



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# FORM-I AND PRE- FEASIBILITY REPORT

## GREEN FIELD AIRPORT AT KOTA (RAJASTHAN)

(Project is listed under activities 7(a) Airport Project under the Schedule of EIA Notification, 2006 and subsequent amendments and categorized as Category-A.)

### APPLICANT

AIRPORTS AUTHORITY OF INDIA  
RAJIV GANDHI BHAWAN  
SAFDARJUNG AIRPORT  
NEW DELHI-110003



**Form-I**

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

**FORM - I****(I) BASIC INFORMATION**

S. No.	ITEMS	DETAILS
1	Name of the Project	Construction of Green field project at Kota (Rajasthan) by Airports Authority of India
2	Serial no. in schedule	7(a)
3	Proposed capacity	Land Area: 1250 acres
4	New/Expansion/Modernization	New
5	Existing Capacity/ Area	Land area: 1250 acres
6	Category of project	'A'
7	Does it attract the general condition	NA
8	Does it attract the specific condition?	NA
9	i) Location of unit ii) Plot, Survey No, iii) Khasra No. iv) District v) State	Kota Airport - - Kota Rajasthan
10	Nearest Habitation	510m in SE direction
11	a) Nearest Railway station b) Air Port	Railway Station : Kota Railway Station (12 km, SE direction) Udaipur Airport (207 in WSW direction)
12	Nearest City Distt. Head Quarter	Major City: Kota is 8.0 km in South East Direction District headquarters: Kota
13	Village Panchayat, Zila Parishad	Jila Prishad Kota
14	Name of Applicant	Airports Authority of India, New Delhi
15	Regd. Address	Airports Authority of India, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi-110003
16	Address for correspondence: Name Designation Address Pin Code E mail Telephone Fax	N K Meena Airport Director, Kota Civil Aerodrom Kota, Rajasthan Rajasthan- 324007 oickota@aai.aero - -
17	Detail of alternative site, if any	No alternative site is proposed.
18	Interlinked Project	None
19	Whether separate application for interlinked project has been submitted.	Not Applicable.
20	If, Yes Date of Submission	Not Applicable
21	If no, reason	-



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

22	Whether proposal involves approval/clearance under: if yes, details of same and status to given a) Forest (Conservation) 1980 b) Wild life Protection Act 1972 c) CRZ notification 1991	Yes, Out of the 1250 Acers land 1152.95 acers land area falls under the forest area, separate application for the FC will be filled for forest clearance.
23	Whether there is any Govt. order/policy relevant/relating site	Not Applicable
24	Forest land involved	Yes, Out of the 1250 Acers land 1152.95 acers land area falls under the forest area, separate application for the FC will be filled for forest clearance.
25	Whether there is any litigation pending against the project and / or land in which is project is proposed to be setup: a) Name of the Court b) Case No. Order/direction of court if any and its relevance with proposed project	No

### (II) Activity:

**1. Construction, Operation or Decommissioning of the Project Involving Actions, which will cause physical changes in the locality (topography, land use, changes in water bodies, etc.)**

S.No.	Information/Checklist Confirmation	Yes/No	Details Thereof (With Approximate Quantities/ Rates, Wherever Possible) With Source Of Information Data
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan).	Yes	<ul style="list-style-type: none"> <li>➤ <u>Land- Use</u>- There will be permanent change in the land use, due to Construction of Airport.</li> <li>➤ <u>Land Cover</u>- the Land cover of the proposed land will change as the proposed civil works etc will be taken place at the proposed area.</li> </ul>
1.2	Clearance of existing land, vegetation and building?	Yes	Yes, Out of the 1250 Acers land 1152.95 acers land area falls under the forest area, which will be cleared after taking the permission from the competent authority
1.3	Creation of new land uses?	Yes	There will be permanent change in the land use, due to Construction of Airport.
1.4	Pre-construction investigations e.g. bore house, soil testing?	Yes	Pre-construction investigations will be done prior to the construction of airport.
1.5	Construction works?	Yes	The proposal involves construction of airport on 1250 acers land
1.6	Demolition works?	No	Not Applicable
1.7	Temporary sites used for	Yes	Small area within the proposed project site will be utilized for



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

	construction works or Housing of construction workers?		project office/ labour camp temporarily.
1.8	Above ground building, structures or Earthworks including linear structures, cut and fill or excavations.	Yes	Above ground building, structures include: Apron, Terminal Building, parking and air strip etc. Cut and fill will be done.
1.9	Underground works including mining or tunneling?	No	Not required
1.10	Reclamation works?	No	Not required
1.11	Dredging?	No	Not required
1.12	Offshore structures?	No	Not required
1.13	Production and manufacturing processes?	No	Not Applicable
1.14	Facilities for storage of goods or materials?	Yes	There will be facility for temporary storage of construction materials within Airport premises during the construction phase.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	Suitable waste management system will be developed for the disposal of solid waste and treatment of liquid effluents for the proposed project. The waste oil generated due to usage of DG sets will be stored and subsequently given to the authorized hazardous waste management agencies authorized by Pollution control board.
1.16	Facilities for long term housing of operational workers?	No	No additional housing proposed as part of proposed project.
1.17	New road, rail or sea traffic during construction of operation?	Yes	Roads traffic shall increase during the operation of the project.
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airport etc?	No	There will be no new road is constructed for the project.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	There will be no diversion of existing routes or infrastructure for the proposed project.
1.20	New or diverted transmission lines or pipelines?	No	There are no new or diverted transmission lines or pipelines in the project site.
1.21	Impoundment, damming, culver ting, realignment or other changes to the hydrology of watercourses or aquifers?	No	Not Applicable
1.22	Stream crossings?	No	There is no stream crossing in the project site area.
1.23	Abstraction or transfers of	No	The total water requirement for the entire airport is about



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

	water from ground or surface waters?		436.00 KLD. Out of which 275 KLD is fresh water requirement and 211 KLD is treated water. Water requirement is met through PHED water supply and external water sources.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	No	There is no major water body in the project site.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	No	The construction material will be used for leveling.
1.26	Long-term dismantling or decommissioning or restoration works?	No	Long-term dismantling or decommissioning or restoration works are not involved.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	Not applicable.
1.28	Influx of people to an area in either temporarily or permanently?	Yes	The project will lead to generation of indirect employment opportunities for the local population during both the construction and operation phases.
1.29	Introduction of alien species	No	Only local plant species shall be used for greenbelt development / plantation/ landscaping.
1.30	Loss of native species or genetic diversity?	No	No loss of native species or genetic diversity is expected.
1.31	Any other actions?	No	Not applicable

### 2. Use of Natural Resources for Construction or Operation of the Project (such as land, water, materials or energy, especially any Resources which are Non-renewable or in short supply):

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
2.1	Land especially undeveloped or agricultural land (ha)	No	No agricultural land is involved.
2.2	Water (expected source and competing users) unit: KLD	Yes	The total water requirement for the entire airport is about 436.00 KLD. Out of which 275 KLD is fresh water requirement and 211 KLD is treated water. Water requirement is met through PHED water supply and external water sources.
2.3	Mineral (MT)	No	Not Applicable
2.4	Construction material—stone, aggregates, and/soil (expected source— MT)	Yes	Expected quantities of cement, sand, aggregate, reinforcement steel, stone blocks, glass etc. required and will be procured from local suppliers/approved quarries.
2.5	Forests and timber (source – MT)	No	Not required.
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	Tankers are used filling in the aircrafts.
2.7	Any other natural resources	No	No other natural resources will be used.



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

	(use appropriate standard units)	
--	----------------------------------	--

### 3. Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health.

S.No	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
3.1	Use of substance or materials, which are hazardous (as per <b>MSIHC</b> rules) to human health or the environment (flora, fauna and water supplies)	Yes	Diesel, lubricating oils will be stored at the site during both construction and operation phase. The facility to store the oil & lubricants will be within the premises of the airport. However, proposal is limited to the construction of the terminal building, multilevel car parking facilities, air strip, apron and commercial facilities which does not involve the use of Hazardous substances.
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	The project will not lead to changes in occurrence of diseases or affect disease vectors. All measures will be taken and regular monitoring to be done to ensure that no water stagnation occurs at site.
3.3	Affect the welfare of people e.g. by changing living conditions?	No	As the Airport is only a transit facility and does not involve any permanent social activity at site, there will be no impact on welfare of local people.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc	No	There are no human settlement is coming under project site. State government has offered the land to AAI.
3.5	Any other causes	Yes	There will no effect due to other cause.

