

Maharashtra Airport Development Company (MADC) Ltd.



PRESENTATION

Index

- About MADC
- MADC Subsidiary
- MADC Associates
- MADC Projects
 - MIHAN
 - Greenfield Airports Projects
 - Brownfield Airports Projects

About MADDC

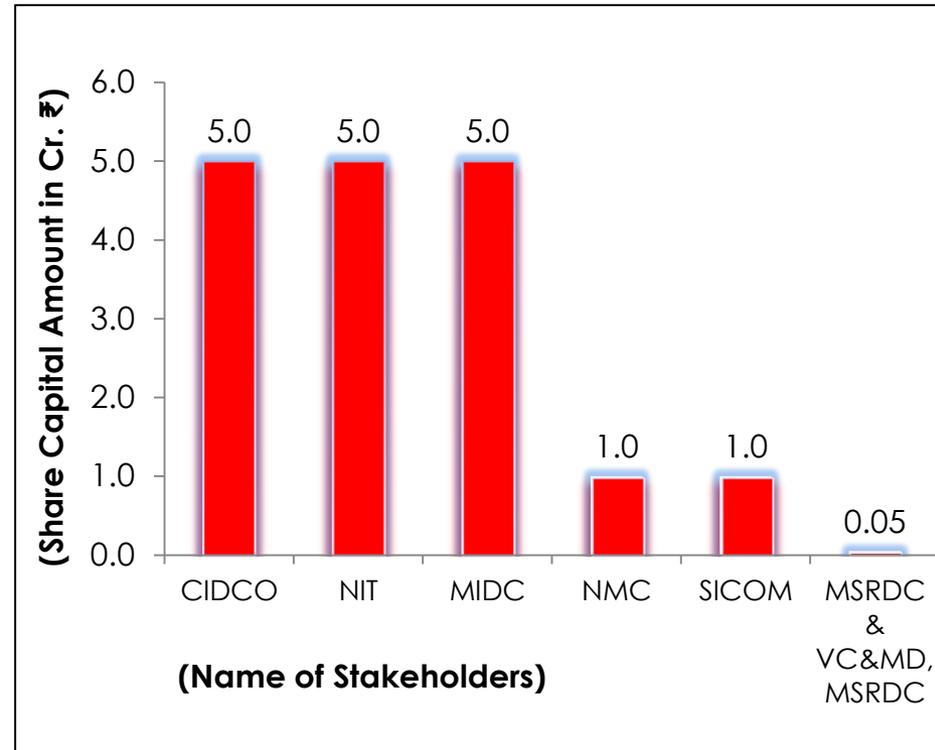
- Maharashtra Airport Development Company Ltd. (MADC), a Special Purpose Company, constituted for development of Multi-modal International Cargo Hub and Airport at Nagpur (MIHAN) project
- Incorporated on 26th August, 2002

About MADDC

Equity holders of MADDC:

- City and Industrial Development Corporation of Maharashtra Ltd (CIDCO) – **29.3%**
- Nagpur Improvement Trust (NIT) – **29.3%**
- Maharashtra Industrial Development Corporation (MIDC) – **29.3%**
- Nagpur Municipal Corporation (NMC) – **5.9%**
- The State Industrial & Investment Corporation Of Maharashtra Limited (SICOM) – **5.9%**
- Maharashtra State Road Development Corporation Ltd. (MSRDC) and VC&MD, MSRDC – **0.3%**

Paid Up Equity Capital: ₹ 17.05 Cr.



Vision

“To develop world-class Multi-modal International Hub Airport along with a multi-product Special Economic Zone at Nagpur, and Aviation Infrastructure in the State”

Mission

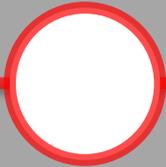
“To facilitate development of world-class Multi-modal International Hub Airport along with a multi-product Special Economic Zone at Nagpur, and Aviation Infrastructure across the State with allied activities through appropriate development models with the commitment towards the environment and citizens”

Objectives

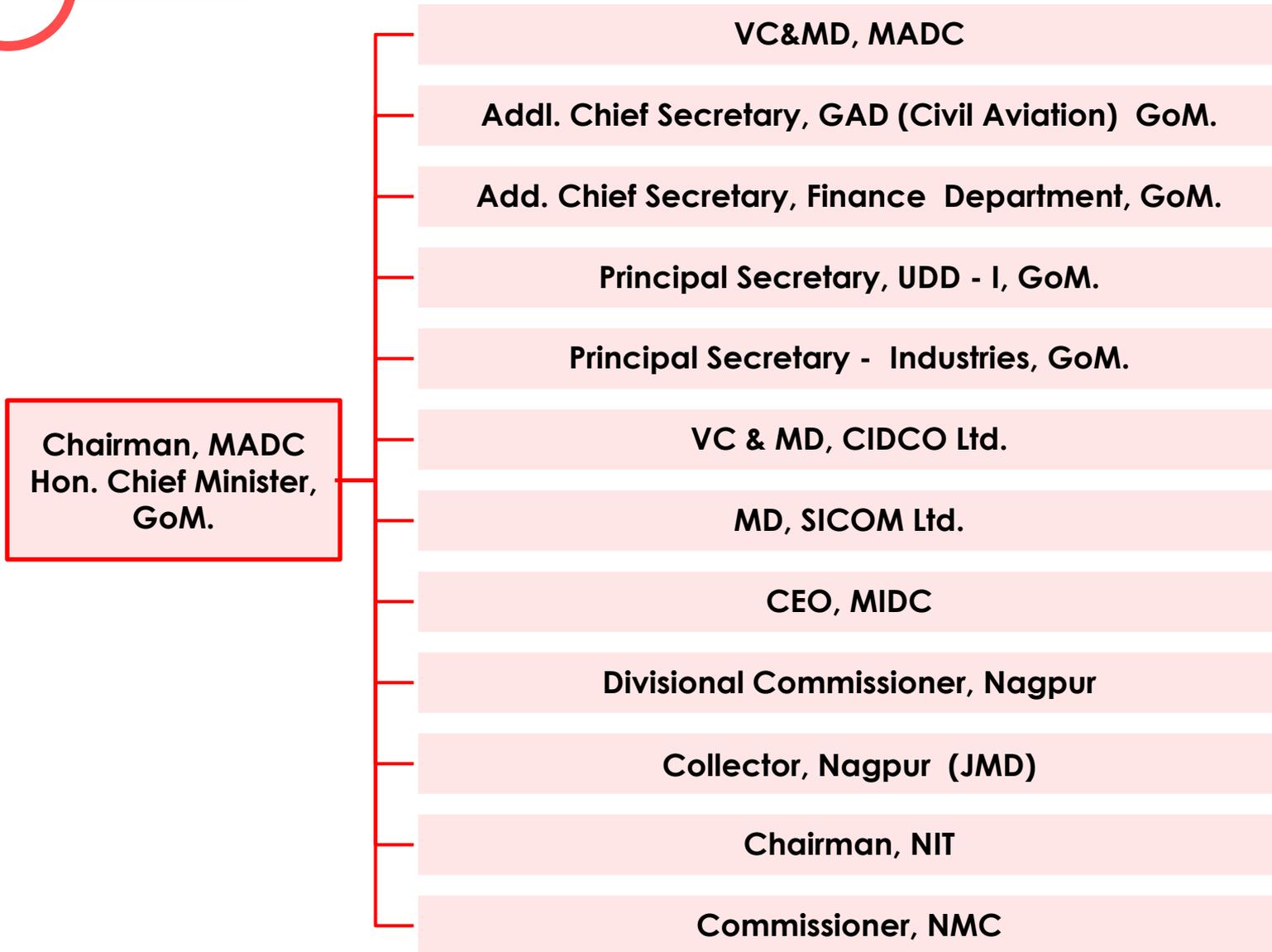
- *Development of*
 - *Nagpur airport as world-class Multi-modal International Hub Airport*
 - *Adjacent Multi-product Special Economic Zone and*
 - *Supporting infrastructure*
- *Build and Operate airports in the State*
- *Facilitate Intra-state and Inter-state Connectivity*
- *Encourage overall growth of aviation sector in the State*
- *Ensure planned development around airports*

Achievements

Organization Overview



Constitution of Board



Offices

MADC Head Office

8th Floor, Centre 1, World Trade Centre, Cuffe Parade, Mumbai - 400 005, Maharashtra

Regional Offices

Nagpur:

1st Floor, Central Facility Building, Sector – 17, MIHAN-SEZ, Nagpur - 441 108

Shirdi

Shirdi Airport, village Kakdi, Rahta taluka, District Ahmednagar

Karad

Karad Airport, Karad-Patan Road, Mundhe phata, Karad, District Satara

Solapur

Solapur Airport, Boramani, Solapur

Dhule

Dhule Airport, village Gondur, District Dhule

Offices

Regional Offices

Amravati:

Belora Airport, Badnera-Akola road, Amravati

Chandrapur:

NH7, Morwa Airport, District Chandrapur

Phaltan:

Phaltan Airport, near Phaltan Police Station, 415523

Departments

ADMINISTRATION & HR

LANDS

REHABILITATION

PLANNING

ENGINEERING, AIRPORT DEVELOPMENT & OPERATIONS

MARKETING & ESTATE

FINANCE & ACCOUNTS

COMPANY SECRETARIAL

POWER

LEGAL



Functions

ADMINISTRATION & HR

- Human resource development
- General administration matters
- House keeping
- Co-ordination with State/Central Govt.
- Co-ordination of Legislature Issues
- Co-ordination for audit Para's & Govt. grants
- Training and development of business skills
- Public relations

LANDS

- Acquisition, possession and allotment of acquired land
- Survey, measurement, subdivision and demarcation of land
- Maintenance of the land records of the land owned by MADC

Functions

REHABILITATION

- Rehabilitation Package
- Expenditure
- Pending issues/Proposals

PLANNING

- Preparation of Proposal for declaration of SPA
- Preparation of Development Plan, Planning Proposal and Development Control Regulations
- Preparation of Master Plan, Sector Plan, Detailing of Action area, etc.
- Regulation and Control of Development
- Regulatory Compliances

Functions

ENGINEERING, AIRPORT DEVELOPMENT & OPERATIONS

- Development of Greenfield airports
- Modernization of Existing brownfield airports
- Development of SEZ and area outside SEZ in MIHAN
- Planning, Designing and Execution of projects
- Approval from Regulatory Authorities
- Tender Invitation and Contract management
- Maintenance and Operations of Airports and MIHAN

MARKETING & ESTATE

- Market analysis and demand assessment
- Pricing, promotion and sales
- Contract documentation
- Customer relationship management
- Estate management
- Regulatory compliances and coordination with governments
- Revenue generation
- Monitoring of contract

Functions

FINANCE & ACCOUNTS

- Preparation of Balance Sheet and Profit & Loss A/c in line with statutory requirements
- Dealing with taxation matters
- Liaison with Govt. for release of grants
- Raising of loan and observing its timely repayment
- Dealing with Internal Auditors, Statutory Auditors and CAG
- Scrutiny of bills and payments to contractors/Others

COMPANY SECRETARIAL

- Matters related to Registrar of Companies/MCA for MADC and Nagpur Mass Transport Co. Pvt. Ltd. (NMTCP)
- Co-ordination with Company Secretary in practice for filing of forms and returns
- Organising Board meetings and Shareholders' Meetings
- Compiling of Agenda Notes and Drafting of Minutes

Functions

POWER

- Construction, operation and management of coal fired power plant through a JV company
- Providing assistance pertaining to power plant matters
- Construction, operation and maintenance of distribution system for supplying electricity to MIHAN SEZ as a deemed distribution licensee
- Compliances with regulatory authorities
- Legal compliances

LEGAL

- Handling litigations in Civil courts, High court and Supreme court
- Legal opinion on the issues raised by internal departments of MADC
- Arbitration proceedings
- Drafting of rules, regulations, bylaws and statutory orders etc.
- Scrutiny of agreements, MoU., etc.

MADC Subsidiary

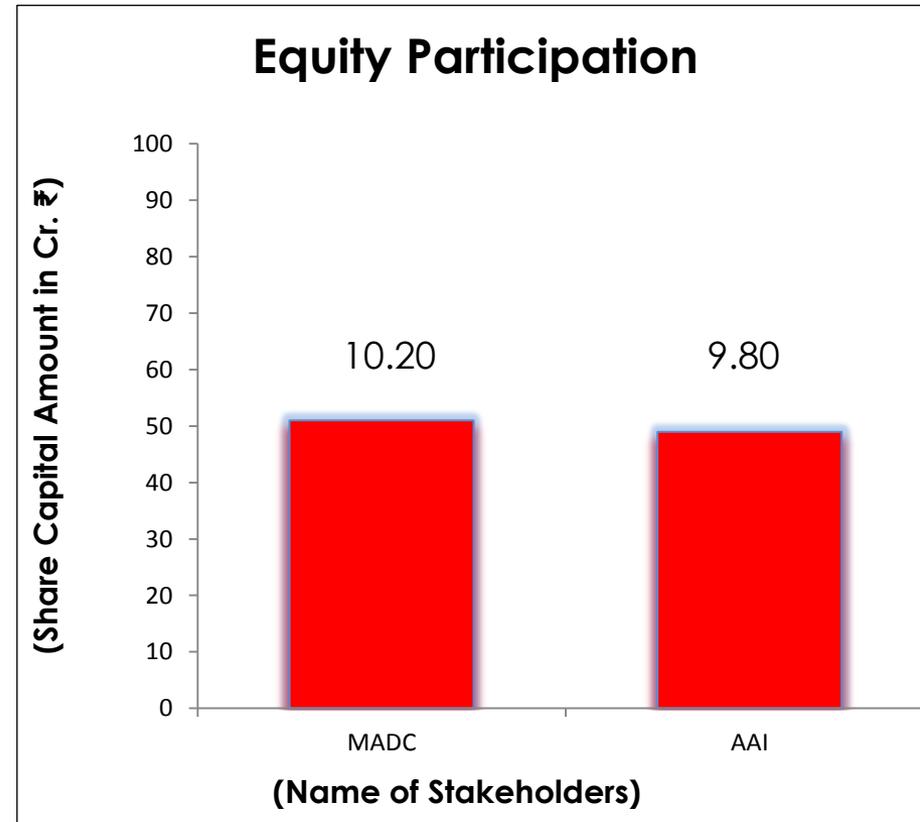


MIHAN India Limited (MIL)

Mihan India Limited (MIL)

- Incorporated on 9th June, 2009 for Operation, Maintenance and Development of International Airport at Nagpur as a part of MIHAN project
- MIL, a Joint Venture Company of
 - Maharashtra Airport Development Company Ltd. (MADC) – **51%**
 - Airport Authority of India (AAI) – **49%**

Paid Up Equity Capital: ₹ 20 Cr.



