



भारतीय विमानपत्तन प्राधिकरण AIRPORTS AUTHORITY OF INDIA

No. एचआर/प्रशिक्षण/05/2021/

दिनांक/Date: 07/02/2022

Prof. Himani Singh
Dean
K.R. Mangalam University
Sohna Road,
Gurugram -122 103.
E-Mail -

INTERNSHIP ORDER NO -112/2021

Sub : Internship training in Airports Authority of India - Reg.

Sir/Madam,

Reference your letter/email dated 07/02/2022 on the subject cited above.

The Competent Authority has accepted your request to accommodate **Ms. Deeksha Khati** bona-fide students of **B. Arch.** of your College/University/Institute for internship training in **Planning Deptt., CHQ** for a period of Six (06) month starting from **07/02/2022** in Airports Authority of India on the following conditions:

- The acceptance of nomination is purely the prerogative of AAI subject to feasibility and convenience;
- No financial liability will be borne by AAI towards the nominated student by way of stipend or otherwise (TA/DA lodging/boarding etc.);
- The nomination of the students should be sponsored by the respective University/Institute with intent and the areas of the familiarization required;
- The students have to conduct themselves in a proper manner during working hours and have to abide by the instructions of the official to whom they are reporting. The students in no way disrupt, by their intervention, the normal functioning of the offices where they are undergoing familiarization;
- On expiry of the assigned period, students may submit project report on the subject. However, students should ensure that no adverse remarks about AAI are reflected in such report;
- AAI at its discretion, without assigning any reason, may discontinue the internship.
- Internship will not confer any right on the nominated students for employment in the organization
- The students shall abide by all prescribed security-standards and norms on photography, secrecy etc. while on internship.
- The finalization of nomination will be subject to acceptance of the above conditions by the University/institute as well as the student.
- The respective University/institute should undertake that the nominated students shall abide by all the above provisions/conditions during their nomination to AAI. Any pecuniary loss or damage to the reputation of AAI caused by the nominee by way of their conduct, actions or indulgence shall be liable to be compensated either by the student or by the University/institution.

Ms. Deeksha Khati is advised to report to Shri Anurag Mishra, JGM (Arch.) CHQ, Airports Authority of India, New Delhi for internship training.

Yours sincerely,

(Brij Raj Chauhan)
Asstt. GM (HR)

प्रतिलिपि/Copy to:

1. The above intern
2. Shri Anurag Mishra, JGM (Arch.) CHQ, Airports Authority of India, New Delhi.


Registrar
K.R. Mangalam University
Sohna Road, Gurugram (Haryana)



Date: - 28.06.2022

CERTIFICATE

This is to certify that Ms. **Deeksha Khati** D/o. Mr. **Girish Singh Khati**, a student of B.Arch, 4th Year from **K.R Mangalam University, Sohna, Gurgaon**, has done her professional internship in our organization for **5 months** starting from **7th February, 2022 to 30th June, 2022**.

During the above period, she has worked on the following projects:

1. ATC Tower cum Technical Block, Chennai, Tamil Nadu.
2. DRS Building, Chennai, Tamil Nadu.
3. Hyderabad Training Centre, Hyderabad, Telangana.
4. ASGCV Documentation (Accessibility Standards & Guidelines for Civil Aviation)
5. Conceptual Presentation Coimbatore, Madurai and Calicut Airport (Master Planning-Airports):

During her internship, she was involved in various projects related to Architecture and Planning under the guidance of a dedicated team. She has been found to be sincere, hardworking and inquisitive.

We wish her all the best for her future endeavours.

Anurag Mishra
28/06/2022

(Anurag Mishra)
Jt. General Manager (Arch.)

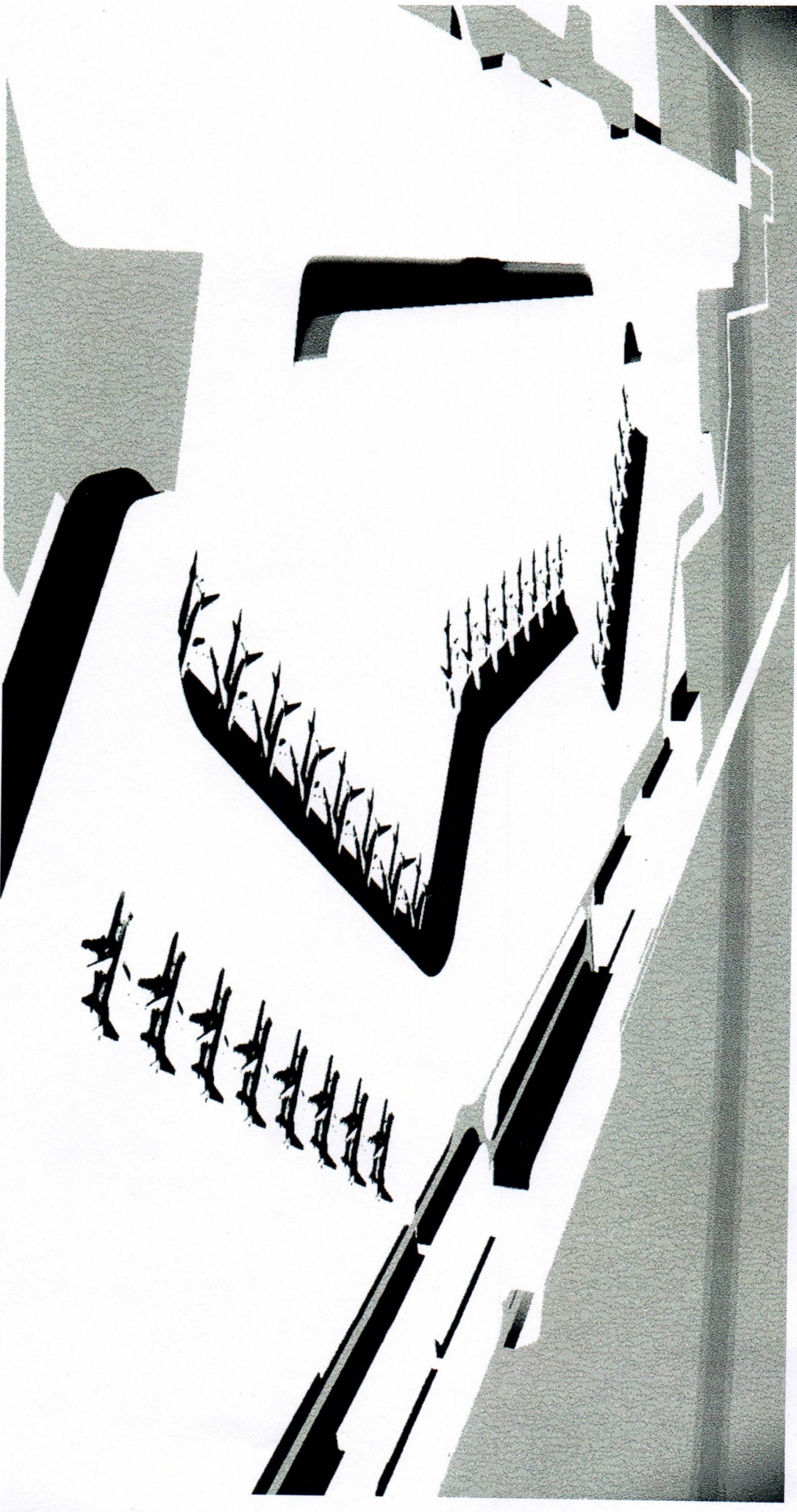
अनुराग मिश्रा / Anurag Mishra
संयुक्त महाप्रबंधक (वास्तु) / Jt. General Manager (Arch.)
भारतीय विमानपत्तन प्राधिकरण / Airports Authority of India
राजीव गांधी भवन / Rajiv Gandhi Bhawan
सफदरजंग हवाई अड्डा / Safdarjung Airport
नई दिल्ली-110003 / New Delhi-110003

ARCHITECTURE INTERNSHIP PORTFOLIO 2022

DEEKSHA KHATI



AIRPORTS AUTHORITY OF INDIA
DEPARTMENT OF PLANNING



ATC – ELEVATION PROPOSAL

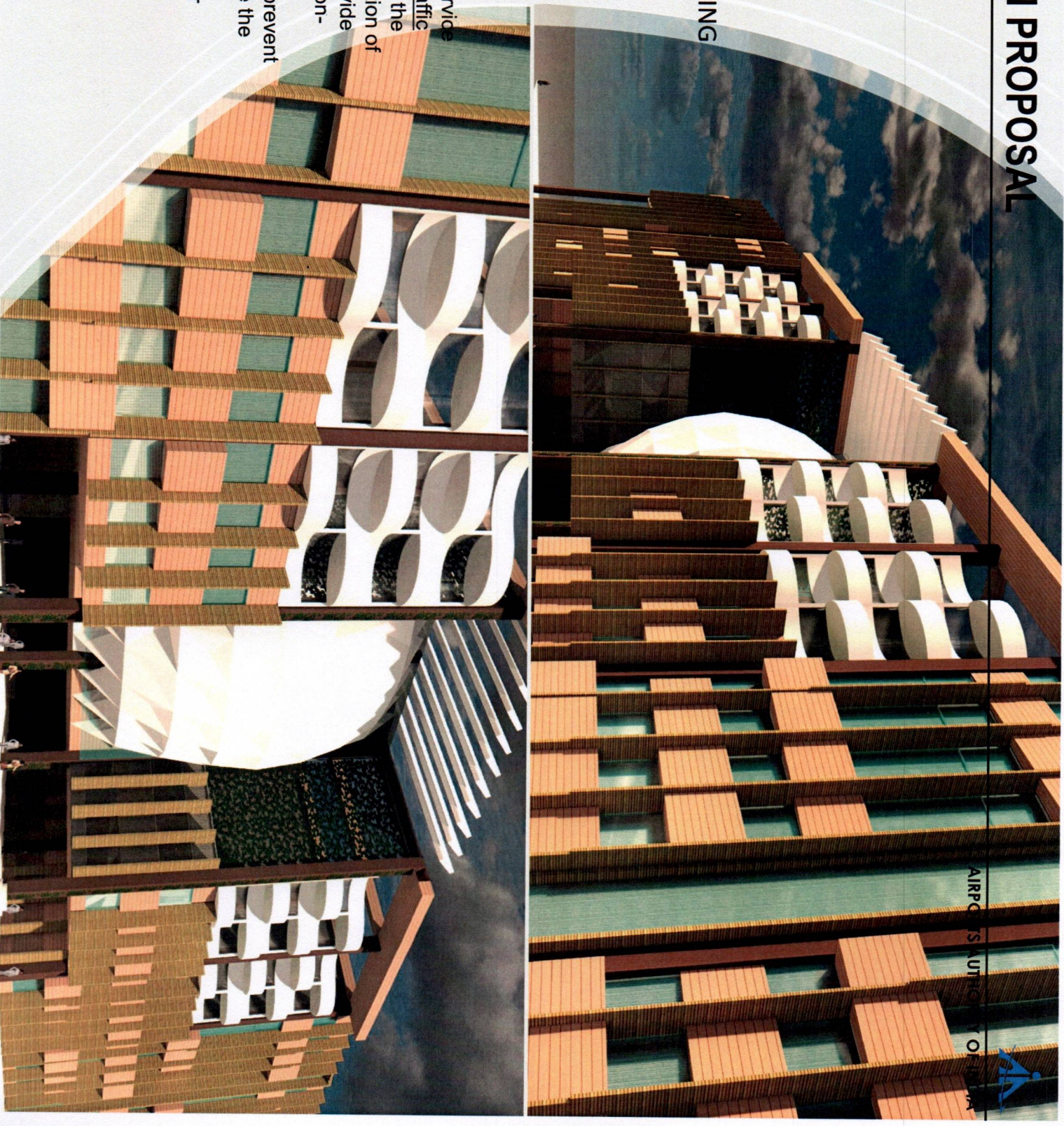
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CONCEPT DESIGN STAGES