### 4. Production of solid wastes during construction or operation or decommissioning (MT/month)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	Yes	The earth work and other waste will be used for leveling within the project boundary only.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	<p><b>During Construction Phase:</b></p> <ul style="list-style-type: none"> <li>• Kitchen waste</li> <li>• Metal scrap and empty metal drums of non-hazardous materials</li> <li>• Paper and wood scrap</li> </ul> <p><b>During operation Phase:</b></p> <ul style="list-style-type: none"> <li>• Kitchen waste</li> <li>• Metal scrap and empty metal drums of non-hazardous materials</li> <li>• Paper and wood scrap</li> <li>• Empty plastic containers of Non-hazardous materials etc.</li> </ul> <p>During the construction and operational phase of the project, collection and handling of domestic solid waste would be done in line with the provisions of the Municipal Solid Waste Rules 2000 (as amended). This</p>



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

			will be handled as per guidelines
4.3	Hazardous wastes (as per Hazardous Waste Management Rules)	No	Hazardous waste generated during construction and operation phase shall be disposed as per the Hazardous Wastes Management and Handling Rules 2003 (As amended). Used oil generated during oil changes from emergency DG sets will be given to authorized agencies.
4.4	Other industrial process wastes	No	No industrial process waste is envisaged.
4.5	Surplus product	No	No surplus products are expected.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	The sludge generated from the sewage treatment plant will be used as manure for greenbelt development.
4.7	Construction or demolition wastes	Yes	Construction waste such as spoil, brick waste etc. will be used for leveling at the site. The hazardous wastes such as paints, solvents, wood preservatives, pesticides, adhesives and sealants will be stored in sealed containers, labeled, and disposed off as per the Hazardous Wastes Management and Handling Rules (MoEF, 2003).
4.8	Redundant machinery or equipment	No	The machinery or equipment will be on hire basis or contract upon requirement. All machinery will be removed after completion of construction.
4.9	Contaminated soils or other materials	No	The soil will be protected from construction equipment by providing drip pans for oil collection.
4.10	Agricultural wastes	No	Maximum percentage of horticulture waste, such as dried leaves, flowers etc. shall be utilized as manure
4.11	Other solid wastes	Yes	Construction Phase: Top soil will be stacked separately and will be used for greenbelt development.

### 5. Release for pollutants or any hazardous, toxic or noxious substances to air (Kg/hr)

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationary or mobile sources	Yes	There will be a generation of gaseous pollutants like SO <sub>2</sub> , NO <sub>2</sub> , and CO from DG set operation (stationary source) as well as from aircraft operation (mobile source). The capacity of the proposed DG sets and no. of flights shall influence the emission rates of the pollutants.
5.2	Emissions from production processes	No	There will no emission from production process of the project.
5.3	Emissions from materials handling including storage or transport	Yes	Fugitive emissions are envisaged from material handling and transportation areas during the construction stage. These will be controlled by good housekeeping, sprinkling water in the dust prone areas, providing paved roads and proper fencing.
5.4	Emissions from construction activities including plants and equipments.	Yes	Mostly particulate matter is envisaged during construction activities which are restricted to site area. The gaseous emissions like oxides of nitrogen and CO will be emitted during transportation.



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

5.5	Dust or odors from handling of materials including construction materials, sewage and waste.	Yes	Construction activities may lead to temporary increase in particulate matter levels. Dust covers will be provided on trucks that would be used for transportation of materials prone to fugitive dust emissions. Water sprinkling at the construction site will be done at regular intervals to reduce spreading of dust particles. There will not be any odor generation activities.
5.6	Emissions from incineration of waste	No	Not Applicable
5.7	Emissions from burning of waste in open air (e.g. slash materials, construction debris).	No	Burning/incineration of any waste are not envisaged.
5.8	Emissions from any other sources.	Yes	Emissions from air traffic and vehicular traffic during operation phase of airport.

### 6. Generation of Noise and Vibration, and Emissions of Light and Heat:

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushers	Yes	Noise generation due to construction activities may be there during construction phase. During operation, aircraft landing & take off is the major generating source.
6.2	From industrial or similar processes	Yes	Noise will be generated from the vehicular and aircrafts (take-off, landing and taxiing) which is instantaneous. All the personnel working in the processing units, STP, pump house and other noise generating activities will be provided with personal protective devices.
6.3	From construction or demolition	Yes	Negligible. No heat or light emissions are envisaged. Noise due to construction activities shall be minimal and temporary in nature. There is no requirement of demolishing any structures or buildings.
6.4	From blasting or piling	No	Drilling and Blasting is not applicable
6.5	From construction or operational traffic	Yes	The noise levels will be <75 dB (A) and these will be fleeting noise sources. During the operation, the noise will be generated from the vehicular and air craft traffic.
6.6	From lighting or cooling systems	No	Not Applicable
6.7	From any other sources	No	None

### 7. Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, groundwater, coastal waters or the sea

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials	No	Hazardous wastes generated during construction phase, such as paints, solvents, wood



## Form-I

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

			preservatives, pesticides, adhesives and sealants will be stored at site in sealed containers, labeled, and disposed off as per the Hazardous Wastes Management and Handling Act Amendment Rules (MoEF, 2003).
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	No	The total domestic wastewater generated from the facility will be treated in proposed STP. No wastewater will be discharged outside the facility/premises.
7.3	By deposition of pollutants emitted to air into the land or into water	No	No wastewater will be discharged outside the facility. The major air emissions will be due to aircraft operations and airport related ground traffic. However, the air emissions will be more of gaseous in nature and hence ground deposition is not envisaged.
7.4	From any other sources	No	Not Applicable
7.5	Is there a risk of long term build-up of pollutants in the environment from these sources?	No	There is no other source from which risk of contamination is anticipated.

### 8. Risk of accidents during construction or operation of the Project, which could affect human health or the environment

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances.	Yes	The fuel oil will be stored and will be handled in a safe manner as prescribed by statutory authorities.
8.2	From any other causes	Yes	Risk of accidents envisaged due to miss-handling of machinery equipment and falling from height, slips etc. during construction and operation. A disaster management plan will be implemented to avoid such accidents. To deal with minor accidents, first aid facility will be provided at site.
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslides, cloudburst etc)?	Yes	<b>Earthquake:</b> The project is located in Seismic Zone II as per IS:1893 (Part-1) 2002. Therefore, possibility of disaster due to Earthquake may be anticipated.

### 9. Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality.



**Form-I**

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

S.No.	Information/Checklist confirmation	Yes/No	Details thereof (with approximate quantities/rates, wherever possible) with source of information data
9.1	Lead to development of supporting facilities, ancillary development or development stimulated by the project which could have impact on the environment <i>e.g.</i> -Supporting infrastructure (roads, power supply, waster or wastewater treatment, etc.) - housing development - extractive industries - supply industries - other	Yes	<ul style="list-style-type: none"> <li>Will be carried out to fulfill the requirement of project and facilities will be extended to public to the possible extent</li> <li>Proposed project will benefit the airport and will facilitate the operations of the wide bodied aircrafts which will provide a further boost to tourism.</li> </ul> <p>Influx of skilled/semi-skilled people is anticipated and hence the housing development will take place. Not Applicable Proposed project will have positive impact on hotel industry, local handicraft, etc. Not Applicable</p>
9.2	Lead to after-use of the site, which could have an impact on the environment.	No	Not Applicable
9.3	Set a precedent for later developments	Yes	Contribute to the maximum possible extent for developing Kota.
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects	No	Not Applicable

**(III) ENVIRONMENTAL SENSITIVITY**

S. No.	Information/Checklist confirmation	Name /Identity	Details thereof (with approximate quantities/rates, wherever possible) with source of information data																																	
1.	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value.	No	This project does not involve land protected under any international conventions, national or local legislation for their ecological, landscape, cultural or other related values.																																	
2.	Areas which are important or sensitive for ecological reasons – Wetlands, watercourses or other water bodies, coastal zone, biospheres, mountains and forests.	Yes	<table border="1"> <thead> <tr> <th colspan="3">Forests</th> </tr> <tr> <th>Name</th> <th>Distance (km)</th> <th>Direction</th> </tr> </thead> <tbody> <tr> <td>PF</td> <td>Adjacent</td> <td>-</td> </tr> <tr> <td>RF near Diggi</td> <td>2.0</td> <td>SE</td> </tr> <tr> <td>RF near Bhawanipura</td> <td>1.45</td> <td>NW</td> </tr> <tr> <td>PF Near Bhavriyakuvan</td> <td>2.74</td> <td>NW</td> </tr> <tr> <td>RF Near Lakshmipura</td> <td>4.95</td> <td>WNW</td> </tr> <tr> <td>RF Near Marari</td> <td>5.0</td> <td>W</td> </tr> <tr> <td>PF Near Dora</td> <td>5.41</td> <td>SW</td> </tr> <tr> <td>RF Near Bevda</td> <td>8.3</td> <td>S</td> </tr> <tr> <td>RF Near Pijalmata</td> <td>14.39</td> <td>W</td> </tr> </tbody> </table>	Forests			Name	Distance (km)	Direction	PF	Adjacent	-	RF near Diggi	2.0	SE	RF near Bhawanipura	1.45	NW	PF Near Bhavriyakuvan	2.74	NW	RF Near Lakshmipura	4.95	WNW	RF Near Marari	5.0	W	PF Near Dora	5.41	SW	RF Near Bevda	8.3	S	RF Near Pijalmata	14.39	W
Forests																																				
Name	Distance (km)	Direction																																		
PF	Adjacent	-																																		
RF near Diggi	2.0	SE																																		
RF near Bhawanipura	1.45	NW																																		
PF Near Bhavriyakuvan	2.74	NW																																		
RF Near Lakshmipura	4.95	WNW																																		
RF Near Marari	5.0	W																																		
PF Near Dora	5.41	SW																																		
RF Near Bevda	8.3	S																																		
RF Near Pijalmata	14.39	W																																		