MIL - Constitution of Board

**Chairman and Managing Director
(VC&MD, MADC)**

**Addl. Chief Secretary, GAD (Civil
Aviation) Govt. of Maharashtra**

**Principal Secretary, Department of
Urban Development I, GoM**

**Member, Finance
AAI**

**Member, Human Resource
AAI**

MADC Associates



**Abhijeet MADC Nagpur Energy Pvt. Ltd.
(AMNEPL)**



**Nagpur Mass Transport Company Private
Limited (NMTCP)**

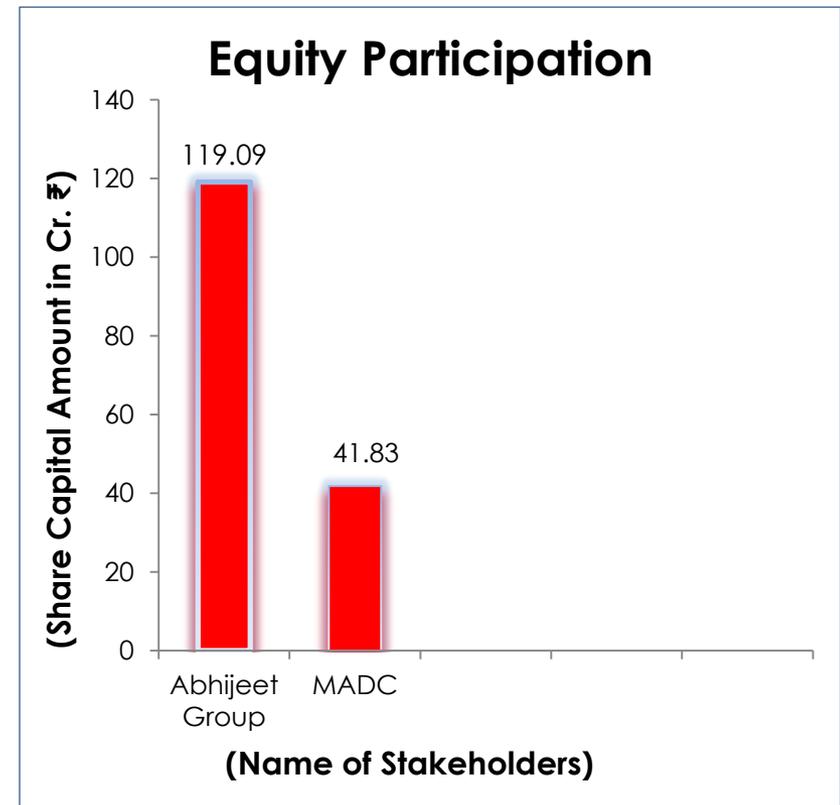


**Shirdi Saibaba Airport Charitable Trust
(SSACT)**

Abhijeet MADC Nagpur Energy Pvt. Ltd. (AMNEPL)

- Incorporated on 12th July, 2007 for developing, designing, constructing, operating and maintaining coal based electric generation plant and other incidental facilities at Nagpur
- AMNEPL, a Special Purpose Vehicle formed between
 - Abhijeet Group – **74% equity**
 - Maharashtra Airport Development Company Ltd. (MADC) – **26% equity**

Paid Up Equity Capital: ₹ 160.9 Cr.



AMNEPL - Constitution of Board

Chairman, Abhijeet Group

Director, Abhijeet Group

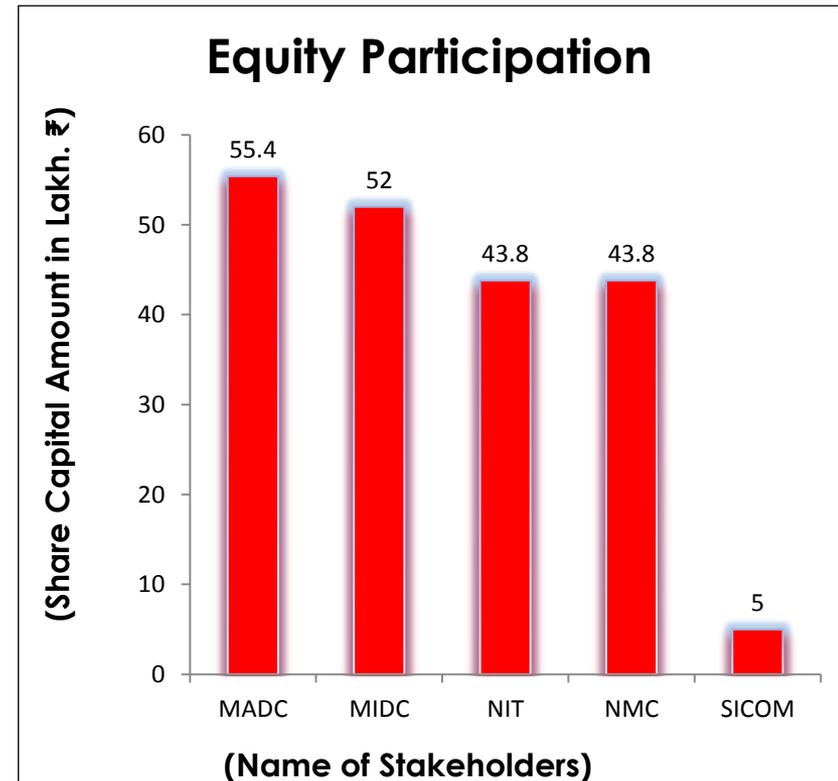
Director, Abhijeet Group

MADC, Nominee Director

Nagpur Mass Transport Company Private Limited (NMTCPPL)

- Incorporated on 16th June, 2008 for establishment, operation and maintenance of Mass Rapid Transit System in Nagpur City
- Shareholders
 - Maharashtra Airport Development Company Ltd. (MADC) – **27.7%**
 - Maharashtra Industrial Development Corporation (MIDC) – **26.0%**
 - Nagpur Improvement Trust (NIT) – **21.9%**
 - Nagpur Municipal Corporation (NMC) – **21.9%**
 - The State Industrial & Investment Corporation Of Maharashtra Limited (SICOM) – **2.5%**

Paid Up Equity Capital: ₹ 2 Cr.



NMTCPL - Constitution of Board

**Executive Chairman
(VC&MD, MADC)**

Chief Executive Officer, MIDC

**Chairman,
Nagpur Improvement Trust**

**Commissioner, Nagpur Municipal
Corporation**

CS & CFO, MADC

Shirdi Saibaba Airport Charitable Trust (SSACT)

- Trust registered on 26th March, 2009
- The main objectives are
 - To assist development of airport at Shirdi through charitable activities
 - To carry out projects for the benefit of devotees of Shirdi Saibaba
- MADC is Managing Authority (MA) for administration of the Trust

Initial amount of Contribution: ₹ 1 Cr.

SSACT - Trustees

Hon. Chief Minister, GoM.

VC&MD, MADC

Divisional Commissioner, Nasik

Collector, Ahmednagar

Chairman, Shree Saibaba Temple Charitable Trust, Shirdi

CEO, Shree Saibaba Temple Charitable Trust, Shirdi

Advisor (F&A, Admin), MADC

Chief Engineer, MADC

Shri. Mohan Gurnani

MADC Projects



MADC Projects

MIHAN	Greenfield		Brownfield	
	Under Development	Proposed	Modernization	Maintenance
Nagpur	Shirdi	Pune	Amravati	Dhule
		Solapur	Karad	Phaltan
		Gadchiroli		Chandrapur
		Chandrapur		

MIHAN



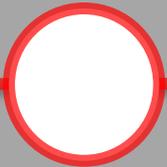
Nagpur Airport



SEZ



Area outside SEZ



MIHAN Overview

- *MIHAN - Multi-modal International Cargo Hub and Airport at Nagpur*
- Project Area - 4,454 hectares (11,000 Acres)
- Project consists of three parts:

Airport

- Expansion of existing airport to act as a cargo hub

SEZ

- IT Parks
- Dedicated Power Plant
- Value added export units

Area outside SEZ

- Rail / Road Terminal
- International School
- Residential and Commercials

MIHAN Overview

- GoM. provided - Rs. 680 Crores
- Sell of Land etc - Rs. 685 Crores
- Current total investment: about Rs. 4900 Crores
- Present direct employment approx. 2500 and indirect approx. 5000
- Present land & space allocated to 78 Companies (Different manufacturing sectors)

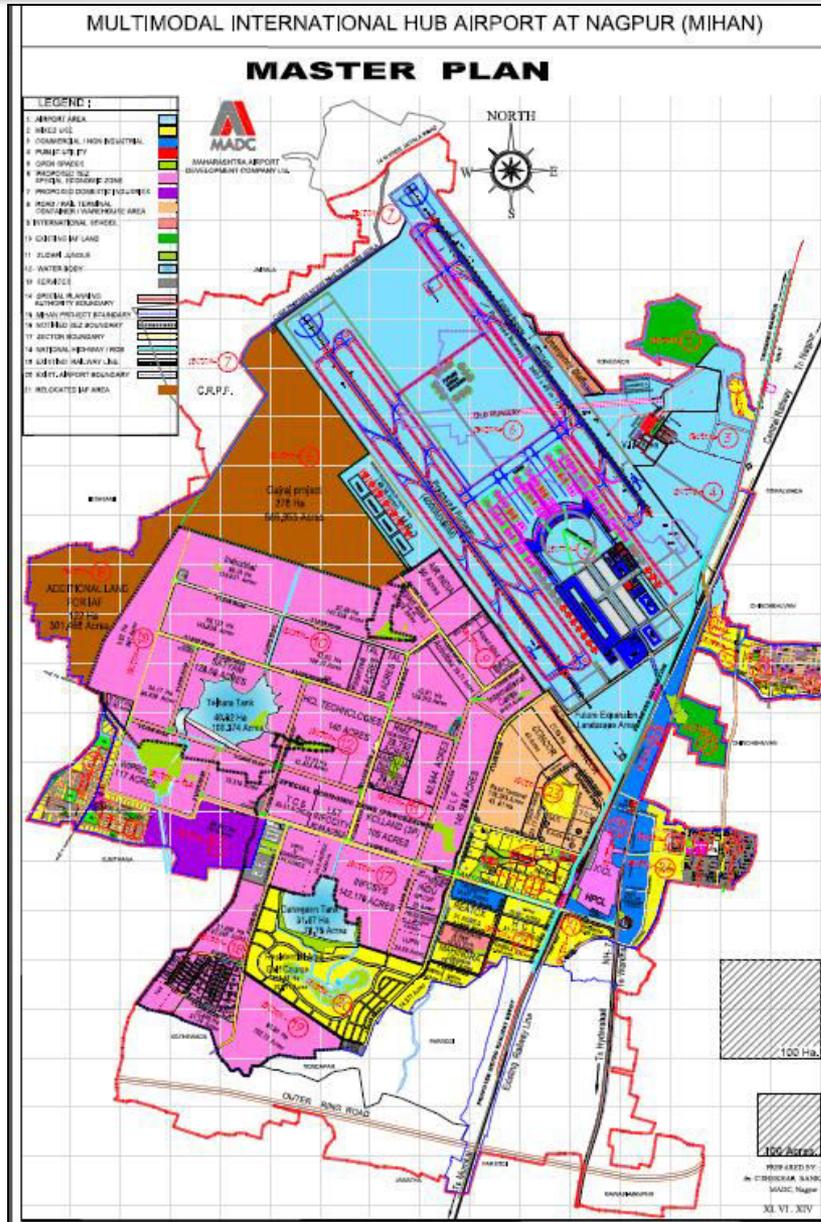
MIHAN Milestones

- Present land & space allocated to **78 Companies** (Different manufacturing sectors)
- Present Int. Trade transaction upto **Rs120 Crore**

Advantages of SEZ

- Simplification of Procedure
- Single window clearances on matter relating to Centre and State for setting up unit and developer
- Simplified procedure with emphasis on self certification
- Tax Concession for unit & developer
- Full fledged Development Commissioner office
- All infrastructure and utility office under single roof
- Only Multi-product SEZ in India comes attached with Airport
- Readily available land and Space for plug & play facility
- A world class infrastructure

MIHAN Master Plan

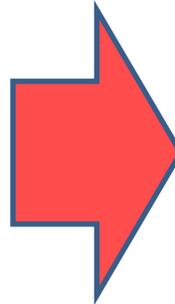


MIHAN - Nagpur Airport

Expansion / Up Gradation of the existing airport as International Passenger & Cargo Hub

Existing Facilities

- Total area : about 500 Ha.
- Single Runway of 3200 m x 45 m
- Parking bay for 7 aircrafts
- Terminal building of about 17,500 m²
- Apron to accommodate 17 nos. code "C" parking bays
- Cargo Complex of about 1510 m²
- Custom and Immigration departments



Proposed Airport

- Airport project area – about 1468 Ha.
- A Parallel runways of 4000 m x 65 m
- A new terminal building of 78000 m² area
- Parking apron for adequate number of aircrafts
- Huge commercial area for hotels, restaurants, shopping and land side parking

MIHAN - SEZ

- Multi-product Special Economic Zone (Area – about 1340 Ha.)
- State of the art physical & social infrastructure:
 - 2 to 6 lane roads
 - Dual water supply system
 - Sewage treatment plant
 - Telecom network
 - Street lights, T&D network etc.

MIHAN - SEZ

- Industries include:

- IT – H/w. & S/w.

- Pharmaceuticals

- MRO

- Garments

- Gems & Jewelry

- Electronics

- Pharma

- Value added manufacturing facilities/processing facilities etc.