ATC CUM TECHINICAL BUILDING
AIR TRAFFIC CONTROL
& TOWER.
-----CHENNAI , INDIA

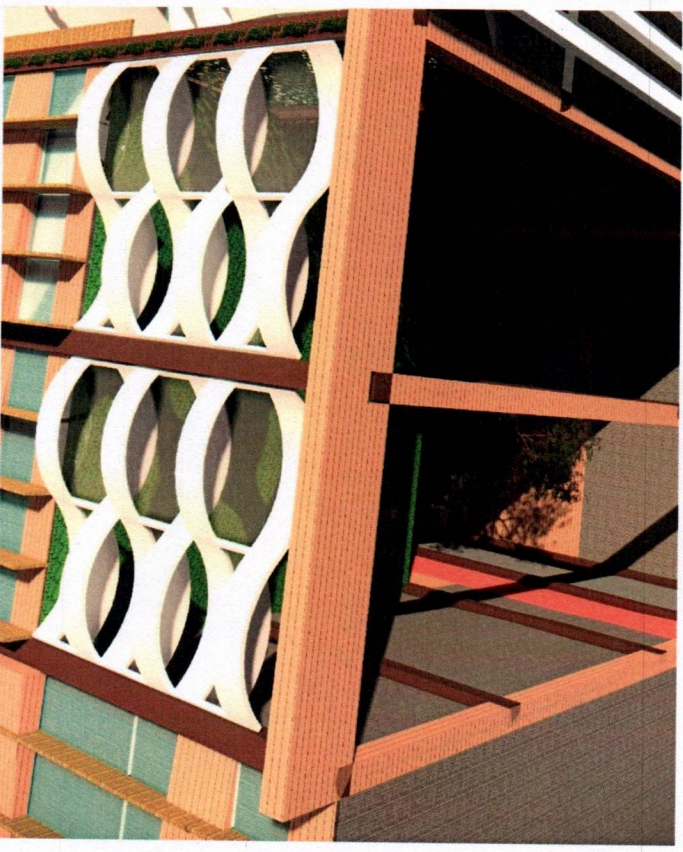
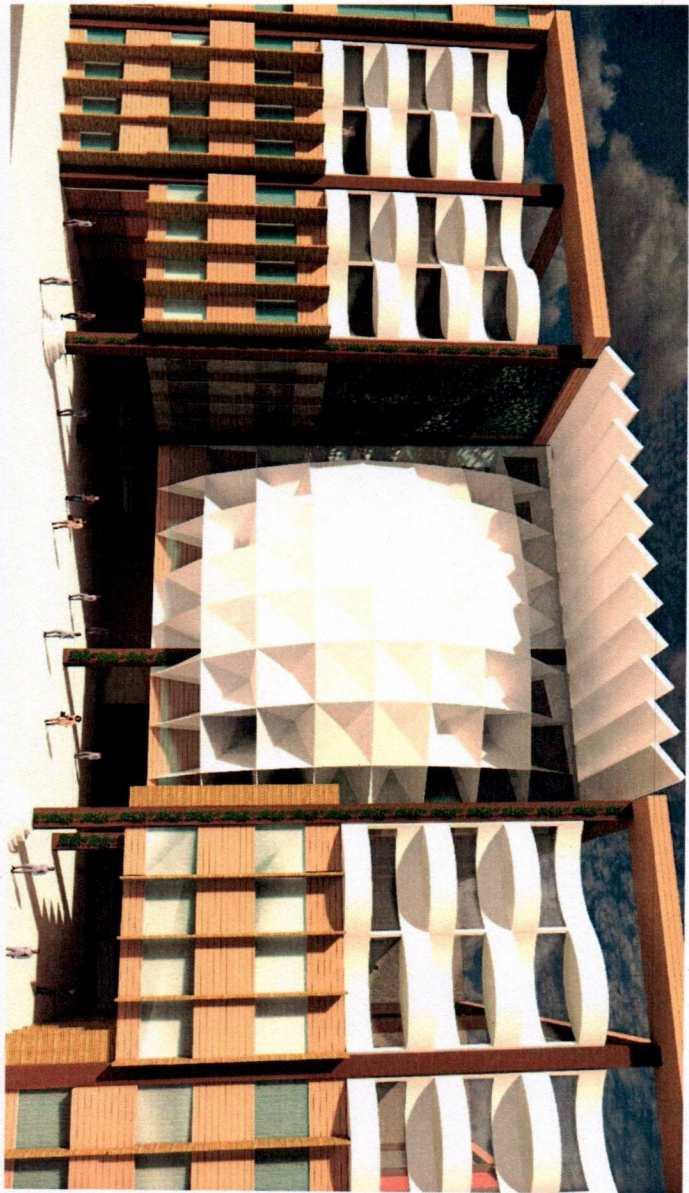
Air traffic control (ATC) is a service provided by ground-based air traffic controllers who direct aircraft on the ground and through a given section of controlled airspace, and can provide advisory services to aircraft in non-controlled airspace. The primary purpose of ATC worldwide is to prevent collisions, organize and expedite the flow of air traffic, and provide information and other support for pilots. ,



ATC - ELEVATION PROPOSAL



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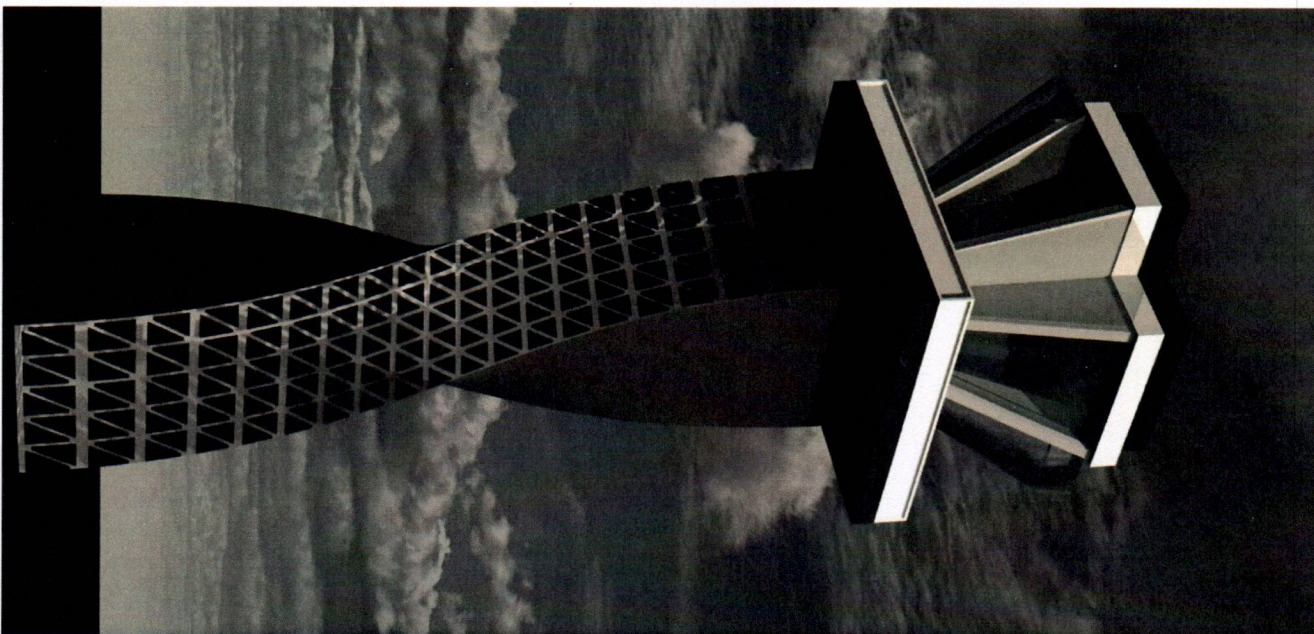


ATC - ELEVATION PROPOSAL

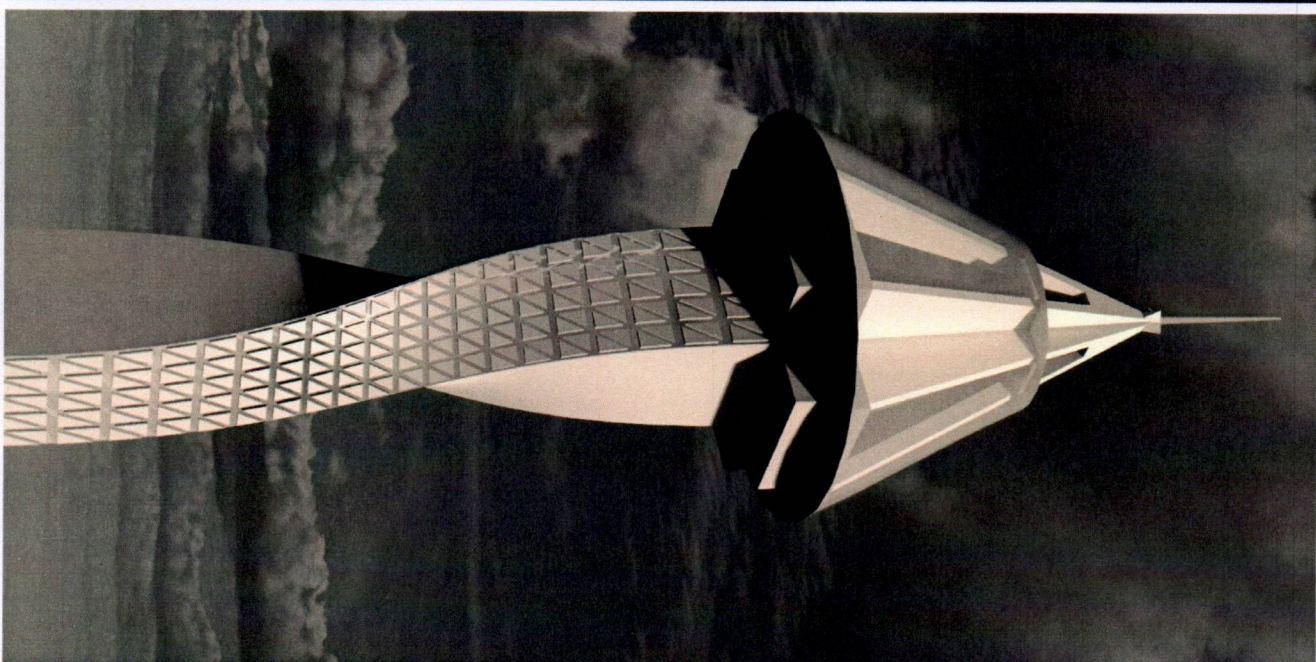


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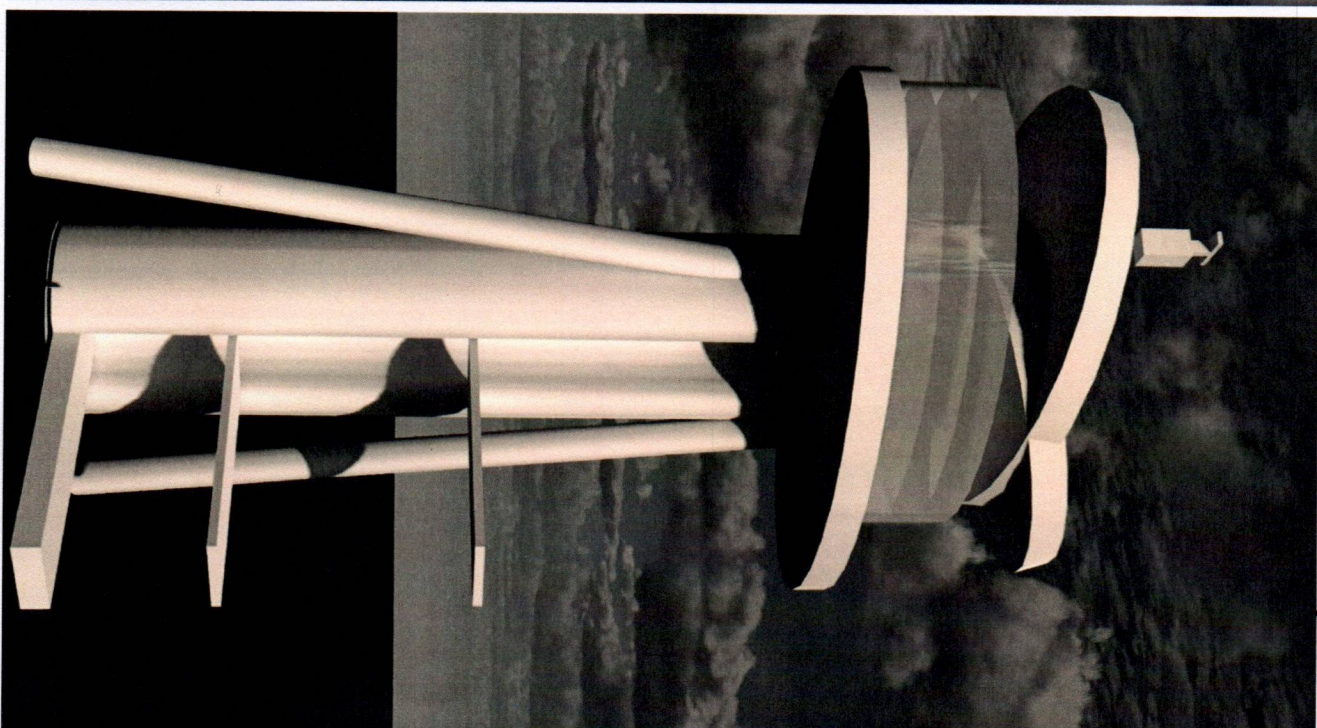
STAGE - 1