**Form-I**

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

			Water Bodies		
			Name	Distance (km)	Direction
			Taleri Nadi	0.64	W
			Bardha Dam	0.83	WSW
			Chambal River	8.61	E
			Ghora Pachhar Nadi	8.1	W
			Mangli Nadi	13.21	N
			Some First order streams are passing through the Project Site.		
3	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration.	No	None within 10 km radius of mine lease area.		
4.	Inland, coastal, marine or underground waters.	No	None		
5.	State, National boundaries	No	There are no State and National Boundaries within 15 km of the project site.		
6.	Routes or facilities used by the public for access to recreation or other tourist, pilgrim areas.	No	Not Applicable		
7.	Defense installations	No	None		
8.	Densely populated or built-up area	Yes	Kota is 8.0 km in South East Direction		
9.	Areas occupied by sensitive manmade land uses (hospitals, schools, places of worship, community facilities)	Yes	<p><b>School/College:</b> Vedant public School, Tulsi 0.20 km in North</p> <p>Vedant College Of Engineering And Technology, Tulsi 0.25 km in North</p> <p><b>Hospital:</b> Shri Hari Hospital - B 99-100, Ridhi Sidhi Nagar, Bundi Road, Kota. 8.8 km in East.</p> <p><b>Temple:</b> Veer Tejaji Mharaj Mandir, 0.48 km in North</p>		
10.	Areas containing important, high quality or scarce resources (ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals).	No	None within 10km radius of area.		
11.	Areas already subjected to pollution or environmental damage. (Those where existing legal environmental standards are exceeded).	No	<b>None</b>		
12.	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions)	No	<b>Earthquake:</b> The project is located in Seismic Zone II as per IS:1893 (Part-1) 2002. Therefore, possibility of disaster due to Earthquake may be anticipated.		

## CONTENT

<b>Chapters</b>	<b>Content</b>	<b>Page</b>
<i>Chapter1</i>	<i>Executive Summary</i>	
<i>Chapter2</i>	<i>Introduction of the Project/Background Information</i>	
<i>Chapter3</i>	<i>Project Description</i>	
<i>Chapter4</i>	<i>Site Analysis</i>	
<i>Chapter5</i>	<i>Planning In Brief</i>	
<i>Chapter6</i>	<i>Proposed Infrastructure</i>	
<i>Chapter7</i>	<i>Rehabilitation &amp; Resettlement(R&amp;R)Plan</i>	
<i>Chapter8</i>	<i>Project Schedule &amp; Cost Estimates</i>	
<i>Chapter9</i>	<i>Analysis of Proposal(Final Recommendation)</i>	

# 1. EXECUTIVE SUMMARY

Kota is a city located in the southeast of northern Indian state of Rajasthan. It is located about 240 km south of the state capital, Jaipur, situated on the banks of Chambal River. With a population of over 1.2 million, it is the third most populous city of Rajasthan after Jaipur and Jodhpur, 46th most populous city of India and 53rd most populous urban agglomeration of India. It serves as the administrative headquarters for Kota district and Kota division. Kota is a major coaching hub of the country for competitive examination preparations and has a number of engineering and medical coaching institutes.

Further, Four cities of Rajasthan viz Ajmer, Udaipur, Kota and Jaipur have been selected under the Smart Cities Mission of Government of India.

The AAI team visited on 22-8-2019 to the proposed sites identified by State Govt. The State Govt. showed 2 adjacent pockets of land abutting to the National. The major portion of the land is barren reserved forest land.

The area spread in east-west direction and gradually sloping towards west direction. Burdha Dam is situated on Talera River, which is a tributary of Chambel River. Maximum water level in the dam is 270.50 metres and top of bank level is 271 .88 metres. The Talera River from the bund/weir of the Burdha Dam is crossing at 3km on west side of the proposed site. The Dam is situated abutting to the proposed site on south-west side. It restricts the site for further extension towards west direction.

After the initial site inspection, on examination it is observed that extent of pocket ' B', however, is sufficient for development of a Greenfield Airport.

Kota Thermal Power Plant is located at 12 km approx. on east side of proposed site with Chimney height 180 M.

The land area of pocket 'B' is 1250 Acres. The general Ground Elevation of the proposed site is 275 m. AMSL having maximum undulation of about 13 mts. The Runway is proposed with dimension 3581 m. X 45 m suitable for A-321-200 type of Aircraft. Other infrastructure like Parallel Taxi Track, Apron, Terminal building, ATC Complex, Fire Station CatVI, Cargo facilities, Maintenance and Logistic, Catering Services, Airport Security.

## Introduction of the Project/Background Information

- Identification of the Project and the Project Proponent
- Brief Information of the Project
- Need for the Project and its Importance to the Country or Region
- Demand and Supply
- Import vs. Indigenous Production
- Export Possibilities

- Domestic / Export Market
- Employment Generation

### **Project Description**

- Type of Project including Interlinked and Interdependent Project
- Location
- Details of Alternate Site
- Size and Magnitude of Operation
- Raw Materials
- Resource Optimization / Recycling and Resource
- Site Services
- Wastes
- Replenishment Study

### **Site Analysis**

- Connectivity
- Land Use, Ownership
- Land use
- Existing infrastructure
- Soil classification
- Climate
- Social infrastructure available

### **Planning in Brief**

- Planning Concept
- Land Use Planning
- Assessment of Infrastructure Demand
- Amenities / Facilities

### **Proposed infrastructure**

### **Resettlement and Rehabilitation Plan**

### **Project Schedule and Cost Estimate**

### **Analysis of Proposal (Final Recommendation)**

## **2. INTRODUCTION OF THE PROJECT /BACKGROUND INFORMATION**

Kota is a city located in the southeast of northern Indian state of Rajasthan. It is located about 240 km south of the state capital, Jaipur, situated on the banks of Chambal River. With a population of over 1.2 million, it is the third most populous city of Rajasthan after Jaipur and Jodhpur, 46<sup>th</sup> most populous city of India and 53<sup>rd</sup> most populous urban agglomeration of India. It serves as the administrative headquarters for Kota district and Kota division. Kota is a major coaching hub of the country for competitive examination preparations and has a number of engineering and medical coaching institutes.

Further, four cities of Rajasthan viz Ajmer, Udaipur, Kota and Jaipur have been selected under the Smart Cities Mission of Government of India.

The AAI team visited on 22-8-2019 to the proposed sites identified by State Govt. The State Govt. shown 2 adjacent pockets of land abutting to the National Highway no.-12. It is 15 km. from Kota town and 40 km. from Bundi City located in Tilsi and Kethura village of Tlera Tehsil of Bundi district. The major portion of the land is barren reserved forest land.

The area spread in east-west direction and gradually sloping towards west direction. Burdha Dam is situated on Talera River, which is a tributary of Chambel River. Maximum water level in the dam is 270.50 metres and top of bank level is 271.88 metres. The Talera River from the bund/weir of the Burdha Dam is crossing at 3km on west side of the proposed site. The Dam is situated abutting to the proposed site on south-west side. It restricts the site for further extension towards west direction. National Highway is abutting to the proposed site on eastern side.

After the initial site inspection, on examination it is observed that extent of pocket ' B', however, is sufficient for development of a Greenfield Airport.

Kota Thermal Power Plant is located at 8 km approx. on east side of proposed site with Chimney height 180 M.

The land area of pocket 'B' is 1250 Acres. The general Ground Elevation of the proposed site is 275 m. AMSL having maximum undulation of about 13 mts. The Runway is proposed with dimension 3200 m X 45 m suitable for A-321-200 type of Aircraft. Other infrastructure like Parallel Taxi Track, Apron, Terminal building, ATC Complex, Fire Station Cat VI, Cargo facilities, Maintenance and Logistic, Catering Services, Airport Security. The approach to site will be from National Highway as the site is abutting to it.

### **2.0 IDENTIFICATION OF PROJECT AND PROJECT PROPONENT**

The proposed project falls in Category 7(a) of the Schedule vide EIA Notification 2006 amended to date involving preparation of Environment Impact Assessment study and



## Pre-Feasibility Report

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

Environmental Management Plan. However general condition is not applicable to this project. This project is independent and is not linked with other projects which may attracts directly or indirectly any provisions of schedule of EIA Notification 2006 amended to date.

