

IAAI Projects

For the Eighth Five Year Plan, IAAI identified the following as major projects:

<u>Project</u>	<u>Estimated Cost</u> (Rs. million)	<u>Time Frame</u>
Bombay International Terminal - Phase III	490	1990-1994
Madras Domestic Terminal - Phase II	200	1991-1994
Delhi International Terminal - Phase II	1,200	1991-1994
Delhi Domestic Airport - Taxiways & Aprons	2,260	1991-1996
Calcutta Domestic Terminal - Phase I	250	1994-1997
Madras International Terminal - Phase II	220	1995-1998
Bombay Domestic Terminal - Phase II	250	1995-1998
Calcutta International Terminal - Phase II	350	1998-2001
Bombay Domestic Terminal - Phase III	230	1998-2002
Delhi Domestic Terminal - Phase II	600	1998-2002
Ahmedabad and Nagpur Alternate International Airports	600	1998-2002

Speaking in mid-1993, the Chairman outlined that IAAI's priorities were to: complete the Bombay International Terminal - Phase III (Terminal 2-C), which the Government has approved and is now estimated to cost Rs. 850 million; finalize the workplans for a new domestic terminal at Delhi, expansion of the international terminal at Madras, and improve the domestic facilities at Trivandrum; and to acquire additional land at Trivandrum to expand the airport to handle wide-bodied jets. IAAI also proposes to build two new hangars at Delhi for the exclusive use of private air taxi operators. The construction of the new passenger terminal at Calcutta is to be completed in early 1994. The Government is finalizing the Bombay Domestic Terminal - Phase II, now estimated to cost Rs. 960 million.

Bombay

In February 1993, the Project Investment Board of the Government of India approved the Rs. 840 million construction of Terminal 2-C as part of the Bombay International Airport-Phase III project. The Phase III project will increase passenger handling capacity at the airport from five to 7.5 people million per annum. The new terminal, measuring 53,000 square metres, is expected to be completed in 40 months.

Perhaps the biggest challenge facing airport planners in India is to build a new airport for Bombay. The site has already been identified. Work involved includes land reclamation from the sea, surface access and land development, costing over Rs. 30 billion in the first phase, based on 1988-89 index. International consultants will have to be appointed to carry out a study for this project. Until the new airport is ready, the airlines and their customers will have to make do with the existing airport. With improvements and developments, the useful life of the current Bombay airport can be extended up to 2010. As an airport development project, Bombay provides the biggest opportunity in India in the field of airport consultancy and supply of equipment.

Model Airports

The NAA has selected 12 domestic airports for development as model airports. The criteria for airport selection were: standard runway length of 7,500 feet, with taxi track 75 feet wide; good traffic potential; importance of the city; good tourism potential; and coverage of all regions in the country. The planned expenditure on development of the 12 model airports is Rs 3.5 billion (1.7 billion for civil works and 1.8 billion for equipment and installation). Work envisioned under the plan is to be completed in the next 18 months, and includes, the extension of runways and associated infrastructure, augmentation of navigation aids, communication and safety services, and construction/expansion of terminal buildings. The airports are: