Airports Authority of India

(A Govt of India Undertaking)

Year-2022

Project Report

Development of Greenfiled Airport at Kota

Corporate Headquarters

Rajiv Gandhi Bhawan
Safdarjung Airport, New Delhi

A. EXISTING KOTA AIRPORT

The Existing Airport at Kota has an area of **447.24 Acres**. The Runway 08 / 26 with a dimension of **1207 m. X 38 m** is displaced by 76 m on 26 side and the effective length of the Runway is **1131 m. X 38 m.** The Airport is suitable for **DO-228 (Code-B)** type of Aircraft in all-weather conditions.

The existing Terminal building has an area of 400 sq.m. which has a peak hour handling capacity of **50 passengers**. Presently there is no scheduled flight operations from Kota Airport.

Habitation has developed around the airport and the airport is part of Kota city now, due to which acquisition of further land is not economically viable. Hence, there is no scope for expansion of the existing Airport.

B. GREENFIELD AIRPORT PROPOSAL

Considering very limited scope for development of existing airport due to all around urbanization and fairly consistent demand for air travel from & to Kota, State Govt. has identified suitable land for development of Greenfield airports for A-321 type of aircraft near District Bundi.

AAI has conducted a pre-feasibility report for the Greenfield airport. Accordingly, the State Govt. was being requested to hand over the required land free of cost and free from all encumbrances, for the establishment of the Greenfield Airport.

Further, GoR vide letter dt. 08.12.2020 requested AAI to revise the requirement of land.

Accordingly, on 12.02.2021, AAI, CHQ team visited the proposed site and later on met DM Kota District Administration mailed a revised revenue map to AAI, CHQ for making revised proposal.

Based on State Govt request to revise the proposal, letter has been sent to Chief Secretary, GoR on 02.09.2021 with request to acquire **1250 acres of land** and handover the same free of cost and free of all encumbrances, for development of Greenfield Airport at Bundi, Kota.

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C. ABOUT BUNDI DISTRICT

The district takes its name from a narrow valley called Bunda-ka-nal, Bunda was grandfather of the last Meena Chieftain jaita, from whom Rao Dev conquer this territory in 1242 A.D.

He created the city of Bundi in the Center of Bunda-ka-nal and renamed it as "Haravati" (abode of Haras). Later, Haras acquired more territory lying under Haras was now known as Haroti (or Haravati), their Kings continued to be called Rao of Bundi, during Jahangir's reign Kota was made into a separate state.

However, the region comprising of two separate states of Bundi and Kota continued to be known as Haroti. All the territory of the former Bundi State was retained as one unit when the State joined the Rajasthan union in 1948.

D. TOPOGRAPHY AND CLIMATE

The territory may be described as an irregular rhombus, traversed throughout its whole length form south west to north east by a double link of hills constitution the Central Bundi range, which divides the district into two almost equal portions. For many miles the precipitation scrap on the southern face of the is range forms an almost barrier between the plain region on either side. There are four passes namely, one at the town of Bundi, through which runs the road from Deoli to Kota another little farther to the east near jai niwas, through which the direct road to Tonk passes, a third between Ramgarh and Khatgarn, where the river cuts channel for itself and the fourth near Lakheri in the north – east.

The area is generally dry except during the monsoon or winter rains. 98% of the rain fall is received during the monsoons. The rain fall during January and February is usually restricted to a few showers. The normal annual rainfall is 72.41% Cms. The temperature stats to fall rapidly in November and falls to a minimum of 3.C in January. The mean daily temperature is above 25º C. The Hottest month is May when the maximum temperature shoots up-to 46º C. Therefore, climatically the best period is from October to February. The average relative humidity is generally about 60 percent.

i. MINERALS AVAILABILITY

The most important mineral resources of Bundi are limestone and sandstone. The limestone deposits cater to one of the oldest cement plant of state at Lakheri. However most of the deposits are marginal cement grade and also fall in forest. Other minerals include silica sand, marble, iron, clay etc.

ii. FORESTS IN BUNDI

The total area under forests according to forest department is 143089 Hectare which 24.13% percent of the total area. The hills in the district are covered with shrup forest mostly consisting of Dhak, Kjplra, Khari, Mahua, Khirana, Churail and Tendu, However the hills and flat ridges do not support good forest growth. During the dry season, the country sides give a bare and desolate look.

iii. GREENFIELD AIRPORT FEATURES

The Airport is being planned Phase-wise. Each subsequent phase will be taken up based on demand expected and witnessed at the Airport. Initially, the Airport will be developed for Phase-1 which is expected to serve smoothly till the year 2034-45.