### Project Proponent

Contact details of the **Project Proponent** are given below:

<b>Name</b>	:	N K Meena
<b>Designation</b>	:	Airport Director, Kota
<b>Mailing Address</b>	:	Civil Aerodrom Kota, Rajastnan Rajasthan- 324007
<b>E-mail</b>	:	oickota@aai.aero

### 2.1 BRIEF INFORMATION OF THE PROJECT

The project site is located in Kota District, Rajasthan. The site is approachable by NH-52 which is Adjacent to the project site in SSE Direction. Kota Railway Station (12 km, SE direction). The proposed project falls in schedule 7(a) Airport and categorized as Category A.

### 2.2 NEED FOR THE PROJECT AND ITS IMPORTANCE TO THE COUNTRY OR REGION

The establishment of Integrated Terminal Building will significantly enhance the capacity of the Airport in handling traffic, which will further boost tourism, economy and generate employment opportunities. The decision comes in the wake of the policy of the government to promote the Indian Aviation sector in a significant manner, so as to ensure a multiplier effect on the economy. The Government aims to provide an ecosystem for harmonized growth of various aviation subsectors.

### 2.3 DEMAND AND SUPPLY GAP

Project planning and design primarily depend upon availability of land, its topography, orientation, accessibility, etc. traffic is the other major factor that decides the size of Terminal Building and other related infrastructure required for the proposed project.

### 2.4 IMPORT VS INDIGENOUS PRODUCTION

Not applicable for this project.

### 2.5 EXPORT POSSIBILITIES

Rajasthan is among the largest producers of edible oils in India and the second largest producer of oilseeds. It is also the biggest wool-producing State in India. Endowed with natural beauty and great history tourism is flourishing in Rajasthan and forms an integral part of the economy.



## **2.6 DOMESTIC / EXPORT MARKET**

The Proposed project enhance the domestic trade volume, to encourage, promote and facilitate more investment in enterprises and build a strong, responsive and vibrant business environment in the State, to raise efficiency and widening linkages in domestic production and building a diversified competitive export sector as the means of stimulating higher rates of growth and development.

## **2.7 EMPLOYMENT GENERATION**

The direct employment during construction phase in proposed project will be 460 skilled, unskilled and professional workforce temporary and permanent employees. These workforces shall be hired locally in order to generate the employment to the local people. While during the project operation stage for the purposes of day-today professional and maintenance works about 150 staff shall be required.

## 3. CHAPTER PROJECT DESCRIPTION

### 3.0 TYPE OF PROJECT INCLUDING INTERLINKED AND INTER-DEPENDENT PROJECT

The present proposal is for Development of New Terminal Building of Kota Airport and to develop other facilities.

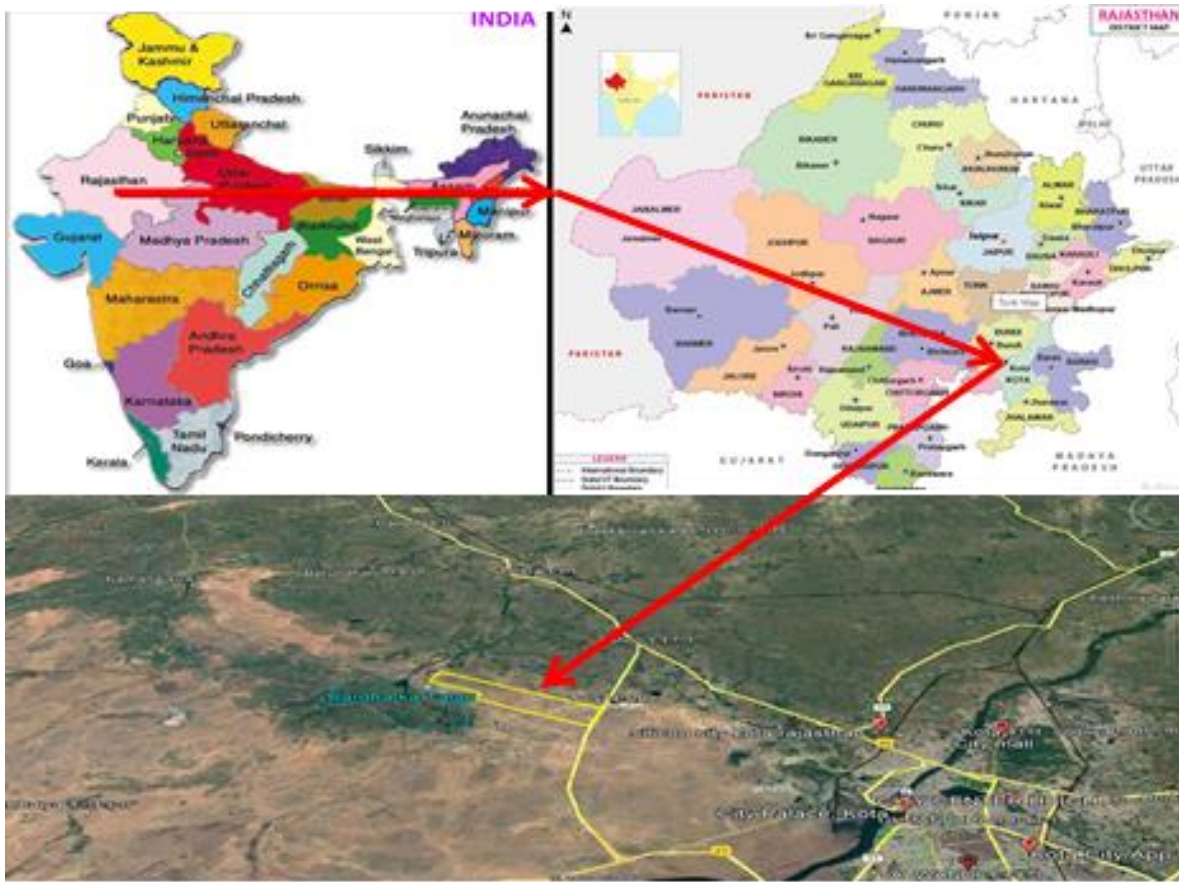
The proposed project falls in Category 7(a) of the Schedule vide EIA Notification 2006 amended to date involving preparation of Environment Impact Assessment study and Environment Management Plan. This project is independent and is not linked with other projects/which attracts directly or indirectly any provisions of schedule of EIA Notification 2006 amended to date.

Co-ordinates of Project boundary are given below. Key map of 10 Km radius is attached as annexure I.

**Table 3-1: Co-ordinates of the project site**

Point	LATITUDE	LONGITUDE
1	25° 13' 36.105" N	75° 45' 10.037" E
2	25° 14' 53.387" N	75° 42' 16.724" E
3	25° 14' 33.177" N	75° 42' 6.558" E
4	25° 13' 1.636" N	75° 44' 57.080" E

The location of the project is shown in **Figure 1**.



**3.1 DETAILS OF ALTERNATE SITE**

There is no need for site alternative.

**3.2 SIZE AND MAGNITUDE OF OPERATION**

The present proposal is to meet the demand of 1000 peak hour passengers. The Layout Plan is attached as **Annexure II**.

**3.3 PROJECT DESCRIPTION**

The present proposal is to meet the demand of 1000 peak hour passengers. The Layout Plan is attached as **Annexure II**.

**3.4 RESOURCE REQUIREMENT**

**3.4.1 Water Requirement**

The consumption of water during operation phase will be about 1100 KLD out of which 810 KLD is fresh water requirement and 290 KLD is treated water requirement. Water requirement for domestic purposes is met through an existing bore-well within the Airport.



## Pre-Feasibility Report

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

S.No.	Description	Number of person per day	Domestic Water		Treated Water		Grand Total in kld
			LPCD	Total in kld	LPCD	Total in kld	
1	Passengers (As per NBC Clause 4.1.2)	9,191	40	367.64	30	275.73	643.37
2	Staff (5% of Total Passengers) As per clause 4.1 (b) Note-2 of NBC-2016, Part-9, section-1 water supply	460	25	11.49	20	9.19	20.68
3	Visitors (5% of Total Passengers) As per clause 4.1 (b) Note-2 of NBC-2016, Part-9, section-1 water supply	460	5	2.30	10	4.60	6.90
Water Requirement in kld				381.43		294.12	670.95
<b>Net water requirement in KLD</b>				<b>382</b>		<b>290</b>	<b>671</b>
4	Total Landscape area for irrigation 71,480 m <sup>2</sup> @6 litres/day/m <sup>2</sup> (As per NBC- 2016 Clause 4.5.1.2)			428.80			428.80
<b>Gross Water Requirement</b>				<b>810</b>		<b>290</b>	<b>1,100</b>

Waste Water Generation						
S.No.	Description	Water Demand in KLD		Wastewater Generation		
		Domestic Water	Treated Water	Domestic (80%)	Treated (90%)	Total
1	Passengers (As per NBC Clause 4.1.2)	367.64	275.73	294.11	248.15	542.26
2	Staff (5% of Total Passengers) As per clause 4.1 (b) Note-2 of NBC-2016, Part-9, section-1 water supply	11.49	9.19	9.19	8.27	17.46



## Pre-Feasibility Report

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

3	Visitors (5% of Total Passengers) As per clause 4.1 (b) Note-2 of NBC-2016, Part-9, section-1 water supply	2.3	4.6	1.84	4.14	5.98
Wastewater Generation in kld		381.43	289.52	305.14	260.56	565.71
<b>Net Wastewater Generation in kld</b>		<b>382</b>	<b>290</b>	<b>305</b>	<b>261</b>	<b>566</b>

The total waste water will generated around 566 KLD. This wastewater will be treated in 680 KLD of STP.

