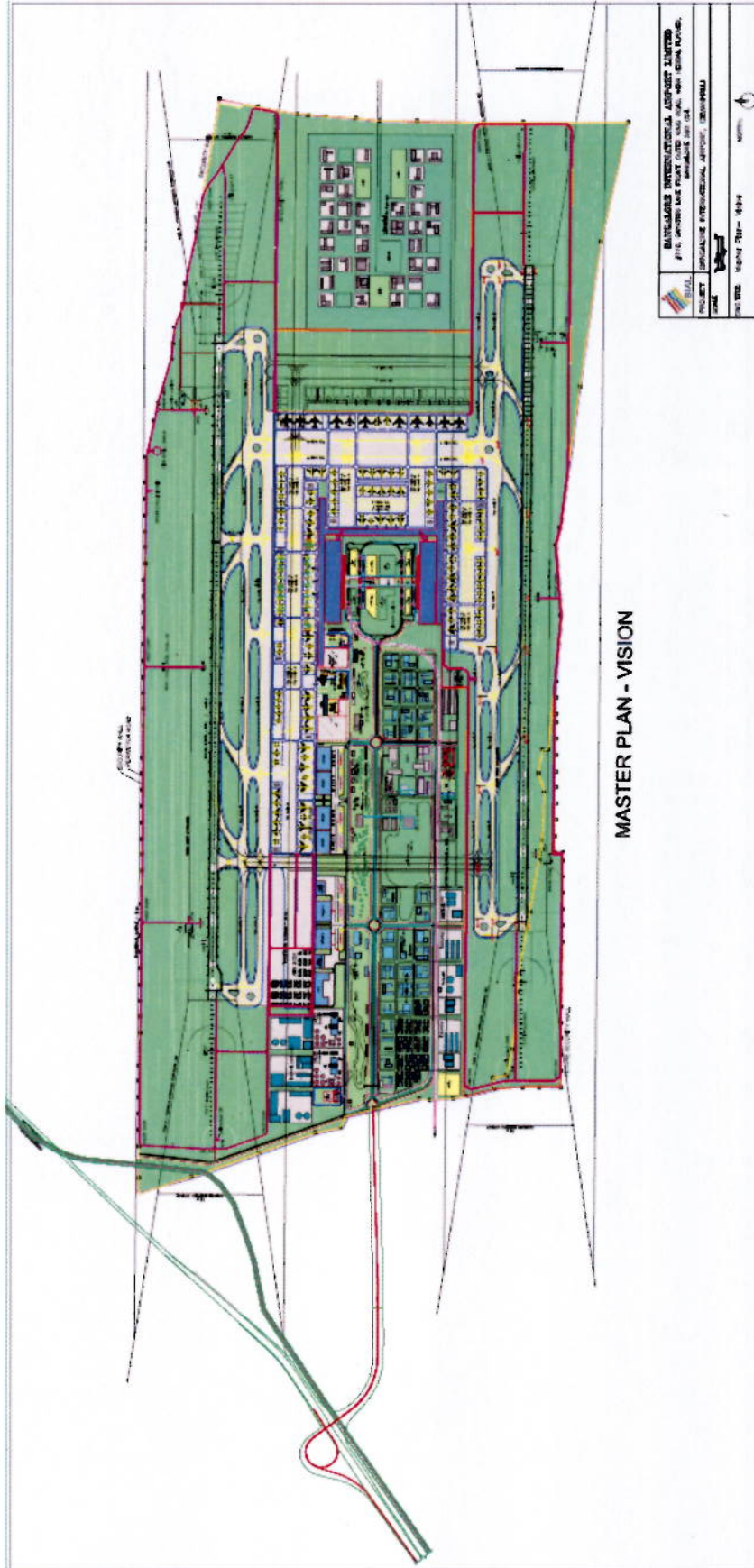


	SUMBAWE INTERNATIONAL AIRPORT LIMITED P11A LOTTERY INC. (MAY, JUNE, JULY, AUG, NOV, DECEMBER, FEBRUARY, MARCH, APRIL, MAY)
	PROJECT SUMBAWE INTERNATIONAL AIRPORT, DISSEMINATION
DATE 15/05/2024	SHEET NO. 01
TITLE Master Plan- PHASE II	SCALE 1:1000

