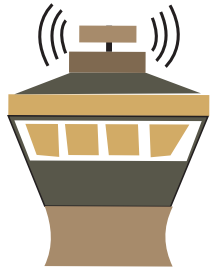


PRIVATISED AIRPORTS: BIGGER, BETTER?

The civil aviation ministry has set the ball rolling for another round of airport privatisation, which will begin with Chennai and Lucknow and extend to Ahmedabad, Jaipur and Guwahati. The Airports Authority of India (AAI) is offering a 30-year contract for Chennai and Lucknow. Eleven firms have shown interest. In contrast to the earlier privatisation of airports in Delhi, Mumbai, Hyderabad and Bangalore, the terminals on offer have been upgraded by AAI – so a dispute over user development charges is not expected. The earlier round of privatisation has led to rapid growth in the number of passengers and flights. But India still ranks low on quality of airport infrastructure:

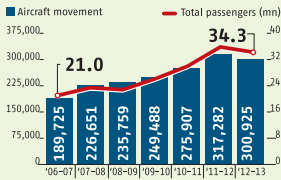


New Delhi

GMR Infrastructure Ltd**



Passenger capacity: **62 mn** per year



GMR took over in 2006

59% ▲ Aircraft movement
64% ▲ Total passengers

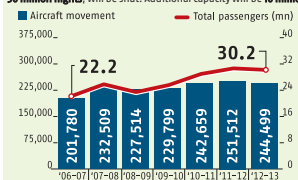
Mumbai

GVK Power & Infrastructure Ltd**



Passenger capacity: **40 mn** per year*

*New terminal, which will start year-end. Old terminal, handling 30 million flights, will be shut. Additional capacity will be 10 million



GVK took over in 2006

21% ▲ Aircraft movement
36% ▲ Total passengers

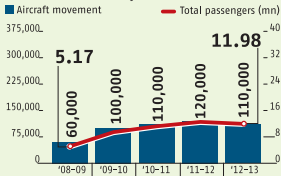
Bangalore

GVK Power & Infrastructure Ltd**



Passenger capacity: **20 mn** per year*

*New terminal which will start year-end



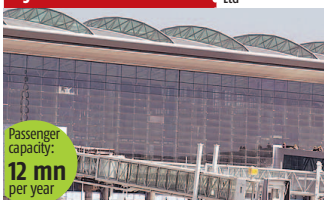
GVK opened new airport in 2008

84% ▲ Aircraft movement
131% ▲ Total passengers

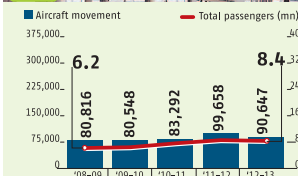
*Aircraft movement data is approximate (converted from mn)

Hyderabad

GMR Infrastructure Ltd**



Passenger capacity: **12 mn** per year



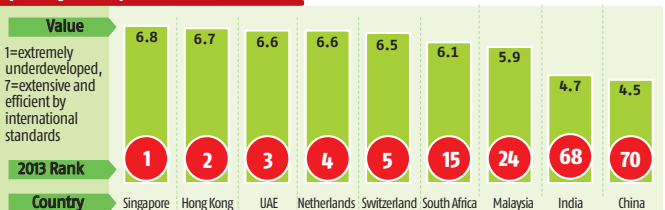
GMR opened new airport in 2008

12% ▲ Aircraft movement
35% ▲ Total passengers

**Lead operator of the airport

Source: Corporate communications of GMR, GVK; Bangalore airport website

Quality of airport infrastructure



Source: World Economic Forum, Travel and Tourism Competitiveness Report 2013

Compiled by Aparna Kalra