

AIRPORT AT JEWAR



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- An international airport with a capacity to handle 30-50 million passengers per year will come up at Jewar in Greater Noida in the next 5-6 years to ease the load on Delhi's IGI airport, the government announced on 24.6.2017.
- Civil Aviation Minister Ashok Gajapathi Raju announced that "in-principle clearance has been granted" for the greenfield airport at Jewar.
- Jewar now a nagar panchayat under the Gautam Budh Nagar district, was earlier part of the Bulandshahr district in Uttar Pradesh. With a population of 32,269, Jewar has yet to see full-scale development, despite being part of the NCR.
- Like other major infrastructure projects that benefit real estate markets, the Jewar airport, too, is expected to change the property market dynamics in Noida and the adjoining areas.

AIRPORT AT JEWAR

- A lot of international visitors have been avoiding Noida and Greater Noida as they fall off-route. Gurgaon has always had the edge because of its proximity to the airport, and has been supporting brisk business. Now with an international airport in the region, Noida and Greater Noida's existing export-import businesses would get a major push
- With the airport, we expect a lot of multinational companies setting up base in and around Jewar. Uttar Pradesh presently has the mandate of creating 70 lakh jobs. The companies and the ancillary industries which grow around it will lead to the job generation.
- Jewar airport can shift the concentration of multinational and domestic companies, as well as, property seekers from Gurgaon to Noida
- This kind of economic activity would increase the demand of the real estate sector, homebuyers should keep a watch on sectors like 19, 25 and 22D on Yamuna Expressway

AIRPORT AT JEWAR

In 5 yrs, you could be flying from NCR's second airport

Govt Gives Nod For Project At Greater Noida

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Greater Noida/New Delhi: The National Capital Region could get its second airport, in

FULL COVERAGE: P 2

Jewar, in five years. "In principle clearance has been granted," civil aviation minister Ashok Gajapathi Raju said at a press conference on Saturday, paving the way for acquiring 1,000 hectares (around 2,500 acres) for the first phase. The

airport could be ready by 2022, minister of state for civil aviation Jayant Sinha told TOI.

The Yamuna Expressway Industrial Development Authority (YEIDA) has notified 3,000 hectares in Jewar for the airport, with the first pha-

**PHASE 1:
IN 5 YEARS**
**1 runway &
terminal**

Area:
1,000 hectare

Cost:
Rs 10,000 cr

**Road, rail & metro
connectivity**



**FINAL PLAN:
10-15 YEARS**
4 runways

Area:
3,000 hectare

Cost: **Rs 15,000-
20,000 cr**

Capacity:
**30-50 million
passengers a year**



se estimated to cost around Rs 10,000 crore.

This will include one runway, a terminal and other infrastructure, with the airport to be connected by road, rail and through a Metro link, Sinha said, adding that connecti-

vity with Meerut and other parts of the state will be upgraded. The plan is to add three more runways with the total cost estimated between Rs 15,000 crore and Rs 20,000 crore.

► Continued on P 7

AIRPORT AT JEWAR

Noida's Growth To Take Off Gr Noida-Jewar Metro Project Also Revived

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Noida: Noida and its surroundings could get transformed once the new airport at Jewar takes wings. The airport — the site for which the ministry of civil aviation on Friday has given its nod to — is likely to be a game-changer, say stakeholders. The international airport will be nearly 70km from central Noida, but is likely to provide infrastructure boost to the region.

The various people TOI spoke to underlined how badly the region needs a big push, and all agreed that the airport would address that. "The airport will be a growth driver not only for NCR but also western UP. It will give a boost to tourism, manufacturing, export sector and much more," says Anand Singh, chief executive officer, Yamuna Expressway Industrial Development Authority.

"It is likely to become a booming aerotropolis with multi-modal logistics, industrial, commercial and tourism facilities in close vicinity," he said. "Given its vast catchment area, it is expected to be well-connected with all major national and international destinations. In the years to come, it could become a hub airport for one of India's major airlines," he said.

"We are working in close collaboration with the Union government and will immediately begin its development," he said. "The state government is interested in connecting Allahabad, Varanasi, Lucknow and Gorakhpur with Jewar under the UDAN scheme besides boosting major tourist destinations of Mathura, Vrindavan and Agra," he added.