- Investment envisaged about ₹ 5,000 Cr. in SEZ

Infrastructure Facilities for SEZ

Central Facility Building



Telecom Exchange



Road Network



Power Plant



Rehab Colony



Water supply



Warehouse



Disaster Management



Weighing Bridge



Major Companies in SEZ



TAL MANUFACTURING SOLUTIONS LIMITED
A **TATA** Enterprise



TATA CONSULTANCY SERVICES

Tech
Mahindra

Infosys®



WIPRO
Applying Thought



MIHAN- Area outside SEZ

- Area – **about 1056 Ha.**
- Project - Residential, Commercial, Entertainment, Financial Institutions, Insurance Companies, Educational Institutions, etc.
- Facilities -
 - Power Plant
 - Health Facility
 - Housing and commercial facilities
 - Entertainment, Golf Course
 - Inland Container Terminal (ICT)
 - Road Terminal
 - Rail Terminal
 - Schools & Colleges



Major Companies outside SEZ



HCL



Mahindra
LIFESPACES





Nagpur Airport

Nagpur Airport

Background

- Nagpur Airport was commissioned in the year 1917-18 and was operated by Royal Military Force, Indian Air Force, National Airport Authority and Airports Authority of India till 2009
- Named as Dr. Babasaheb Ambedkar International Airport in May 2005
- First scheduled international flight took off October 2005
- In order to remove the development backlog of Vidarbha, GoM. decided to develop Nagpur airport as Cargo Hub under Meghdoot City Project

Nagpur Airport

Background

- CIDCO was the Nodal Agency for Meghdoot Project
- Project of Cargo Hub transferred to MSRDC in the year 1999
- On the directions of GoM., MSRDC conducted TEFS through M/s. L & T Ramboll in the year 2001
- This included –
 - Traffic Study
 - Master planning
 - Environmental Impact Assessment
 - Estimation
 - Financial Analysis

Nagpur Airport

Signing of MoU. and handing over of airport to MIHAN India Ltd (MIL)

- 18th December 2006 MoU. signed between State and Central Government– This included:
 - Formation of JVC of MADC 51% and AAI 49% equity participation
 - Transfer of assets of Nagpur airport to JVC including AAI staff other than CNS & RNFC to JVC
- 22nd February 2009 Joint Venture Agreement signed
- 9th June 2009 a Joint Venture Company, named MIL, was registered
- 7th August 2009 MIL took over this airport from AAI for operation, maintenance and further development

Nagpur Airport

Present Facilities

- **Airside facilities**

- Runway of 3200 x 45 m. size
- Category- VII fire services
- CAT – I approach from 32 end
- Apron - 17 Nos. aircrafts parking bays
- Solar fencing around runway
- Anti-hijacking and anti-sabotaging provided by CISF personnel
- Ground Support Equipment area

Nagpur Airport

Present Facilities

- **Terminal facilities – Passenger and Cargo**
 - Terminal Building - 17,500 Sq.m. – two floors
 - Peak hour passenger handling capacity – 960 No.
 - Aerobridges – 2 No.
 - Check – in Counters – 22 No.
 - Boarding gates – 11 No.
 - Customs and Immigration counters

Nagpur Airport

Present Facilities

- Hotel reservation counters – 4 No.
- Car rental service – 1 No.
- Restaurant, food courts, Spa & Massage centre, kids play area, books stall etc.
- Cargo building – 1510 Sq.m. and handles both domestic and international cargo
- VIP lounge

Nagpur Airport

Present Facilities

- City side facilities
 - MIL Office
 - AAI Office
 - Car parking – For 600 cars
 - Restaurant – 1 No.
 - Snacks bar– 1 No.
 - Car rental service – 1 No.

Nagpur Airport

Major Works done by MIL

- Resurfacing and strengthening of runway – approx. Rs. 29 Cr.
- Construction of additional apron space – approx. Rs. 12 Cr.
- Commissioning of 2 No. aerobridges
- Partial renovation of terminal building

Nagpur Airport

Traffic

- Operating Airlines

No. of Flights

- Air Arabia - 3 flights weekly
- Air India - 3 + 3 flights daily
- Go Air - 4 + 4 flights daily
- Indigo - 10 + 10 flights daily
- Jet Airways - 2 + 2 flights daily

Total Scheduled flights 19 Domestic daily and 3 Intl. flights weekly

Nagpur Airport

Traffic

- **Direct Connectivity to**

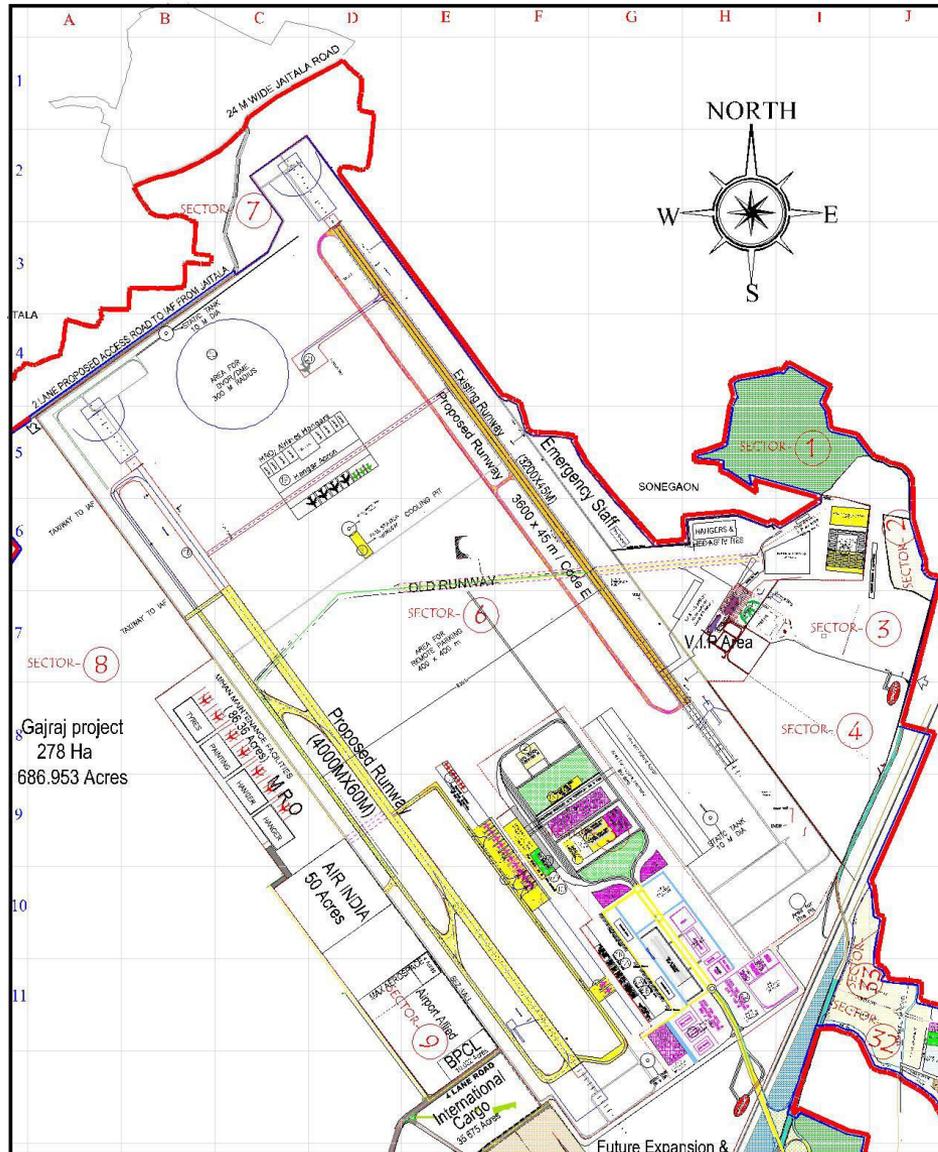
- Sharjah - 3 flights weekly
- New Delhi - 3 flights daily
- Mumbai - 7 flights daily
- Kolkotta - 3 flights daily
- Bangalore - 1 flight daily
- Indore - 1 flight daily
- Pune - 3 flights daily
- New Delhi via Raipur - 1 flight daily

Nagpur Airport

Development Plans

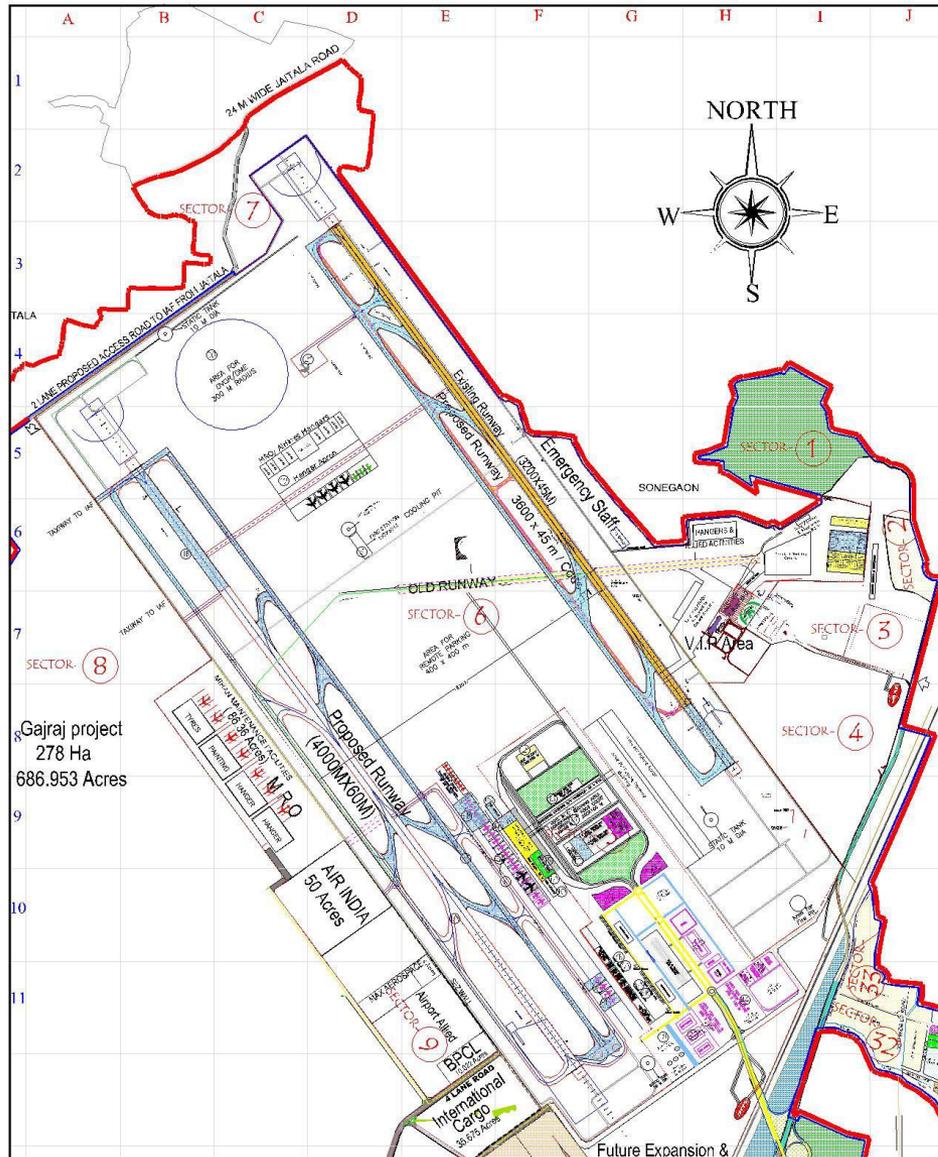
- MIL to develop existing Nagpur airport on PPP basis
- Appointed M/s M/s. Ernst & Young as Transaction Advisor
- Appointed M/s. India Aviation Consulting & Support LLP for preparing revised Master Plan considering revised air traffic

Nagpur Airport



Drawing Showing Facilities to be Develop In Phase-I

Nagpur Airport



Drawing Showing Facilities to be Developed In Phase-II

Nagpur Airport

Present Status

- The revised master plan of airport approved by the Board of Directors of MIL in August 2014
- M/s. Ernst & Young submitted the draft document of Request for Qualification (RFQ)
- Request for Proposal (RFP) and Concession Agreement documents are under preparation
- All the documents are being prepared as per the Model Concession document prepared by Planning Commission

Greenfield Airports



Under Development



Shirdi Airport

Shirdi International Airport

Background

- Shirdi, a town, located in Rahata Tehasil in Ahmednagar District
- Best known as the home of late 19th century popular Guru Shirdi Sai Baba
- Sai Baba temple is one of the richest temples in country like Tirupati Balaji & Vaishnodevi
- Many pilgrims within & outside India visit Shirdi to take Darshan of Holy Sai Baba, through out the year

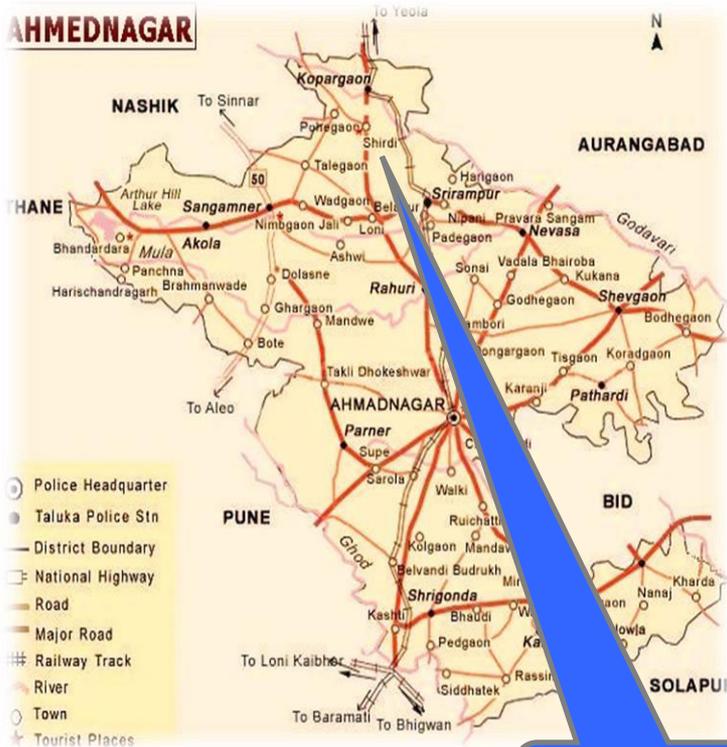
Shirdi International Airport

Background

- To promote tourism, industrial & commercial growth and to facilitate pilgrimage GoM took decision to develop Airport at Shirdi
- Proposed Airport is located at Kakdi village, 13 km South-West of Shirdi, accesible by MDR -9(Shirdi- Kakdi) & ODR -19 (Kakdi - Airport Site)

Shirdi International Airport

Location of Airport



Airport Site

Shirdi International Airport

Proposed Development

- 23.07.2008. G.R. for development of Airport
 - To develop Green field International airport at Kakdi village
 - Appointed MADC as Special Purpose Company for development
 - Develop airport through PPP basis in two Phases
 - Appointed MADC as SPA (Special Planning Authority)
 - Phase -1 (2008-2013), Phase -2 to be executed after 4-5 years

Shirdi International Airport

Proposed Development

- 23.09.2008 G.R.
 - Approved cost Rs 263.97 Cr. to be developed on PPP basis
 - Allocated Rs.40 Cr. for acquisition of Private land & released Rs 8 Cr.

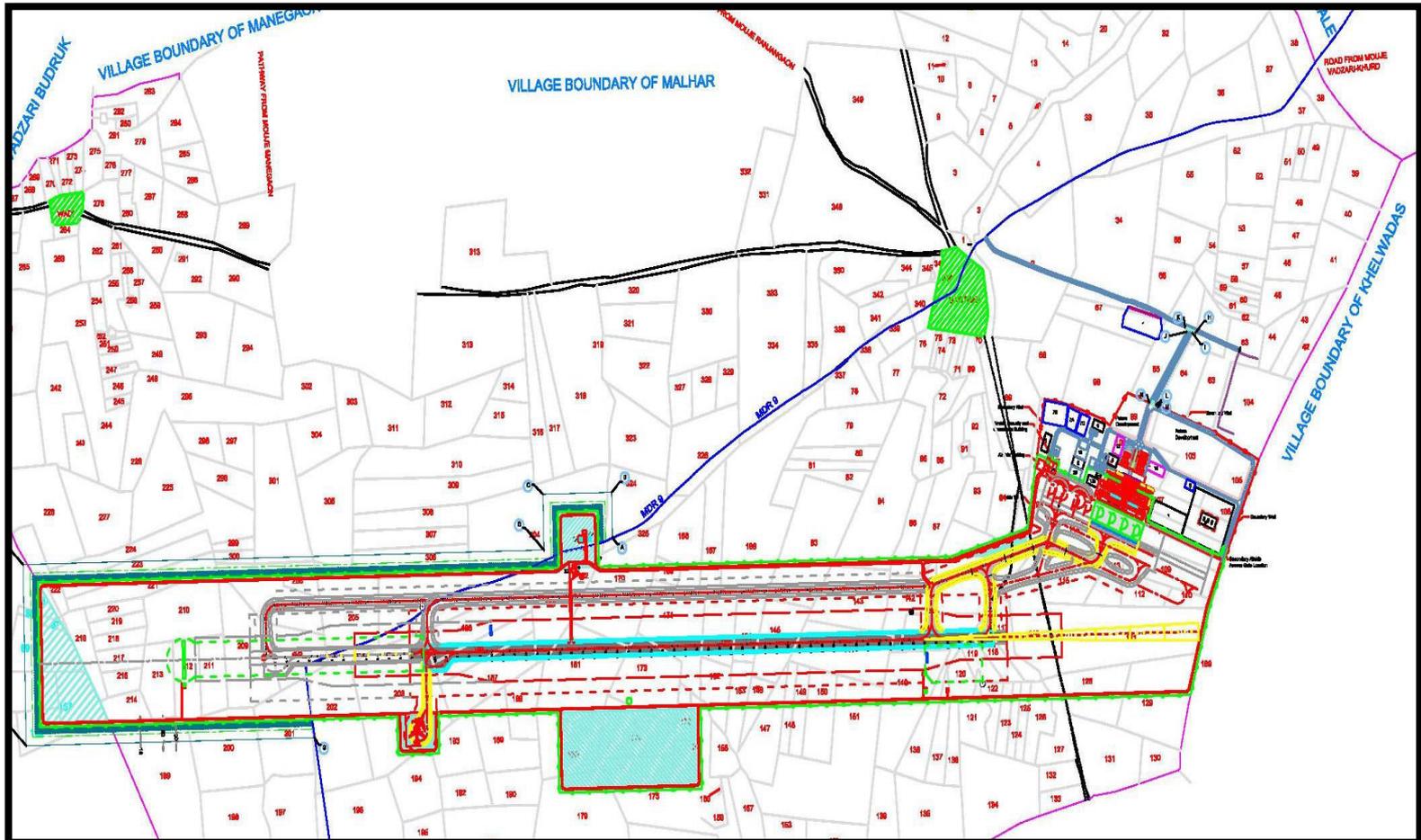
Shirdi International Airport

Actions by MADDC

- Appointed Design Consultants M/s Mott Macdonald for Planning & Designing
- DPR by Consultant envisages
 - Phase -I cost - Rs 320.54 Cr. (Revised)
 - Phase -II cost - Rs 115.24 Cr. (Revised)
- Appointed Contractor M/s Soubhagya Projects Pvt. Ltd for development works
- Acquired land admeasuring 350 ha.
- Approvals / clearances taken from various statutory authorities

Shirdi International Airport

Master Plan



Shirdi International Airport

Development Phases

- **Phase – 1 (year 2015)**

- Terminal building of 4000 sq.m.
- Planned for handling 300 Passenger per hour
- Runway to operate ATR's & Airbus
- Apron to park 2- ATR 72/500 & 2 –B737/A320 aircrafts
- Runway Length - 2500 x 45 m
- Installation of NAVIDS & Visual Aids

Shirdi International Airport

Development Phases

- **Phase – 1 (year 2015)**

- Water Supply (1MLD)
- Power Supply (33 KV)
- Approach Road
- Re-routing of HT/LT lines
- Land acquisition & Resettlement of PAP's
- Gaothan plot identified at Kakadi village
- 13 houses to be rehabilitated

Shirdi International Airport

Proposed Development

- **Phase – 2 (year 2035)**
 - Terminal building of 10400 sq.m; planned for handling 800 Passenger per hour
 - Extension Runway Length upto 3200 m.
 - Apron to park 4 - ATR-72 & 4-B737/A320

Shirdi International Airport

Proposed Facilities

- **Airside**

- Runway
- Taxiway & Apron
- Isolation Bay
- Apron
- Fire station
- ATC
- DVOR
- AFS
- Power House cum CCR Hall
- Perimeter Road and security fencing



Shirdi International Airport

Proposed Facilities

- **Landside**

- Terminal building
- Ancillary buildings
- Car Park
- Approach road
- Substation
- Water complex



Shirdi International Airport

Statutory Approvals

Authority	Status
AAI (Prefeasibility)	Received
Ministry of Civil Aviation (Site clearance)	Received
Environmental Clearance	Received
Ministry of Defense	Received
Ministry of Home Affairs	Received
Ministry of Civil Aviation (In principle)	Received
MJP for (Water Supply)	Awaited
MSETCL	Received
MSEDCL for(Power Supply)	Received
HAL	Received
DGCA(Licensing)	In process (Site inspected on 5 th &6 th Feb 2014)
BCAS	In process

Shirdi International Airport

Statutory Approvals

Authority	Status
MOU's	
AAI (CNS/ATM)	In process
IMD	In process
Customs	In process
Immigration	In process

Shirdi International Airport

Status of Development

- **Basic Enabling works**

- Land acquisition 350 Ha – Completed
- Rerouting of 2x EHV lines – Completed
- Approach road – Completed
- Water Supply (1MLD) – Source to be finalized
- Power Supply – on going
- Rehabilitation of PAP's – on going
- Praklpa grast certificates issued for the 1st phase of land acquisition
- Praklpa grast certificates to be issued for the 2nd phase of land acquisition

Shirdi International Airport

Status of Development

- **Airport Development works**
 - Area leveling & grading – Completed
 - Runway, Taxiway & Apron – Completed
 - Terminal building (207 Sq.m.) – Completed
 - Perimeter & Compound wall – on going

Shirdi International Airport

Status of Development

- **Balance Development works to be taken up**
 - Expansion of Terminal building (4000 Sq.m.)
 - Construction of ATC tower
 - Fire station
 - Airport Lightening
 - Installation of NAVIDS & Visual aids
 - CNS & ATM facilities
 - Basic infrastructure works to be taken up in kakadi village

Shirdi International Airport

Status of Fund

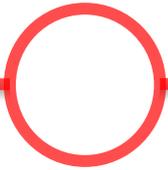
- Funds received from GOM – Rs 125.19 Cr.
- Funds received from Sai Sansthan Trust - Rs 45 Cr. out of Rs. 50 Cr.
- Funds required from GOM. for completing Phase 1 – Rs. 145.34 Cr.

Greenfield Airports



Proposed

Rajgurunagar (New Chakan) Airport, Pune



Rajgurunagar (New Chakan) Airport, Pune

Background

- Located at Lohegaon about 10 km from Pune City
- Year 1939 – Established by RAF Poona to provide air security to the city of Bombay
- May 1947 - the Royal IAF took charge of the airfield
- January 1997 - Declared as a customs airport

Rajgurunagar (New Chakan) Airport, Pune

Background

- December 2005 - Airport was notified as an international Airport
- A civil enclave operated by the Airports Authority of India
- The airport handles both domestic and international flights

Rajgurunagar (New Chakan) Airport, Pune

Existing Facilities

- Runway

Main (10-28) = 2539 m. X 45 m.

Secondary (14-32) = 2090 m. x 45 m. (used as taxiway by IAF)

- Terminal Building area = About 18500 Sq. m.
- Equipped with night landing facilities
- Navigational facilities like DVOR/DME and an NDB

Rajgurunagar (New Chakan) Airport, Pune

Development Constraints & Site Selection

- At Lohegaon Airport AAI shares the runway & ATC facilities with IAF
- IAF imposes restrictions for operation of civilian flights
- Pune is a rapidly growing city due to industrialization and IT sector
- Commensurate with the air traffic growth, need felt for New International Airport

Rajgurunagar (New Chakan) Airport, Pune

Development Constraints & Site Selection

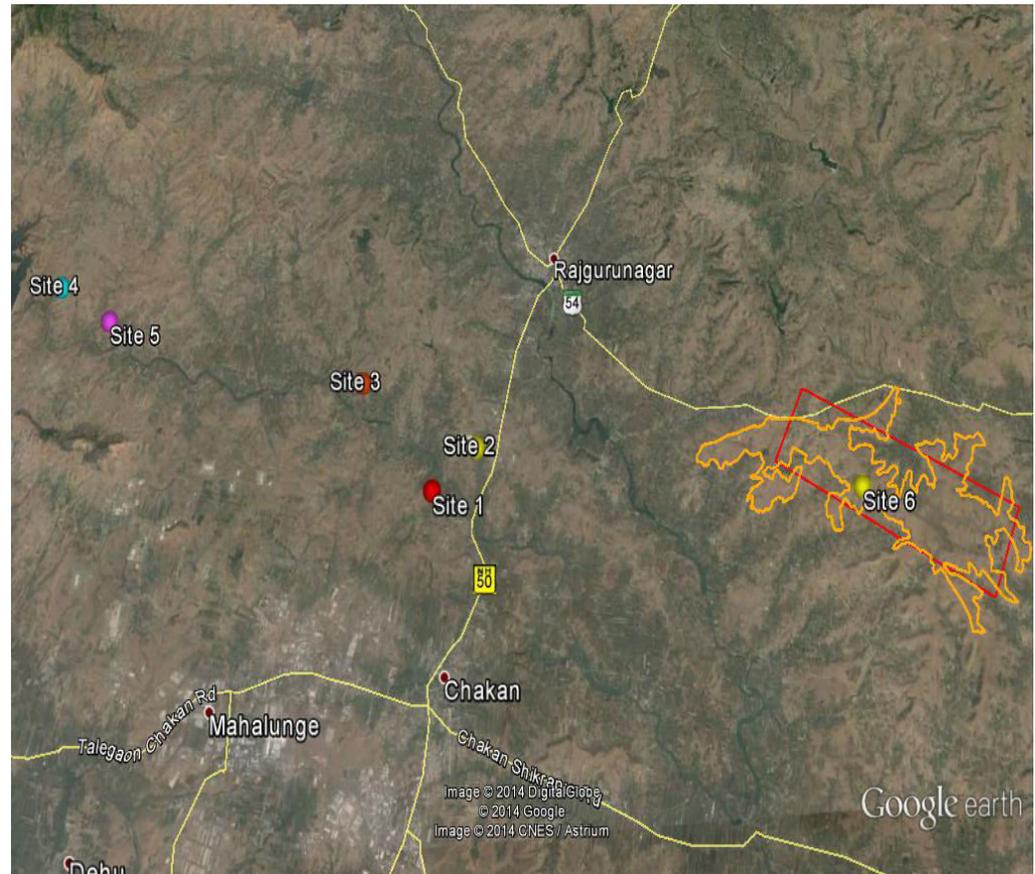
- GoM. decided to develop Green Field Airport at Pune
- 03/02/2001 - G.R. for appointment of MIDC as Nodal agency for development of New Airport
- Various sites examined for development of new Airport