MASTER PLAN (PHASE II) - INDICATIVE 2024-2025

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ANNEXURE II

THE KEY FINANCIAL PARAMETERS WHICH FORM THE BASIS FOR THE REVISION OF THE FINANCIAL MODEL

FINANCIAL OVERVIEW - INITIAL PHASE INCLUDING REDESIGN						
Sl. No.	Elements of Costs	Initial Phase		Redesign Rs mio	Including Redesign (full scope)	
		Rs mio	%age		Rs mio	%age
A	Construction Costs	8,603.7	60.9%	3,910.5	12,514.2	64.8%
	Civil	5,285.4	37.4%	2,488.3	7,773.7	40.3%
	Technical	3,318.3	23.5%	1,422.2	4,740.5	24.6%
B	Reserve for Redesign			100.0	100.0	0.5%
C	Equipment & Vehicles	266.0	1.9%	53.2	319.2	1.7%
D	Contingency	777.5	5.5%	-	777.5	4.0%
E	Preoperational Costs	2,115.0	15.0%	113.2	2,228.2	11.5%
F	Taxes, Levies, Duties	1,192.3	8.4%	335.3	1,527.6	7.9%
G	Financing	1,041.5	7.4%	614.4	1,655.8	8.6%
H	Margin for working capital	121.9	0.9%	58.5	180.4	0.9%
	Total Project Costs	14,117.9	100.0%	5,185.0	19,302.9	100.0%

MEANS OF FINANCE						
	Sources of Funds	Initial Phase		Redesign Rs mio	Including Redesign	
		%age	Rs mio		%age	Rs mio
A	Equity	23.1%	3,267.0		16.9%	3,267.0
	SPV	40.0%	1,306.8		40.0%	1,306.8
	UZA	17.0%	555.4		17.0%	555.4
	L&TIDPL	17.0%	555.4		17.0%	555.4
	KSIIDC	13.0%	424.7		13.0%	424.7
	AAI	13.0%	424.7		13.0%	424.7
B	State Support from GoK	24.8%	3,500.0		18.1%	3,500.0
C	Debt from Lenders					
	For the Initial Phase	52.1%	7,350.9		38.1%	7,350.9
	For the Redesign Part		-	4,500.00	23.3%	4,500.0
D	Internal Accr'l/Security Deposit			685.00	3.5%	685.0
	TOTAL	100.0%	14,117.9	5,185.00	100.0%	19,302.9

KEY FINANCIAL PARAMETERS				
	Parameters	Initial Phase		Including Redesign
A	Project IRR (25 yrs Post Tax)		14.16%	14.58%
B	Debt Equity Ratio		2.25 : 1	3.63 : 1
C	Debt to Equity incl State Support Ratio		1.09	1.75
D	Minimum DSCR		1.37	1.41
E	Average DSCR (10 years)		2.20	1.75

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ANNEXURE III

BASIC PARAMETERS FOR THE REVISION OF THE BUSINESS PLAN

The Business Plan of 3rd March 2005 remains valid for all parameters / assumptions, excepting and so far as it relates to the traffic forecast (passenger and cargo). Therefore, the key revisions compared with the assumptions in the Business plan of 3rd Mar 2005 are reflected below:

