THE AIRPORT STUDY

The first phase of the airport will be able to handle 20 million passengers per annum. It will be expanded to its final capacity to handle more than 90 million passengers per annum. Texas-based Jacobs Engineering Group will chart the final master plan for the airport, while the airport passenger terminal and air traffic control (ATC) tower will be designed by London-based Zaha Hadid Architects.

The ₹160 billion (US$2.2 billion) (Rs 16,700 crore) project is being executed by Navi Mumbai International Airport Limited (NMIAL), a special purpose entity formed by the GVK group and City and Industrial Development Corporation (CIDCO) which will hold 74 percent and 26 percent equity shares of NMIAL respectively. CIDCO is the nodal government agency for the project which will be built through a public-private partnership (PPP) on a design, build, finance, operate, and transfer (DBFOT) basis. The airport will cover an area of 1,160 hectares (4.5 sq mi). The Navi Mumbai International Airport is expected to be fully operational in 2025 at the latest.

Structure

The airport will have an apron area of 67,000 m2 (720,000 sq ft), 17,000 m2 (180,000 sq ft) terminal area, and parking for ten code C aircraft. (24 m but < 36 m wingspan) BOEING 737-700/AIRBUS A-320/EMBRAER ERJ 190-100.

Cargo Terminal

The domestic cargo terminal will be spread over 33,000 m2 (360,000 sq ft) and the international cargo terminal will be spread over 23,700 m2 (255,000 sq ft).

Runway

The airport will have two runways
·Runway 08L/26R: 3,700 by 60 meters (12,140 ft × 200 ft)
·Runway 08R/26L: 3,700 by 60 meters (12,140 ft × 200 ft)

Terminal

The terminal building will be spread over 523,000 m2 (5,630,000 sq ft) capable of handling 60 million passengers per annum (MPPA). The terminal will have 78 contact airport positions and 29 remote aircraft positions.

Other facilities

The airport will have 151,000 m2 (1,630,000 sq ft) fuel farms and three aircraft hangars.

Real-time analysis
by Gurwinder S Badesha