Rajgurunagar (New Chakan) Airport, Pune

Sites Identified



Airport Site



Rajgurunagar (New Chakan) Airport, Pune

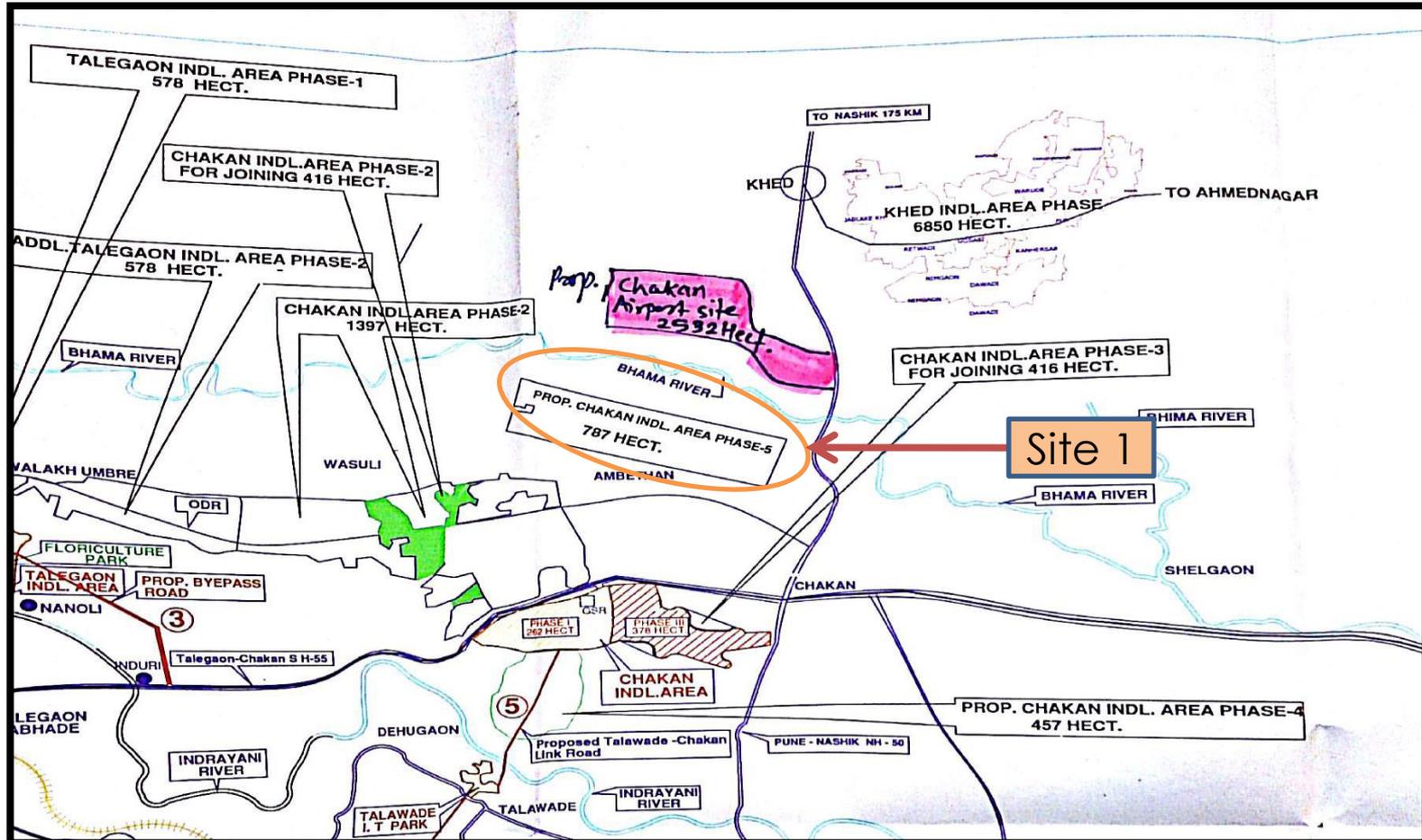
Identification of Site

Site 1:

- June 2002 - MIDC identified land @ 800 Ha., south of River Bhama covering lands from **villages Mouje Ambethan, Gonwadi, Rohkal, Bidarwadi, Chakan and Vaki Khurd**
- 02/10/2003 - MIDC notified 800 Ha of land under MID Act 1961
- April 2003 - In-principle approval from State Cabinet
- May 2003 - In-principle clearance from MOD
- Citing interference with Lohegaon Airport In-principle clearance withdrawn by MoD
- Site – 1 rejected for development of Airport

Rajgurunagar (New Chakan) Airport, Pune

Location of Site 1



Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 2:

- MIDC identified **Site no. 2**
- Covering lands from **villages Mouje Vaki Bk, Pimpri Bk., Chandus, Kiwale, Koregaon Bk., Vadgaon and Shirol**
- Site Spread over an area of **2565.56 ha.** , north side of Bhama River
- 09/11/2006 – MoD. granted in-principle approval
- 29/09/2007 - Land notified under chapter 6 of MID Act 1961
- 23/05/2008 - Project transferred to MADC by GOM.

Rajgurunagar (New Chakan) Airport, Pune

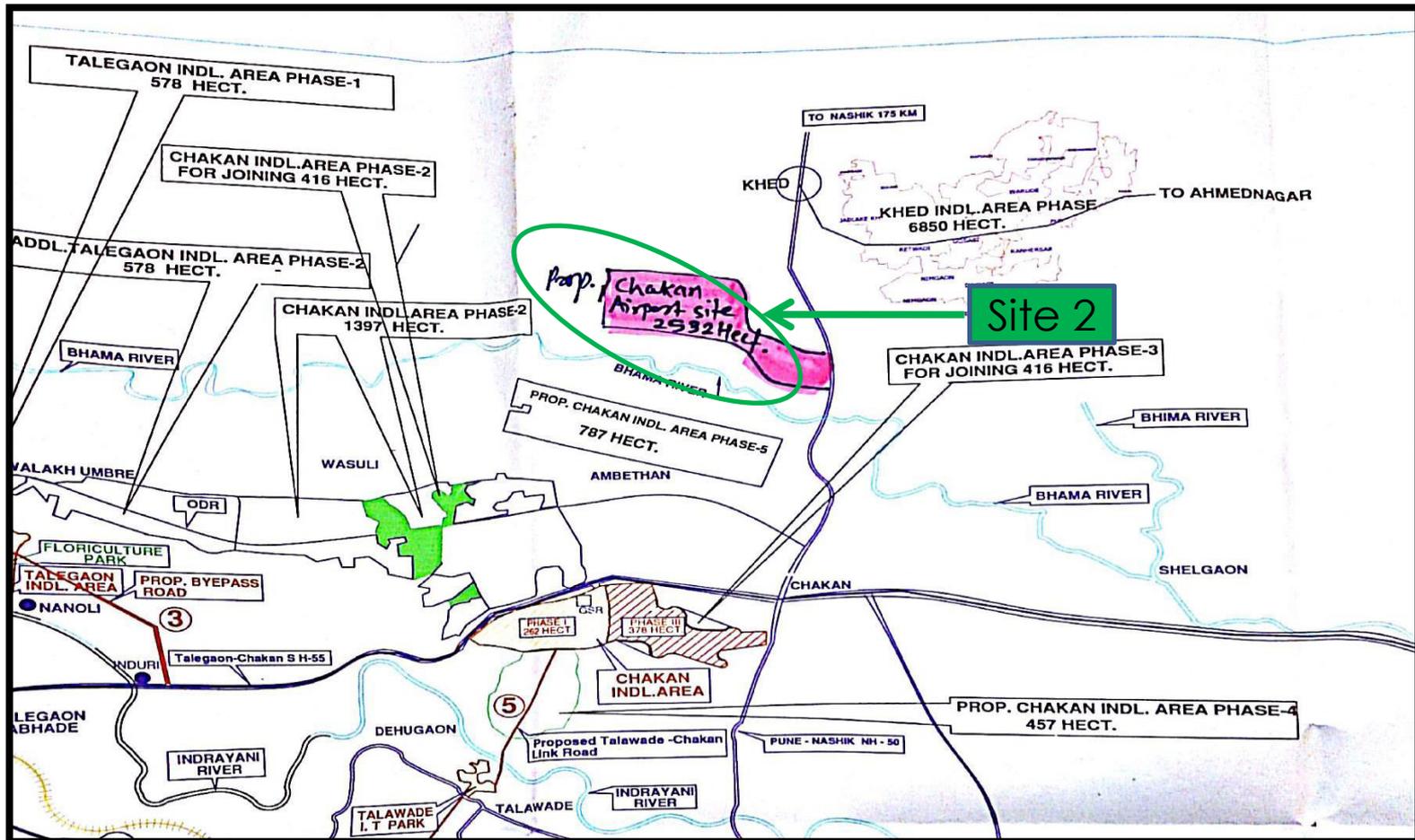
Identification of Site

Site 2:

- 27/02/2009 - G.R. issued
 - Appointing MADDC as Special Purpose Company for Airport development
 - Approved proposal of acquiring 3365 Ha of land for development of Airport
- 06/04/2009 - G.R. sanctioned seed money of Rs 200 Cr. for the project

Rajgurunagar (New Chakan) Airport, Pune

Location of Site 2



Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 2:

- MADC's design consultant identified **constraints like huge irrigated land, forest land & stiff opposition from land owners**
- Citing above constraints, Hon. Dy. CM directed to select **alternate site** nearby
- Site-2 could not be pursued due to land acquisition problems and oppositions from villagers

Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 3:

- Revenue authorities suggested another site admeasuring 1650 Ha. (Site-3) adjacent to site-2
- Site is towards north of Bhama river covering lands from villages **Koye, Dhamne, Pait, Rondhawadi & Askhed Budruk**
- Site could not be persued further due to **Stiff opposition from land owners**

Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 4:

- District Revenue authorities again suggested to examine the alternate site adjacent to Site-3 covering lands from **villages Koye, Dhamne, Pait, Rondhawadi & Askhed Budruk, Kivale & Kurkindi**
- MADC conducted a feasibility study with AAI

Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 4:

- AAI observed limitations due to obstructions (hills) & airspace restrictions by IAF
- 07/12/2012 - Aerial Survey of the various Sites carried out by Secretary, MoCA & other Senior Officials
- AAI Conducted OLS study for best suitable option

Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 5:

- After OLS, AAI identified another site (covering major portion of Site-2)
- **Site covering lands from villages Chandus, Gonvadi, Kiwale, Koregaon Bk, Koregaon Kh, Kurkundi and Pimpri Bk**
- AAI proposed land requirement of 1500 Ha. (6.00 km X 2.5Km)
- Two parallel runways (Code-F) of length 4000 m each, orientation 11/29
- Bhama River rerouting minimized

Rajgurunagar (New Chakan) Airport, Pune

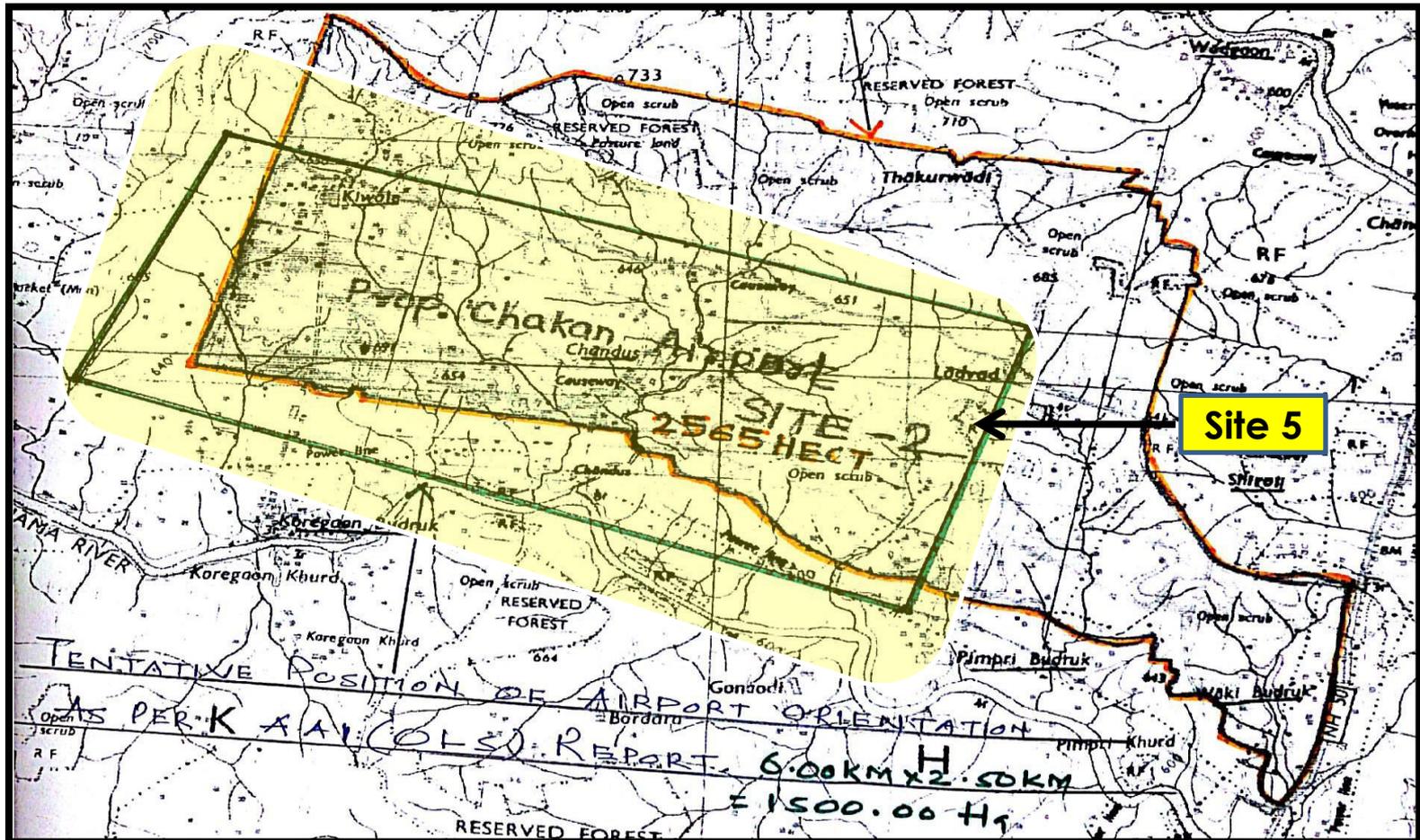
Identification of Site

Site 5:

- AAI reported **it is only viable location for the development of Airport** (considering earlier sites) with two parallel runways for independent operations
- OLS outcome presented to CS, GoM. on 28.02.2013
- Considering land acquisition issues, CS, GoM. suggested alternative site at Khed SEZ, wherein 4000 acres of land is acquired by MIDC

Rajgurunagar (New Chakan) Airport, Pune

Location of Site 5



Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 6 (Khed SEZ):

- Site covers villages **Nimgaon, Dawadi, Kanersar and Kendur.**
- 31/05/2013 - AAI submitted concept plan with 2 parallel runways for independent operations with land requirement of 1800 ha.
- 12.07.2013 - AAI modified plan reducing land requirement to 1268 ha. (6.34 Km. x 2.00 km) on GoM. directives

