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5. As per the development plan the existing international terminal will be demolished and will be reconstructed between 2010 and 2015 which may result sudden fall in capacity of international terminal till new international portion is built and put in use.

MUMBAI

1. As per the development plan there is no addition in the capacity of international terminal in next 10 to 15 years. On query from consultant it was explained by them that the bidder would carry out readjustment of check-in counters, commercial area, customs, immigration etc. within the existing terminal to increase the capacity. The areas being added are basically the parking stands and corridors leading to them which may not be of real utility until departure concourse, custom, immigration and check-in area are also increased.

2. The development plan envisages closure of runway 14/32 immediately on handing over and construction of a parallel runway 09R/27L. This runway has been shown as approximately 2500 mtrs. long which would be inadequate to handle wide bodied aircraft and in case main runway gets closed for some unavoidable reasons wide bodied aircraft would not be able to land at Mumbai. This poses a serious restriction on expansion of the airport capacity and its utilization under all circumstances. Also the proposed runway would be quite close to the existing runway and thus would not be able to operate as parallel runway.

All the above said observations were discussed with the representative of Air Plan but the explanations provided by him were not found convincing and hence it is felt that the marks given to bidder 'E' at para 6 for Delhi as well as Mumbai need reconsideration/review.

(A.K. MISRA)
MEMBER (PLANNING)

MEMBER (FINANCE)