

31<sup>st</sup> May, 2012

Director(Pig), MPR  
Delhi Development Authority  
6<sup>th</sup> Floor, Vikas Minar  
New Delhi-110 002

OFFICE OF THE DIR (Pig.)  
MPR/TC, D.D.A. N. DELHI-2  
Dy.No. 4060  
Dated 27-06-12

Dear Sir,

Sub: Comments from Delhi International Airport Pvt Ltd on the revision of MPD 2021

We invite your kind attention to the notification issued by DDA seeking suggestions/comments in respect of revision of MPD 2021.


At present there is no specific mention in MPD 2021 with regard to extent of land for use for commercial development. As far as airport is concerned it is mainly meant for air transportation in which commercial development is equally important as a supporting function.

As you are kindly aware that post completion of Terminal-3, Delhi has become a one of the World class airport which is 7<sup>th</sup> largest airport in the World. Further based on the service levels, IGI Airport, Delhi has been declared as second best airport in the category of 25-40 million passengers and 6<sup>th</sup> best airport in respect of all categories.

Therefore bench marking of the comparable other International airports are giving lot of importance and focus for the utilization of considerable amount of land for commercial/non-aeronautical services as the concept of aerotropolis is gaining in some of the International airports. Following are the details of land earmarked for commercial activity in various airports.

SNo.	International Airport	Total land area(Ha)	Aeronautical area (Ha)	Commercial area (Ha)	% of total area
1	Athens	1750	1467	180	10.29%
2	Auckland	1497	1070	427	28.52%
3	Toronto	1867	1439	428	22.92%
4	Dallas	7285	5181	2104	28.88%
5	Melbourne	2379	1935	262	11.01%
6	Paris	6684	4601	1233	18.44%
7	Amsterdam	3201	2103	1098	34.30%

Received  
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MPD  
31/5/12



31.05.12

AD (Adm)

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Even in India in Mumbai 10% of land is permitted for commercial use. Similarly in Bangalore and Hyderabad, there is no restriction stipulated but more than 20% of land is earmarked for commercial development.

In the case of Delhi airport, it is done through PPP route in which Government of India through Airport Authority of India is getting 45.99% revenue share on the gross revenues (top line) and further AAI is also getting dividend on its 26% equity holding. Therefore in the case of Delhi airport whatever revenues are generated from the commercial activity, Government will be the major and biggest beneficiary.

Therefore even at Delhi airport, subject to taking care of aeronautical requirement as per the Master plan i.e. developing the airport to 100 million passenger capacity and cargo volume to 3 million capacity and to enhance the Government revenues, it is highly desirable and advantageous to have atleast 10% of land for commercial use in the master plan which is still below to most of the international airports as well as other major airports in India.

Therefore, we suggest that suitable provision be made in appropriate place in MPD 2021 providing commercial usage in the airport zone upto 10% of the total land which will be in the larger public interest since Government will have substantial revenues and it will give overall economic development not only to IGI Airport, but also to the India as it is contributing a lot for the economic development.

Thanking you

Yours faithfully

For **DELHI INTERNATIONAL AIRPORT PVT LTD**

**K NARAYANA RAO**  
**DIRECTOR**