### 3.5 Power Requirement

The essential electrical services shall be backed with DG sets. All the electrical HT & LT cables shall be laid as per the stipulations of CPWD specifications.

### 3.6 Site Services

Temporary office and stores is being provided in the project area. Specified first-aid station with all necessary facilities will be maintained at the project site office and the rest shelter. Communication server like post office and telephones are available in the nearby villages.

## 4. CHAPTER SITE ANALYSIS

### 4.1 INTRODUCTION

Site analysis is a pre-design research activity which focuses on existing and potential conditions on and around the building site. It is an inventory of the site factors and forces, and how they coexist and interact. The purpose of the analysis is to provide thorough information about the site assets and liabilities prior to starting the design process. The typical site analysis includes the site location and size, neighborhood context, zoning, legal aspects, geology, physiographic (natural and man-made features), hydrology, soils, vegetation, wildlife, climate, culture, pedestrian and vehicular circulation, access, utilities, historic factors, density, sensory stimuli, and any other factor deemed appropriate for the particular site. This chapter discusses the site Profile, landform, and existing land use and drainage pattern. The land details, climate and meteorological parameters are also described in various sections of this chapter.

### 4.2 CONNECTIVITY

The project site is located in Kota District, Rajasthan. The site is approachable by NH-52 which adjacent to the project site in SSE Direction. Kota Railway Station (12 km, SE direction).

### 4.3 LANDFORM, LANDUSE, OWNERSHIP

The proposed project area is 1250 acres. Out of the 1250 Acers 1152.95 acers land area falls under the forest area, separate application for the FC will be been filled. The Land Details is attached as **Annexure II**.

## 5. CHAPTER PLANNING IN BRIEF

### 5.0 PLANNING CONCEPT

It is the overall objective of this effort to produce a balanced airside and landside complex to serve forecast demands. However, before defining and evaluating specific alternatives, airport development objectives need to be outlined. The primary goal of the Master Plan is to define a development concept which allows for the airport to be marketed, developed, and safely operated for the betterment of the region and its users. With this in mind, the following development objectives have been defined for this planning effort:

- Maintain an attractive, efficient, and safe aviation facility in accordance with government, state, and local regulations.
- Develop facilities to efficiently serve general aviation users and encourage increased use of the airport, including business and corporate activity.
- Provide sufficient airside and landside capacity, efficiency, and safety through additional facility improvements which will meet the long term planning horizon level of demand for the airport and region.
- Identify any future land acquisition needs.
- Ensure that any recommended future development is environmentally compatible.
- Enhance local economic development through maximizing the use of available property.

### 5.1 ASSESSMENT OF INFRASTRUCTURE DEMAND (PHYSICAL & SOCIAL)

The proposed building shall be provided with aesthetically appealing and soothing interior decoration matching with the existing modern stage.

The design of terminal building is to include media planning, retails planning etc. other requirements for Terminal Building include provision for snack bar counter, travel requisite, pharmaceutical shops, airlines offices & ticket selling counters, ATM/bank counters etc, meet and greet area, first aid room, caretaker room with store and other facilities.

### 5.2 AMENITIES / FACILITIES

The following facilities will be available in the proposed Terminal Building.

- **Utility building:** This shall house the Electrical sub-station, DG Rooms, AC Plant Room, Chillers.



## Pre-Feasibility Report

Construction of Green field project at Kota (Rajasthan) by Airports Authority of India

- **Underground Tank:** Underground water tanks for storage of raw water, potable water, flushing, irrigation, firefighting etc. including pump room and water treatment plant.
- **Utility trench:** Underground trench connecting the Passenger Terminal Building with utility yard for running of all utilities.
- **Amenities Block:** Amenities for drivers and visitors are located with premium parking.

## 6. CHAPTER PROPOSED INFRASTRUCTURE

It is the overall objective of this effort to produce a balanced complex to serve forecast aviation demands. The primary goal of the Master Plan is to define a development concept which allows for the Airport marketed, developed and safely operated for the basement of the region and its users. With this in mind, the following development objectives have been defined fore this planning effort.

- Maintain an attractive, efficient and safe aviation facility in accordance with government, state, and local regulations.
- Develop facilities to efficiently serve general aviation users and encourage increased use of the airport, including business and corporate activity.
- Provide efficiency and safety through additional facility improvements which will meet the long term planning horizon level of demand for the airport and region.
- Ensure that any recommended future development is environmentally compatible.
- Enhance local economic development through maximizing the use of available properly.
- Identify opportunities for approved non-aeronautical use of certain areas to further diversify revenue generating potentials.

### 6.1 Design Objectives

Construction of the greenfield Airport is contemplated by Airports Authority of India with following objectives:

**Integration-** Construction of New airport to meet the demand of 1000 peak hour passengers.

**Quality Control-** The building should be provided with aesthetically appealing and soothing interior decoration matching the traditional architecture to match the level of services “B” as per IATA recommendations in initial years and finally to match level of service “C” in year of saturation.

**Sustainability-** Exterior should reflect rich local and traditional architectural features.

**Efficient Traffic Distribution-** the site layout shall be designed to ensure efficient traffic circulation and provide an increased and segregated parking.

**Security Control-** The terminal building shall be made fully accessible, implementing all required facilities as per department of PWD and Civil Aviation guidelines.

### **Civil Works**

- To meet the demand of 1000 peak hour passengers.
- In the centrally air conditioned, operationally carbon neutral, GRIHA-5 compliant Terminal Building of 20000 sqm area Departure area, Arrival area, Security hold area and concourse area are to be provided with adequate of toilets for gents, ladies and differently-abled persons and drinking water. Suitable number of ramps is to be provided for entry and exit of differently persons in departure and arrival area. Provisions of battery-operated buggies for senior citizens I differently-ables persons as per requirement. Additional fixtures in the toilet to be provided for arrival passengers together at one time.
- The design of Terminal building to include media planning, Retail area planning, F & B plan, etc. Overall planning of building to capture local architectural features and it is to be part of design features of Terminal. The design should include the required arrangement for its regular maintenance so as to make it in-built part of execution. Solar power generation viz solar lighting, solar roofing system etc. shall be provided. Maintenance friendly roofing, false ceiling & building faced system including provision of regular cleaning with maintenance hoists, hooks, etc including cat walk/ rope suspended platform/ gondola etc. to be provided on both inside and outside of terminal building.
- City side and airside canopy as per requirement.
- Use of solar panels on roof to be explored.

### **Departure Area**

1. The integrated Terminal building will have provisions of Departure concourse, check-in area with adequate number if check-in counters, immigration counters, custom counters, foreign exchange counters, office space for custom and immigration, backup offices for airlines, baggage conveyor belts, facilitation counter, weighing machines, counters etc.
2. Self-check in kiosk and security offices to be planned.

3. Provisions of inline baggage handling system.

### **Security Hold Area**

1. Security Hold area and bus lounge area with adequate seating arrangement isolated smoking area, child care room and wash room etc.
2. Security check/passenger frisking area in security hold with adequate space for locating required number of DFMDs, x-ray machines, frisking platforms, inspection tables for manual checking of hand baggage and adequate space room for security, staff etc.
3. Retail area creation of retails islands/ shops, area for vehicle display without affecting the passenger movement.
4. Duty free/ retails area creation of retails islands/ shops without affecting the passengers movement.
5. Food & Beverage area.

### **Electrical Works**

- Energy efficient Internal and external electrification for Terminal Building Complex, associated buildings, Car Parking i/c high mast lights and roads i/c boom barriers etc, lighting shall be of LED based.
- Energy efficient HVAC System with provision of vertical air-conditioning concept & BMS i/c VRF/Split AC system as required.
- Automatic Fire detection, alarm and protection system, firefighting hydrant, Sprinkler system, with Fire Control Room/panel and linking the same with Fire Station.
- Provision of automatic sliding doors at exit & entry points of Terminal Building
- Provision of grid connected renewable energy generation system.

