



iJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 6 Issue: V Month of publication: May 2018

DOI: <http://doi.org/10.22214/ijraset.2018.5359>

www.ijraset.com

Call: ☎ 08813907089

E-mail ID: ijraset@gmail.com

Airport Layout Planning and Runway Material Analysis

Gaurav ParaKh¹, Navdeep Singh², Sudipto Talukdar³, Kunal Jain⁴, Shivakumar.S⁵

^{1, 2, 3, 4, 5}Department of Civil Engineering, School of Engineering and Technology-Jain University Bengaluru, India.

Abstract: *Transportation is an important factor for the social and economic development of any country. The economic development of our nation links its direct benefits efficient system of transportation. Bellary being one of the faster growing region of the state hasn't got airport which work efficiently, the only air borne in working condition is operated by Jindal steel works about 40kms away from city, the main reason due to which Bellary needs an civilian airport with some commercial availability is due to present of various industries operating from the region and also due to the tourist attraction spot nearby and existing airport can't be widened or developed due to natural obstruction in site and growth of population around area. Site selected by us is located in Sanganakallu-moka road. On survey like most of the topographical, geographical, meteorological survey were carried out and also lab experiment was carried out on the field soil. The result obtained fulfill most of the requirement of an airport. It is 15kms away from Bellary city and all other criteria such visibility, economic consideration. Airport planned and runway is designed.*

Keywords: *Airport, runway, analysis, planning, soil*

I. INTRODUCTION

Legend has It that Bellary got it name after Indra, the king of gods slew a demon named Balla who live here. Balla-ari means 'enemy of Balla'. Since then Bellary has grown into a prominent city of Karnataka reaching new scale in the field of mining, textile and steel industry. The region acts a center of attraction due to the presence of various o tourist spot around. Bellary being one of the fastest regions of the state hasn't got an airport to say the least. The only air base in working condition is operated by Jindal Steel Works some 40km away from the city. The main reason due to which Bellary needs a civilian airport with some commercial viability is due to presence of various industries operating from the region and also due to the tourist attraction spot nearby and the existing cannot be widened due to obstruction in site and growth of population around the area.

A. Transport System

1) Road Ways

- a) Bellary all around associated by street to varied components of Karnataka, Andra Pradesh, Maharashtra and goa. The incidental to the main roadways hunting the city
- b) National Highway 63, associating Ankola in Karavali Karnataka to Gooty in Andra pradesh. this is often the numerous course to mine truck transport iron and Mn metal from the Sandur slope reaches to the ocean port at Mangalore and Karwar. This road to boot interface the town of Hubli, Hospet and Hampi.
- c) State Highway 19, associating Bidar to Srirangapatnam This interstate interfaces the town to Raichur, Gulbarga and Bihar within the north and metropolis and Mysore within the south.
- d) State Highway 132, associating the town with Kurnool, Guntur, and Vijayawada.
- 2) **Railways:** Amid British run Bellary was served by south Martha railroad, interfacing Bellary with Hubli on the west and Guntakallu on the east, and during this manner to Madras. as of now, 2 railroads setting out to serve the town, each type amid British run the show. the town station (Bellary intersection) and therefore the camp station. the town is served by, the Hubli-GuntakaI path and therefore the distended Bellary-Chitradurga line and falls underneath ward of south western railroads. Bellary is incredibly a lot of associated by rail to metropolis, Hyderabad, Raichur, Ananthpur, Hindupur, Tirupathi, Hubli, Bhubaneshwar and then forth.

3) Airways: There are 2 air terminals in Bellary:

- a) Bellary Airport: Bellary aerodrome: The non military personnel Bellary Airport, set at the foremost distant finish of the camp region, has already been adjusted by Vayudoot and Air Deccan connecting Bellary with metropolis, state and different adjacent goal. In any case, no gift business profit is accessible from this heavier-than-air craft termina

- b) Vidyanagar Airport: Bellary is as of currently served by this heavier-than-air craft terminal set at JSW Steels Ltd. Complex, Toranagallu in Sandur taluk, and 40km from
- 4) *Intra-City*
 - a) The intra-city transport organize is adjusted by NWKRTC town transports interfacing essential focuses within the town.
 - b) The town is served by the North East state Road Transport Corporation (NEKRTC), giving build a visit administrations to all or any components of state, various components of state, Chennai, Pune and diverse components of large variety of personal organizations supply travel administrations to imperative goals.
 - c) The town is likewise served by non-public however unregulated machine rickshaw *B. Climate* Bellary incorporates a semi parched atmosphere; it's set at fifteen.150N 76.930E. it's a standard exhibition f 495 meters (1459 Everglade State.) higher than ocean level. the town remains amidst an increase O level plain of dark cotton soil. because the town lies within the country locus of western Ghats, it gets very little rain from the southwest rain. Temperatures N principle high from the long stretches of March to period, with most astounding temperature at forty-four.90C. The month from Gregorian calendar month to Gregorian calendar month are moderately beautiful, and therefore the month from Gregorian calendar month to Feb are mild frosty with traditional temperatures of und 220C. the town gets around twenty-five crawls of rain annually, primarily within the amount of August to Gregorian calendar month, but will gets up to thirty-six creeps of rain from time to time