Rajgurunagar (New Chakan) Airport, Pune

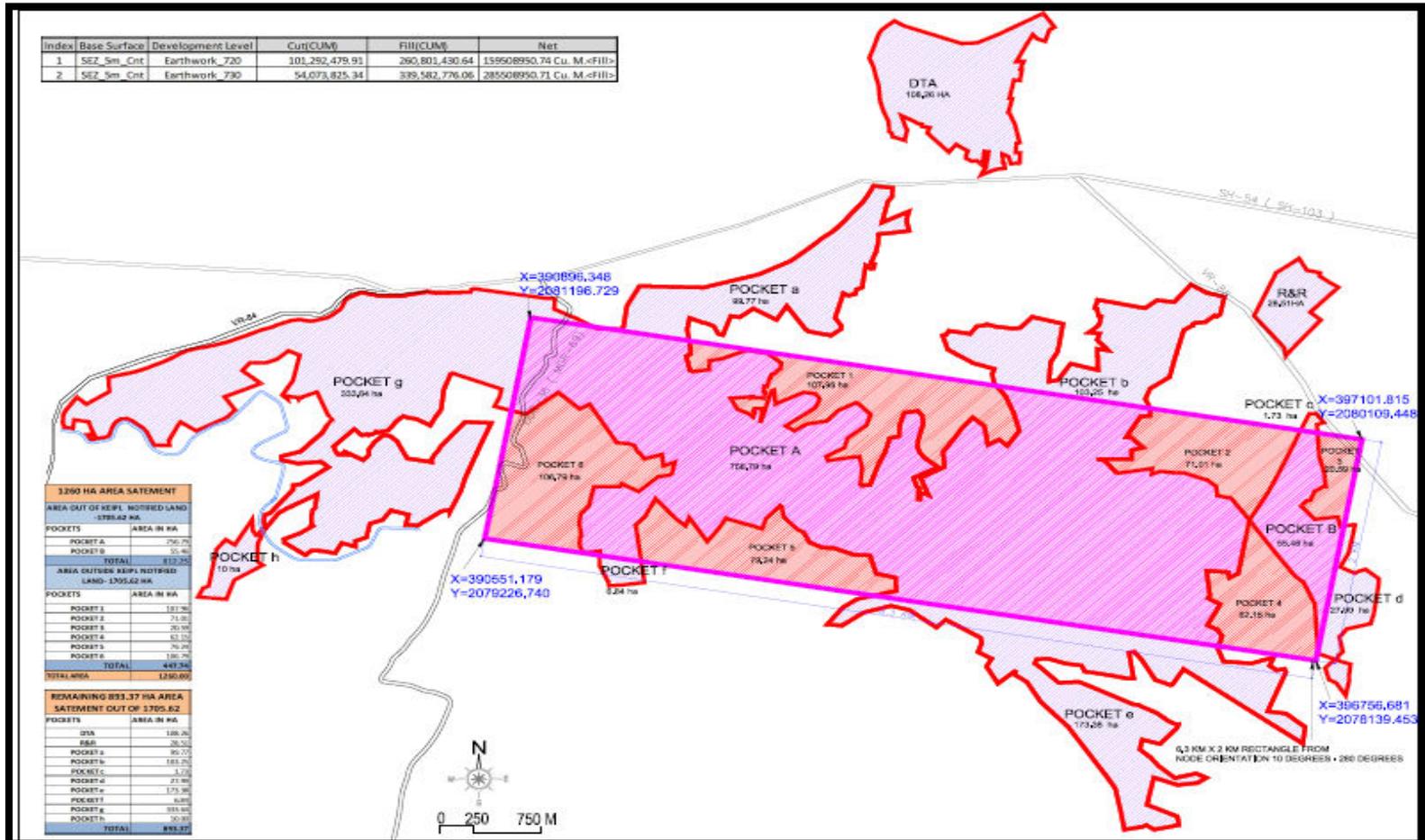
Identification of Site

Site 6 (Khed SEZ):

- In 1268 ha. of land
 - 813 ha. of land under Khed SEZ
 - balance 455 ha. adjoining private land is to be acquired
- Concept plan provides 2 parallel runways length 4340 m. to operate 4E type aircrafts with IFR operations

Rajgurunagar (New Chakan) Airport, Pune

Location of Site 6



Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 6 (Khed SEZ):

- 25/02/2014 G.R. issued
 - Granting in-principle approval to the site
 - Constituted a committee under the Chairmanship of Addl. Chief Secretary (Civil Aviation) to discuss the issue of land acquisition with KEIPL and KDL(Promoters of Khed SEZ)
- 12/03/2014 & 09/05/2014 - Committee meetings took place

Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 6 (Khed SEZ):

- Committee took a stand
 - No monetary compensation to KEIPL in lieu of the land
 - Other concession like land use change or FSI availability etc. can be considered
- KEIPL expressed unwillingness to give land without monetary compensation
- KEIPL suggested an option of developing single Runway Airport on basis on Gatwick Airport, England

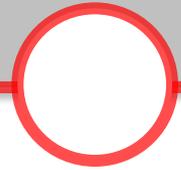
Rajgurunagar (New Chakan) Airport, Pune

Identification of Site

Site 6 (Khed SEZ):

- Suggestion was rejected by AAI due to
 - Not attractive for Private Investment
 - Operation restricted to 4-D Type aircrafts

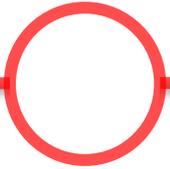
Rajgurunagar (New Chakan) Airport, Pune



Status of Fund

- 06/04/2009 – GR approved
 - Project cost of Rs. 7102 Cr.
 - Airport to be developed on PPP basis
 - Rs. 200 Cr. as seed money for development of Airport
- 31/03/2010 – GoM. released 96.56 Cr. towards seed money
- G.R. on revised project cost based on TEFS report to be issued

Solapur, Boramani Airport



Solapur, Boramani Airport

Background

- Existing Hotgi Airport located at Majrewadi on Hotgi Road 2.5 km from Solapur
- September 1948 - Indian Defense Authorities built Airport at Majrewadi
- 01/02/1997 - Airport transferred to PWD, GoM. by AAI for 15 years on lease for Operation and maintenance

Solapur, Boramani Airport

Background

- 02/01/2007 – GoM. transferred Airport to MADDC from PWD
- February 2009 - Kingfisher Airlines started ATR-72 service to Mumbai four times a week ; discontinued in August 2010
- 17/12/ 2012 – Airport transferred to AAI by MADDC citing completion of 15 years lease period

Solapur, Boramani Airport

Present Facilities

- **Airside**

- Runway = 2100 m. X 45 m.
- Runway orientation = 15 – 33
- Terminal Building area = About 328 Sq. m.
- Apron
- Compound wall

- **Landside**

- Approach road
- Water Supply
- Power Supply

- Present Airport land = 143 ha.

Solapur, Boramani Airport

Development Constraint

- The existing Airport cannot be further expanded due to:
 - A Chimney of sugar factory on south east side of airport (@68 m. height) in approach path & industrial area
 - Thick habitation on North West side of airport restricting expansion

Future Proposal

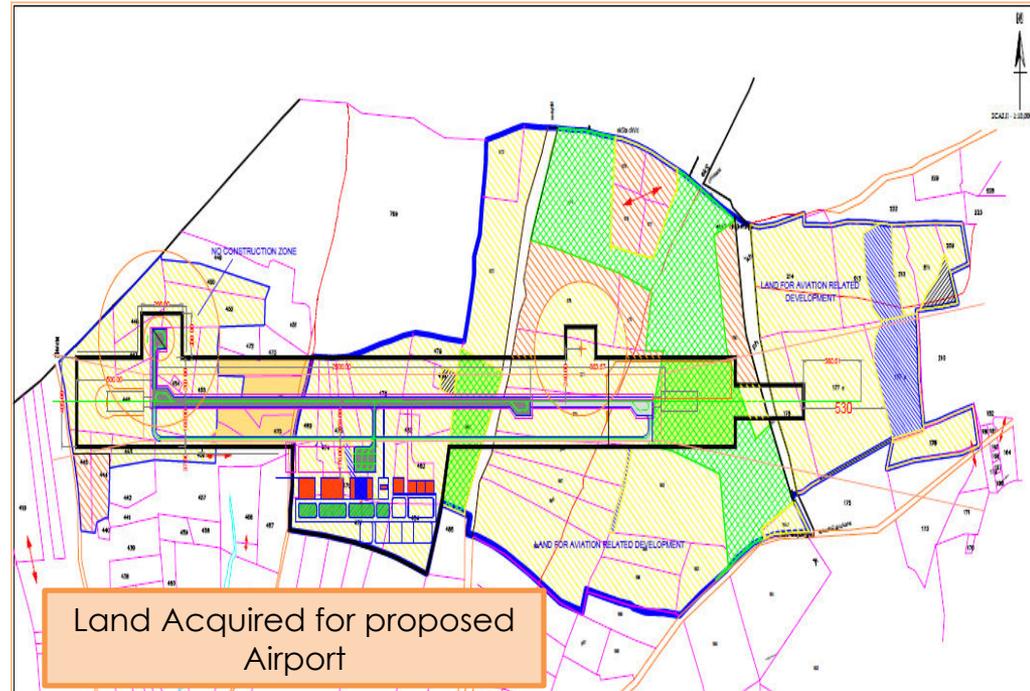
- MADC selected site at Boramani for Green Field airport
- It is about 15 km away from Solapur city between villages Boramani & Tandulwadi
- Latitude & Longitude - 17.45°N and 76.03°E □
- Aerodrome Elevation – 509 m AMSL

Solapur, Boramani Airport

Location of Proposed Greenfield Airport



Airport Site



Land Acquired for proposed Airport

Solapur, Boramani Airport

Proposed Development

- 13/06/2008 Government approved
 - Development of airport on PPP basis
 - Approved Project Cost of Rs. 309.62 Cr.
- GoM released Rs. 62.50 Cr. towards land acquisition
- MADC appointed M/s Mott Macdonald as Technical Consultant
- MADC acquired 549.34 ha. of land

Solapur, Boramani Airport

Proposed Development

- 21/08/2013 – G.R. direction to form Joint Venture Company (JVC) between AAI (51% share) and MADDC (49% share) to develop Green Field Airport
- Proposed development includes infrastructure for ATR-72 type aircrafts in initial phase and Airbus-320/B-737 ultimate phase
- AAI has been approached for JVC formation
- 19/12/2013 - AAI prepared master plan

Solapur, Boramani Airport

Proposed Development

- **Air side Infrastructure**

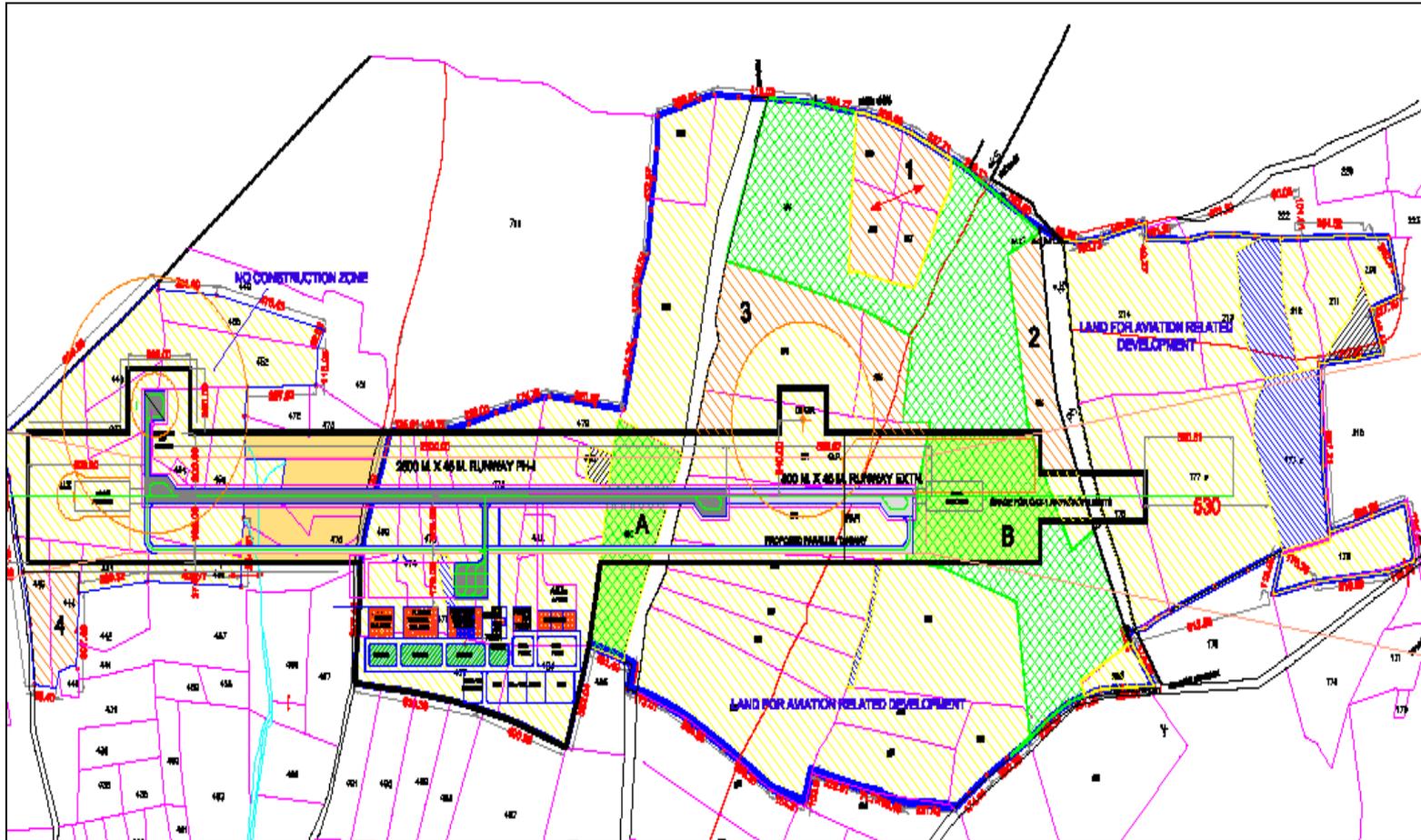
- Runway :- 2500 X 45 m (initial) & 3300 x 45 m (ultimate)
- Apron
- Terminal Building to handle 200 Pax(initial) & 600 paxs(ultimate)per Hour
- ATC Tower
- Fire Station
- Hanger and Cargo Building
- Isolation bay
- CNS and ATM facilities
- CAT - I approach lights

- **Land side Infrastructure**

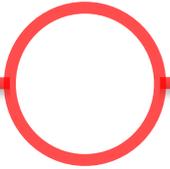
- Car Park area
- Ancillary Building
- Power station

Solapur, Boramani Airport

Master Plan



Gadchiroli Airport



Gadchiroli Airport/Heliport

Background

- GoM. directed to explore the possibility of developing Greenfield Airport in the District for security needs of the region
- Collector identified land of 500 Ha.
- Pre-feasibility of the Site conducted by AAI in year 2010
- Site – Feasible, as per report of AAI
- Proposed site falls under Forest land