To augment the airport project, YEIDA has also revived the high-speed Metro link project between Greater Noida and proposed airport at Jewar, Singh added. The corridor was first proposed in February 2014 and again in June 2015 by the YEIDA board. In June 2016, DMRC had told YEIDA that it was too early to prepare a Techno-Economical Feasibility Report (TEFR) for the proposed corridor and suggested it be done after five years. The proposed line is expected to not only provide a fast link between the two townships of Greater Noida and YEIDA, but also bring these places closer to the national capital by boosting connectivity.

"We have asked DMRC to study a feasibility plan to put the Metro on track up to Jewar. The proposed 35-km Metro track will be aligned at road level along the Yamuna Expressway. It will link the zero point of the Yamuna Expressway in Greater Noida to YEIDA's proposed Jewar airport. This track will also be linked to the under-construction 25.7km Metro corridor connecting Noida and Greater Noida," he said.

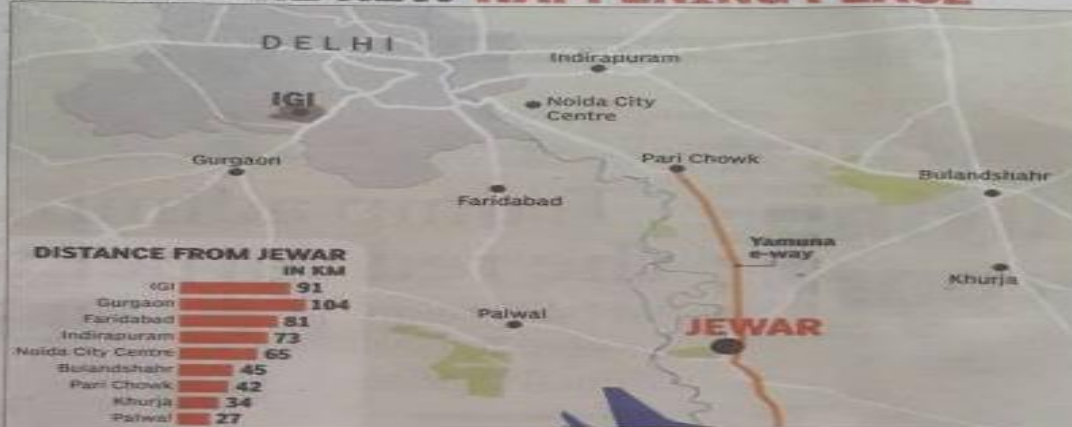
The state government, which has been pushing for this project, has also been told by the Centre to improve road conditions and provide multi-modal transport facilities.

Apoorva Singh, a software engineer from Noida said the people living in cities of western UP and some towns of Rajasthan have to travel to Delhi — a journey of at least two hours

— if they plan an air travel. An airport in Jewar will be a great help for these people," she said.

"Since the new airport will provide seamless domestic and international connectivity, it will be good for air passengers," said Sunny Bansal, an entrepreneur. "Despite Jewar being a part of NCR, it has yet to see full-scale development. With the airport, things are likely to change for the better," said Hemender Kumar, a realtor.

JEWAR THE NEW HAPPENING PLACE



LONG ROAD TO REALITY

2001
Rajnath Singh, then CM of UP, proposes an airport in NCR. The idea of a Jewar airport is born

2002
Mayawati also pushes for an airport in NCR, at Jewar, after coming to power

2003
Samajwadi Party comes to power, puts Jewar project on back burner

2007
Mayawati revives the project after returning as CM. Land is also identified

2012
The Akhilesh Yadav government proposes the Taj International airport project in Agra

June 24, 2017
Civil aviation ministry approves the airport site at Jewar

Mar-May 2017
Civil aviation ministry approves the project, site survey completed

2017
New CM Yogi Aditya Nath decides to put the project back on track

2015
The UP govt sends a letter expressing willingness to revive the Jewar airport proposal

2019 The concessionaire for the airport project is to be finalised

2023 The first phase of the project is expected to be completed

AIRPORT AT JEWAR

Centre gives wings to international airport in Jewar

Flight path



2002
The Mayawati government proposes setting up of a greenfield airport at Jewar



2012
The Akhilesh Yadav government scraps the plan and proposes a new airport site between Agra and Mathura

2004-2009

The Union Cabinet, under the then UPA government, refers the proposal to a Group of Ministers. The proposal is put on the back burner

2016

The UP government revives the plan and sends a formal proposal for site clearance to the proposed 'Noida International Airport' at Jewar

2017

The Yogi Adityanath government asks for fresh technical evaluation report on Jewar airport



AIRPORT TO BE DEVELOPED

Noida International Airport likely to be operational within six years, will be built to handle 30-50 million passengers per year

SPECIAL CORRESPONDENT

NEW DELHI

A second airport in the National Capital Region (NCR) will become a reality in the next five years as the Centre gave its nod to develop a "world-class" international airport in Greater Noida's Jewar, in Uttar Pradesh.

