

Brief Description New Greenfield Airport at Rajkot

1.0 General

Rajkot is the fourth largest city in the state of Gujarat, India, after Ahmedabad, Surat, and Vadodara. The city is the centre of the Saurashtra region of Gujarat and the 35th-largest urban agglomeration in India with a population more than 1.2 million as of 2015. It is also the 22nd-fastest-growing city in the world[#].

The growing population and increasing flow of traffic in Saurashtra, central Gujarat and south Gujarat clearly indicates the need for developing integrated airports in these regions. The only domestic airport in Saurashtra Region is in Rajkot and is very old and is situated in the heart of the city. The airport now suffers from considerable capacity restraints, due to the residential and commercial buildings which have been built around it which renders the plan to extend the runway and other airside facilities unfeasible. The present air strip is incapable of serving aircraft larger than Airbus 320 family/Boeing 737-800 (which is the largest aircraft operating from the airport). Thus, the state government desires to develop an altogether new Greenfield International airport in Rajkot.

For immediate and urgent implementation of the project, the Gujarat State Aviation Infrastructure Company Limited (owned by State Government of Gujarat) shall act as the project proponent with technical and other assistance being provided by Airports Authority of India (AAI). A new Greenfield airport is proposed at village Hirasar, Rajkot district.

2.0 New process units/ Revamp

Airports play an eminent role in the economic development of a region, as well as the nation as a whole. Airports facilitate fast movement of man and materials, thereby fostering trade and commerce.

Existing Rajkot airport spreads over 250 acres and has a single runway 05/23 suitable for operation of B737 type aircraft. Presently A320 type of aircraft is operating with load penalty. The airport is surrounded by a railway line and a state highway on the eastern side and residential development all around the airport. Since the existing runway length cannot be extended, the chances for operating wide bodied aircrafts from the current facility is ruled out. The main approach road to the airport passes through densely populated residential zones and is narrow and congested.

Rajkot Urban Development Authority and Rajkot Municipal Corporation had proposed a plan to extend Rajkot airport runway from current 5,400 feet (1,600 m) to 6,000 feet (1,800 m) to accommodate larger aircrafts so as to provide better connectivity to major cities besides Mumbai and to cater to a large demand from the manufacturing companies located in Rajkot. The Airports Authority of India (AAI) and Ministry of Civil Aviation (MOCA) could not negotiate land acquisition price with Western Railways, thereby nullifying the only possibility of expansion of existing airport. Thus, Govt of Gujrat intends for the construction of an altogether new Greenfield Airport for the city of Rajkot.

It may be noted here that all the domestic airports in the state of Gujarat are not connected with Ahmedabad airport (state capital) but they have a direct air link through a Low Cost Carrier (LCC) with Mumbai airport. Presently no scheduled airlines are operating from Ahmedabad international airport to other domestic airports

in Gujarat possibly due to good surface transport system within Gujarat state. List of Operational Airports in Gujarat is as follows:

S. No	Station	Arial Distance from Rajkot	Runway Orientation
1	Ahmedabad	208 KM	05/23
2	Bhavnagar	158KM	07/25
3	Surat	242 KM	04/22
4	Vadodara	252KM	04/22
5	Bhuj(CE)	157KM	05/23
6	Jamnagar(CE)	81KM	06/24

As per AAI traffic forecast, all airports in Gujarat have a moderate air-traffic growth of 5-8% with exceptions of Ahmedabad and Vadodara where traffic growth is between 8-10 %. The holistic development of Hirasar airport shall not only serve the demand generated by the city Rajkot but also, cater to the demand created on account of development in the neighbouring states. Over a due course of time, the airport shall also meet the spill over needs to Ahmedabad.

Continued robust growth in the region and broader Indian economy are expected to be the primary drivers of domestic air travel at Rajkot. Also, the historical and architecturally rich cultural heritage of Gujarat and of the surrounding regions attracts international visitors throughout the year. To aid the development of trade and tourism and improve regional connectivity Gujarat needs additional aviation infrastructure. Considering the factor and the potential growth around the city, the airport is anticipated to have a considerable increase in air traffic. Owing to this, state government of Gujrat is desirous to develop a new green field international airport at Rajkot.

3.0 Airport Planning

The new airport shall be developed in phases to maintain operational continuity. The airport terminal sizing shall be done so as to address both short-term and long term requirements for airport infrastructure. The area of the buildings shall be done depending on the final passenger capacity, cargo traffic calculations etc. All airside facilities including the size of apron, AGL, NAVAIDS, airside road system etc., shall be planned as per the ultimate phase of the Master Plan of the airport. The overall land-use plan for the Terminal for all air-side and city side facilities shall be planned and finalized. The overall capacity of the completed terminal shall be balanced with present days' assessment of future maximum runway capacity.

4.0 Terminal Building

The new terminal building shall include segregated passenger flows for international/domestic as well as arriving/departing passengers, inline baggage screening, airline and airport support facilities, efficient customs in-line processing of registered baggage, support areas for transit and transfer passengers, including modern food and beverage facilities, retail and duty-free areas, a large arrivals plaza and car park. The terminal shall be designed to be flexible for operations of very large wide-body aircrafts as well as narrow-body aircrafts. Swing-gates shall also be planned to enable flexibility to handle a combination of domestic peak and/or international peak operations. The building shall have the best of the Green Building principles and all other sustainable design features.

5.0 Support Facility

All support facilities on the Air-side as well as the city-side shall be planned for the smooth functioning of the Airport Terminal. Adequate areas shall be planned on the city side to house a new large plaza under canopy to allow meeters and greeters shelter from weather. Also, space provisions shall be made for linkages to the multi-modal transport hubs connecting the airport to the other parts of the city. All air-side facilities including ATC, Maintenance, GSE, Power and Water supply, Fuel hydrant, adequate Fire Fighting facilities, efficient Drainage etc. shall also be planned diligently.

6.0 Proposed Layout

The proposed layout of new Greenfield airport is given below.

