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AIRPORTS AUTHORITY OF INDIA
O/O MEMBER (PLANNING)

No. : AAI/M(P)/GRC/05

Date : 16.12.2005

SUBJECT : MEETING OF INTER-MINISTERIAL GROUP (IMG) AND GOVERNMENT REVIEW COMMITTEE (GRC) FOR RESTRUCTURING OF DELHI AND MUMBAI AIRPORTS.

Reference may please be made to the discussions we had with the Chairman on 15.12.2005 regarding observations of AAI on development plan and other activities related to para 6 of summary of raw scores in respect of bidder 'E'. As already indicated in the report of Government Review Committee, the members of Government Review Committee did not have full opportunity to go to the bid documents and their observations have been made on the basis as stated in their report.

The undersigned has gone through relevant portions of document A/11 and the connected drawings and the following observations have been made on development plan and other activities related to para 6 of summary of raw scores in respect of bidder 'E' :

DELHI

1. The consultant have confirmed that only mandatory work would be completed immediately after taking over and the stage one works shown in the development plan would be ready by 31.3.2010. Since expansion of Terminal 1-B is only contained in mandatory works with respect to passenger terminals it is expected that there will not be any addition to capacity in international terminal upto 31.3.2010.
2. Even though the document envisages that the terminals would be able to handle 15.26 million passengers by the year 2010, the sizes of the terminal etc. given in the drawings do not match to the same. There seems to be a mismatch in number of parking stands and the capacity of terminals as well.
3. The development plan envisages sharing of international and domestic terminals by flexible utilization of these terminals for domestic and international flights. This approach needs discussion with custom and immigration authorities.
4. The number of parking stands to be built by 2010 would be highly inadequate to handle domestic as well as international traffic and hence it would be necessary to utilize the parking stands towards the existing terminals. this will result into frequent crossing active runway by taxing aircraft. This may ultimately necessitate domestic operations from existing as well as new domestic terminals which would be around ten kilometers by road.