Gadchiroli Airport/Heliport

Background

- Collector informed to deposit 31.3 Cr for de-forestation
- Proposal submitted vide letter dtd on : 24/11/2009 for making available funds for de-forestation. However, no final decision from GOM.
- Tentative cost for development of airport is Rs 231 Cr. (excluding Land cost)
- The option of development of full-fledged heliport was explored citing the difficulty in acquisition of forest land

Gadchiroli Airport/Heliport

Proposed Development

- About 4 ha. of land identified by District Collector at Kotgul
- Presently land is in possession of Police Department
- Pre-feasibility of the Site conducted by AAI – Report awaited
- Primefacia site is suitable for Heliport

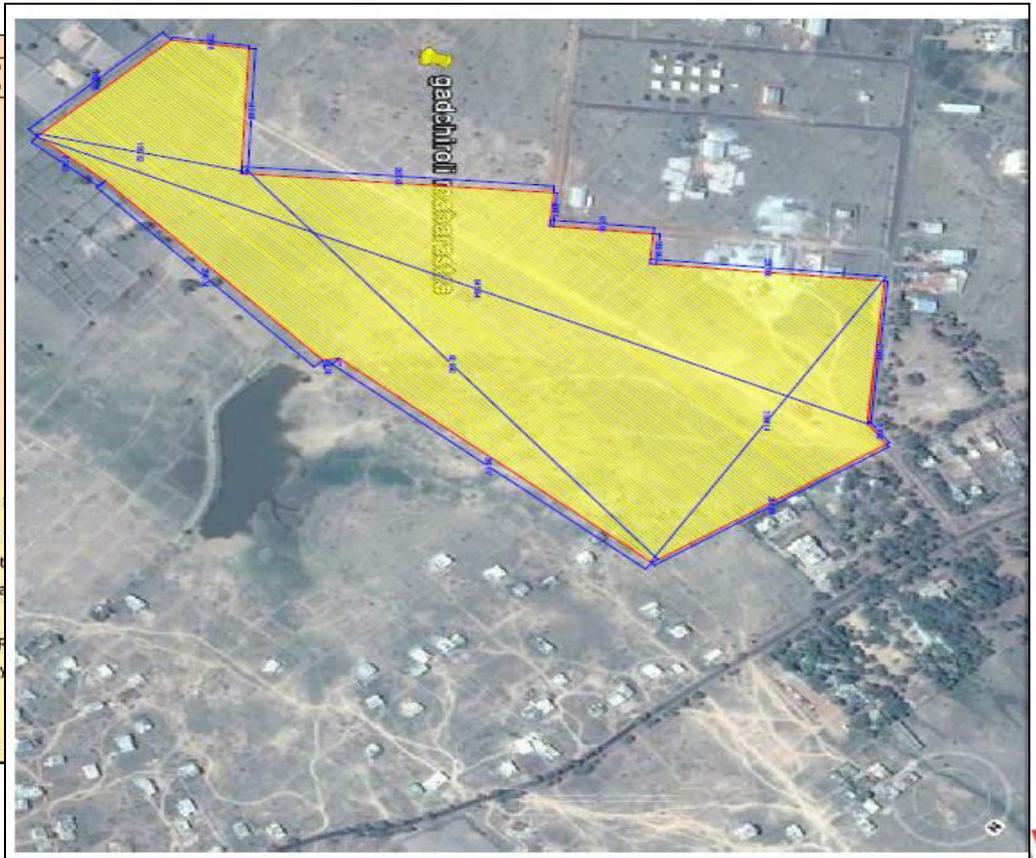
Gadchiroli Airport/Heliport

Facilities Proposed in Heliport

- Designed to cater MI-172 type of aircraft
- Apron to park 3 helicopters in the initially Phase, further expandable to park 5 Helicopters
- To be developed with all modern facilities for IFR operations
 - Apron
 - Terminal Building
 - ATC Tower
 - Fire Station
 - Car Park
 - CNS & ATM Facilities

Gadchiroli Airport/Heliport

Location of Proposed Heliport



Heliport Site

Gadchiroli Airport/Heliport

Future Plans

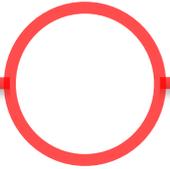
- Upon receipt of feasibility report from AAI, proposal will be submitted to GOM for approval of the site
- Actions to be taken upon approval of site
 - Appointment of Design Consultants for preparation of Plans & Estimates
 - Approvals from Statutory Authorities
 - ✓ MOCA
 - ✓ MOD
 - ✓ AAI
 - ✓ DGCA
 - ✓ BCAS

Brownfield Airports



Modernization

Karad Airport



Karad Airport

Background

- Karad Airport is about 65 km from Kolhapur & 2.5 km from Karad city
- Year 1955 – PWD Constructed Airport to facilitate the Koyna dam project
- 02/01/2007 - G.R. transferred Airport to MADDC for development, operation & maintenance

Karad Airport

Background

- Presently used for private non scheduled flights
- Runway re-carpetted in year 2014
- Latitude & Longitude :- $17^{\circ}17'10''\text{N}$ & $74^{\circ}9'27''\text{E}$
- Land Available:- about 15 ha.
- Aerodrome Elevation :- 578 m AMSL

Karad Airport

Present Facilities

- **Airside**

- Runway = 1280 x 30 m.
- Runway Orientation = 10 – 28
- Terminal Building = 150 Sq.m.
- Apron = 2400 Sq.m.
- Navigational Aids = PAPI, Runway lights

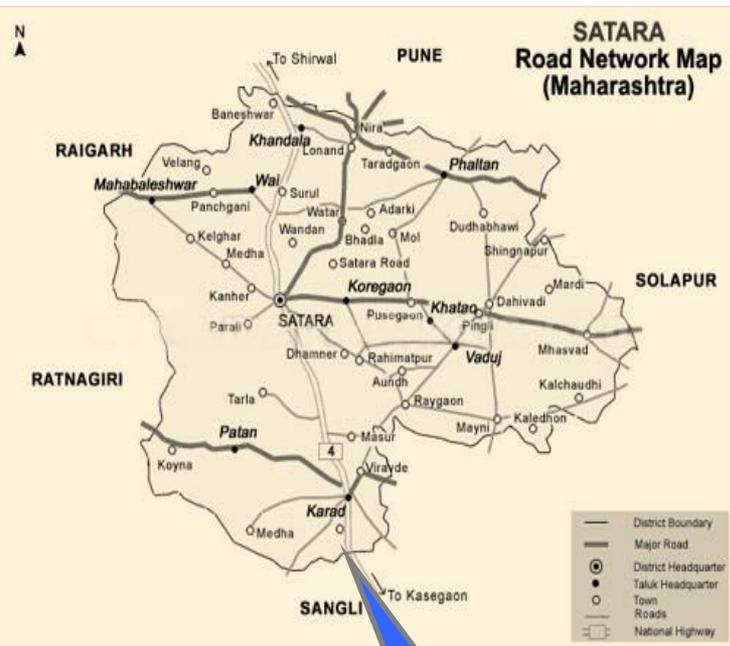
- **Landside**

- Approach Road
- Water supply through Bore Well
- Power supply

- Present Airport land = 15 ha.

Karad Airport

Location of Existing Airport



Airport Site

Karad Airport

Proposed Expansion

- 28.08.12 – Government directives on expansion of Karad airport
 - To cater for small chartered aircrafts / ATR-42 /ATR-72
 - Citing Proximity of Karad to Koyna Dam and Koyna Hydroelectric Project
 - To develop Eco-Tourism in the nearby area
- 12.04.2013 - RITES Ltd. appointed as Technical Consultant

Karad Airport

Proposed Expansion

- Additional land required for development/expansion of existing Airport :
 - a. For airport development / expansion - 48.00 ha.
 - b. Approach road - 1.20 ha.
 - c. peripheral road - 0.80 ha.
 - d. land for rehabilitation of PAPs - 2.00 ha.
- Rehabilitation land identified near village Warunji

Karad Airport

Proposed Expansion

- Proposed expansion is for operation of ATR-42/ATR-72 type aircrafts under VFR option
- **Air side Infrastructure**
 - Runway :- 1700 X 30 m.
 - Basic Strip:- 1820 X 150 m.
 - RESA on both ends:- 90 X 60 m.
 - Apron for parking 2 ATR-72 type Aircrafts (106 m. x 76 m.)
 - Isolation Bay 79 x 64 m.
 - Terminal Building 1720 Sq.m.
 - ATC cum technical block
 - Fire Station - Cat. V (min.1 crash fire tender)
 - Communication and navigation aids

Karad Airport

Proposed Expansion

- **Land side Infrastructure:-**
 - Car Park area for parking of 100 cars
 - Staff Residence

Karad Airport

Status of Funds

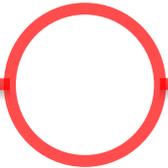
- 28/08/2012 – G.R. sanctioned Project Cost of Rs. 95.64 Cr.
- Fund Released Rs. 85.46 Cr.
- Amount spent against land acquisition Rs. 8.83 Cr.
- Requirement of additional fund, if required, will be projected on completion of DPR

Karad Airport

Proposed actions

- Environmental Clearance to be obtained
- Relocation of Bhairavnath water supply pipeline
- Power/Telephone cables passing within the approach area needs relocation
- Obstacles in takeoff (02 Hills), to be notified
- DPR to be submitted by Consultant
- On approval of DPR, tenders to be invited

Amravati (Belora) Airport



Amravati (Belora) Airport

Background

- Existing airport Located at Belora, south-west of Amravati at a distance of 14.50 km
- Year 1992 - Airstrip was constructed by P.W.D
- Year 1997- GOM transferred airport to MIDC from P.W.D

Amravati (Belora) Airport

Background

- 27.02.2009 – GOM. transferred airport to MADC from MIDC
 - Appointed MADC as Special Purpose Company for development /expansion
 - Development of airport on PPP (BOT)basis
 - Appointed MADC as SPA (Special Planning Authority)
 - Approval for acquisition of 440 ha. of Private land
 - Approval for acquisition of 20.3 ha. of Private land for diversion of Amravati-Yavatmal road
 - MADC to borne Relocation & Rehabilitation expenses.
- Presently used for Private non-scheduled & Government flights

Amravati (Belora) Airport

Present Facilities

- **Air Side**

- Runway = 1372m. x 30.5m. (re-carpeted in May 2014)
- Runway Designation = 08 / 26
- Terminal Building area = About 100 Sq. m.
- Connecting taxiway
- Apron Control Tower
- Barbed wire fencing

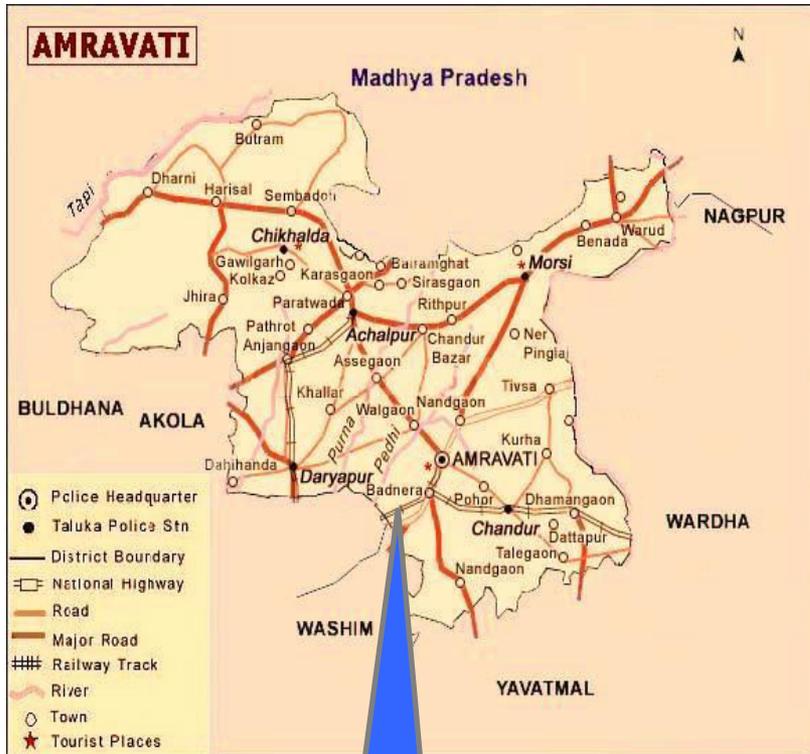
- **Land Side**

- Approach road
- Power supply
- Water Supply

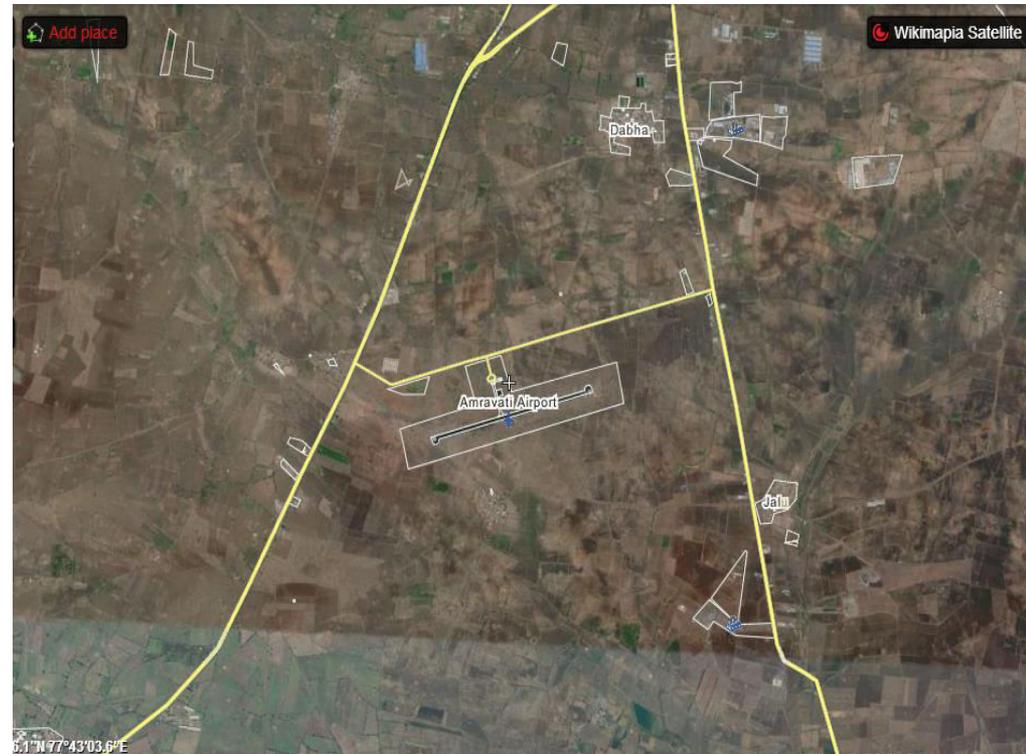
- **Present Airport Land - 74.80 ha.**

Amravati (Belora) Airport

Location of Airport



Airport Site



Amravati (Belora) Airport

Proposed Expansion

- Appointed Design Consultants M/s ICT for Planning & Designing of the proposed expansion
- Additional Land acquired - 339.69 ha.
- Land acquisition cost Rs 64.14 Cr.
- DPR (2011-2012) envisages Phase -1 cost as Rs. 202.32 Cr. excluding Land cost