1. TRAFFIC FORECAST PASSENGERS (Domestic & International Combined)

Traffic Study

Basis for Business Plan Initial Phase

LH 2002 Mid

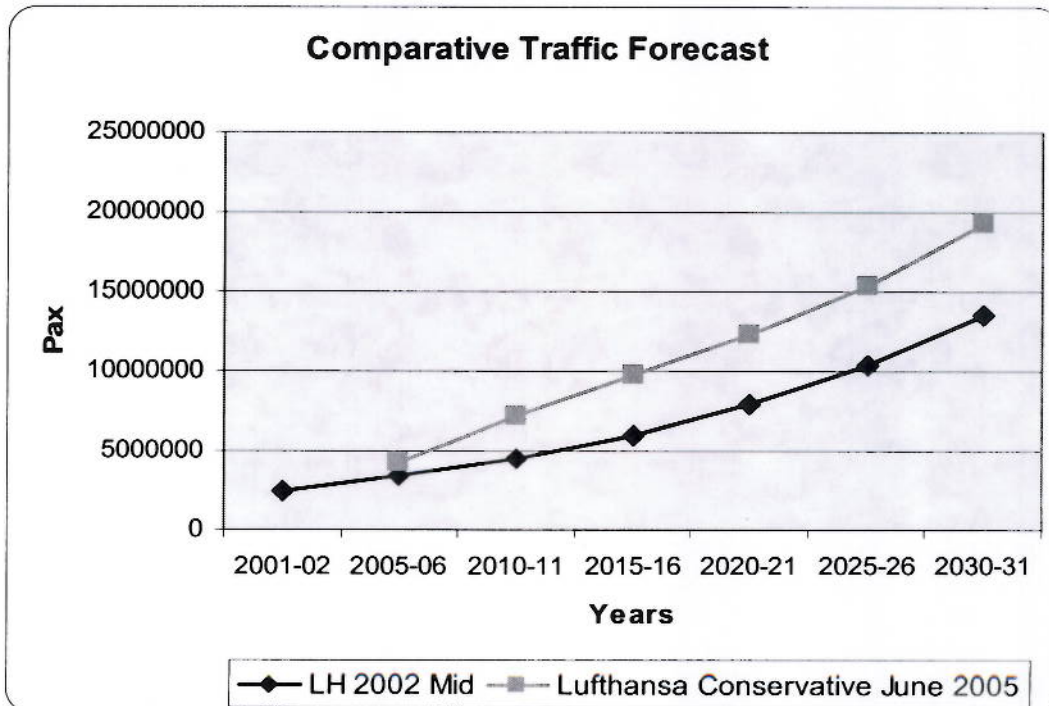
Basis for Business Plan Initial Phase (incl. Redesign)

Lufthansa Conservative Jun'05

Pax in Nos.

Years	LH 2002 Mid	Lufthansa Conservative June 2005
	Business Plan Initial Phase	Business Plan Initial Phase (incl. Redesign)
2001-02	2'443'479	
2005-06	3'420'680	4,328,258
2010-11	4'541'864	7,144,506
2015-16	6'010'665	9,777,470
2020-21	7'899'164	12,284,213
2025-26	10'313'053	15,377,190
2030-31	13'484'794	19,256,085

Total Passenger Traffic Growth Pattern:



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2. TRAFFIC FORECAST CARGO

Basis for Business Plan Initial Phase

Basis for Business Plan Initial Phase (incl. Redesign)