### **Airport Systems**

- Surveillance Close Circuit TV System (SCCIV) and provision of adequate number of close circuit TV monitors, in the Security Control Room, Terminal Manager Room, APD Offices etc.
- Provision of Flight Information Display System (FIDS) with adequate number of display devices in departure, arrival and security hold area for passenger facilitation.

- Provisions of adequate no. of VHF FM Sets (Walkie-Talkie, Base Stations and Mobile Stations).

### **IT Systems**

- SITC of Active networking component such as Switches/Routers/Firewall etc. and associated equipment as per the solution.
- SITC of Passive cabling works such as Laying of OFC and CAT6A UTP Cable and its accessories for all data and voice requirement.
- Set up Server Room and associated works.

### **Commercial Works**

- Provision of CUTE/CUPPS and CUSS & BRS Systems

### **6.2 Greenbelt**

Limited Plantation and Landscaping shall be done as far as possible.

### **6.3 Drinking Water Management:**

#### **6.4 Solid Waste Management:**

The solid waste generated in the Airport will be mostly the Terminal Building, flight kitchen and waste from Cargo complex and sludge from the STP. The waste will be segregated at source, temporarily stored in different colored bins before disposal at identified storage sites. Organic waste will be treated at site and converted trucks at approved Municipal disposal sites through contractors.

#### **6.6 Industrial Waste Management**

Not applicable.

## **7. CHAPTER REHABILITATION & RESETTLEMENT (R&R) PLAN**

To meet the demand of 1000 peak hour passengers. it is proposed to construct Green field project at Kota (Rajasthan) by Airports Authority of India

1250 acres of land, no R&R will be needed.

## **8. CHAPTER PROJECT SCHEDULE & COST ESTIMATE**

### **8.1 Likely Date of Start of Construction and likely date of completion**

The completion for the project is approximately 32 months and the Total Project cost is Rs. 1000 Crores (Approx.).

## CHAPTER ANALYSIS OF PROPOSAL (FINAL RECOMMENDATION)

The project will have the following benefits:

- To reduce the demand– supply gap and to meet domestic requirement.
- Add to revenue generation of the District/State.
- Generation of employment and improved standard of living;
- Establishment of small and medium scale ancillary industries with cascading effect on the economy and skill development of the locality.
- Improved green cover.
- There will be social benefits from the mining operation in the region.
- Superior communication, transport facilities, healthcare and in educational front.

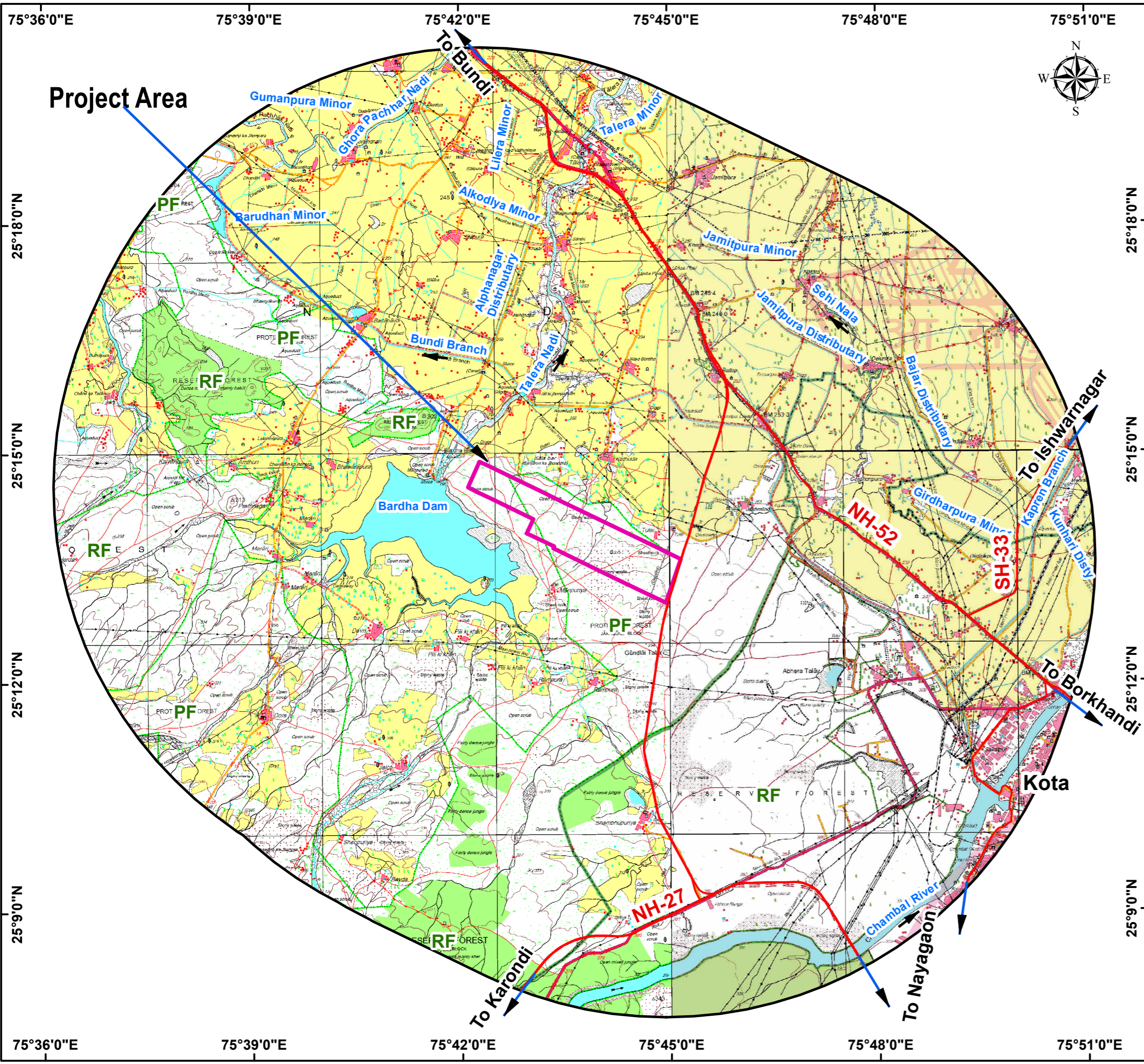
Thus, the company does not foresee any problem in selling its output in view of the burgeoning economy combined with the boom in the industrial and power sector.

Profitability of project is quite attractive. Project is technically and financially viable with positive impact on the local infrastructure.

The region shall also be benefited from the project as there will be direct employment of people. Preference will be given to the people of the state possessing requisite skill and qualification criteria. Also, there will be lot of scope for indirect employment of the people of the state in and around the project site.

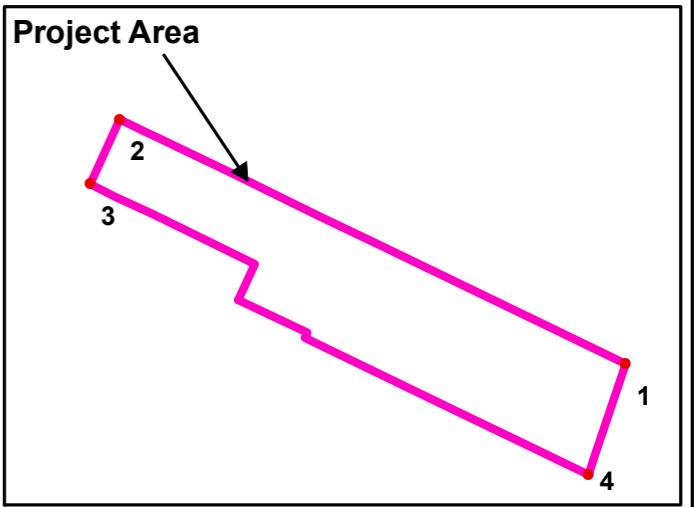
In view of the above the construction of Kota Airport is technically feasible and financially viable hence recommended for implementation. We request Ministry of Environment, Forest and Climate Change (MoEF&CC) to recommend TOR for conducting the EIA Study for obtaining Environmental Clearance.