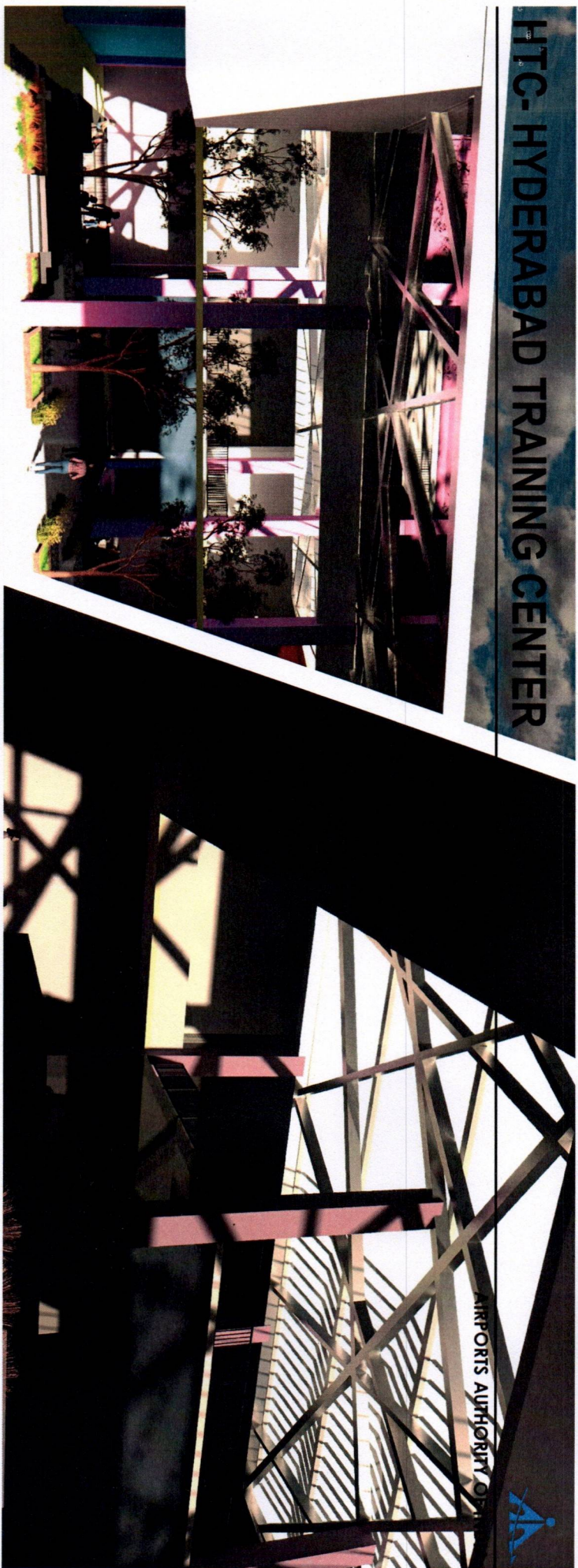
STAGE - 2



STAGE - 3 (PRE-FINAL)



HTC- HYDERABAD TRAINING CENTER

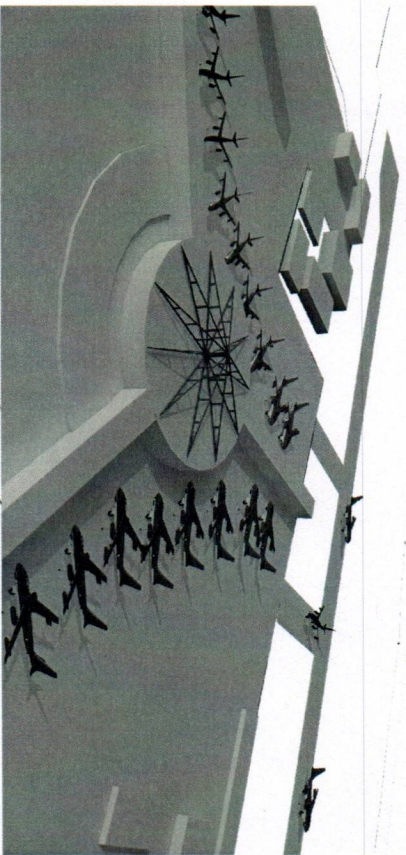


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CALICUT INTERNATIONAL AIRPORT - PROPOSAL

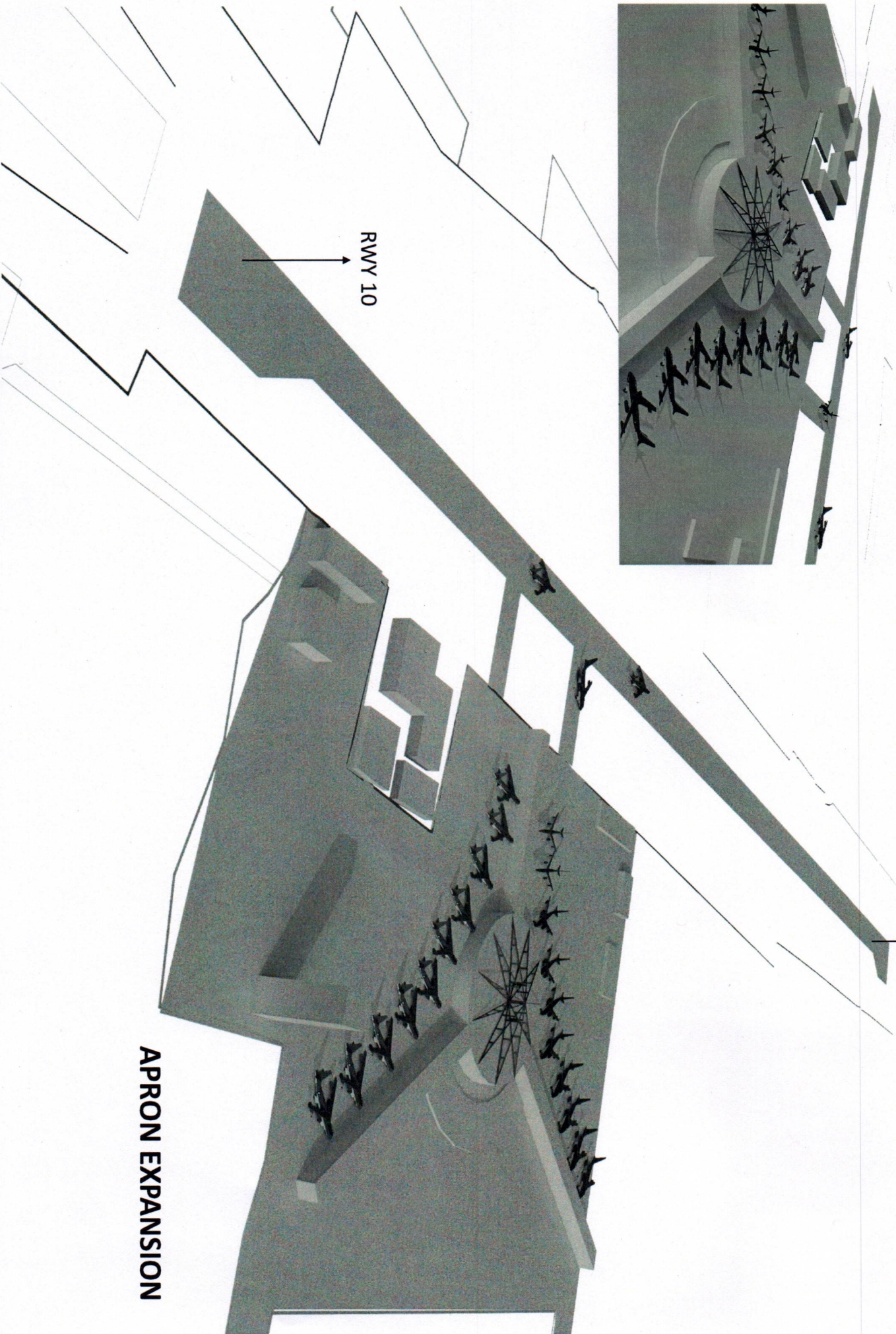
AIRSIDE & CITY SIDE EXPANSION



RWY 28

RWY 10

APRON EXPANSION



AIRPORTS AUTHORITY OF INDIA

Anthropometric Measurements for different users

FIGURE 2. REACH DIAGRAM

Anthropometric diagrams showing reach of person sitting on a wheelchair.

- figure A shows the person's maximum forward upper reach without obstruction is 1200 MM.
- figure B shows the person's minimum lower upper reach without obstructions is 400 MM.
- figure C shows the person's minimum forward reach with obstruction is 1000 MM. The person's maximum touch reach is 600 mm and their grip reach is 500 MM.
- figure D shows the person's maximum side upper reach without obstruction is 1300 MM.
- figure E shows the person's maximum side lower reach without obstruction is 290 MM.
- figure F shows the person's minimum side reach without obstruction is 1200 MM. The person's maximum touch reach is 600 mm, and their grip reach is 500 MM.

ANTHROPOMETRIC MEASUREMENTS FOR WHEELCHAIR USERS

Anthropometric diagram showing different dimensions of a person sitting on a wheelchair. The height of the person's vision line is 1100mm–1300mm. The height of the person's lap is 675 MM. The seat's height is 480 MM. The person's toe has a height of 200 mm. The arm rest's height is 760 MM and the handle has a height of 920 MM.



Figure 3. Dimensions of a wheelchair.



Figure 1: Anthropometric and Spatial Allowances



ACCESSIBILITY STANDARDS & GUIDELINES FOR CIVIL AVIATION

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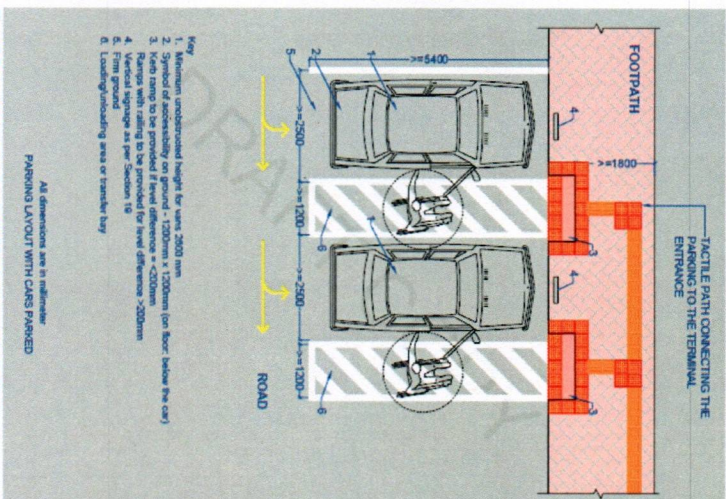


Figure 5: Reserved parking near terminal building for persons with disability

Part A: Accessibility Features to be provided by Airport Operator

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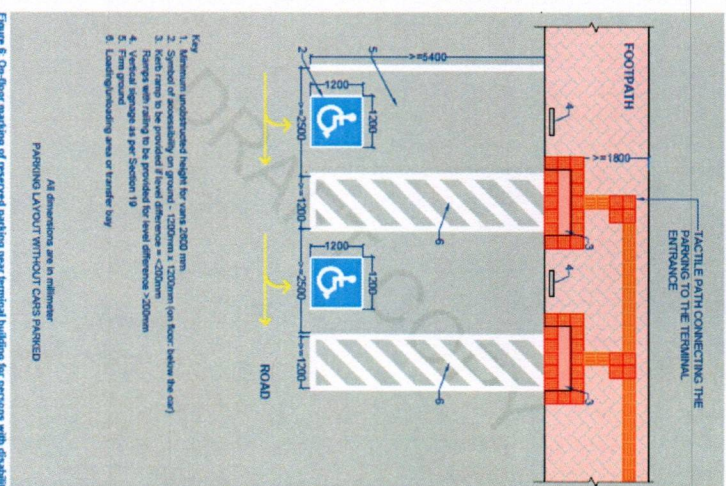


Figure 6: One-floor marking of reserved parking near terminal building for persons with disability

Part A: Accessibility Features to be provided by Airport Operator

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FIGURE 2: REACH DIAGRAM

Anthropometric diagrams showing reach of person sitting on a wheelchair.