B. *Vacation destination Spot*

- 1) Bellary Fort could be a position of authentic, archaeologic and geography intrigue. Daytime is most affordable of visits. The slope defense is lit au fait Sunday and day of National significance.
- 2) The town is host to varied Hindu Temples of differing relic, illustrations being the Bellary Durgamma Temple within the Gandhinagar territory, the Malleshwara Temple within the Fort zone, the Laxminarayana Temple on Bhramin Street and Yogini Kolhapuri Mahalakshmi Temple at Vidyanagar.
- 3) Kuntegadda Park (the good celebration Park or Dr. Rajkumar Park) could be a paid passage urban Park acceptable for people of any age. It includes a melodic wellspring seem within the nights.
- 4) A gallery to point out discoveries from the Sanganakallu and different Neolithic destinations is planned to be work South Dravidian and Culture advanced, adjacent to the agent final population of the district through the ages. a very factory-made two-stories operating of around 8000 area unit has been created accessible by the world organization for the museum Hampi, the capital of the notable Vijayannagar Empire is seventy kilometer faraway from the town
- 5) The Gavisiddeshwara Temple could be a position of spiritual significance, found twenty
- 6) five kilometer faraway from the town within the Hirechaalu Mandal of Raayadurgataluk in state.
- 7) Rayadurgam city in state, found forty kilometers from the town, includes a slope post of a lot of physical object than the Bellary Fort. The slope is to boot host to a large assortment of ferine life, as well as bird of Juno. Bears, Jackals and Panthers.
- 8) Donimalai, Sandur and Narihalla dam on the Sandur Hill go are spots of common magnificence. The Kollur Mookambika Water Sports workplace highlights sailing and different water brandishes within the back waters of the Narihalla Dam
- 9) arthropod genus Bhakra therefore the Gunda ground are sixty kilometer away, shut Hoped. in Brahmi content within the Prakrit idiom and containing South Dravidian words, was found here. Adjacent is Ramagiri, a hill that has legendary relationship with the epic Sanskrit literature and therefore the sanctuary dedicated to Rameshwara assembled around 926 metallic elements. Shirekola city, twenty-five kilometer toward the south of Bellary, incorporates a sanctuary committed to Raghavendra Hindu.

II. LITERATURE REVIEW

A. *General*

aerodrome coming up with need a lot of intensive study and fore thoughts as compared to coming up with of different modes of transport. this is often as a result of aviation is most dynamic trade and its

and aerodrome charges. But, to our surprise, a restricted variety of studies have checked out the impact of regional economic activities on aerodrome offer government reliable info on aerodrome construction and growth

Previous studies may be divided into 2 completely different faculties. One faculty focuses on the link between aerodrome activities and economic development (Goetz, 1992, Chou, 1993, and Green, 2002). the opposite faculty emphasizes the impact of aerodrome on regional economic development (Bennell and beginner, 1993; Robertson, 1995, and Debbage 1999). to Illustrate, Goetz (1992)

studied the link between air passenger's transportation and economic process within the United States urban system. His study found a positive and mutual interdependency between air transport and concrete economic process. He argued that prime air passenger's index cities had high population and employment growth rates. His result suggests that economic process affects aerodrome development.

Chou (1993) analyzed the distribution and accessibility of airports and located that the amendment of town air service nodes was the results of economic development and growth, rather than the operation. inexperienced (2002) analyzed the link between aerodrome activities and economic

development within the United States cities. His study reveals that aviation intensity (the variety of air tops per head at a given amount of time) could be a powerful predictor of population and employment

growth within the giant metropolitan areas. the price of airports is extremely focused geographically whereas the profit tends to diffuse throughout the community this means that policy with reference to aerodrome development has got to be created at the regional or national level, instead of at the native or town level. Fleming and Ghobrial (1994) developed a mode of relating regional aviation demand to sure economic variable within the southeastern components of the United States. The results counsel that demand is comparatively inflexible with regard to producing shipments, touristy expenditure and broad flight departures. Bennels and beginner (1993) examined the impact of aerodrome activities on economic development in North American country and located that there was a significance result of airports of employment within the country.