The clearance for the long-pending airport project was given by the Ministry of Civil Aviation's Steering Committee, which met on Friday. The panel gave its nod after taking inputs from the Airports Authority of India (AAI), the Directorate General of Civil Aviation, the Defence Ministry, the Finance Ministry and the NITI Aayog.

To ease burden on IGI

The Noida International Airport will be built to handle 30-50 million passengers per year over the next decade, Civil Aviation Minister Ashok Gajapathi Raju said.

The airport is aimed at easing the burden on Delhi's Indira Gandhi International Airport (IGIA), which is expected to reach its peak capacity of handling 109 million passengers in the next seven years.

The new airport for Delhi-NCR will be at par with the Mumbai airport, which



UP Minister thanks Centre

SPECIAL CORRESPONDENT

LUCKNOW

Uttar Pradesh Health Minister Sidharth Nath Singh thanked the Centre for giving clearance to the project and in a veiled dig at the previous SP government, said the project was stuck and delayed due to "political reasons."

Mr. Singh said that the new airport, which will be able to handle 50 million passengers a year, will bring development to areas such as Meerut and Ghaziabad, while boosting industrialisation in Greater Noida and benefiting tourism as it is close to Agra and Mathura.

Explaining the need for the new airport, he said traffic at the Delhi airport was increasing at a fast pace.

handles around 45 million passengers annually at present. The airport will be built in two phases, with the first phase expected to be operational "in five-six years," Civil Aviation Secretary R. N. Choubey said.

The first phase of the new airport will see flight operations from one runway and one terminal with a potential to handle around 20-25 million passengers.

"The Yamuna Expressway Industrial Development Authority [the nodal agency for the new airport] has notified an area of 3,000 hectares. The first phase will be developed on 1,000 hectares. We expect an investment of

₹15,000-₹20,000 crore investment," Mr. Raju said.

The airport will be built on a public-private partnership model with the GMR-led Delhi International Airport Limited (DIAL), which currently operates IGIA, getting the Right of First Refusal (RoFR) at the time of bidding for the Noida International Airport, the Minister added.

'It'll be an aerotropolis'

According to the Operation Management and Development Agreement (OMDA) that GMR signed with its IGIA partner, AAI, the former will have the RoFR in case an airport is built within 150 km of the existing one. In the case

of the Navi Mumbai airport, the GVK-led Mumbai International Airport Limited (MIAL), which won the bid to run the airport, also had a RoFR due to an existing airport at Mumbai.

Minister of State for Civil Aviation Jayant Sinha said the new airport at Jewar will be "like an aerotropolis with an airport at the centre and a whole host of economic activities clustered around it".

"It will become a hub for the pharmaceutical industry, the education sector, tourism, and also for electronics manufacturing. Samsung and others are already building their manufacturing facilities close to the area. This airport

will provide a massive boost to economic activity to the NCR and in western UP," Mr. Sinha added.

Good connectivity

He said the airport will provide seamless domestic and international connectivity to western U.P., with Noida, Agra, Mathura, Meerut, Vrindavan, Moradabad and Bulandshahr serving as catchment areas.

In the meeting, the U.P. government assured that it will provide multi-modal transport connectivity to the new airport by extending metro rail connectivity from Greater Noida to Jewar, Mr. Choubey said.

After the Centre's nod, the onus will be on the U.P. government to prepare a techno-economic feasibility report for the project within a year, and acquire land for it.

"During the meeting, representatives of the U.P. government have confirmed to us that farmers are quite willing to provide land for airport development on a negotiated settlement basis, so there may not be any need for forcible land acquisition," Mr. Choubey said.

He said that the land parcel identified by the U.P. government is mainly agricultural land, so rehabilitation will not be a major issue since it is not inhabited land.

AIRPORT AT JEWAR

Booster shot for troubled realty biz

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Noida: An airport in Jewar will give a massive fillip to tourism, business, real estate and local job generation in the region, and drive overall economic growth, industry watchers said. The real estate sector, in particular, is expected to be a major beneficiary, and there is already speculation on future price escalations.

“The proposed airport is likely to be a shot in the arm for real estate development in the region,” said Getamber Anand, president of Credai (national) and chairman and managing director of ATS Infrastructure Ltd.

