

Annexure –I
(Referred to in Para 1.1)

List of airports owned and managed by Airports Authority of India

Sl. No.	NAME OF AIRPORT	STATE	STATUS
<i>International Airports</i>			
1.	Mumbai	Maharashtra	Operational
2.	Delhi (IGI)	Delhi	Operational
3.	Kolkata	West Bengal	Operational
4.	Chennai	Tamilnadu	Operational
5.	Thiruvananthapuram	Kerala	Operational
6.	Bangalore (C.E)	Karnataka	Operational
7.	Hyderabad	Andhra Pradesh	Operational
8.	Ahmedabad	Gujarat	Operational
9.	Goa (C.E)	Goa	Operational
10.	Guwahati	Assam	Operational
11.	Amritsar	Punjab	Operational
12.	Jaipur	Rajasthan	Operational
13.	Srinagar (C.E)	Jammu and Kashmir	Operational
14.	Nagpur	Maharashtra	Operational
15.	Calicut`	Kerala	Operational
<i>Domestic Airports</i>			
16.	Agartala	Tripura	Operational
17.	Agatti	Lakshadweep Island	Operational
18.	Agra (C.E.)	Uttar Pradesh	Operational
19.	Allahabad (C.E.)	Uttar Pradesh	Operational
20.	Aurangabad	Maharashtra	Operational
21.	Bagdogra (C.E.)	West Bengal	Operational
22.	Belgaum	Karnataka	Operational
23.	Bhavanagar	Gujarat	Operational
24.	Bhopal	Madhya Pradesh	Operational
25.	Bhubaneswar	Orissa	Operational
26.	Bhuj (C.E.)	Gujarat	Operational

27.	Bhuntar (Kullu)	Himachal Pradesh	Operational
28.	Chandigarh (C.E.)	Union Territory	Operational
29.	Coimbatore	Tamilnadu	Operational
30.	Dehradun	Uttaranchal	Operational
31.	Dibrugarh	Assam	Operational
32.	Delhi (Safdarjung)	Delhi	Operational
33.	Dimapur	Nagaland	Operational
34.	Gaggal (Kangra)	Himachal Pradesh	Operational
35.	Gaya	Bihar	Operational
36.	Gorakhpur (C.E.)	Uttar Pradesh	Operational
37.	Gwalior (C.E.)	Madhya Pradesh	Operational
38.	Hubli	Karnataka	Operational
39.	Imphal	Manipur	Operational
40.	Indore	Madhya Pradesh	Operational
41.	Jabalpur	Madhya Pradesh	Operational
42.	Jammu (C.E.)	Jammu and Kashmir	Operational
43.	Jamnagar (C.E.)	Gujarat	Operational
44.	Jodhpur (C.E.)	Rajasthan	Operational
45.	Jorhat(C.E.)	Assam	Operational
46.	Juhu (Mumbai)	Maharashtra	Operational
47.	Kandla	Gujarat	Operational
48.	Kanpur (civil)	Uttar Pradesh	Operational
49.	Kanpur (Chakeri) (C.E)	Uttar Pradesh	Operational
50.	Keshod	Gujarat	Operational
51.	Khajuraho	Madhya Pradesh	Operational
52.	Kolhapur	Maharashtra	Operational
53.	Leh (C.E.)	Jammu and Kashmir	Operational
54.	Lucknow	Uttar Pradesh	Operational
55.	Ludhiana	Punjab	Operational
56.	Madurai	Tamilnadu	Operational
57.	Mangalore	Karnataka	Operational
58.	North Lakhimpur	Assam	Operational
59.	Pantnagar	Uttranchal	Operational
60.	Patna	Bihar	Operational
61.	Pondicherry	Union Territory	Operational
62.	Porbandar	Gujarat	Operational