- Figure A shows the person's maximum forward upper reach without obstruction is 1200 MM.
- Figure B shows the person's Minimum lower upper reach without obstruction is 400 MM.
- Figure C shows the person's Minimum forward reach with obstruction is 1000 MM. The person's maximum touch reach is 600 mm, and their grip reach is 500 MM.
- Figure D shows the person's Maximum side upper reach without obstruction is 1300 MM.
- Figure E shows the person's Maximum side lower reach without obstruction is 250 MM.
- Figure F shows the person's Minimum side reach without obstruction is 1200 MM. The person's maximum touch reach is 600 mm, and their grip reach is 500 MM.

FIGURE 3: DIMENSION OF A WHEELCHAIR

ANTHROPOMETRIC MEASUREMENTS FOR WHEELCHAIR USERS.

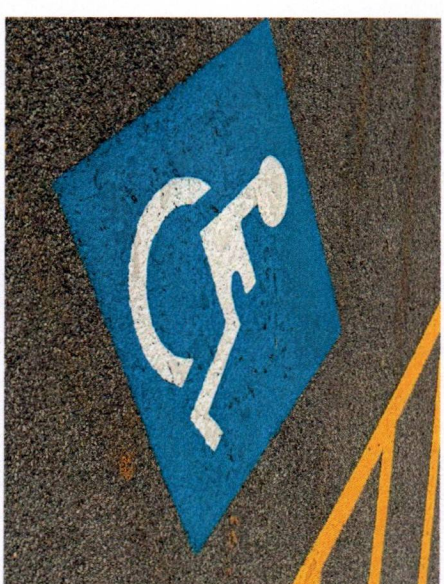
Anthropometric diagram showing different dimensions of a person sitting on a wheelchair. The height of the person's vision line is 1100mm-1300mm. The height of the person's lap is 675 MM. The seat's height is 480 MM. The person's toe has a height of 200 mm. The arm rest's height is 760 MM and the handle has a height of 920 MM.

FIGURE 4: SCHEMATIC DIAGRAM SHOWING THE PREFERRED LOCATION OF RESERVED PARKING FOR PERSONS WITH DISABILITY NEAR TERMINAL BUILDING

The arrival side of the terminal building is on the right, while the departure side is on the left. Near the departure is reserved parking for people with disabilities.

FIGURE 5: RESERVED PARKING NEAR TERMINAL BUILDING FOR PERSONS WITH DISABILITY

A car parking must be at least 5400 MM by 2500 MM in size. Vans must have a minimum unobstructed height of 2800 MM. On the ground, a universal accessibility symbol measuring 1200MM by 1200MM is marked on the floor beneath the car. A tactile path connects the parking lot to the terminal entrance, if the level difference is less than 200 MM, ramp must be provided. For level difference greater than 200 MM, ramps with railing must be provided. The vertical signage is provided as per section 19.



SIGNAGE

ACCESSIBILITY STANDARDS AND GUIDELINES

FOR CIVIL AVIATION

2022



Ministry of Civil Aviation

DOCUMENTATION WORK

ACCESSIBILITY STANDARDS & GUIDELINES FOR CIVIL AVIATION

FIGURE: 16 PREFERRED WIDTH OF CORRIDOR

The figure shows all of the doors to open out from the corridor. After the tactile flooring throughout the accessible route, as well as elements present in the corridor, such as plants is minimum clear width of the corridor.

FIGURE: 17 MINIMUM CLEAR WIDTH REQUIREMENT OF ACCESSIBLE CORRIDOR

- Figure A shows that for wheelchair users, the minimum clear width for one-way travel is 1200 mm.
- Figure B shows an accessible route must have a minimum clear width of 1500 mm for both a wheelchair and a walking person to pass simultaneously.
- Figure C shows the minimum clear width of 1800 mm is required for two wheelchair to pass simultaneously.

FIGURE: 18 SPACE REQUIREMENT FOR RIGHT ANGLED TURN IN AN ACCESSIBLE CORRIDOR

The figure shows the width of the corridor required is 1200 mm and the space required for right angled turn is not less 1500 mm.

FIGURE: 27 HANDRAILS AND TACTILE FLOORING FOR RAMPS WITH BALINGS

The figure shows the width of the ramp is 300 mm. The ramp begins on the left side and ends on the right side and the strip (two rows) of warning tiles is 600 mm. Also the guiding tiles is connecting to accessible route. Two level of handrails; the height of the first level of handrails is 600-750 mm and the height of the second level of handrails is 900-1100 mm. Hand rails at two levels and extended at the ends (300 mm). The figure also shows the handrail details the maximum width of an independent handrail is 50 mm, and the minimum width is 38 mm, in wall mounted, the space between the wall and the handrails is 50 mm with the maximum width of handrail is 50 mm and minimum width is 38 mm.

FIGURE: 28 EXAMPLES OF DIFFERENT TYPES OF RAMPS WITH BALINGS

The figure shows three types of ramps with railing. The first picture is an example of straight run in which slope of the ramp is not less than 1:12 and the length of the ramp is greater than 1200mm. Two rows of warning tiles 300 mm before the beginning and ending of the ramp is provided. The second picture is an example of 180 Degree turn in which slope of the ramp is not less than 1:12 and the clear width of the ramp is 1800 mm. Two rows of warning tiles 300 mm before the beginning and ending of the ramp is provided and one row of warning tiles is provided in the middle of the ramp. The third picture is an example of 90 Degree turn in which slope of the ramp is not less than 1:12 and the width of the ramp is 1500 mm. Two rows of warning tiles 300

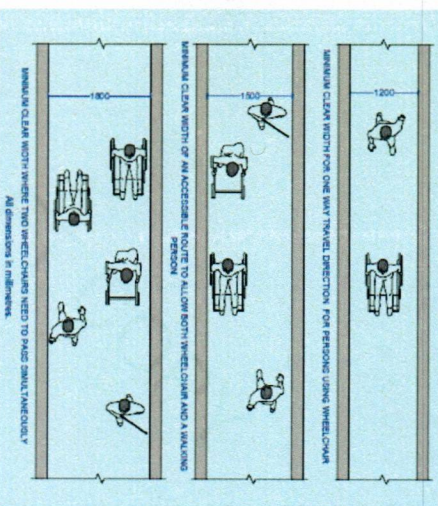


Figure 17: Minimum clear width requirement of accessible corridors

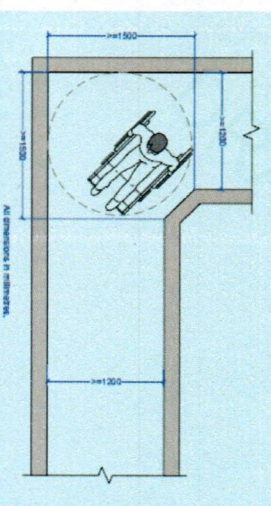


Figure 18: Space requirement for right angled turn in an accessible corridor

Part A: Accessibility Features to be provided by Airport Operator

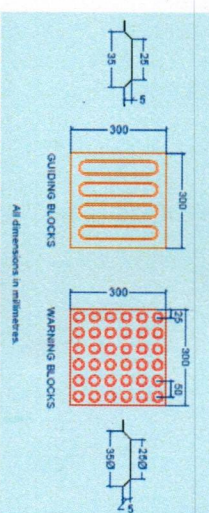


Figure 23: Tactile ground surface indicators (TGSIs) [Source: NBC, 2018]

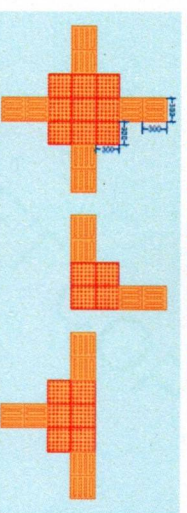


Figure 24: Arrangement of Tactile blocks for people with visual impairment

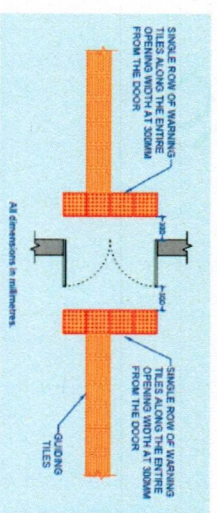
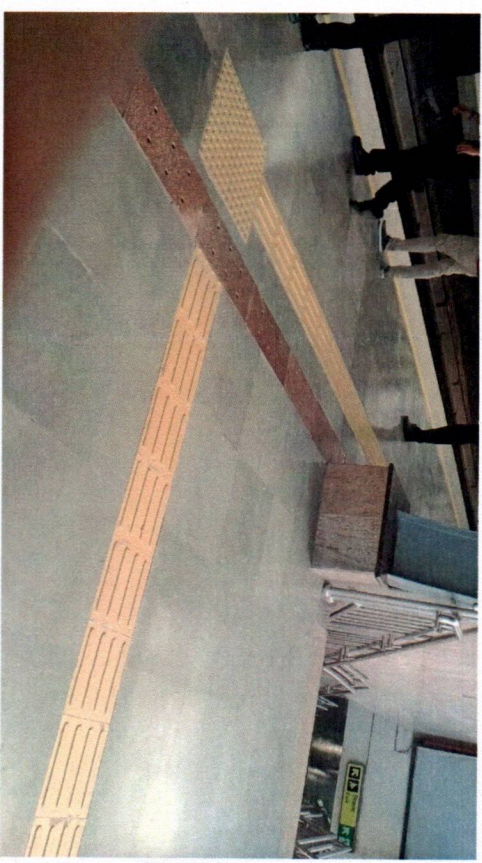


Figure 25: Placement of tactile tiles at a door

Part A: Accessibility Features to be provided by Airport Operator



GUIDING TILES



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Table 4: Changes in levels
 *Exception - fixed link bridge/ Fixed finger/ Aerobridge/ Passenger Boarding Bridge)

The figure shows all of the doors to open out from the corridor. After the tactile flooring throughout the accessible route, as well as elements present in the corridor, such as plants is minimum clear width of the corridor.

FIGURE 17 MINIMUM CLEAR WIDTH REQUIREMENT OF ACCESSIBLE CORRIDOR

- Figure c shows the minimum clear width of 1800 mm is required for two wheelchair to pass simultaneously.

FIGURE 18 SPACE REQUIREMENT FOR RIGHT ANGLED TURN IN AN ACCESSIBLE CORRIDOR

The figure shows the width of the corridor required is 1200 mm and the space required for right angled turn is not less 1500 mm.



Part A: Accessibility Features to be provided by Airport Operator

2022



DOCUMENTATION WORK



Part A: Accessibility Features to be provided by Airport Operator

CHAPTER – 13 RAMPS

FIGURE 27 HANDRAILS AND TACTILE FLOORING FOR RAMPS WITH RAILING

Wall and the handrails is 50 mm with the maximum width of handrail is 50 mm and minimum width is 38 mm.

FIGURE 28 EXAMPLES OF DIFFERENT TYPES OF RAMPS WITH RAILINGS

example of 90 degree turn in which slope of the ramp is not less 1:12 and the width of the ramp is 1500 mm. Two rows of warning tiles 300



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2022

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2022

mm before the beginning and ending of the ramp is provided and one row (90 turn) of warning tiles is provided in the middle of the ramp.

wide) is provided all the four sides of the dropped kerb minimum width 1200mm.