Amravati (Belora) Airport

Proposed Expansion

Facilities	Phase-I	Phase-II	Phase-III
Planned Year	2017	2027	2032
Terminal building area	3560 Sq.m.	8000 Sq.m.	12000 Sq.m.
Passenger peak hour capacity	200	450	800
Runway	2600 x 45 m.	3200 x 45 m.	3200 x 45 m.
Apron to park	ATR 72/500	3-ATR 72/500 & 3- B737-800	2 – ATR 72/500 & 4 – B737-800

Amravati (Belora) Airport

Status of Approvals

Authority	Status
Ministry of Civil Aviation (Site clearance)	In process
Environmental Clearance	Received
Ministry of Defense	Received
MOCA	In process
MJP for (Water Supply)	Received
MSETCL	In process
MSEDCL for(Power Supply)	Received

Amravati (Belora) Airport

Future Plans

- GR dated 28/02/2014
 - Cancelled the earlier GR dated 27/02/2009
 - Existing airport to be transferred to AAI for further development
 - Land admeasuring of 411 ha. leased to AAI for 60 years
 - AAI to develop the airport in 3 Years with their own funds
 - Runway to facilitate A320 operations with night landing facilities
 - No landing & parking charges for State Government Planes

Amravati (Belora) Airport

Future Plans

- Land not to be used for Commercial Purposes ,BOT development
- No royalty charges for construction works for first 5 years after airport commissioning
- Electricity & Water Charges to be borne by State Government for first 5 years after airport commissioning
- For the Implementation of GR decisions, Committee formed under the chairmanship of Chief Secretary
- Approved Rs. 34 cr. for enabling works

Amravati (Belora) Airport

Future Plans

- MADC is in process of executing enabling works

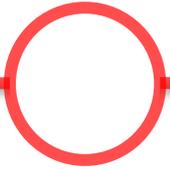
S.no	Description	Amount (in Cr.)
1	Diversion of SH-6 (3.74 KM)	Rs 6.89
2	Approach Road (3.071 KM)	Rs 11.15
3	Diversion of Village road (2.35 KM)	Rs 1.15
4	Re routing of HT LT lines	Rs 9.04
5	Water Supply (0.06 MLD)	Rs 4.2
	Total	Rs 32.43

Brownfield Airports



Maintenance

Dhule Airport



Dhule Airport

Background (Existing Airport)

- Existing airport Located at Gondur village at a distance of 3.50 km
- Year 1974 - Airstrip was constructed by PWD
- 2/01/2007 - GOM. transferred airport to MADDC from PWD for Development , Operation & Maintenance
- Presently used for private non-scheduled & Government Flights
- Airport leased to Bombay Flying club for Flying Training Academy

Dhule Airport

Present Facilities

- **Air Side**

- Runway = 1380 m. X 30.5 m.
- Runway orientation = 09/ 27
- Terminal Building area = About 200 Sq. m.
- MRO
- Connecting taxiway
- Watch tower
- Barbed wire fencing

- **Land Side**

- Approach road
- Power Supply
- Water Supply

- **Present airport Land - 63 Ha.**

Dhule Airport

Location of Airport



Airport Site

Dhule Airport

Future Plans

- Existing facilities viz Runway, Taxiway, Apron & compound wall in dilapidated conditions
- Need immediate repairs to keep airport functional.
- Exploring the possibility of extension of runway to operate ATR-72 aircrafts
- Appointed Design Consultant for preparation of Estimates for Repair & Maintenance

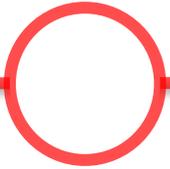
Dhule Airport

Maintenance and Repairs

- The approximate cost of the works

S.no	Description	Amount (in Cr.)
1	Construction of Apron	0.64
2	Re -carpeting of Runway	3.84
3	Construction of Compound wall	1.58
4	Taxiway & Internal roads	0.34
5	Diversion of Village road	0.98
6	Gutters	0.42
7	Service/Perimeter road	1.07
	Total (cost based on DSR 2012-13)	8.87
	Grand total including enhancements to bring cost at par + contingencies'	10.35

Chandrapur Airport



Chandrapur Airport

Background (Existing Airport)

- Existing airport Located at Morwa, 9 Km North-West of Chandrapur, Year 1967-Airstrip was constructed by PWD
- 2/01/2007 – GOM. transferred airport to MADDC from PWD for Development ,Operation & Maintenance
- Presently used for Private non-scheduled & Government flights

Chandrapur Airport

Present Facilities

- **Air Side**

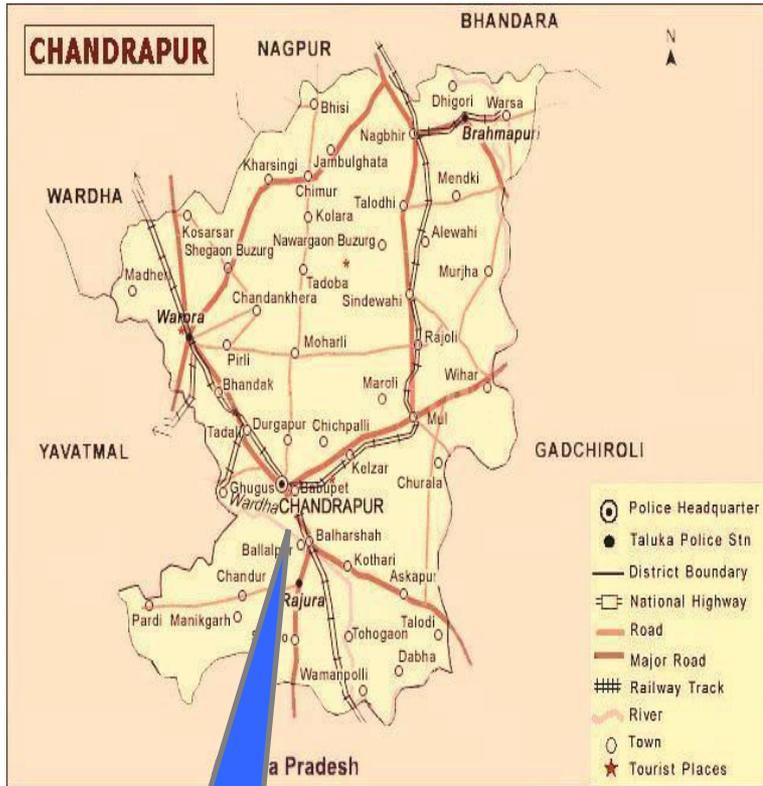
- Runway = 1000 m. X 30 m. (re-carpeted in 2012)
- Runway orientation = 15/ 33
- Terminal Building area = About 100 Sq. m.
- Connecting taxi way
- Barbed wire fencing

- **Land Side**

- Approach road
- Power supply
- Water Supply
- **Present Airport land – 22 ha.**

Chandrapur Airport

Location of Existing Airport



Airport
Site

Chandrapur Airport

Development Constraints

- Expansion not possible - due to obstacles in approach & transitional surfaces
 - 275 m. high chimneys of Durgapur Thermal Power Plant
 - Other Power transmission grids

Chandrapur Airport

Future Proposal

- To develop full fledge airport at Chandrapur
- Site identified at Bhadravati which is 20 Km shorter from Chandrapur
- Land in possession of MIDC
- Pre-feasibility of the site conducted by AAI - Report awaited

Chandrapur Airport

Proposed Development

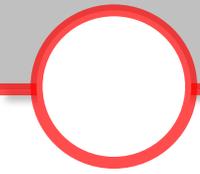
- Proposed to develop full fledge airport for scheduled operations with
 - **Air side Infrastructure:-**
 - Runway
 - Apron
 - Terminal Building
 - ATC Tower
 - Fire Station
 - Approach lights

Chandrapur Airport

Proposed Development

- **Land side Infrastructure:-**
 - Approach road & Car Park
 - Ancillary Buildings
 - Water Storage tank & Pump house
 - Power Station

Chandrapur Airport



Future Plans

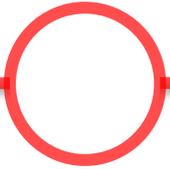
- Upon receipt of feasibility report from AAI, proposal will be submitted to GOM. for approval of the site
- Actions to be taken upon approval of site
 - Transfer of MIDC land for development of airport
 - Appointment of Design Consultants for preparation of Plans & Estimates
 - Approvals from Statutory Authorities
 - ✓ MOCA
 - ✓ MOD
 - ✓ AAI
 - ✓ DGCA
 - ✓ BCAS
 - Etc.

Chandrapur Airport

Fund Management

- Based on the DPR
- Project cost will be submitted to GOM. for approval
- Request will be made to GOM. for release of Funds

Phaltan Airport



Phaltan Airport

Background

- Airport is located within city limits of Phaltan
- It is 275 km from Mumbai, about 110 km from Pune and 59 km from Satara
- Airport was constructed by the late Rajasaheb of Phaltan, Shrimant Malojiraje Naik Nimbalkar
- Presently Airport is used for landing of chartered helicopters.
- Latitude & Longitude :- 17°58'47"N 74°25'46"E
- Land Available:- about 76 ha.
- Aerodrome Elevation :- 567 m AMSL

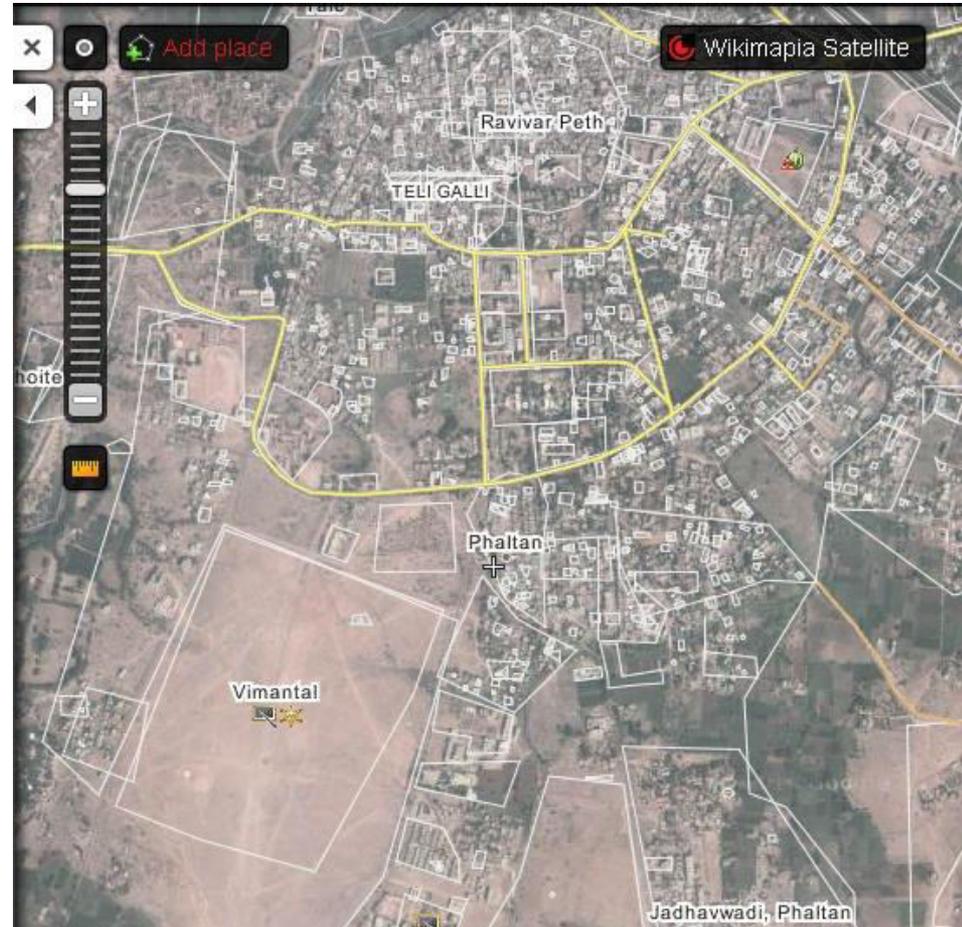
Phaltan Airport

Present Facilities

Runway	800 m. Sand surface
Terminal Building	Small building in dilapidated condition

Phaltan Airport

Location of Existing Airport



Airport Site

Phaltan Airport

Present Status

- 02/01/2007- G.R. Airport transferred from PWD to MADC for Operation, Maintenance & further development
- Year 2009 - MADC started work of barbed fencing around existing airport
- In the Civil suit (135/2009) filed by Shri. Vikramsingh Malojiraje Naik Nimbalkar regarding ownership of Gat No. 11 in Thakurki (area 72.84 ha.) court ordered status quo

Phaltan Airport

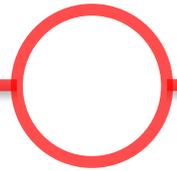
Present Status

- In another Civil Suit (128/2009) filled by Shri. Sanjay Sadashiv Shrikhande regarding ownership of Gat No. 73 (area 3.15 ha.) similar court orders received
- 19/11/2014 - Next hearing is scheduled
- Development work could not be started due to stay from court

Phaltan Airport

Status of Funds

- No separate funds are allocated
- Fund for maintenance, security and litigation is arranged from the fund granted by the GoM. for maintenance of existing airstrips maintained by MADDC



Thank You