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63.	Port Blair (C.E.)	Andaman & Nicobar Island	Operational
64.	Pune (C.E.)	Maharashtra	Operational
65.	Raipur	Chhattisgarh	Operational
66.	Rajamundry	Andhra Pradesh	Operational
67.	Rajkot	Gujarat	Operational
68.	Ranchi	Jharkhand	Operational
69.	Salem	Tamilnadu	Operational
70.	Shillong (Barapani)	Meghalaya	Operational
71.	Shimla	Himachal Pradesh	Operational
72.	Silchar (C.E.)	Assam	Operational
73.	Surat	Gujarat	Operational
74.	Tezpur (C.E.)	Assam	Operational
75.	Tezu (C.E.)	Arunachal Pradesh	Operational
76.	Tiruchirapalli	Tamilnadu	Operational
77.	Tirupathi	Andhra Pradesh	Operational
78.	Tuticorin	Tamilnadu	Operational
79.	Udaipur	Rajasthan	Operational
80.	Vadodara	Gujarat	Operational
81.	Varanasi	Uttar Pradesh	Operational
82.	Vijayawada	Andhra Pradesh	Operational
83.	Visakhapatnam (C.E.)	Andhra Pradesh	Operational
84.	Akola	Maharashtra	Non-operational
85.	Along (C.E.)	Arunachal Pradesh	Non-operational
86.	Balurghat	West Bengal	Non-operational
87.	Behala	West Bengal	Non Operational
88.	Bilaspur	Chhattisgarh	Non-operational
89.	Cochin (C.E)	Kerala	Non-operational
90.	Cooch-Behar	West Bengal	Non-operational
91.	Cuddapah	Andhra Pradesh	Non-operational
92.	Daporizo (C.E.)	Arunachal Pradesh	Non-operational
93.	Deesa (Palanpur)	Gujarat	Non-operational
94.	Jaisalmer (C.E)	Rajasthan	Non-operational
95.	Jhansi	Uttar Pradesh	Non-operational
96.	Jharsuguda	Orissa	Non-operational
97.	Kailashahar	Tripura	Non-operational
98.	Kamalpur	Tripura	Non-operational

99.	Kota	Rajasthan	Non-operational
100.	Lalitpur	Uttar Pradesh	Non-operational
101.	Muzzaffarpur	Bihar	Non-operational
102.	Mysore	Karnataka	Non-operational
103.	Nadirgul	Andhra Pradesh	Non-operational
104.	Nal (Bikaner) (C.E.)	Rajasthan	Non-operational
105.	Pathankot (C.E)	Punjab	Non-operational
106.	Satna	Madhya Pradesh	Non-operational
107.	Sholapur	Maharashtra	Non-operational
108.	Vellore	Tamilnadu	Non-operational
109.	Warangal	Andhra Pradesh	Non-operational
110.	Ziro (C.E.)	Arunachal Pradesh	Non-operational
111.	Hassan	Karnataka	Not fit for operations
112.	Hadapsar	Maharashtra	Not fit for operations
113.	Gondia	Maharashtra	Under construction
114.	Kargil	Jammu & Kashmir	Leased to IAF
115.	Aizwal (Turial)	Mizoram	Closed
116.	Asansol	West Bengal	Closed
117.	Chakulia	Bihar	Closed
118.	Donakonda	Andhra Pradesh	Closed
119.	Jogbani	Bihar	Closed
120.	Khandwa	Madhya Pradesh	Closed
121.	Khowai	Tripura	Closed
122.	Malda	West Bengal	Closed
123.	Panna	Madhya Pradesh	Closed
124.	Passighat	Arunachal Pradesh	Closed
125.	Raxaul	Bihar	Closed
126.	Rupsi	Assam	Closed
127.	Shella	Assam	Closed

Annexure-II

(Referred to in Paras 1.6 and 1.9)

(a)

List of airports where Pilot study was conducted

Delhi, Mumbai, Kolkata, Chennai, Thiruvananthapuram, Hyderabad, Lucknow, Guwahati, Jaipur, Amritsar, Varanasi, Agartala, Bhuj, Gaya, Pathankot, Gaggal, Jammu, Jabalpur, Imphal, Rajamundhry.