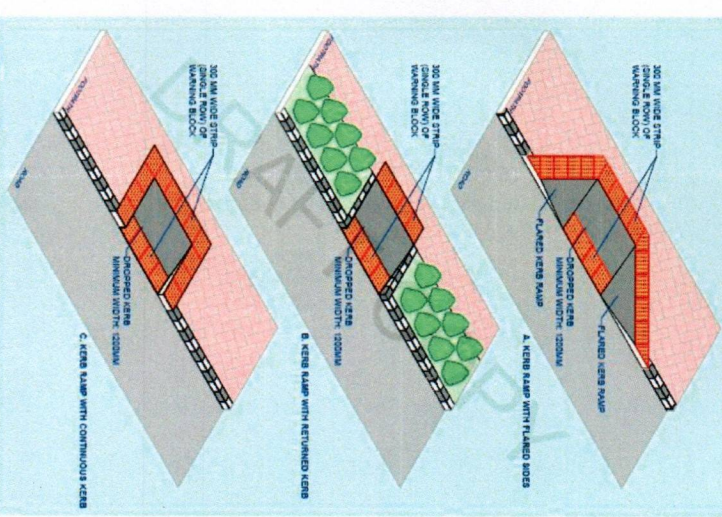


Figure 28: Types of kerb ramp shown in view
Part A: Accessibility Features to be provided by Airport Operator

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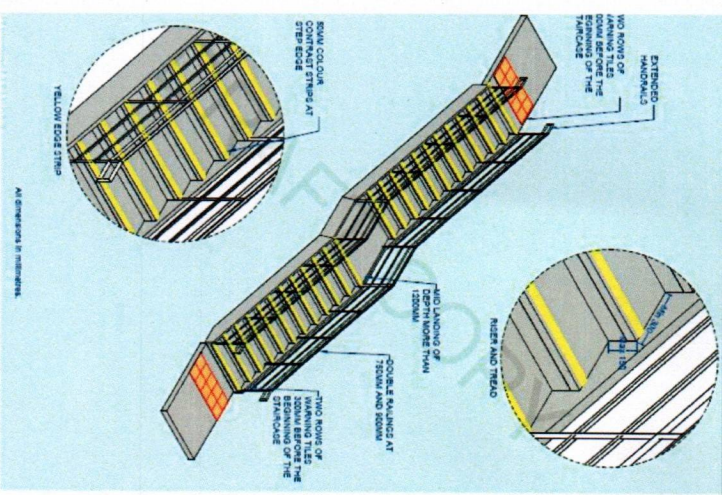


Figure 29: KERB RAMP WITH CONTINUOUS KERB
Part A: Accessibility Features to be provided by Airport Operator

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FIGURE: 29 KERB RAMP WITH CONTINUOUS KERB
The figure shows three different types of kerb ramp. The first picture shows kerb ramp with flared sides in which dropped kerb with minimum width of 1200 mm is provided in between the two flared kerb ramp and 300 mm wide strip (single row) of warning block is provided after the dropped kerb. The second figure shows kerb ramp with returned kerb in which dropped kerb with minimum width of 1200 mm is provided in between the warning block (single row of 300 mm wide). Also the buffer zone with planters is provided before the footpath. The third picture shows kerb ramp with continuous kerb in which warning block (single row of 300 mm wide) is provided all the four sides of the dropped kerb minimum width 1200mm.

FIGURE: 31 HANDRAILS FOR STEPS AND STAIRS
The figure shows staircase with railing details in which hand rails at two levels; the height of the first level is 750 mm and the height of the second level is 900 mm and the width of the landing hand-rail is 300 mm. The figure also shows the handrail details the maximum width of an independent handrail is 50 mm; and the minimum width is 38 mm; in wall mounted, the space between the wall and the handrails is 50 mm with the maximum width of handrail is 50 mm and minimum width is 38 mm.

FIGURE: 30 TYPES OF KERB RAMP SHOWN IN VIEW

The figure shows three different types of kerb ramp. The first view shows kerb ramp with flared sides in which dropped kerb with minimum width of 1200 mm is provided in between the two side flared kerb ramps and 300 mm wide strip (single row) of warning block is provided after the dropped kerb. The second view shows kerb ramp with returned kerb in which dropped kerb with minimum width of 1200 mm is provided in between the warning block (single row of 300 mm wide). Also the buffer zone with planters is provided before the footpath. The third view shows kerb ramp with continuous kerb in which warning block (single row of 300 mm wide) is provided all the four sides of the dropped kerb minimum width 1200mm.

FIGURE: 32 STAIRCASE DETAIL
The figure shows three different details of staircase. The first detail shows maximum height of the rise is 150mm and the minimum width of the tread is 300 mm. The second detail shows the two rows of warning tiles 300 mm is provided before the beginning of the staircase. Mid landing of depth more than 1200 mm and double railing at height of 750 mm and 900 mm is provided. The third detail shows yellow edge strip which is 50 mm wide is provided at the step edge

FIGURE:33 HANDRAILS AT TWO LEVELS TO HELP CHILDREN AND PEOPLE AND PEOPLE WITH SHORT STATURE
The figure shows two level of handrails; the height of the first level of handrails is 600- 750 mm and the height of the second level of handrails is 900-1100 mm.



Figure 28: Types of kerb ramp shown in view
Part A: Accessibility Features to be provided by Airport Operator

2022

DOCUMENTATION WORK



STAIRCASE

ACCESSIBILITY STANDARDS & GUIDELINES FOR CIVIL AVIATION

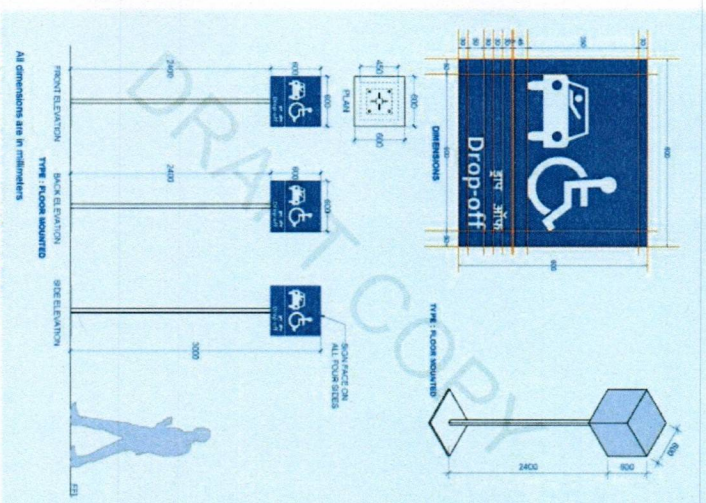


Figure 47: Details of signage for drop-off point at arrival

Part A: Accessibility Features to be provided by Airport Operator

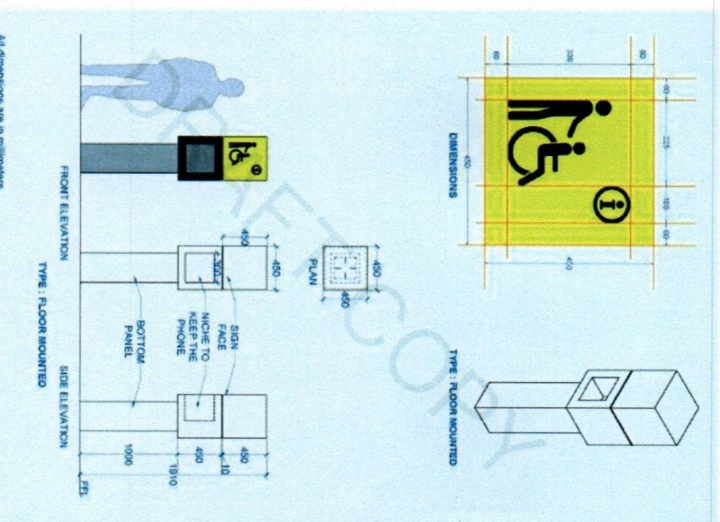
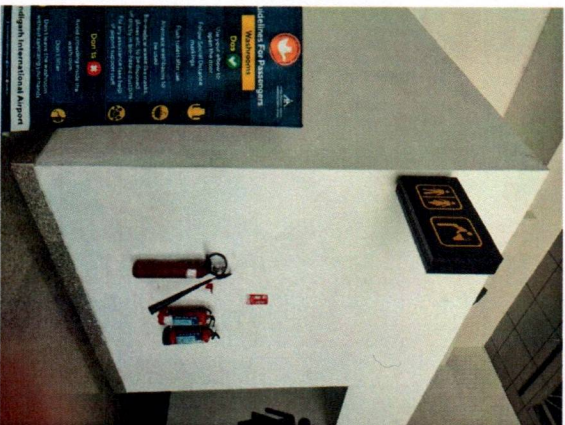


Figure 48: Details of Helpdesk call booth (to be given on city-side turn) and its signage

Part A: Accessibility Features to be provided by Airport Operator



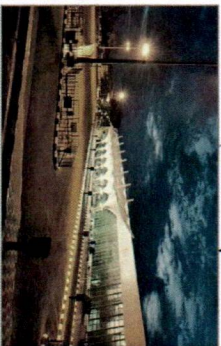
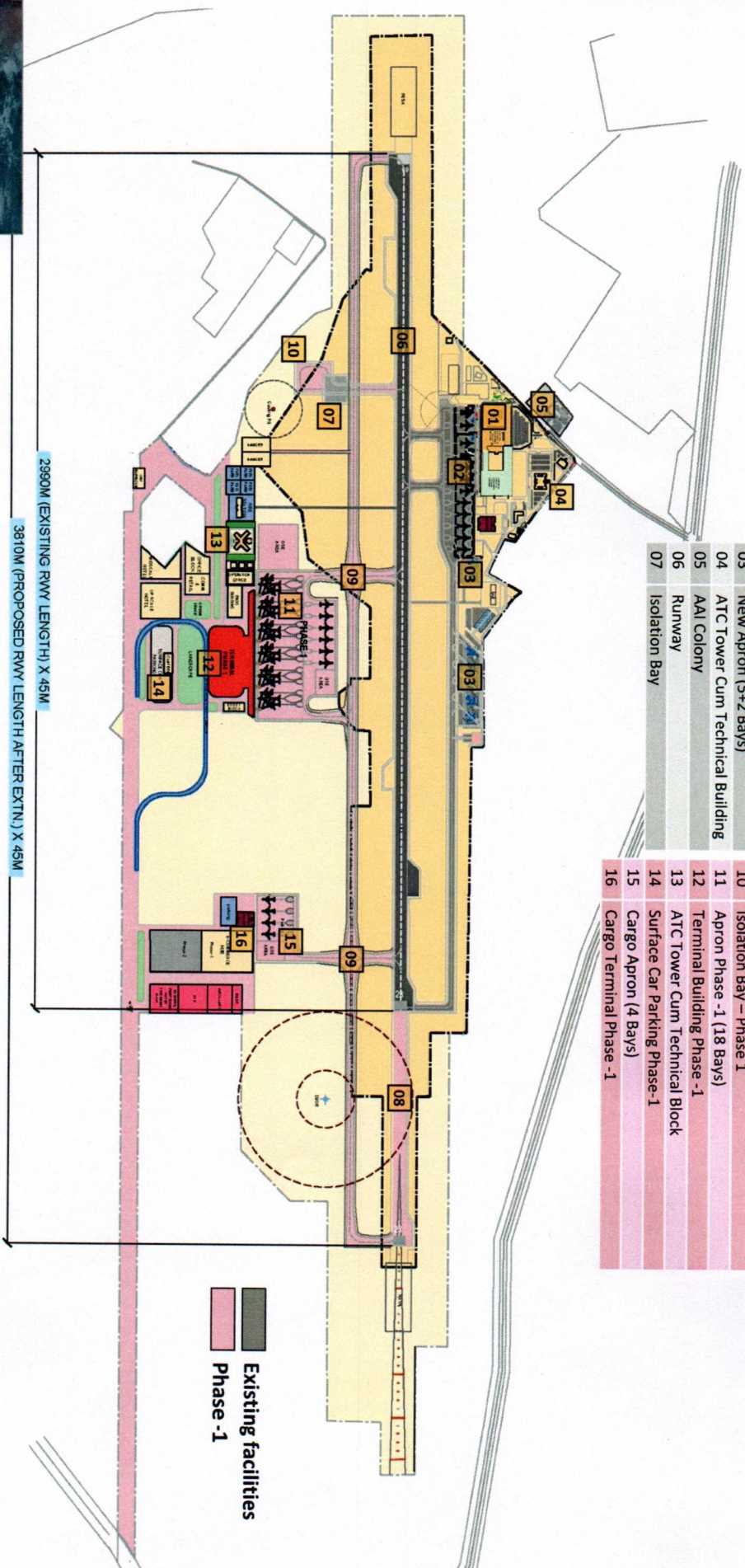
SINAGE – CHANDIGRAH AIRPORT