Anand’s sentiment was echoed by other realtors. “We are expecting a great push to the existing inventory as well as forthcoming projects in the region. There is speculation that property prices will go up once the project takes off,” said Manoj Gaur, president, Credai (NCR).

Jewar MLA Thakur Dhirendra Singh said, “The entire country will benefit from the airport. We expect a lot of multinational companies to set up base in and around Je-

5,000 acres already earmarked for airport: YEIDA

YEIDA will start land acquisition for the Jewar airport once the Centre gives its in-principle approval for the project, its CEO Arunvir Singh said on Saturday. “The civil aviation ministry has to detail the model for the greenfield airport. Besides, the financial share of the state and Centre will have to be defined,” he said, adding YEIDA had done its homework for the project. According to officials, YEIDA had earmarked about 10,000 hectares of land for the project, when it was first proposed in 2001. “According to the first phase of our Master Plan-2031, initially we had reserved about 2,800 acres for the Jewar airport. But in December 2015, we reserved 5,000 acres across about a dozen villages,” Singh said. TNN

war, generating employment for local youths.” Singh had pushed for the project during his election campaign earlier this year when the UP assembly polls were held.

NCR FACT SHEET

- Fastest growing urban regions in India set to cross 64 million population by 2021.
- NCT Delhi would reach a population of 23 million. UP sub region would contribute to 20 million , Haryana would contribute 16 million and Rajasthan 5 million.
- Highest per capita income and growing at 14%.
- Economic growth is 9% and contributes 7.9% to national income.
- As per ASSOCHAM report published in Economic Times Delhi/NCR has produced maximum number jobs in India in 2016.
- Delhi/NCR has 49% share of Organized retail market of India.
- Metro network across Delhi/NCR has dramatically increased property prices and rental values near metro stations.
- Delhi/NCR has the largest road infrastructure of India.
- With external ring road set to complete by 2018 Delhi/NCR will have non stop connectivity to all the cities of north India.
- NCR is a hub of all the multinational companies and international airport is a major reason for MNC's having office in NCR.

DELHI AIRPORT (IGIA) FACT SHEET

- In 1986 Delhi airport was renamed as IGIA and in 2006 GMR signed an agreement with airport authority and created a subsidiary company by the name DIAL
- IGIA is capable of handling 62 million passengers per annum
- In 2016-17 IGIA handled 57.7 million domestic and international passengers with 858 thousands tones of cargo.
- Won the best airport award for 2 years in 25-40 million passenger category.
- IGIA has 30% air traffic share of India and generated a profit of 1500 Cr in 2015-16.
- Accounted for 1.06 Lakh employment across various activities.
- Total direct , indirect and induced employment is 28.39 Lakh (0.5% contribution to national employment) and 0.5% contribution to GDP.
- Catalytic effect is seen in 10km region with all topmost companies setting up their base in Gurugram.
- Increase in property prices to almost 10 times in last 10 years.

DELHI AIRPORT – SECOND IN THE WORLD

INDIRA GANDHI INTERNATIONAL AIRPORT FACT SHEET

AIRPORT LOCATION	16 km / 10 miles from city centre
IATA / ICAO CODE	DEL / VIDP
RUNWAYS	11-29 (4430m / 14619 ft) 10-28 (3810 m / 12573 ft) 09-27 (2813 m / 9282 ft)
TOTAL TERMINALS	Terminal 1 – Domestic (T1D Dep, T1C Arrival) for Go Air, Indigo, Spicejet Terminal 3 – Inaugurated on July 3, 2010
TOTAL PASSENGER TRAFFIC (2016-17)	57.7 million
TOTAL AIRCRAFT MOVEMENTS (2016-17)	417319
TOTAL CARGO MOVEMENT (2016-17)	858 tonnes

DELHI AIRPORT – SECOND IN THE WORLD

Construction Time

Airport	Capacity	Time
Changi Airport – Singapore (T3)	22 Million	76 months
Heathrow T5 – London, UK	25 Million	60 months
Beijing Airport New terminal for Olympics – T3, China	45 Million	60 months
IGI Airport – T3, New Delhi, India	34 Million	37 months

DELHI AIRPORT – TOP 15 BUSIEST AIRPORTS IN THE WORLD

The Hindu | New Delhi | 13 February, 2017

Delhi's Indira Gandhi International Airport (IGIA), the busiest in the country, is now also among the top 15 busiest airports in the world.

Private airport operator Delhi International Airport Limited (DIAL) on Sunday said it was the 12th busiest airport worldwide in November 2016 as per the latest report published by International Civil Aviation Organisation (ICAO).