(b)

Inadequacies and irregularities noticed during pilot study

Inadequacies/irregularities	Rs. in crore
Large scale changes in scope of work as a result of improper estimation leading to cost escalation and time overruns at Lucknow, Jammu, Gaggal, Pathankot, Chennai, Thiruvananthapuram and Kolkata.	6.84
Inadequate planning and non synchronisation of various activities leading to idleness of assets created at Delhi, Gaggal, Guwahati, Kolkata, Lucknow, Mumbai and Varanasi.	114.09
Assets lying idle or not put to use due to reasons like no operation at the airports.	38.59
Total	159.52

(c)

List of additional airports where projects for Performance audit were reviewed

Coimbatore, Bhubaneswar, Patna, Visakhapatnam, Mangalore, Trichy, Madurai, Dibrugarh, Goa, Pune, Dehradun, Thanjavur, Khajuraho, Porbandar, Ahmedabad, Srinagar, Indore, Calicut, Bhavnagar and Nagpur

Annexure-III
(Referred to in Para 2.2)

Shortfall in execution of targets as per plan outlay

Year	Reasons for shortfall
2000-01	<ol style="list-style-type: none"> 1. Non sanctioning of domestic terminal phase II at Mumbai. 2. Delay in sanction of integrated cargo complex at Kolkata. 3. Delay in approval of scheme for arrival block at Chennai. 4. Modification of drawings and delay in clearance of car parking at Mumbai and Kolkata respectively. 5. Delay in finalisation of global tenders for major and minor crash fire tenders.
2001-02	<ol style="list-style-type: none"> 1. Reduction in plan outlay resulting in deferment of expenditure to subsequent years due to long time taken in clearance of projects, non availability of clear site, delay due to unforeseen causes, modification and changes in scope of work. 2. State Government ban on quarrying. 3. Inclement weather and law and order problems. 4. Lengthy tendering procedure, litigation and post tendering works. 5. Anticipated delay in supply of Doppler Very High Frequency Omnidirectional Range. 6. Re-tendering for Dedicated Satellite Communication Network due to infirmities in the bids, technology evolution and downward trend in prices.
2002-03	<ol style="list-style-type: none"> 1. Apart from reasons mentioned at S.No. 1 to 3 for 2001-02, non-diversion of road at Varanasi by State Government. 2. Shelving of runway extension at Guwahati as no operator requested for operating jumbo aircraft. 3. Delay in finalisation of contract with ISRO for area augmentation and specification for High altitude aircraft. 4. Delay in administrative approval for Airport surface friction Testers.
2003-04	<ol style="list-style-type: none"> 1. Keeping in abeyance works like new domestic terminal phase II , modification and extension of terminal II-B at Mumbai, and modification of domestic terminal and new international passenger terminal phase II at Delhi due to proposed restructuring of Delhi and Mumbai airports. 2. Delay of work connected with private airline hanger. 3. Dropping of scheme for provision of chair, interior decoration and artificial plants inside terminal.
2004-05	<ol style="list-style-type: none"> 1. The works at Delhi and Mumbai airports kept in abeyance due to proposed restructuring. 2. Delay in extension of canopy work at Chennai due to slow progress by the contractor. 3. Delay due to lengthy process of land acquisition in NAD airports. 4. Delay in finalisation of order for Satellite communication system. 5. Delay in evaluation of bids for high altitude aircraft. 6. Automatic Dependent Surveillance System for Delhi and Mumbai delayed due to delays in opening of Letter of Credits.