Govt. of Rajasthan in co-ordination with AAI, has to remove or reduce the height of identified manmade obstacles including trees, HT/LT power lines, water / gas pipelines and diversion of road, if passing through development area and approach funnel area. This has to be coordinated with ATM Directorate and obstacle survey is to be completed before commencement of the project to avoid displacement of Runway threshold at a later date.

. TRAFFIC FORECAST OF KOTA AIRPORT

YEAR	AIRCRAFT MOVEMENTS (in Nos.)	PAX (in Nos.)
2024-25 (Base Year)	**2200**	**150000**
GROWTH RATE	**25.0%**	**30.0%**
2025-26	2750	195000
GROWTH RATE	**22.0%**	**25.0%**

2026-27	3355	243750
GROWTH RATE	**18.0%**	**20.0%**
2027-28	3959	292500
GROWTH RATE	**15.0%**	**18.0%**
2028-29	4553	345150
2029-30	5236	407277
2030-31	6021	480587
GROWTH RATE	**12.0%**	**15.0%**
2031-32	6744	552675
2032-33	7553	635576
2033-34	8459	730913
2034-35	9474	840549

Kota Airport is projected to handle 9500 aircraft movements by the year 2034-35, along with passenger footfall of 840,600 passengers annually.

v. PHASE-1

The Greenfield Airport is being planned in 1250 acres of land for operations of A320 type of aircrafts for Phase-1 with provision of runway and apron for A321 keeping in view future expansion. The project includes:

1. Construction of Runway 11/29 of length 2900m x 45m with 3.5m shoulder which extend symmetrically along both sides of Runway, suitable for operation of A321 type of aircraft.
2. Construction of Apron as for parking of three A320 with power-in pushback configuration.
3. Construction of New Domestic passenger Terminal building with peak hour capacity of 800 passengers having an area of 15,000 sqm with airside corridor for new contact stands and city side approach road & canopy for passenger facilitation.
4. Related Civil and Electrical works for Airside and Cityside.
5. Air Traffic Control Tower and Technical Block.
6. Car Parking Space – 250 cars, Two / Three wheelers, and Public Transport.
7. Property Boundary Wall.

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Phase-2

1. Runway 3581m x 45m for operation of Code '4C' under IFR condition, (fully supported by precision approach CAT-1 lighting and Visual Aids)
2. Terminal Building as per demand.
3. One end to end parallel Taxi Track (23mt wide), and three link Taxiways.
4. Apron – 15 additional Parking Stands (9 in contact + 6 remote).
5. Cargo Terminal- 2000 sqmt (for 20000 MT)
6. Fire Station (Category 7), a Fire pit and a Cooling pit.
7. General Aviation Block.
8. Management Building.
9. Maintenance Building.
10. Airport Security Building.
11. E & M Facilities.
12. Electrical Substation and Electrical Receiving Station and a distribution Substation.
13. CCR room.
14. Aeronautical Ground Lighting and Visual Aids to support CAT-I operations.
15. Buildings for CNS systems and other utilities.
16. Operational Security Wall, along with a lighted perimeter road and watch towers.
17. MRO and Flight Training Organizations.

E. BENEFITS OF THE PROJECT TO THE REGION:

- The development of New Greenfield airport at Kota, Bundi would improve the overall economic development of the region. As per the International Civil Aviation Organization study, for every 100 Rupees spent on Civil Aviation, there is a return of 325 Rupees to the economy. For every one job created at an Airport, it results into creation of 6.1 indirect jobs.

- **Total anticipated Employment Generation Approx. 50,000 Direct Employment & 3,00,000 Indirect Employment.** These will mainly be in the areas such as Construction, Hospitality, Food and Tourism services.

- Kota has the potential to generate 200 crores for the local economy, as it's the third tiger reserve in Rajasthan, has excellent train and road connectivity with Delhi, Jaipur and has the potential to attract approximately 1,00,000 domestic and 50,000 international tourists. As per a field research report by Travel Operators for Tigers (TOFT) foundation, Ranthambore in 2016 attracted approx 30,00,000 domestic and 15,00,000 international tourists. As per the study, Ranthambore National Park is surrounded by as many as 50 hotels, and Kota would need atleast 20-25 additional hotels in the region.

- This can help diversify the local economy which is increasingly dependent on the coaching industry. The coaching industry that employs about 3,50,000 people locally is the main source for other local consumption-- real estate, banking, retail, hospitality, etc.

Date:11/01/2022

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On behalf of Chairman
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