“An Indian airport has entered the big league of top-15 airports in the world for the first time. The Delhi airport also recorded the highest growth rate of 19.1% in November 2016 globally,” said a DIAL spokesperson.

Major achievement

He added: “This is another major achievement after the Delhi airport crossed the 50-million passenger mark during the same period in November.”

“Last year, the airport handled a record 55.64 million passengers, which is the highest ever in the country.”

According to the ICAO ranking based on passengers handled by airports, Atlanta airport in the USA is the world's busiest, followed by Beijing and Tokyo airports.

The airport has also reached an average of 1,185 air traffic movements per day, the highest in the country.

The Delhi airport connects to 127 destinations worldwide and is the hub for major airlines such as Air India, Vistara, IndiGo and SpiceJet.

DELHI AIRPORT – WORLD NO.1 IN 25-40M PASSENGER CATEGORY

IndiaToday.in

New Delhi, March 1, 2016 | UPDATED 16:07 IST

Delhi's IGI Airport retains world's number 1 position, bags 3 international awards: Interesting facts

The airport received three international awards, including one for the best airport by size in the Asia Pacific region.



Representational image

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- ❑ [India flies high: Army and Air Force now possess world's best light combat helicopter](#)

Delhi's Indira Gandhi International Airport (IGIA) has been named as the world's number 1 position for the second consecutive year in 25-40 Million Passengers Per Annum (MPPA) category.

The airport, on February 29, 2016, received three international awards, including one for the best airport by size in the Asia Pacific region. The rankings were announced by the Airports Council International (ACI) for the 2015 Airport Service Quality (ASQ) Awards.

AIRPORT ITS IMPACT ON ECONOMY

Table 3.1: Aviation's contribution of output and jobs to India

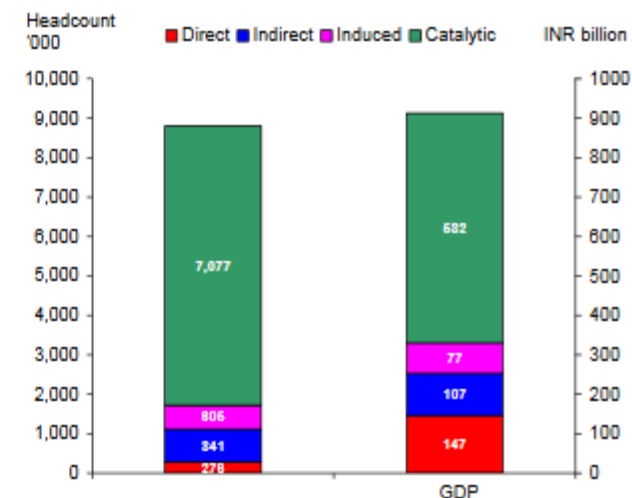
	Direct	Indirect	Induced	Total	% of whole economy
Contribution to GDP (INR billion)					
Aviation (inc Airlines, Airports and Ground Services, Aerospace)	147	107	77	330	0.5%
Total	147	107	77	330	0.5%
Catalytic (tourism)	181	278	122	582	0.9%
Total including catalytic	328	385	199	912	1.5%
Contribution to employment (000s)					
Aviation (inc Airlines, Airports and Ground Services, Aerospace)	276	841	605	1,723	0.4%
Total	276	841	605	1,723	0.4%
Catalytic (tourism)	3,791	2,297	989	7,077	1.5%
Total including catalytic	4,067	3,139	1,593	8,800	1.8%

Source: IATA, ACI, Individual company accounts, Oxford Economics

The table above reports the economic contribution of the airlines, airports and aerospace for each of the four channels. Contributions are reported both in terms of GDP and employment. In the following pages we look in turn at the aviation sector and catalytic spillover benefits in terms of trade and tourism, and describe their economic contribution in more detail.

