



Q 4.	Q4. Which of the following is not vehicle parking facility for the Airport?  (a) Off-airport parking (b) Car rental parking (c) Road-side parking (d) Terminal curbs (e) Employee Parking		<b>CO1</b>
Q 5.	Q13. Which of the following time in years is valid for rigid pavement runway to remain useful?  (a) 30-50 years (b) 20-40 years (c) 15-20 years (d) 10-15 years (e) Less than 10 years		<b>CO1</b>
Q 6.	Q11. Which of the following is not the runway marking of the airport?  (a) Threshold marking (b) Designation marking (c) White inner ring and black border marking (d) Pavement edge marking (e) Aiming point marking		<b>CO1</b>
<b>SECTION B</b>			
	<b>Each question will carry 10 marks</b>	<b>(10x5)</b>	
Q 7.	How did the tremendous growth in air travel during the 1990s and post 2000 affect the airport system in India?		<b>CO2</b>
Q 8.	What are the differences between rigid pavements and flexible pavements?		<b>CO2</b>
Q 9.	How do airports contribute to the economic prosperity of the communities they serve?		<b>CO3</b>
Q 10.	What is meant by an airport planning horizon? What is the typical planning horizon for an airport master plan?		<b>CO3</b>

Q 11.	What was the impact of introduction of Low Cost Carriers on Indian Aviation Market?		<b>CO3</b>
<b>SECTION-C</b>			
	<b>Question 12 carries 20 Marks (Each par carries 4 marks)</b>	<b>(20x1)</b>	
Q 12.	<p>Reply/Explain the following</p> <ol style="list-style-type: none"> <li>i. How does state-level system planning differ from regional-level system planning?</li> <li>ii. What are the primary objectives of the airport master plan?</li> <li>iii. What are some of the more common qualitative forecasting methods?</li> <li>iv. What is the difference between causal models and time-series quantitative forecasting models?</li> <li>v. What elements of aviation demand are typically forecasted in airport planning studies?</li> </ol>		<b>CO4</b>