Annexure-IV
(Referred to in Para 3.2.9)

Cases of time and cost overrun in creation of operational facilities

Airport	Work	Date of award and amount of award	Scheduled completion	Actual completion and Actual cost	Time overrun and cost overrun	Remarks
1. Bhubaneswar	Extension of runway for operation of A-300 aircraft	December 1996 – Rs. 7.69 crore	December 1999	-	75 months upto March 2006	There was no clear possession of land. A public road cutting across was not diverted. Work was foreclosed in September 2001. Cost incurred upto foreclosure was Rs. 8.13 crore. The work was again awarded in March 2005 for Rs. 15.46 crore with scheduled completion by November 2005. Upto March 2006 only 62 <i>per cent</i> of the work was complete.
2. Coimbatore	Strengthening and extension of runway	December 2003 – Rs. 16 crore	December 2004	October 2005 – Rs. 17.96 crore	10 months – Rs. 1.96 crore	Bituminous depth which was planned for 184 mm at first was changed to 235 mm resulting in additional cost. Bitumen content of concrete which should be 90 Kg per cubic metre was actually 108.90 Kg per cubic metre leading to extra expenditure.
3. Dibrugarh	Extension of runway	June 2004 – Rs. 10.53 crore	December 2005	-	-	The work did not start even by March 2005 due to non diversion of a public road. Work was foreclosed in August 2005. Cost incurred upto foreclosure amounted to Rs. 7 lakh.
4. Dehradun	Construction of boundary wall	December 2004 – Rs. 2.38 crore	October 2005	-	-	The State Government has not handed over the land which holds up pavement work. Work also held up due to land dispute with the villagers. Cost incurred upto March 2006 amounted to Rs. 96.29 lakh.
5. Gaggal	Expansion and development of airport	January 2001 – Rs. 2.81 crore	September 2001	-	-	The work included development of RESA, boundary wall, drainage etc. The work was held up due to non diversion of a public road and was foreclosed in August 2002. Amount incurred upto foreclosure was Rs.2.44 crore.

6. Guwahati	Strengthening of runway and allied works	July 1999- Rs. 21.79 crore	July 2001	June 2001 – Rs. 24.17 crore	Nil – Rs. 2.38 crore	Extension of runway work was kept in abeyance for want of firm commitment from the airlines. Operation of B-747 type of aircraft is not possible unless extension work is also done. Expenditure thus incurred on strengthening work became infructuous.
	Construction of boundary wall	August 1999- Rs. 1.85 crore	August 2001	-	-	Due to not handing over of the land, work was foreclosed in April 2005. Expenditure incurred upto foreclosure amounted to Rs.72.36 lakh.
7. Imphal	Resurfacing of runway and construction of isolation bay	June 2001 – Rs. 16.03 crore	July 2003	December 2004 – Rs. 14.77 crore (final bill yet to be paid)	17 months	Out of 17 months of time overrun for which extension of time was given, nearly 12 months was on account of rain. Rain being a natural phenomenon, hindrance on this account should have been foreseen and time for completion fixed accordingly. Though extension of time was given for extra items of work done, no reassessment of time was worked out for some deleted items of work.
8. Khajuraho	Strengthening and extension of runway	June 2002 – Rs. 12.80 crore	December 2003	July 2004 – Rs. 16.27 crore	17 months – Rs.3.47 crore	The work was delayed for more than one year due to non-diversion of approach road. Due to non availability of site, electrical works for CAT-I lighting foreclosed resulting in idleness of equipment worth Rs. 75 lakh. The extended portion of runway could not however be used unless the obstructions are removed.
9. Lucknow	Extension of runway	September 2001 – Rs. 21.81 crore	April 2003	January 2004 - Rs. 19.88 crore	9 months – Nil	CAT-II lighting facilities created for Rs. 4.75 crore could not be used due to non clearance of obstruction in approach funnel. Land for clearance of obstruction for which Rs. 11.09 crore was paid in December 2003 is yet to be acquired (March 2006). Due to hindrances in approach funnel, the runway is not utilised for the purpose intended, viz, as an alternative for Delhi airport during fog for landing of bigger flights.
	Strengthening of main and VIP apron	September 1997 - Rs. 9.62 crore	April 1999	May 2003 – Rs. 8.97 crore	49 months – Nil	During execution of the contract, the thickness of the extended portion of the apron as well as overlay was reduced. It was projected that an amount of Rs. 1.89 crore could be saved due to the reduction. However, the size of the apron was increased and one more new work of strengthening of culvert was added.