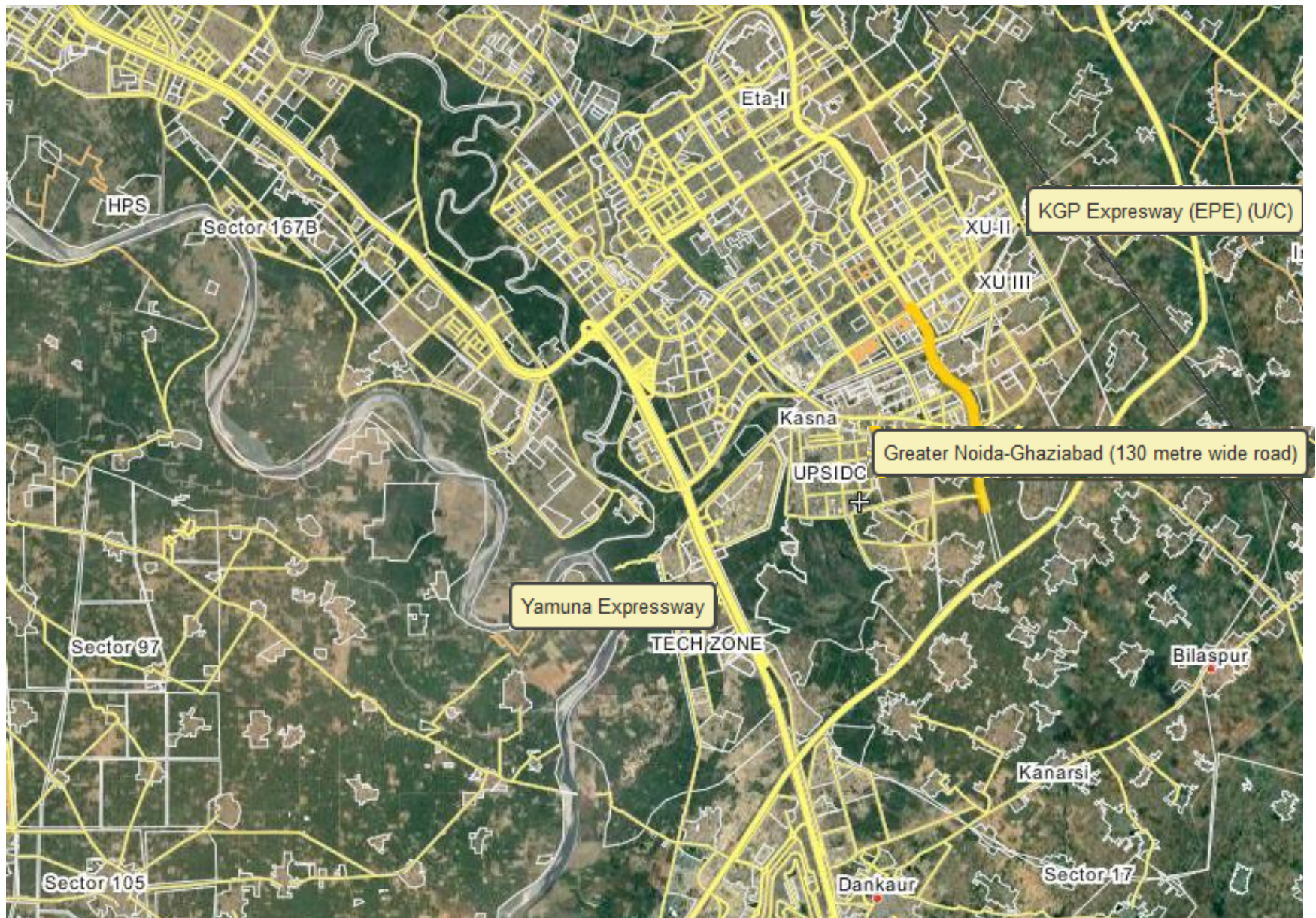
The way that we build up the aviation sector's economic footprint is also illustrated in Figure 3.1. The top panel shows the activities that comprise the aviation sector; the air transport services, the airports and ground-based infrastructure and aerospace manufacturing. The panel below represents their supply chains with boxes that list the most important inputs purchased by each activity. The third panel from the top describes the induced contribution that comes through the spending by workers of both the aviation sector and its supply chain – represented by the arrows that link this panel with the panels above. The bottom panel, entitled 'economic footprint', reports the total GVA, jobs and tax contribution. These totals are the sum of the numbers reported in the panels above.

