

**PRESS INFORMATION BUREAU
GOVERNMENT OF INDIA**

**SHIFTING OF DOMESTIC OPERATIONS TO T3 ONLY AFTER REVIEW BY
CIVIL AVIATION MINISTER IN MID-SEPTEMBER, 2010**

New Delhi, Sravana 22, 1932
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The Minister for Civil Aviation, Shri Praful Patel, yesterday evening, reviewed the preparedness on the part of various stakeholders for effecting the transition of Domestic Operations to Terminal 3 (T3) at Delhi's Indira Gandhi International Airport. He also examined the factors limiting the transition in the end of this month, as was envisaged by Delhi International Airport Ltd. (DIAL) earlier. The shift from Terminal 1A & 1D (barring the 3 stand alone Low Cost Carriers) to T3 was earlier planned to be done on **27 August, 2010**, wherein the full service Indian carriers - Air India, Jet Airways, Kingfisher Airlines including JetLite and Kingfisher Red were supposed to shift domestic operations to T3.

The Minister was accompanied by the Secretary Civil Aviation, Director General Civil Aviation (DGCA), Chairman AAI and senior officers from the Ministry of Civil Aviation (MoCA), DIAL, NACIL, BCAS etc.

The Minister and the MoCA Team assessed that for reliable and un-interrupted power supply to meet the extra electricity requirement arising out of the added Domestic Operations from T3, commissioning of the impending 220 KVA sub-station of M/s. Delhi Transco Ltd. (DTL) is an inevitable requirement. Though the sub-station was to be commissioned by the 31 July, 2010 as per earlier plan, the DTL representative stated that it would be ready only by 15 September, 2010. Presently the quality of power supply is erratic which is affecting the sophisticated baggage handling and security equipments at the Terminal.

It was also observed that the Delhi Jal Board (DJB), had not been able to provide the supply of 3 MLD water to the Airports which it had been committed earlier and which was also the requirement of the Airport. The water supply at the Airport had continues to be erratic and much less than the required/committed amount.

Regarding the alternative connectivity from the present domestic side of the Airport, the MoCA team also assessed that the Underpass connecting the Dwaraka Junction to the Central Spine at Mahipalpur that leads to T3 (currently being executed by Delhi Metro) also needed to be completed before Domestic Operations could be shifted to T3. This road will help ease traffic congestion as currently there is only one approach to T3 which via NH-8.

The metro line connecting T3 to Central Delhi also is not yet ready and is likely to become operational only in mid-September, 2010.

Due to these factors the Ministry of Civil Aviation decided that the shifting of domestic flight operations to T3 will be held in abeyance and the position will be reviewed by the Minister in mid-September, 2010 following which a decision on date of shifting of domestic operations to T3 will be taken.