-----



# TOPOGRAPHICAL MAP OF 10KM BUFFER AREA

Toposheet / OSM No:  
G43P11, G43P12, G43P15 & G43P16



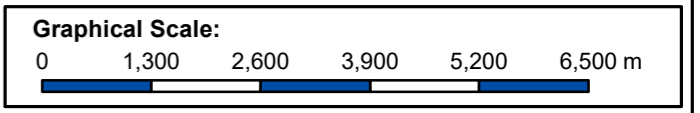
### Legend

- Project Site
- 10km Buffer
- Settlements
- Streams
- Roads
- Forest
- Waterbody
- Vegetation
- Contours
- Locations
- Railway

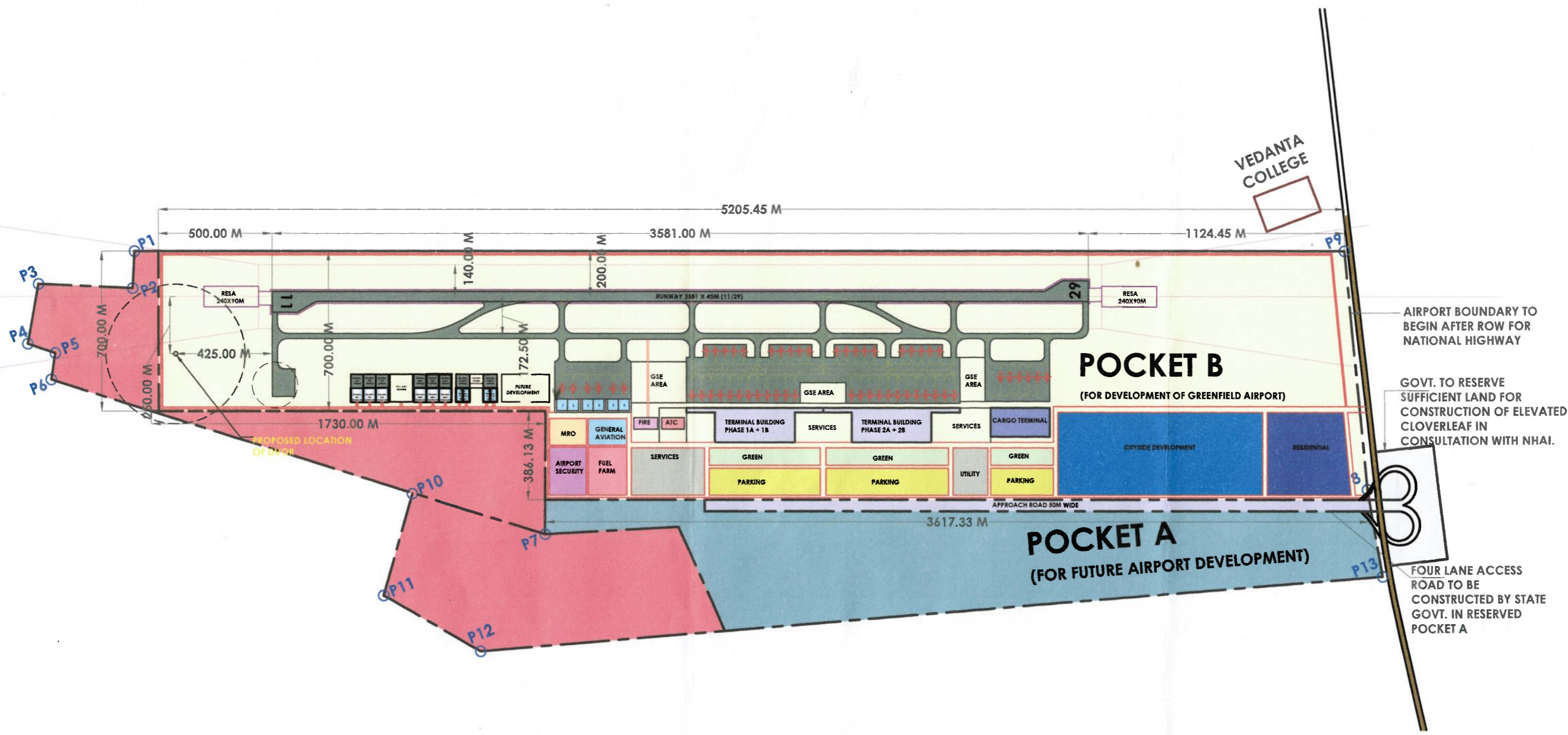
**Project:**  
**New Greenfield Airport**  
District- Kota, State- Rajasthan

**Project Proponent:**  
**Airports Authority of India**

**Environment Consultant:**  
**Vardan EnviroNet**  
QCI-NABET Accredited Environment Consultant  
Certificate No. NABET/EIA/2023/SA0158



**Prepared By:** Mr. Ankit Singh  
**Approved By:** Mr. Ankur Agarwal



AIRPORT BOUNDARY TO BEGIN AFTER ROW FOR NATIONAL HIGHWAY

GOVT. TO RESERVE SUFFICIENT LAND FOR CONSTRUCTION OF ELEVATED CLOVERLEAF IN CONSULTATION WITH NHAI.

FOUR LANE ACCESS ROAD TO BE CONSTRUCTED BY STATE GOVT. IN RESERVED POCKET A

**LEGEND**

- POINTS IDENTIFIED BY STATE GOVT. ARE MARKED IN BLUE

**FOR POCKET B (FOR GREENFIELD AIRPORT DEVELOPMENT) : 1250 ACRES**

- LAND REQUIRED WITHIN IDENTIFIED POCKET
- LAND NOT REQUIRED WITHIN IDENTIFIED POCKET
- ADDITIONAL LAND REQUIRED BEYOND IDENTIFIED POCKET

**FOR POCKET A (TO BE KEPT AS RESERVE) : 360 ACRES**

- LAND REQUIRED WITHIN IDENTIFIED POCKET
- LAND NOT REQUIRED WITHIN IDENTIFIED POCKET
- ADDITIONAL LAND REQUIRED BEYOND IDENTIFIED POCKET

**TOTAL : 1610 ACRES**

**TENTATIVE RUNWAY COORDINATES**

**TENTATIVE COORDINATES (GOOGLE EARTH)**

RWY 11 END: 25°14'30.59"N  
75°42'32.20"E

RWY 29 END: 25°13'44.04"N  
75°44'29.52"E

TO BE VERIFIED BY ATM-SURVEY

**AIRPORTS AUTHORITY OF INDIA**  
DEPARTMENT OF PLANNING,  
A-1, RAJIV GANDHI BHAWAN, C BLOCK,  
SAFDARJUNG AIRPORT, NEW DELHI-110003

**ULTIMATE MASTERPLAN GREENFIELD AIRPORT, KOTA**

**DRAFT ULTIMATE MASTER PLAN**

ABHYAM SHUKLA AM (ARCH)	POONAM SINGH SR.MGR. (ARCH)	AMIT KUMAR DGM (ARCH)	SCALE
VARUN K. LAU GM (ARCH)		SANGEETA MAHAY ED. (PLG)	DATE: MARCH 2022
DRG. NO. - BND-MP-A-002-R			JOB NO. PLG/501/BUNDI/2020

952



राजस्थान सरकार  
नागरिक उड्डयन विभाग



क्रमांक:- प0 2(3)नाउ / 2020

जयपुर, दिनांक : 25.10.2021

बैठक सूचना

इस विभाग की समसंख्यक बैठक सूचना दिनांक 21.10.2021(संलग्न) के क्रम में लेख है कि राजस्थान राज्य में स्थित हवाई अड्डों के भूमि संबंधी एवं अन्य प्रकरणों पर विचार-विमर्श किया जाकर निर्णय लिये जाने हेतु माननीय मुख्य सचिव, राजस्थान की अध्यक्षता में दिनांक 26.10.2021 को प्रातः 11.00 बजे आयोजित होने वाली वी.सी. बैठक (एजेण्डा संलग्न) में निम्नलिखित अधिकारीगण भी भाग लेने का श्रम करें:-

1. अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण, भारत सरकार, नई दिल्ली
2. निदेशक विमानपत्तन, उदयपुर/बीकानेर/जोधपुर/उत्तरलाई(बाडमेर) एयरपोर्ट

उक्त वी.सी. बैठक से संबंधित वेबलिंग जरिये ई-मेल यथासमय उपलब्ध करा दिया जावेगा।

संलग्न:- उपरोक्तानुसार

भवदीय

— sd —

(डॉ. हर सहाय मीणा)  
संयुक्त शासन सचिव

प्रतिलिपि:- निम्न को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित है:-

1. अध्यक्ष, भारतीय विमानपत्तन प्राधिकरण, भारत सरकार, नई दिल्ली
2. निदेशक विमानपत्तन, उदयपुर/बीकानेर/जोधपुर/उत्तरलाई(बाडमेर) एयरपोर्ट
3. समस्त संबंधित।

*Handwritten signature*  
25/10/21  
संयुक्त शासन सचिव

मुख्य सचिव महोदय की अध्यक्षता में प्रस्तावित बैठक दिनांक 26.10.2021 के संबंध में एजेण्डा नोट

