

BRIEF SUMMARY

Project Name: Construction of Parallel Taxi Track at Dabolim Airport, Goa

Introduction

In order to meet the growing Air Traffic in Goa AAI, has constructed and commissioned New Integrated Terminal Building in March 2014 with peak hour capacity of 2750 Pax. (2000 Domestic and 750 International) having 5 Nos. Aerobridges. Presently, the parking of Aircraft capacity is 2 Nos. B category and 8 Nos. C category or 2 Nos. B category plus 5 Nos. C category and 2 Nos. D/E category. Dabolim Airport is a Naval Airport wherein the ATC is handled by Indian Navy. CNS facilities are also handled by Indian Navy. Airport Authority of India (AAI) handles Aircraft on Civil Apron, Terminal Building and City side facilities.

Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft.

With the present arrangement/procedure of Aircraft movement during takeoff and landing, due to the absence of Parallel Taxi Track on the northern side of the Runway, it has negative effect on the turnaround time of the Aircraft. The runway efficiency is also getting limited due to backtracking of Aircraft after landing using either Taxiway N4 & N5 or using southern side part Taxi Track involving crossing of runway. In order to reduce the runway occupancy time by Civil Flights, a full length parallel taxi track suitable for B747 type of Aircraft is required to be constructed. AAI and Indian Navy entered into a MOU for the same as AAI and Indian Navy to share the cost of construction 50:50.

PROJECT COST & SCHEDULE

Total project cost for construction of parallel taxi track is 183.35 crores. The period of execution for Parallel Taxi Track and associated works shall be 30 months.

PROPOSED PROJECT

The proposed project involves development of parallel taxi track along with associated facilities which is a modification to the existing layout, which includes civil and mechanical works. The following works to be carried out for the proposed project.

- a. Construction of Parallel Taxi Track of dimension approx. 3710 X 23 mts. and shoulders of 10.5mts.
- b. Widening and strengthening of Link Taxiways N5, N6 and N7 to width 23 mts. and provision of shoulders of 10.5mts. in addition to N3, N4, N2 & N1.
- c. Development of filets of Taxiways N1 & N2.
- d. Replacement of air washer unit
- e. Relocation of borewell and associated works
- f. Construction of a perimeter road around Dumbell 08 for runway crossing and diversion of road around Dumbell 26.
- g. Diversion/Rerouting of Cables/Drain etc.
- h. Relocation of boundary wall for widening of Perimeter Road, relocation of Bomb cooling pit & GTC hut fouling in the alignment of PTT.
- i. Installation of 5 Nos. CCR in the existing substation of Indian Navy with remote control panel and installation of DG set of 325 KVA.
- j. Replacement of CAT-I ILS with New CAT-I ILS.

Water Requirement

There will be no additional water required for the proposed project.

Power Requirement

Additional 25 KW power is required for the proposed project and the same will be sourced from Navy Grid.

Land Requirement

As the proposed project (modification project to accommodate taxi way) is coming up within the airport boundary, no additional land is required. Hence, no rehabilitation and resettlement issue is envisaged.

Waste Generation

There will be no waste generation due to the proposed project.

BENEFITS OF PROJECT

Due to the absence of Parallel Taxi Track on the northern side of Runway 08 - 26, landed Aircraft has to backtrack on the runway to reach the Civil Apron using the Taxiways N1/N2, N4, N5 or using curtailed Parallel Taxi Track on the southern side involving crossing of runway. This process limits the runway capacity of handling Aircraft.

With the present arrangement/procedure of Aircraft movement during takeoff and landing, due to the absence of Parallel Taxi Track on the northern side of the Runway, it has negative effect on the turnaround time of the Aircraft. The runway efficiency is also getting limited due to backtracking of Aircraft after landing using either Taxiway N4 & N5 or using southern side part Taxi Track involving crossing of runway.

Thus the proposed project will improve the runway capacity and comfort of passengers.

ENVIRONMENTAL STATUS

There will be no change in the baseline environmental levels of various parameters before and after the implementation of proposed project. There will be no change in the land use as the proposed development is within the existing Airport premises. Being the proposed project is for improving the operability of runway capacity and comfort for passengers, there will be no change in socio-economic status after development of proposed facilities.