सुरक्षा सहित सेवा

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

No.AAI/MC/DIAL-06/DF/2011-12/1036

May 12, 2011

632/कार्यालय/13/5/11

The Chairperson,
Airports Economic Regulatory Authority of India,
AERA Bldg., Safdarjung Airport,
New Delhi-110 003.

Sub: - **Consultation Paper No.2/2011-12 – Review of levy of Development Fee – IGI Airport**

Sir,

Please refer to your letter No. dated 20th April 2011 on the above subject and subsequent discussion held on 9th May 2011 on the Consultation Paper No.02/2011-12. The comments of the Airports Authority on the proposal contained in Para 15 are as under: -

197/CH(AERA)/13/5/2011

1. Airports Authority has contributed Rs.637 crore (26%) till date out of Rs.2450 crore equity share capital of DIAL and it is reiterated that AAI is not in a position to make any further contribution towards equity due to its commitment in its ongoing projects for upgradation and development of Metro and Non Metro Airports.

2. Vide Para 9.4 of the Consultation Paper it is mentioned that the ATC Control Tower would be commissioned by November 2012. In this regard reference is invited to AAI's letter of even number dated 23rd March 2011 (copy enclosed for ready reference), it is clarified that the civil portion of the ATC Tower would be completed by November 2012 and the ATC Tower Equipments would be installed & commissioned by November 2013.

3. In view of AAI's position stated at Sl. No. 1. above, the JVC (DIAL) can still maintain the Trigger Debt Equity Ratio in terms of Clause 3.3.1 of the Share Holder Agreement by way of infusion of funds in such form and quantity by the Private Participants [without diluting AAI (along with AAI nominees) equity shareholding].

Encl. : A/A

Yours faithfully,

13/5/2011

(Sudhir Raheja)
Member (Plg.)

AGM (APDS)

Pls consolidate the comments soon 16/5/11

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भारतीय विमानपत्तन प्राधिकरण

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

AAI/DIAL/2010/

23rd March, 2011

The Chairman
Airports Economic Regulatory Authority of India,
AERA Building,
Safdarjung Airport,
New Delhi-110 003

Sub : Review of levy of DF at IGI Airport
- Audit of project cost – reg.

Sir,

Reference is made to your letter No. AERA/2011/DIAL-DF/2009-10/Vol.III dated 14trh March, 2011. The following comments are offered :-

i) Master Plan 2006 of IGI Airport, approved by MOCA, provides for relocation of the existing ATC tower to a more centric location, southwest of the existing tower in land parcel 40. The new ATC tower height, for safety of operations, would have a clear line of sight of all movement area of the airfield and cater to the additional working positions and personnel to be deployed for multiple Rwy operations.

ii) The existing ATC control tower was constructed in 1994 and was made operational in Jan. 1999. At that time, IGI Airport had approx. 265 daily movements from runways 10/28 and 09/27 was primarily used for Taxiing. Domestic aircraft operated from Apron-1 (Terminal 1) while the international operations were handled from Apron-2 (Terminal 2). Thus the entire operational area was towards north of the existing tower. Commensurate with the total number of movements and the layout of movement areas, only one Tower Controller, one Surface movement, controller and one Assistant (Total 2 ATC positions with one Assistant position) alongwith one Met official and Met. equipment were required to control the entire traffic. Because of the fewer operating personnel the noise levels in the tower were also minimal and the controllers were able to perform their task of air traffic control and surface movement in an efficient manner.

iii) Subsequently, when the traffic load has increased, Rwy 09/27 and 10/28 were put into use for take off and landing by implementing a new taxiway in between the runways. This has necessitated additional deployment of manpower in control tower to man the additional positions.

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iv) With the commissioning of Rwy 11/29 and Terminal-3 (with aprons 31, 32, 33 & 34), south of the existing tower, the operating scenario has undergone a total change. The present level of traffic is approx. 850 movements daily and this number is steadily growing every year which will cross more than 1000 in the immediate future. In Feb'2011 a peak hour of 70 movements has accordingly been recorded and this peak hour traffic is foreseen to grow to 85-90 movements per hour in the immediate near future. As against single dependent runway operation of 09/27 or 10/28 simultaneous parallel runway operations are currently in place in mixed mode on Rwys 10/28 & 11/29 and 09/27. Departures are released from both runways independently and arrivals are vectored on both these runways simultaneously with reduced separation of 3NM between successive movements.

v) To cater to the additional runway and increased movements, we have created additional controller positions – 3 Tower controllers, 3 SMC positions, 2 tower alpha positions, one clearance delivery position, one AIM's data entry position and one tower supervisor position – a total of 11 controller work stations. This has cramped the space to an extent that (a) no further positions can be created to handle traffic growth, (b) new positions for clearance delivery, departure planner, tower coordinator and VIP handling, though essentially required, cannot be provided, (c) There is inadequate space for display of Maps and charts and (d) the noise level in the control room has increased to an extent where controllers are not able to concentrate on their work. AAI is also in the process of implementing Datalink Communications to minimize controller Pilot voice communication, which will require additional space in control tower to install new computer systems and displays alongwith additional controller to man this position.

In addition, Central Air Traffic Flow Management system also is under implementation to dynamically optimize the capacity v/s demand so as to minimize excessive holdings in air and ground resulting in savings of fuel and flying time. There is a need for additional space to cater the work stations and display units.

vi) With the commissioning of Terminal-3 some segments of the taxiways and significant portions of the stands on Apron 32, 33 & 34 are obscured from vision due to line of sight shadows. These operations are being managed by strategic location of CCTV cameras around the concerned taxiways and ramp areas. This situation is not ideal. ICAO ATC Planning norms clearly prescribe that for operational safety reasons, an ATC tower must be so located and be of such height that all runways, taxiways, and ground movement areas must be clearly visible from the control room.

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vii) Going forward, it is foreseen that IGI Airport would be handling approx. 1000 movements daily in the year 2011-12 which will cross 1500 traffic in 2015-16. This would certainly require additional controller work positions. Besides, significant additional equipment is likely to be required in areas such as Automation Systems, Met. Display AGL system control & monitoring ASMGCS display, Schmidt VCCS system, D-ATIS system, AIMS System, CNS System display, simulator training facilities, air traffic flow management system, Gagan etc. and facilities of ATC staff whose strength would increase significantly.

viii) From the foregoing paragraphs, it is evident that a new ATC Complex is an immediate requirement for IGI Airport and this cannot be linked with the programme of Terminal-4. Of course the new ATC facilities would be developed in a manner that the future requirements of IGI Airport can be met by this facility.

ix) A project brief, alongwith preliminary cost estimates and a tentative project time schedule is enclosed herewith for your ready reference. DIAL will be required to maintain close co-ordination with AAI so that the entire work is carried out strictly as per AAI requirements.

We hope that with this we have clarified the matter.

Yours faithfully,

(S.C. CHHATWAL)
MEMBER (FINANCE)

Encl : as above