

## Appendix B

### DEVELOPMENTS MADE AT INTERNATIONAL AIRPORTS

During the first two decades of its existence (from April 1 1972 to March 31, 1992), IAAI invested Rs. 5.44 billion in updating, expanding and constructing new passenger and cargo terminals and other facilities at its airports. For the last six years it has met the entire expenditure on planned projects from its own internal resources without receiving any budgetary support from the Government. Its major achievements have been:

#### Passenger Facilities

- Delhi - New international passenger terminal, domestic arrival terminal and domestic departure terminal for Airbus passengers.
- Bombay - New international passenger terminal and domestic terminal for Airbus passengers. The Domestic Passenger Terminal now has the capacity to handle 4.5 million passengers annually, corresponding to a peak hour capacity of 1500 arriving and 1200 departing passengers.
- Madras - New domestic terminal.
- Calcutta- Relocation of domestic operations to new building and modifications to the existing building for international operations.

#### Cargo Facilities

New cargo complexes have been developed at Bombay, Delhi, Calcutta, Madras and Trivandrum airports.

#### Other Facilities

In general, IAAI has strengthened and extended runways, developed taxi tracks and constructed new parking bays. There have also been improvements in runway lighting, fire fighting and other support services. Specifically:

**Delhi:** A new IAAI Operational office complex is under construction.

**Madras:** Extension of Main Runway and parallel taxi-track and two remote parking bays for domestic operations.

**Trivandrum:** Runway Repairs.

In 1992-93 IAAI proposed to buy operational and facilitation equipment costing Rs. 180.2 million and airfield lighting and electrical equipment at a cost of Rs. 80.5 million. A major part of this expenditure has already been incurred.