Traffic Study

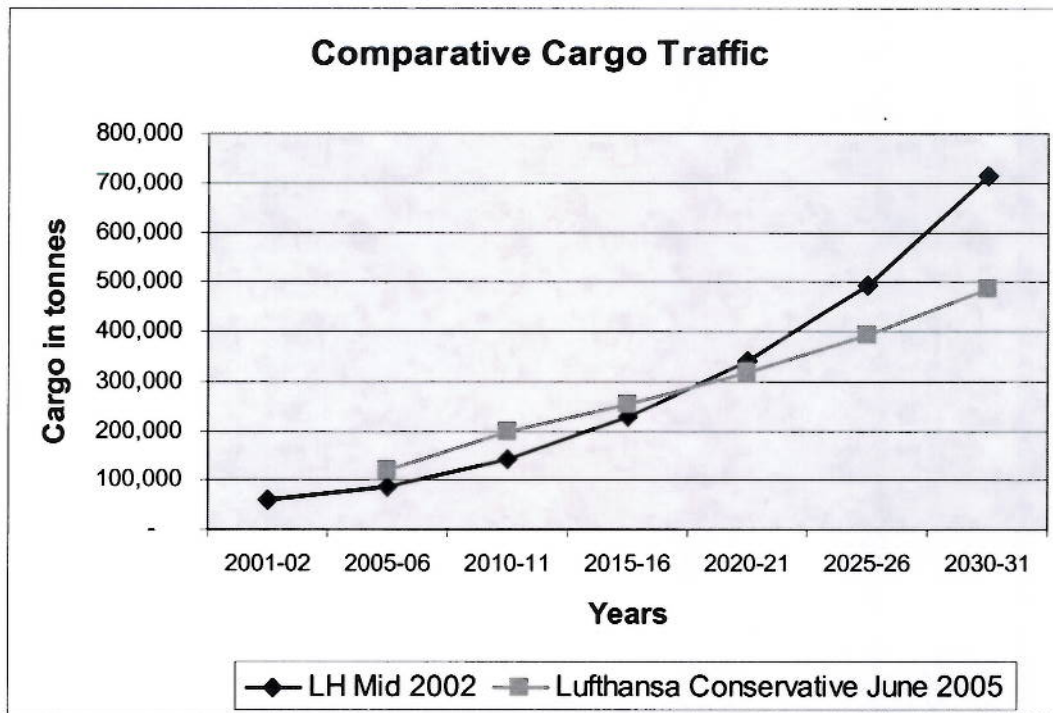
LH 2002 Mid

Lufthansa Conservative Jun'05

Cargo in tonnes

Years	LH 2002 Mid	Lufthansa Conservative June 2005
	Business Plan Initial Phase	Business Plan Initial Phase (incl. Redesign)
2001-02	58,612	
2005-06	85,191	118'378
2010-11	142'907	198'565
2015-16	227'032	255'033
2020-21	339'808	316'118
2025-26	492'393	391'855
2030-31	713'494	485'926

Cargo Traffic Growth Pattern:



3. Composition of mix of aircrafts and movements:

Change in the composition of the mix of aircrafts and air traffic movements which stem from the revised traffic forecast considered in the business plan are incorporated in the revised financial model. Other than these, there are no other changes in the revenue assumptions in the revised financial model.

4. Other aspects with reference to the business plan

Other changes consequent to the revision in the traffic forecast have been carried out in the revised financial model.

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ANNEXURE IV

DESCRIPTION OF INITIAL PHASE

1 Location

The site for the proposed international airport falls east of Bangalore – Hyderabad National Highway No.7 between 29 Kms and 30 Kms from Bangalore and 4 Kms south of Devanahalli town. The site covers an area of 3884 acres (1572 ha) and is bounded by latitude 13° 15' 50" to 13° 12' 15" N and longitude 77° 40' 20" to 77° 44' 09" East.

The airport layout design allows for a second parallel runway (future) within the site. A separation distance of 1925 m between the runways is allowed. This distance allows for safe independent runway operation in accordance with ICAO guidelines and provides for optimum use of the area between the runways for terminal and other commercial developments.

2 Taxiways

The taxiway system proposed between the runway and the apron will enable aircraft to travel with the minimum of delay and permit the runway to operate to its maximum capacity. In the initial phase the airport taxiway system will include the following:

- Full parallel taxiway
- Entry/exit taxiway
- apron taxi lane

In the initial phase, the rapid exits and entry / exit taxiways for the runway are proposed (as shown on the master plan), so as to expedite the movement of aircrafts to and from the runway and to reduce taxiing time and distance.

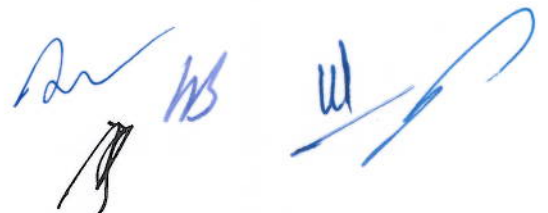
3 Apron

The layout of the apron and the terminal and the relationship between the two is designed to reflect international standards.

The objectives of the apron design include:

- To minimise taxiing distance to/from the runway
- To provide sufficient taxi lanes to avoid delays
- To provide airside roads and equipment parking areas so as to ensure that the ground support for aircraft is sufficient and efficient.

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- To ensure that operations can be conducted safely.

In the initial phase provision is made for 18 terminal stands (of which 8 are connected with PBB to the terminal building) and 14 remote stands. In addition, provision is made for 6 stands at the cargo apron.

4 Airside Service Roads

An airside road system to transport the vehicles, which sustain the operation of aircraft, both on the airside and to link with the landside road system is proposed. An airside service road (apron service road) will run on the airside face of the terminal building. It serves the isolation bay, fire station, cargo, fuel farm, and maintenance area and continues as a gravel road around the airport perimeter.

5 Main Access Road

A four lane bituminous approach road is proposed, parallel to the runway, linking the NH7 to the terminal complex. A trumpet flyover is also proposed at the intersection of NH7 in order to avoid cross-traffic. The work on trumpet flyover shall be undertaken by NHAI or through a SPV. All roads within the site will be constructed by BIAL.

This road serving primarily the passenger terminal will also link the airport support facilities. Round about are proposed at important junctions.

From an aesthetic point of view landscaping along the approach road is proposed, to achieve the desired 'Garden City' image.

6 Air Traffic Control Tower

The height of control tower proposed is 65 metres. This height will provide a free line of sight of the operational areas and the approaches. The control tower is located on the land side at a distance of 890m from the centre line of the runway.

An ATC complex (Technical Block) with a floor area of approx. 2300 sqm is proposed for air traffic control services not performed in the tower, e.g. approach control. The technical block also houses ATC briefing, Anti-hijacking control room, MET department, electronics work shop, Data management system, library, training rooms and offices.

7 Airfield Lighting

The runway lighting system shall consist of threshold, edge and end lights. PAPI will be installed at both approaches together with CAT I Precision Approach lighting system.

Taxiway lighting system with elevated omni-directional edge lights will be provided for the full parallel taxiway, the exit and entry taxiways and the connections to the apron.

Apron floodlighting is provided, to allow for efficient and safe handling of aircraft during night operations. Signage will be provided.

8 Rescue and Fire Fighting Facilities

The airport shall be equipped to provide a level of protection corresponding with aerodrome category IX. The fire station is located such that the response time shall be the lowest to any part of the movement area in optimum visibility and surface condition. The total area of fire station planned is 1457sqm. A watchtower is located above the fire station.

9 Water Supply

Potable water shall be supplied by Bangalore Water Supply and Sewerage Board to the service area earmarked on the master plan in sufficient quantity and pressure. Potable water storage tanks for an average daily demand for 2 days and raw water storage tanks for one day demand for fire-fighting including distribution networks to the airport facilities shall be constructed. In the initial phase the capacity of potable under ground sump proposed is 6000cum and raw water sump is 1800cum. The water shall be pumped using a hydro pneumatic pumping system.

The potable water will be distributed by means of a land-side main pipeline running in east-western direction, originating in the service area. Separately, a distribution network of similar concept will be provided for fire protection. This network will be equipped with hydrants.

10 Sewage Disposal

The sewerage and storm-water drainage are designed as separate systems. The sewerage system will include a collection network, pump pits, a sewage treatment plant, etc. Sewage water of the airport-related facilities will be collected by means of a landside and an airside main duct running in east-west direction and equipped with man-holes. A sewage treatment plant of 2000 cum capacity will be constructed. The effluent from the sewage treatment plant would be treated and the treated water recycled for horticulture.