Chart 3.1: Indian Jobs and Output supported by the aviation sector

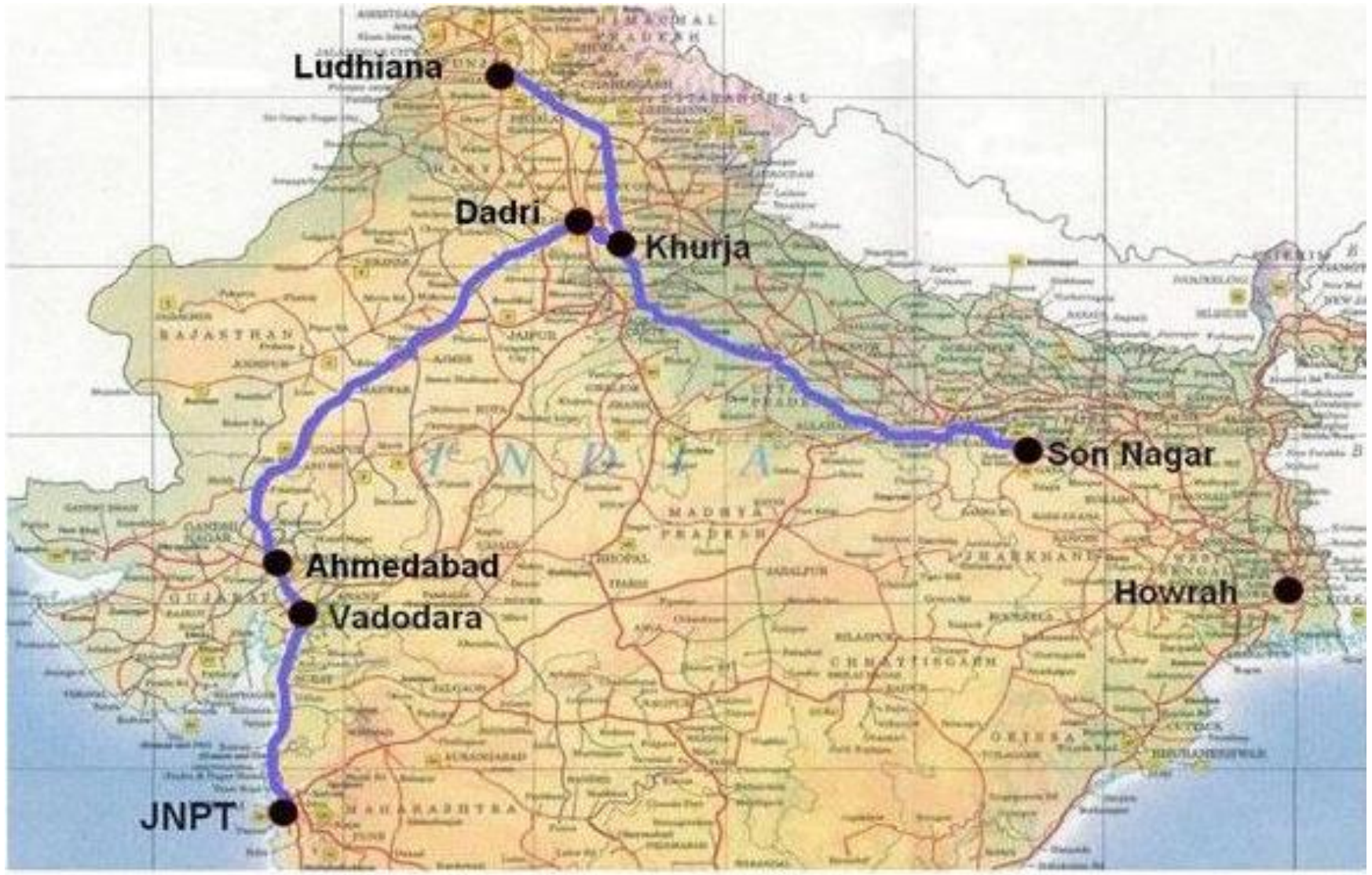


Source : IATA, ACI, Individual company accounts, Oxford Economics

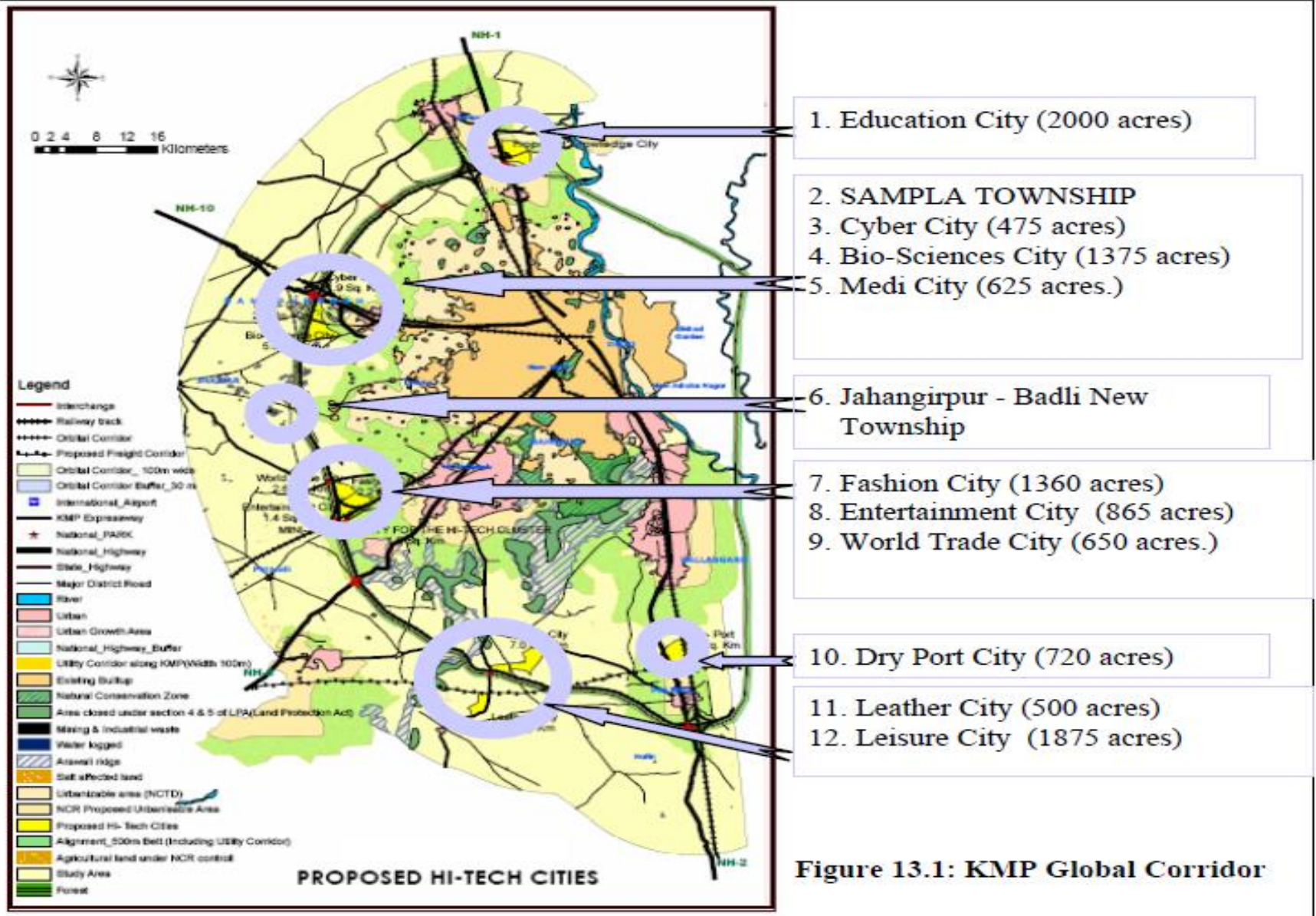
CONNECTIVITY TO JEWAR AIRPORT



DFC (DEDICATED FRIEGHT CORRIDOR)



KMP – 65000 HECTARE DEVELOPMENT PLANNED



RORC/EXPRESSWAY – PALWAL KHURJA REWARI

Table 14.13: Regional Orbital Rail Corridor Passenger Demand

SI No.	Section	Length (km)	No. of Stations	Passenger Trips per day
1	Panipat – Gohana – Rohtak (existing)	75.0	3	40005
2	Rohtak – Jhajjar – Rewari (under execution)	80.2	3	16110
3	Rewari – Palwal – Khurja (new)	129.5	3	129284
4	Meerut – Hapur – Khurja (existing)	66.0	3	94330
5	Meerut – Panipat (new)	85.6	3	25505

Source: Study on Integrated Transportation Plan for NCR

- Rewari-Palwal-Khurja Expressway (139 km)**

The Rewari-Palwal-Khurja Expressway forms the southern portion of the outer grid Expressway system. This provides connectivity to the proposed 2nd International Airport at Jewar.

The map illustrates the proposed expressway network and RORC in the Delhi region. Major cities and towns shown include Delhi, Gurgaon, Faridabad, Ghaziabad, Meerut, Hapur, Bulandshahr, Kurja, Palwal, Rewari, Alwar, and Panipat. The network is color-coded: red lines for the proposed expressway and blue lines for the RORC. Key junctions are marked with blue circles and labeled 'DFC JUNCTIONS'. A legend box in the bottom right corner indicates 'Proposed expressway & RORC'.