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10. Mangalore	Secondary runway	April 2004 – Rs. 33.16 crore	October 2005	March 2006 - Rs. 35.45 crore	5 months – Rs.2.29 crore	Even though the runway work is complete, the new runway cannot be used for B-737 type of aircraft and below due to unfavourable cross wind.
11. Pathankot	Construction of apron, link taxiway	November 2001 - Rs. 6.51 crore	November 2002	August 2005 – Rs. 5.41 crore	33 months – Nil	Reduction in cost of completion was due to reduction in scope of work. The work was taken up without working out the returns. Since Jammu and Amritsar airports are nearby, there is very little traffic potential. The airport is yet (March 2006) to be operationalised as no scheduled flight has landed in the airport. The facilities created are thus remaining idle.
12. Patna	Construction of shoulder, turning pad and perimeter road	November 2002 – Rs. 2.56 crore	May 2003	March 2005 – Rs. 3.04 crore	22 months – Rs. 48 lakh	The work was rescinded during July 2003 due to poor performance of the contractor and re awarded again in February 2004. A part of the claim of the Authority is locked up in arbitration with the original contractor. The balance work was got done under 'risk and cost' of the original contractor.
13. Porbandar	Construction of apron, taxi track and shoulder	September 1999 – Rs. 1.23 crore	June 2000	June 2001 – Rs. 1.25 crore	12 months – Rs. 2 lakh	Apron, taxi track and shoulder work completed in June 2001. However as the terminal building is still in progress as of March 2006, these facilities are not being put to use.
	Construction of fire station	April 2003 – Rs. 1.36 crore	October 2004	February 2006 – Rs. 1.23 crore	16 months - Nil	As the progress of the work was slow, the contractor was given periodical extension for completion of the project. No liquidated damages had been levied and recovered by the Authority so far (March 2006) for the delay in completion of the work.
14. Rajmundry	Construction of apron and strengthening of runway	March 2001 – Rs. 4.73 crore	March 2002	May 2002 - Rs. 5.53 crore	2 months – Rs. 80 lakh	The strengthened runway is not used as there is no scheduled aircraft movement in the airport. Due to monsoon conditions, the bituminous layer of the runway is already eroded and the condition of the runway was reported to be bad.
15. Silchar	Extension and strengthening of runway	March 2005 – Rs. 23.28 crore	March 2007	-	-	Land for the work was taken over in the year 2000 but due to non execution of an MoU with IAF (since it is an IAF airfield), work order could be issued only in March 2005. The Authority paid interest of Rs. 90.88 lakh to the State Government for procuring the land even though it was not due. Till March 2006, only 45 <i>per cent</i> of the work is complete.

16. Tiruchirapalli	Extension and strengthening of runway	December 2003 – Rs. 14.71 crore	January 2005	-	14 months till March 2006	Only 82 <i>per cent</i> of the work had been completed till March 2006. The deletion of embankment work from the scope and wrong estimation without proper analysis resulted in abnormal delay. A public road cutting across in the proposed extended runway not diverted.
17. Varanasi	Extension of runway and allied works	November 2002 – Rs. 17.62 crore	April 2004	January 2005 – Rs. 18.83 crore	9 months – Rs. 1.21 crore	The work relating to strengthening of existing runway, taxiway and apron were taken up as an allied work of the main work relating to extension of runway. However the main work was not taken up and only the allied works were completed due to non diversion of a public road. In the absence of extended runway, the strengthening work became infructuous as wide bodied aircraft cannot be operated in the existing runway.