DEVELOPMENT OF COIMBATORE

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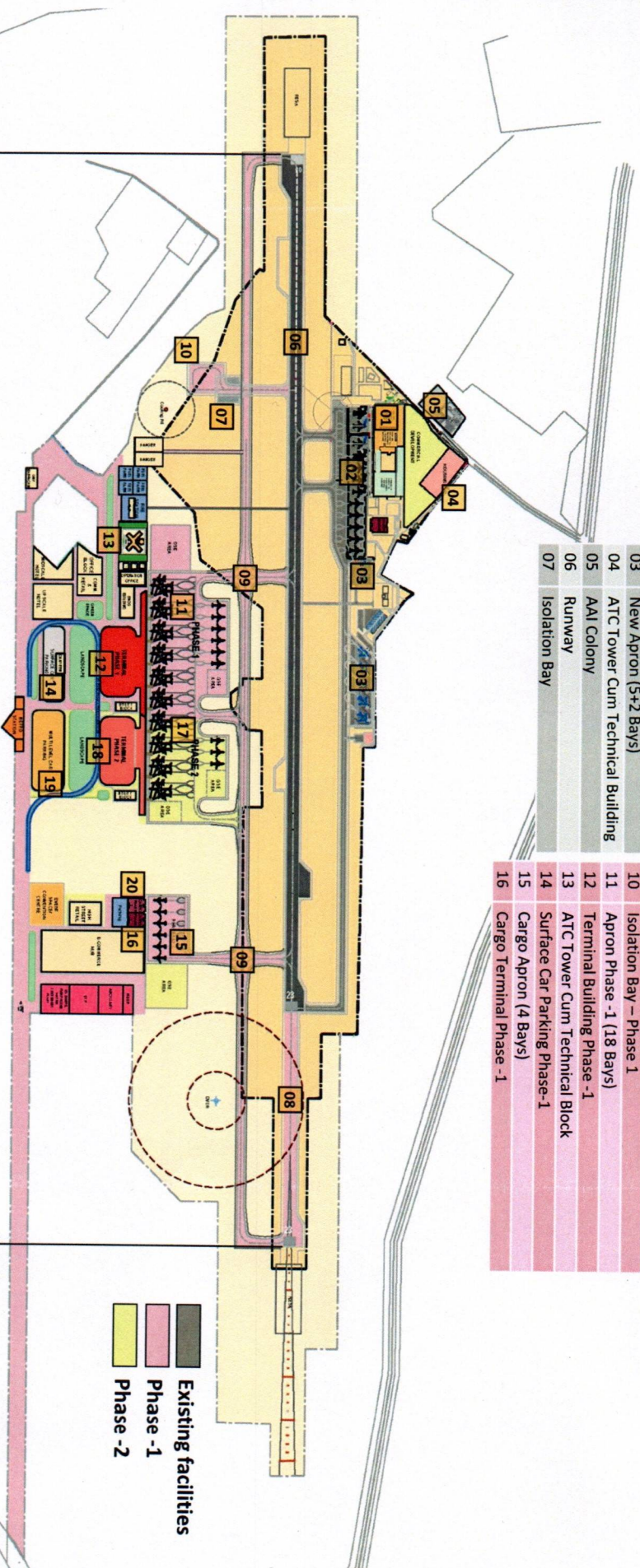
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01	Terminal Building	08	Runway Extension (From 2990 M To 3810 M)
02	Old Apron (11 Bays)	09	Parallel Taxi Track and Link Taxiways
03	New Apron (5+2 Bays)	10	Isolation Bay – Phase 1
04	ATC Tower Cum Technical Building	11	Apron Phase -1 (18 Bays)
05	AAI Colony	12	Terminal Building Phase -1
06	Runway	13	ATC Tower Cum Technical Block
07	Isolation Bay	14	Surface Car Parking Phase-1
		15	Cargo Apron (4 Bays)
		16	Cargo Terminal Phase -1



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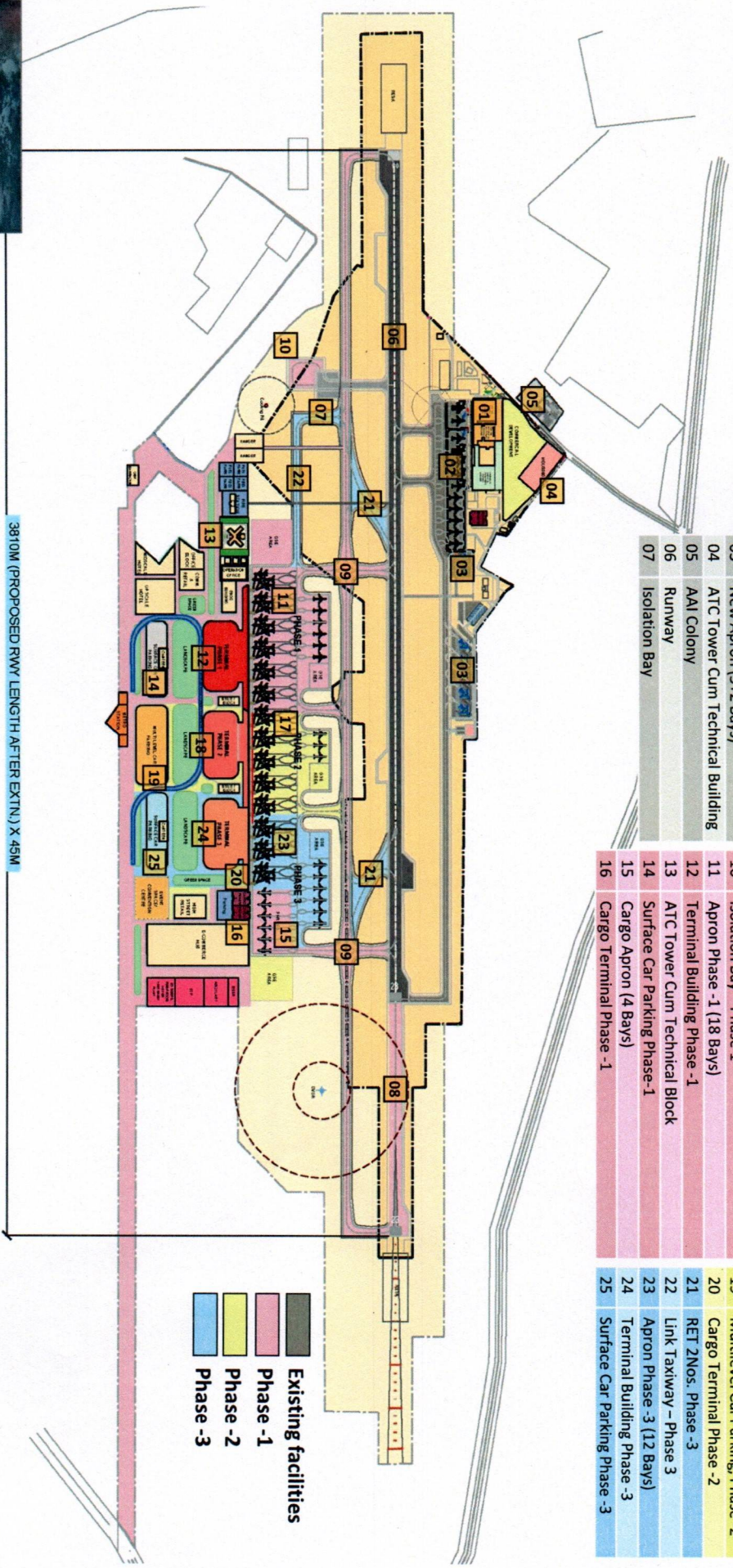
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01	Terminal Building	08	Runway Extension (From 2990 M To 3810 M)
02	Old Apron (11 Bays)	09	Parallel Taxi Track and Link Taxiways
03	New Apron (5+2 Bays)	10	Isolation Bay – Phase 1
04	ATC Tower Cum Technical Building	11	Apron Phase -1 (18 Bays)
05	AAI Colony	12	Terminal Building Phase -1
06	Runway	13	ATC Tower Cum Technical Block
07	Isolation Bay	14	Surface Car Parking Phase-1
		15	Cargo Apron (4 Bays)
		16	Cargo Terminal Phase -1



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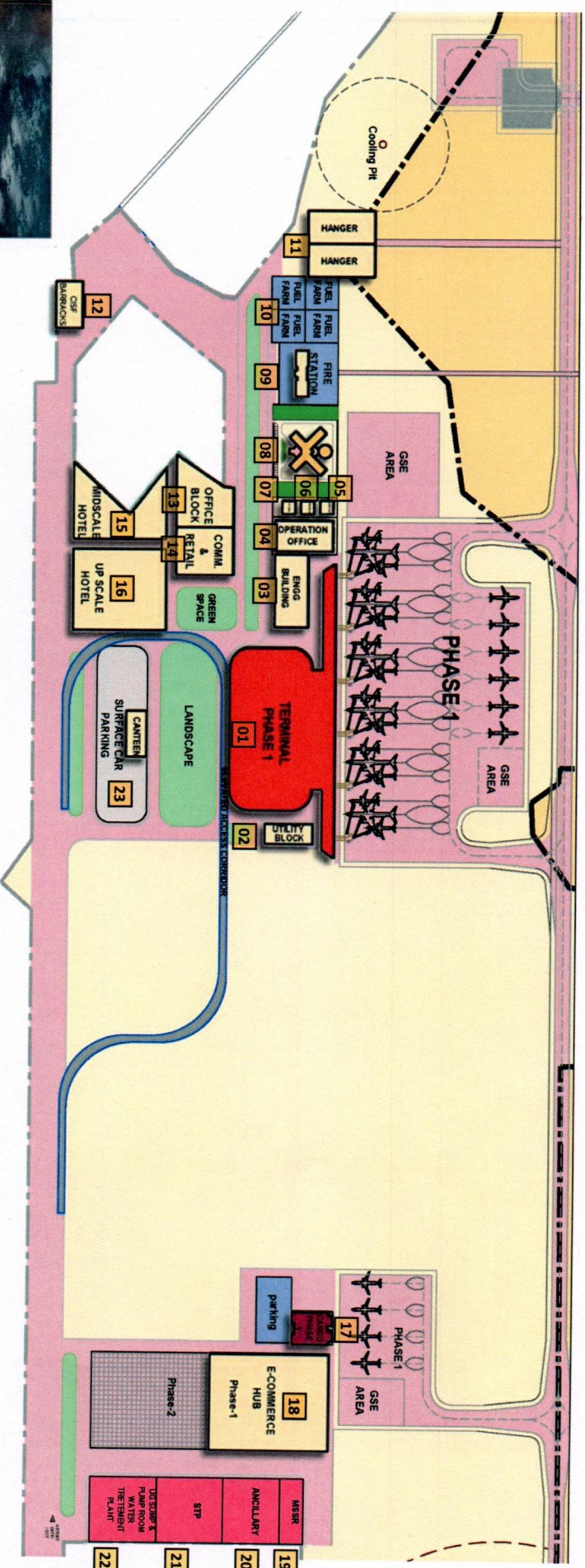
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01	Terminal Building	08	Runway Extension (From 2990 M To 3810 M)	17	Apron Phase -2 (13 Bays)
02	Old Apron (11 Bays)	09	Parallel Taxi Track and Link Taxiways	18	Terminal Building Phase -2
03	New Apron (5+2 Bays)	10	Isolation Bay - Phase 1	19	Multilevel Car Parking, Phase -2
04	ATC Tower Cum Technical Building	11	Apron Phase -1 (18 Bays)	20	Cargo Terminal Phase -2
05	AAI Colony	12	Terminal Building Phase -1	21	RET 2Nos. Phase -3
06	Runway	13	ATC Tower Cum Technical Block	22	Link Taxiway - Phase 3
07	Isolation Bay	14	Surface Car Parking Phase-1	23	Apron Phase -3 (12 Bays)
		15	Cargo Apron (4 Bays)	24	Terminal Building Phase -3
		16	Cargo Terminal Phase -1	25	Surface Car Parking Phase -3