11 Drainage

The design of the drainage system is determined by the topography, finished formation levels, surface run-off from paved areas and building roofs. The topographical conditions of the existing surface and, consequently, that of the graded strip of all airport-related facilities, result in a north-south oriented watershed. Open lined drains will be constructed. RCC box culverts or pipe culverts shall be provided beneath pavements.

12 Telecommunications

The telecommunications system will contain an exchange facility and distribution network.

13 Electrical

The power supply to the airport shall be provided by BESCO/ KPTCL at 66kv level. The main incoming substation will be provided with 3 nos 16mva transformers for stepping down 66kv to 11kv. From these transformers the main power system of the airport will be supplied at 11kv level. The electrical power system includes transformer stations, a distribution network, and emergency power supply. The distribution network will be planned with ring mains, so that power supply is always possible from two different sources. An auxiliary power generator system (approx. 6 MVA) is installed in the power station north which will supply the essential consumers of the airport in case of power supply failure.

14 Passenger Terminal Building:

14.1 Layout Concept

The passenger terminal is proposed as single, two level terminal building capable of accommodating international and domestic operations. The arrival and departure are separated vertically with a modern, simple, straight-ahead flow system. The Domestic and International Departure lounges, and the majority of the retail outlets are located on level 2 (first floor). The check-in – facilities and baggage reclaim are located in level 1 (ground floor). VIP lounge is located on level 2 (first floor). The entire terminal is designed for ease of operation and for minimum maintenance. The terminal is fully air- conditioned.

14.2 Capacities of the Terminal Building

The terminal building shall be designed for 2733 passengers in the peak hour in the initial development. [The design/standards proposed would reflect the best industry practice and operating standards.] The design would cater for 24 hours operations under all weather conditions. The facilities provided would meet IATA/ICAO standards. The total floor area planned is approximately 71000 m². Modular expansion of terminal with traffic growth is possible without disturbing the operations and matching the existing façade. The terminal equipment proposed includes:

- In-line X-Ray baggage scanner for hold baggage
- Flight Information system

- CCTV/PA system
- Fire alarm & smoke detection
- Baggage conveyors
- Escalators, Elevators & automatic doors
- Counters for immigration, customs
- Passenger seating/public furniture
- Restaurant furniture
- Signs/ pictographs
- Building Management System
- Baggage trolleys
- Check-in counters

15 Fuel Farm

It is essential to provide a storage area for the supply of aviation fuel for the refuelling of aircraft that land at Bangalore. The master plan has allocated a space for the fuel farm to the west of the airport site.

Provision of fuel hydrant system to transport fuel from the depot to the aircraft shall be included in the concession agreement with the supplier.

16 Terminal Parking

In the first phase of development car park in front of the terminal building at ground level is planned. The location would be convenient for passengers and visitors to the airport. Separate zones for pick-up and drop off are earmarked. Parking for private cars, taxis, staff car, staff vehicles, VIP cars and VVIP cars provided.

17 Administration Building

A separate administrative building to house the offices for airport management, aircraft operators, security and staff canteen is planned adjacent to the technical block on the land side. The total area of the administrative block planned is 3000sqm.

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18 Maintenance Building

Maintenance facilities are required for airport vehicles, electrical & mechanical equipment and for other uses. The maintenance facility would include storage space for materials and spare parts. The space provided for this facility is 2190sqm.

19 Ground Equipment Maintenance Area

The ground equipment used on the apron is bulky and unsuitable for use on normal roads. A GSE maintenance area is planned on the air side. The GSE building measures an area of approx. 2000sqm.

20 Security Wall

The security wall separating the land side and air side facilities will be constructed according to BCAS specifications. In addition a boundary wall will also be constructed to protect the BIAL property.