Annexure-V
(Referred to in Para 3.3.1)

Cases of problems in acquisition of land needed for development purposes

Airport	Purpose of requirement	Reasons for non/delayed acquisition	Infrastructure facility denied
1. Chennai	Development of airport	23.89 acres of land already in possession of the Authority since 1980 was not legally acquired. The State Government issued notification in August 2000 for land acquisition and the Authority made initial payment of Rs. 1.10 crore in March 2002. Award for the balance amount of Rs. 1.78 crore was passed in September 2002, which is being contested (March 2006).	The perimeter wall around the airport was constructed without clearly acquiring possession of the entire area encircled.
2. Coimbatore	Wire transmitting station and navigational equipment	Land required for runway extension was acquired in 1994. However, land where the wire transmitting and navigational facilities were installed is yet to be acquired.	The installation of CAT-I lighting system is still pending
3. Jammu	Extension of runway	Land was acquired in 2000-01 at a cost of Rs. 2.75 crore for extension of runway. However a portion of land in between the existing runway and the land acquired for extension could not be acquired (March 2006).	Proposed extension of runway by 1,300 feet had not been taken up and the land already acquired could not be utilised.
4. Kolkata	Extension of secondary runway	Due to presence of public road in the south and religious place of worship in the north, extension of runway is not possible. The project approved in June 2003 is yet to be taken up.	Bigger aircraft cannot be operated in the present secondary runway.
5. Lucknow	Construction of boundary wall	Due to lack of clear possession, the work only partially completed in the site handed over. Further work was held up due to dispute over land.	Incomplete boundary wall around the airport.
6. Mangalore	Land for construction of control tower, fire station, link taxiway etc.	Exact requirement of land for development of airport was not decided initially and the requirement was changed many times and land acquisition being a lengthy process, the delay in finalisation of requirement delayed acquisition of additional land.	A-300 type of aircraft could not be operated from the airport due to limited length of runway and terminal capacity.
7. Madurai	Extension of runway length from 5990 feet to 7500 feet	State Government handed over only part of land required. The balance land required is yet to be transferred (March 2006).	Delay in extension of runway. The installation of ILS and DME equipment was pending for want of extended runway.
8. Mumbai	Land required for expansion	13927 sqm of land within Mumbai airport was given on lease to Indian Airlines in 1959 for use as a play ground. The Authority requested for vacation of land in May 1993 for expansion purposes. The land is yet (March 2006) to be handed over.	The land required for expansion of Mumbai airport is not available.
9. Pune	Expansion of apron and additional taxiway	7276.20 sqm of defence land acquired with conditional no objection from the defence authorities.	Since the area is restricted, creation of the operational facilities are hampered.

Annexure-VI

(Referred to in Para 10.3)

List of 36 Airports with meager aircraft movements

(In numbers)

Sl. No.	Airport	Scheduled aircraft movements		Non scheduled aircraft movements		Total movements	
		2004-05	2005-06	2004-05	2005-06	2004-05	2005-06
1.	Gaya	338	432	82	162	420	594
2.	Gorakhpur	808	608	32	2	840	610
3.	Agra	372	0	294	370	666	370
4.	Bhuj	706	720	6	4	712	724
5.	Bhavnagar	1516	1408	0	38	1516	1446
6.	Khajuraho	962	754	40	56	1002	810
7.	Jamnagar	728	756	1122	946	1850	1702
8.	Aizwal	1368	1438	0	4	1368	1442
9.	Tirupati	1038	1208	46	42	1084	1250
10.	Jorhat	604	582	0	20	604	602
11.	Dimapur	1154	770	20	28	1174	798
12.	Belgaum	1386	1396	0	4	1386	1400
13.	Vijayawada	672	1022	4	22	676	1044
14.	Bhuntar	787	734	294	390	1081	1124
15.	Porbandar	606	572	0	22	606	594
16.	Rajamundhry	0	0	2240	2700	2240	2700
17.	Diu	612	580	12	4	624	584
18.	Hubli	662	680	6	0	668	680
19.	Kolhapur	660	658	2	26	662	684
20.	Agatti	680	606	798	768	1478	1374
21.	Allahabad	598	498	14	30	612	528
22.	Tezpur	202	174	8	2	210	176
23.	Dehradun	156	692	0	110	156	802
24.	Barapani	432	280	0	4	432	284
25.	Surat	206	144	48	54	254	198
26.	Lakhimpur	198	126	14	4	212	130
27.	Shimla	368	274	30	162	398	436
28.	Kanpur (Chakeri)	50	420	2	6	52	426
29.	Gaggal	200	188	20	22	220	210
30.	Tezu	0	0	310	152	310	152
31.	Ludhiana	0	0	46	28	46	28
32.	Pondicherry	0	0	22	6	22	6
33.	Gwalior	0	994	36	16	36	1010
34.	Pantnagar	0	212	0	10	0	222
35.	Jabalpur	0	656	2	22	2	678
36.	Salem	0	0	0	4	0	4
	Total	18069	19582	5550	6240	23619	25822

