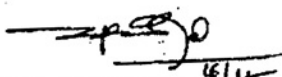
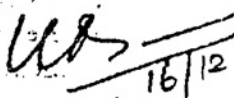


3. Further, the outcome has resulted in one of the bidders being perilously close to the threshold and in case the above mentioned inconsistencies are removed, there is a distinct possibility that one of the short-listed bidders may not cross the bench-mark and as such they have to be disqualified from the process in respect of both the airports. Moreover, in respect of the other bidder also, there is a possibility of this bidder not meeting the bench-mark in respect of one of the airports on the basis of certain criteria like Development Plan, Experience in Property Development etc. If inconsistencies in the marking are neutralized, while the over-all marking in the case of the third bidder may improve to some extent, yet the same may still perhaps fall short of the bench-mark. In such an eventuality, we may be left with just one bidder only for one of the airports, which is not a desirable proposition, as there would be no competition left. In any case, both Delhi and Mumbai airports cannot be given to one bidder.

4. In the light of the above, we are of the considered opinion that it would be in the overall interest of ensuring transparency and competitiveness in the whole bidding process to call for fresh technical and financial bids from the eight pre-qualified bidders.


 (V.D.V. PRASAD RAO)
 MEMBER (FINANCE), AAI


 (K. RAMALINGAM)
 CHAIRMAN, AAI

Encl: Annexure 'A'

SECRETARY, CA