DEVELOPMENT OF COIMBATORE

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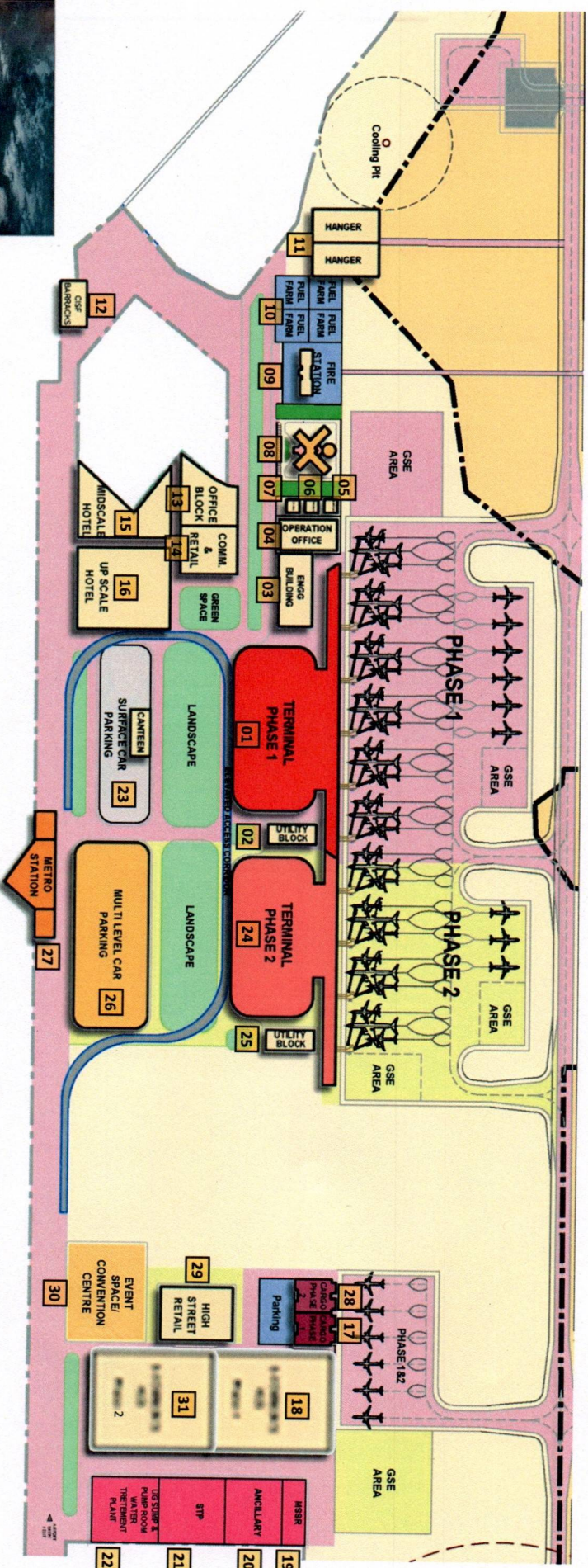
Sl.	Item	Sl.	Item	Sl.	Item
01	New Terminal Building Phase - 1	12	CISF Barracks	23	Surface Car Parking & Canteen
02	Utility Block Phase-1	13	Office Block		
03	Engg Building	14	Commercial & Retail		
04	Operations Office	15	Midscale Hotel		
05	MT Workshop	16	Up scale hotel		
06	Warehouse	17	Cargo Phase - 1		
07	CCR HALL	18	E-Commerce Hub - 1		
08	Technical Block + ATC	19	MSSR Building		
09	Fire Station	20	Ancillary		
10	Fuel Farm	21	STP		
11	Hangar	22	UG Sump, Pump Room & Water Treatment Plant		



DEVELOPMENT OF COIMBATORE

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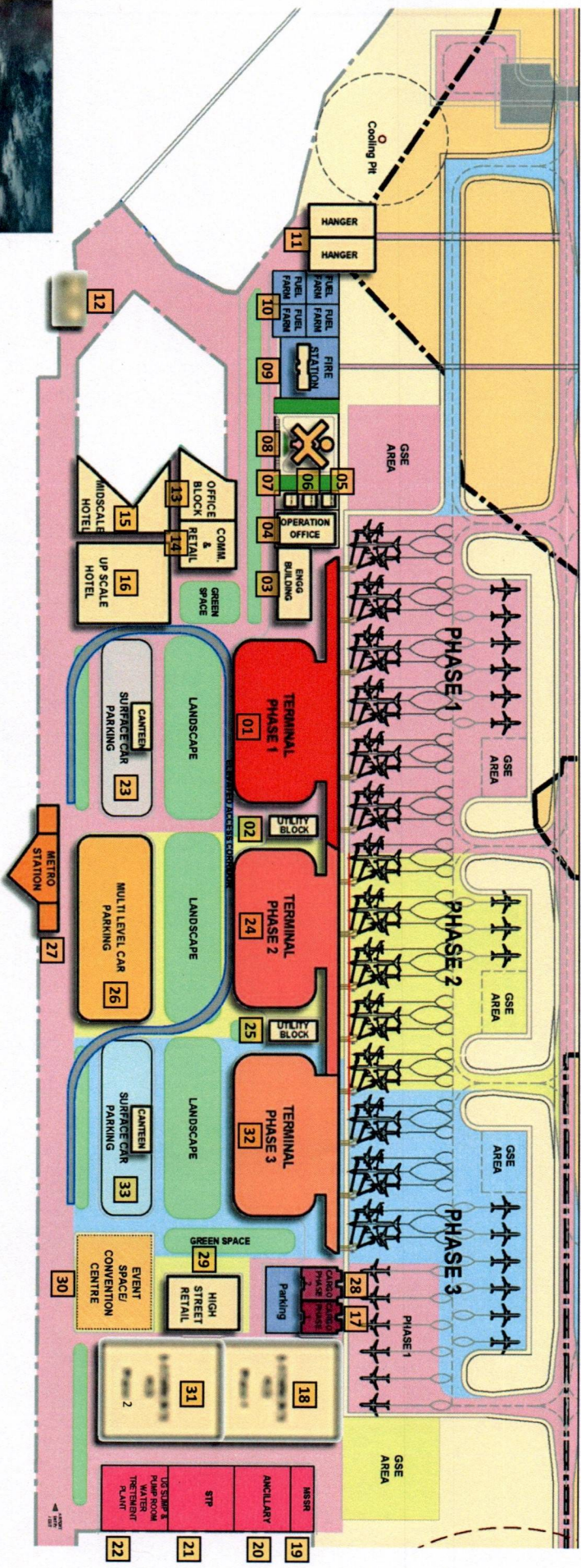
Sl.	Item	Sl.	Item	Sl.	Item
01	New Terminal Building Phase -1	12	CISF Barracks	23	Surface Car Parking & Canteen
02	Utility Block Phase-1	13	Office Block	24	New Terminal Building Phase -2
03	Engg Building	14	Commercial & Retail	25	Utility Block Phase-2
04	Operations Office	15	Midscale Hotel	26	Multi Level Car Park
05	MT Workshop	16	Up scale hotel	27	Metro Station
06	Warehouse	17	Cargo Phase - 1	28	Cargo Phase - 2
07	CCR HALL	18	E-Commerce Hub - 1	29	High Street Retail
08	Technical Block + ATC	19	MSSR Building	30	Event Space/ Convention Centre
09	Fire Station	20	Ancillary	31	E-Commerce Hub Phase - 2
10	Fuel Farm	21	STP		
11	Hangar	22	UG Sump, Pump Room & Water Treatment Plant		



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09	Fire Station	20	Ancillary	31	E-Commerce Hub Phase - 2
10	Fuel Farm	21	STP	32	New Terminal Building Phase - 3
11	Hangar	22	UG Sump, Pump Room & Water Treatment Plant	33	Surface Car Parking & Canteen

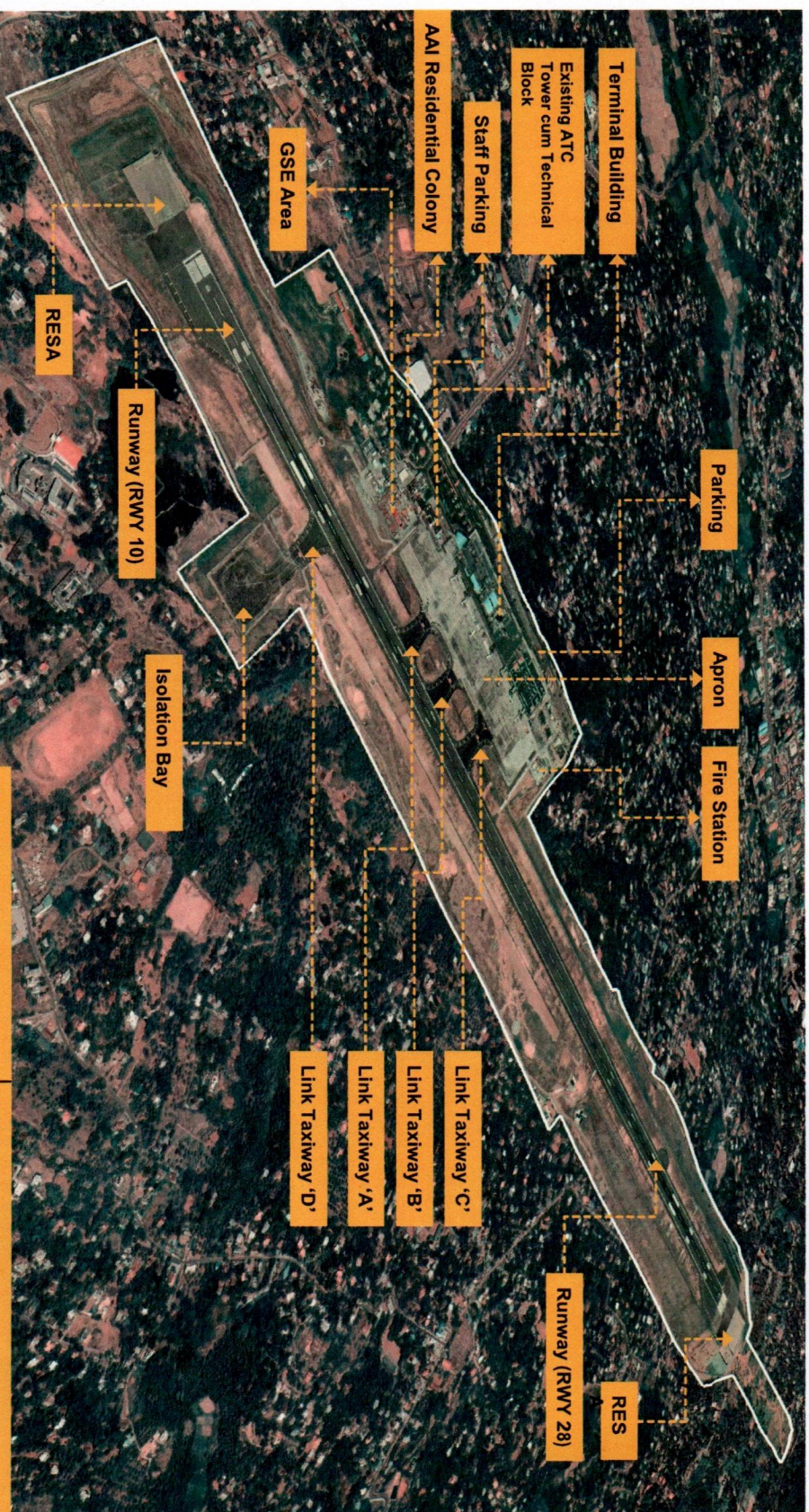


CALICUT - EXISTING FACILITIES



AIRPORTS AUTHORITY OF INDIA

DEVELOPMENT OF CALICUT



PRESENTATION WORK

Existing land area	372.54 Acres
Terminal Capacity	MPPA
Peak hour Capacity	
Apron	12 Nos.(1 no. A-310, 2 Nos. A-300, 8 Nos. A-321 & 1 no. A320)