Annexure-VII
(Referred to in Para 10.3)

Cash loss making non commercially operated/non functional airports – Test checked cases

(Rs. in lakh)

Airport	2002-03			2003-04			2004-05			2005-06*		
	Revenue	Expenditure (excl. depn)	Cash Loss	Revenue	Expenditure (excl.)	Cash Loss	Revenue	Expenditure (excl. depn)	Cash Loss	Revenue	Expenditure (excl.)	Cash Loss
1. Jaisalmer	-	2.47	2.47	-	6.37	6.37	0.03	32.97	32.94	-	16.15	16.15
2. Kandla	1.15	55.33	54.18	1.66	49.89	48.23	1.44	55.49	54.05	3.71	59.80	56.09
3. Kanpur (civil)	2.33	127.11	124.78	5.58	162.63	157.05	8.90	152.14	143.24	47.16	206.10	158.94
4. Kota	6.26	63.42	57.16	4.40	89.03	84.63	65.34	57.47	(7.87)	17.97	46.31	28.34
5. Pantnagar	5.46	77.44	71.98	5.80	84.57	78.77	1.85	82.82	80.97	0.27	80.58	80.31
6. Safdarjung	96.53	716.00	619.47	166.81	811.04	644.23	315.45	822.35	506.90	104.29	918.25	813.96
7. Salem	1.13	14.74	13.61	0.69	17.53	16.84	1.17	22.10	20.93	0.58	11.19	10.61
8. Tuticorin	-	15.57	15.57	-	22.70	22.70	-	20.61	20.61	0.52	18.21	17.69
9. Bikaner	-	47.95	47.95	-	46.15	46.15	-	51.87	51.87	-	65.18	65.18
10. Cuddapah	-	8.06	8.06	-	5.91	5.91	-	2.64	2.64	-	8.95	8.95
11. Pathankot	-	34.38	34.38	-	47.03	47.03	-	67.55	67.55	-	119.50	119.50
12. Vellore	-	3.35	3.35	-	6.75	6.75	-	5.39	5.39	-	5.13	5.13
13. Jharsuguda	0.14	53.48	53.34	0.14	47.48	47.34	0.49	50.99	50.50	0.53	58.52	57.99
14. Balurghat	0.03	5.23	5.20	0.43	4.77	4.34	1.75	5.60	3.85	0.46	5.44	4.98
15. Behala	0.05	17.29	17.24	0.05	17.50	17.45	0.09	20.38	20.29	0.13	18.38	18.25
16. Malda	0.23	8.00	7.77	3.04	16.13	13.09	3.06	9.06	6.00	0.85	17.59	16.74
17. Cooch Behar	-	18.07	18.07	0.47	12.33	11.86	0.47	12.19	11.72	0.11	19.54	19.43
18. Kailashar	-	10.97	10.97	-	11.71	11.71	-	11.71	11.71	-	-	-
19. Passighat	-	3.81	3.81	-	4.09	4.09	-	4.09	4.09	-	-	-
20. Rupsi	-	3.87	3.87	-	2.15	2.15	-	2.15	2.15	-	-	-
Total Cash Loss			1173.23			1276.69			1089.53			1498.24

* The figures for 2005-06 are provisional.