क्र. सं.	एयरपोर्ट	प्रकरण	विस्तृत विवरण	संबंधित विभाग
1.	उदयपुर एयरपोर्ट	DGCA CAR requirements हेतु उदयपुर एयरपोर्ट रनवे को अपग्रेड करने के लिए 145 एकड़ भूमि की आवश्यकता।	<ol style="list-style-type: none"> <li>1. एयरपोर्ट के विकास हेतु प्रस्तावित 145 एकड़ में से 128 एकड़ भूमि निजी खातेदारी की है। उक्त भूमि की अवाप्ति में आने वाले व्यय का आंकलन/मूल्यांकन राशि क्रमशः 52.52 करोड़ (मावली) एवं 15.45 करोड़ (वल्लभनगर) बताई गई है।</li> <li>2. प्रकरण में अवाप्ति की जाने वाली भूमि का देय मुआवजा किसके द्वारा (राज्य सरकार/भारत सरकार अथवा भारतीय विमानपत्तन प्राधिकरण) वहन किया जाना है, इसका निर्णय किया जाना है।</li> <li>3. साथ ही भूमि अवाप्ति का भी निर्णय लिया जाना है।</li> </ol>	ए0ए0आई0 /जिला कलेक्टर/ राजस्व विभाग
2.	बीकानेर (नाल) एयरपोर्ट	बीकानेर एयरपोर्ट पर सिविल एन्वलेव के लिए 58.88 एकड़ भूमि की आवश्यकता।	<ol style="list-style-type: none"> <li>1. राज्य सरकार द्वारा दिनांक 26.03.2012 को एयरपोर्ट विस्तार हेतु 58.88 एकड़ (23.83 है.) गै.मु. औरण भूमि AAI को <u>कीमतन</u> आवंटित की गई। डायवर्जन हेतु भूमि तय नहीं की गई थी।</li> <li>2. इस हेतु 2012 में 218 करोड़ तथा 2014 में संशोधित 240 करोड़ रुपये की डिमांड जारी की गई।</li> <li>3. AAI द्वारा राशि जमा नहीं कराई गई एवं निशुल्क आवंटन की मांग की जाती रही।</li> <li>4. राजस्व विभाग के पत्र दिनांक 25.10.2019 के द्वारा राजकीय स्वीकृति निरस्त किये जाने के फलस्वरूप जिला कलेक्टर कार्यालय द्वारा आदेश दिनांक 13.11.2019 द्वारा उक्त भूमि आवंटन निरस्त कर दिया गया।</li> <li>5. वर्ष 2017 में राज्य सरकार एवं भारत</li> </ol>	ए0ए0आई0 /जिला कलेक्टर/ राजस्व विभाग

			<p>सरकार के गृह्य किये गये MOU में निशुल्क भूमि दिये जाने का प्रावधान है।</p> <p>6. उक्त आवंटित भूमि की किरम गै.मु. औरण थी जिसे आज नये सिरे से आवंटित किया जाना संभव नहीं है, क्योंकि औरण पूर्णतः प्रतिबंधित श्रेणी की भूमि है।</p> <p>7. यदि राज्य सरकार सन 2019 के भूमि आवंटन निरस्ती आदेश को प्रत्याहारित कर ले तो 2011/2012 के आवंटन आदेश स्वतः प्रभावी हो जायेंगे। केवल उसमें कीमतन की जगह निशुल्क आवंटन की स्वीकृति बाबत संशोधन करना होगा।</p>	
3.	जोधपुर एयरपोर्ट	जोधपुर एयरपोर्ट पर एप्रोन, टर्मिनल बिल्डिंग, एएआई आवासीय कॉलोनी एवं सी. आई.एस.एफ. क्वार्टर्स के लिए 55.9 एकड़ भूमि की आवश्यकता।	<p>1. CISF quaters के लिये दिनांक 07.11.2020 को निर्धारित प्रारूप में निशुल्क भूमि आवंटन की मांग जोधपुर विकास प्राधिकरण से की गई।</p> <p>2. जो.वि.प्रा. एवं एयरपोर्ट अधिकारियों के संयुक्त मौका निरीक्षण उपरान्त ग्राम खारडा रणधीर में 25 बीघा भूमि उपयुक्त पायी गयी।</p> <p>3. उक्त भूमि की मूल्यांकन कीमत 61.54 करोड़ रु. की डिमांड पर AAI जोधपुर से सहमति पेश करने हेतु लिखा गया।</p> <p>4. परन्तु AAI जोधपुर द्वारा आवश्यक भूमि निशुल्क उपलब्ध कराने की मांग की गई।</p> <p>5. चूंकि जो.वि.प्रा. द्वारा मात्र <u>कीमतन</u> आवंटन ही किया जा सकता है। अतः राजस्थान आवंटन नीति के अनुसार राजकीय विभागों को <u>निशुल्क</u> भूमि आवंटन का निर्णय राज्य सरकार द्वारा लिया जाना है।</p>	ए0ए0आई0 / जिला कलेक्टर / नगरीय विकास विभाग / जोधपुर विकास प्राधिकरण
4.	उत्तरलाई	उत्तरलाई	1. भारतीय वायुसेना के उत्तरलाई	ए0ए0आई0

(बाडमेर) एयरपोर्ट	एयरपोर्ट पर नवीन सिविल एन्वलेव के लिए 51 एकड भूमि की आवश्यकता।	<p>(बाडमेर) एयरबेस पर अस्थाई सिविल टर्मिनल की स्थापना हेतु दिनांक 14.02.2020 को नगर विकास न्यास, बाडमेर द्वारा 3 एकड भूमि निःशुल्क आवंटित की जा चुकी है।</p> <p>2. 51 एकड भूमि की मांग पर जिला कलेक्टर, बाडमेर द्वारा 52.32 एकड (130-16 बीघा) भूमि इस हेतु चिन्हित की गई है। उक्त भूमि का भारतीय वायुसेना एवं एएआई द्वारा अनुमोदन नहीं किया गया है। केवल उनके द्वारा उपलब्ध कराये गये साईट प्लान के अनुसार भूमि प्रस्तावित की गई है।</p> <p>3. उक्त 130-16 बीघा भूमि में से 123-05 बीघा निजी खातेदारी 7-11 बीघा राजकीय भूमि में से 6-08 बीघा गै.मु. औरण प्रतिबन्धित श्रेणी की भूमि है।</p> <p>4. निजी भूमि अवाप्ति की स्थिति में मुआवजा का भुगतान किस विभाग द्वारा वहन किया जायेगा। इस पर निर्णय लिया जाना है।</p>	/ जिला कलेक्टर/ नगरीय विकास विभाग
5.	नवीन ग्रीनफील्ड एयरपोर्ट, कोटा	<p>कोटा एयरपोर्ट का निर्माण राज्य सरकार द्वारा किया जाना।</p> <p>1. कोटा में नवीन ग्रीनफील्ड एयरपोर्ट के निर्माण के संबंध में 1250 एकड भूमि निःशुल्क आवंटित किये जाने की सहमति प्रदान की जा चुकी है।</p> <p>2. भूमि आवंटन एवं हस्तांतरण के संबंध में राज्य सरकार भी भूमि आवंटन नीति के तहत भारतीय विमानपत्तन प्राधिकरण के सर्वोच्च अधिकारी की ओर से निर्धारित आवेदन मय अन्य दस्तावेज नगरीय विकास विभाग को प्रस्तुत किया जाना अपेक्षित है।</p>	ए0ए0आई0 / जिला कलेक्टर/ नगरीय विकास विभाग
6.	किशनगढ	किशनगढ	एयरपोर्ट के विस्तार में मुख्यतः पहाड़ी आ ए0ए0आई0

	एयरपोर्ट, जयपुर	एयरपोर्ट के रनवे विस्तार में आ रही बाधाओं को हटाया जाना।	रही है जिसकी कटाई की जानी है तथा प्रसार भारती का एन्टिना आ रहा है जिसे शिफ्ट अथवा ऊँचाई कम की जानी है। 1. पहाड़ी की कटाई हेतु राशि रु. 11.65 करोड़ रुपये के सा.नि.वि. के तकनीन जिला कलेक्टर द्वारा दिनांक 11.10.21 को प्रस्तुत किये गये है। 2. पहाड़ी पर स्थापित प्रसार भारती के एन्टिना की शिफ्टिंग हेतु स्थल का पुनः सर्वेक्षण भारतीय विमानपत्तन प्राधिकरण की तकनीकी शाखा द्वारा किया जाना है। 3. रनवे के विस्तार हेतु वन विभाग की 65 एकड़ भूमि प्रभावित होगी, जिस पर राशि 5.75 करोड़ का व्यय संभावित है।	/ जिला कलेक्टर/वन विभाग/खान विभाग/ महानिदेशक ऑल इण्डिया रेडियो
7	जयपुर एयरपोर्ट	एविएशन कॉम्प्लेक्स एवं हैंगर निर्माण के लिये चिन्हित भूमि आवंटन एवं हस्तांतरण।	एविएशन कॉम्प्लेक्स एवं हैंगर निर्माण के लिये 3960 वर्ग मीटर जमीन का आवंटन एवं हस्तांतरण 1 रु. टोकन शुल्क पर AAI द्वारा राज्य सरकार को आदिनांक तक नहीं किया गया है।	ए0ए0आई0 /नागरिक उड्डयन विभाग