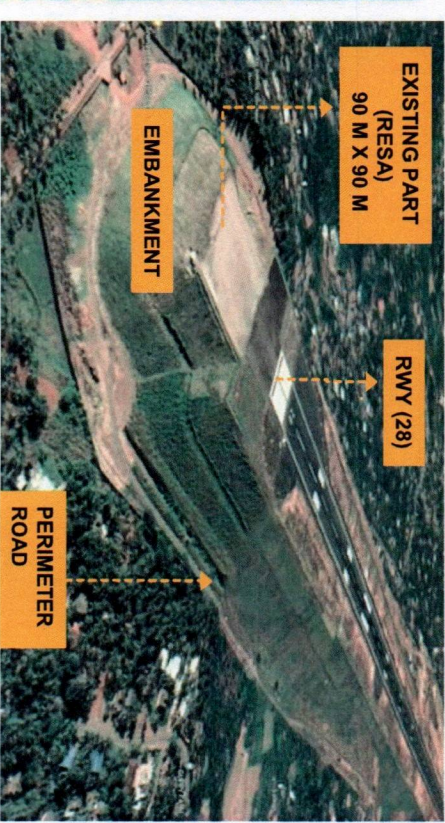
DEVELOPMENT OF CALICUT

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RESA AT RWY 10

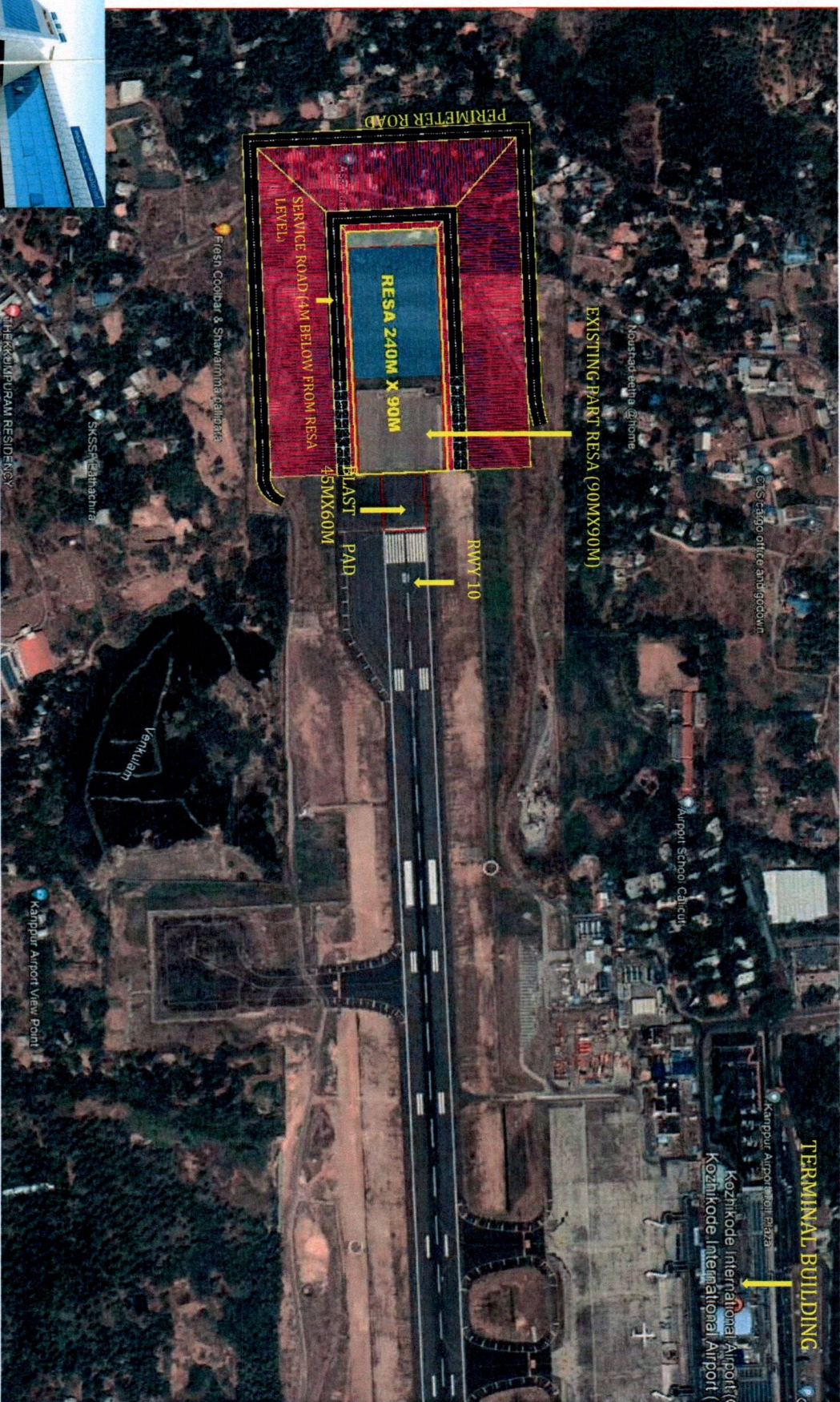


RESA AT RWY 28



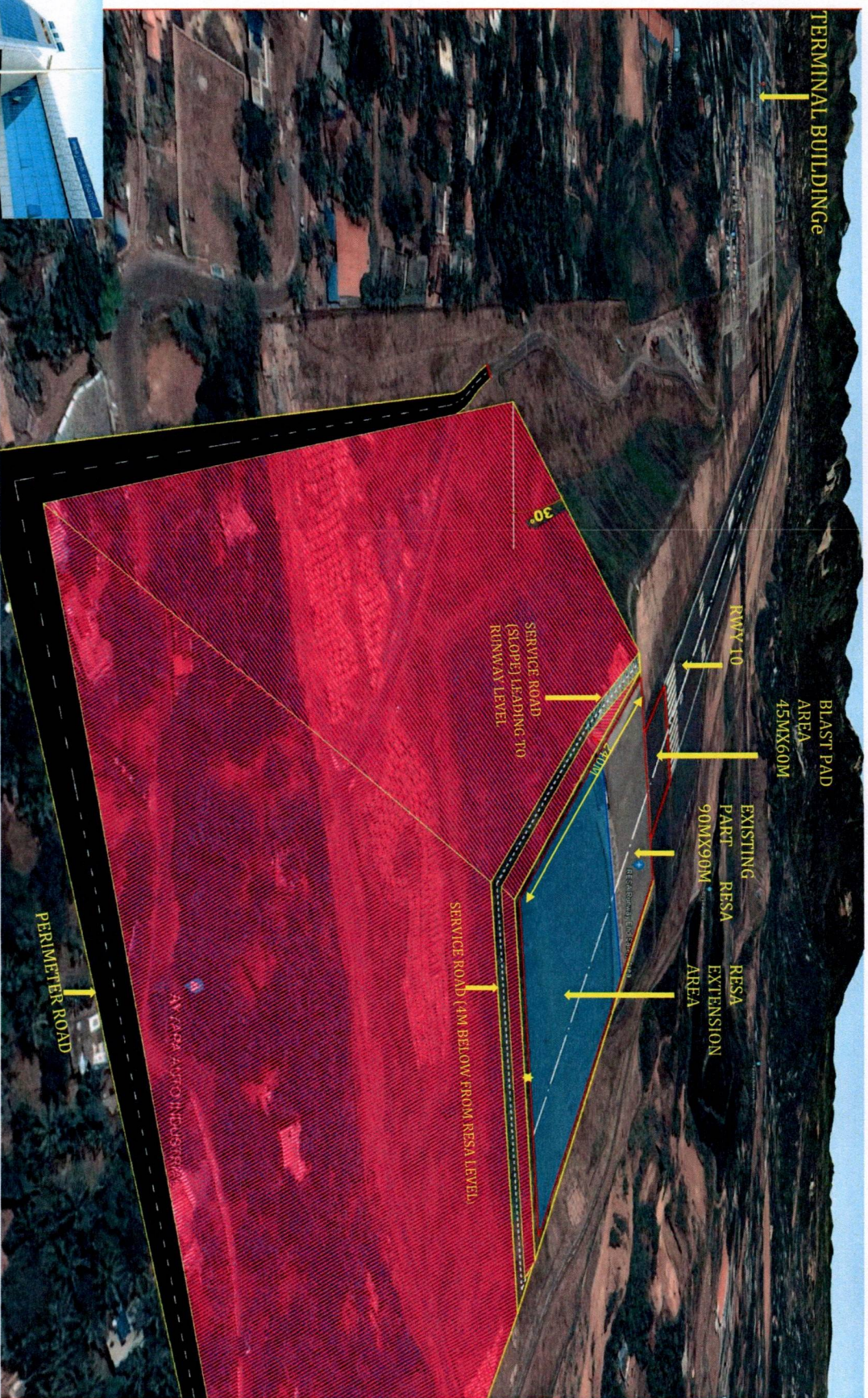
DEVELOPMENT OF CALICUT

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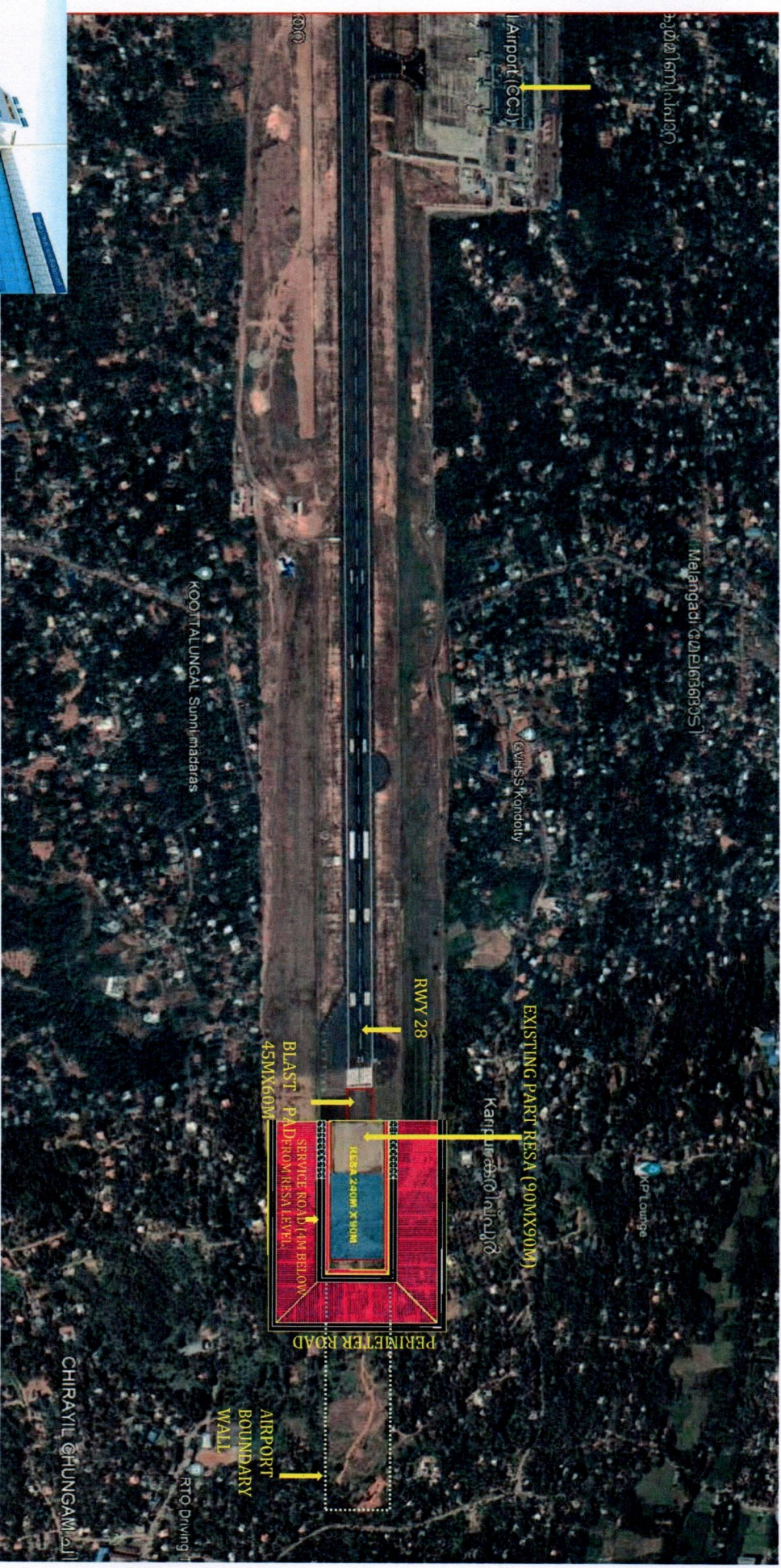


DEVELOPMENT OF CALICUT

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PRESENTATION WORK



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