They counsel that airports are a vital driver of economic activities. Central administration offices, and boosted the event of analysis establishments and therefore the monetary services sector. Especially, in collective urban economic science, a serious aerodrome will give direct access to a large form of destinations, enhance the urban agglomerate economy and attract headquarters of MNC's into the native cities. Robertson (1995) analyzed the consequences of airports on the less buoyant areas within the Britain. He contends that airports will aid regeneration of depressed areas. aerodrome will give jobs for fewer consummate dismissed staff and attract potential investments to the native regions.

Debbage (1999) examined the linkage between aerodrome operation and therefore the structural composition of the regional economy. His main finding is that places experiencing vital increase within the air traveler volume achieved significant gains employed, particularly employment of body and auxiliary staff. The native economic structure of the most

important and best aerodrome regions conjointly intimate changes driven by aerodrome operations. Aerodrome development will increase economic activities through providing opportunities for brand

spanking new employment and investment in ground services, line of work and marketing services. within the in the meantime, the shipping network of an area will basically alter its economic linkages with different regions and countries through the flows of products and folks.

Button et al (1999) within the study of a relationship between the hub aerodrome and therefore the employment in hi-tech industries found that hubs produce employment aviation trade and value growth in China and didn't realize any positive relation between the 2 variable throughout 1985-1999. the common annual rate of growth within the civil aviation trade was one.5-2 times that of GPD. rule and Wang (2006) analyzed the link between GPD, air shipment and traveler volumes from 1952-2004. They found that GPD growth had a major result on the expansion of aviation. Ye, Li and Li (2005) conducted a co integration take a look at showing that value growth caused the expansion within the civil aviation trade, however not the opposite method spherical.

Overall, existing studies shows sturdy proof that aerodrome development has compete a vital role in stimulating regional and national economic process through job creation and attracting the inflows of capital and new businesses to the regions closed to airports. additionally, the development and growth of airports also can amendment the structure of native investment and employment.

In China specifically, arrangements have to be compelled to be a lot of focused round the incidental to keys problems. to start out with, in what capability ought to CAAC (Civil Aviation Administration of China) and airport terminal specialists organize venture possibilities to reinforce short and long run monetary development? Second, what's the exchange off between further financial development and therefore the price of airport terminal advancement? From one perspective, heavier-than-aircraft terminal exercises will build work and attract new business to the region of air terminals. Then again, native financial structure, people and ground transport will likewise influence advertise introduction, venture, business exercises and therefore the collective capability of heavier-than-air craft terminals. this implies strategy markets and researchers ought not simply comprehend the impact of air terminals on further financial advancement, however to boot the impacts of monetary exercises on the interest for shipping and therefore the opposition among numerous transport modes. To the extent the affiliation between China airport terminal trade and

native monetary development is disturbed, there are few investigations giving careful thought to the second piece of this inquiry, i.e. however do monetary development and therefore the near financial conditions influences airport terminal improvement in China? the selection on and agreement of airport terminal advancement is not to merely opt for that heavier-than-aircraft terminal ought to be extended or wherever to fabricate terminal improvement in China? the selection on and arrangement of airport terminal advancement is not

and thorough strategy keeping in mind the top goal to limit the price of wrong selection on heavier-than-air craft terminal arrangement and to reinforce the proficiency of airport terminal advancement and task. The key analysis question during this paper is to grasp the crucial interconnection among heavier-than-

air craft terminal improvement, financial development, monetary structure, people and ground transport within the Chinese locus. To answer this inquiry, the paper can distinguish the determinants of heavier-than-air craft terminal advancement and clarify why airport terminal AR inconsistently distributed over the locus. The key target is to make up a benchmark between heavier-than-air craft terminal administration, near government and completely different partners for organizing

date with water and expert on drying. The dirt stores are generally broad creating it conceivable to dodge or by go amid development of planning enterprise various streets and institution of structures are accounted for troubled due to the regular volume amendment of those dirt's.

Black cotton soil has been characterized multifariously by numerous creators, for instance Mohr and Van Basen (1959) planned the expression "Margaritic soil" that they characterized as "Dark or Black" substantial surface soil or mud that breaks once dried and swell once dampened {they're} wealthy in soluble earth;

Morin (1971) characterized Black cotton soil as dim to dark soil that as high earth content usually over Main characteristics of black cotton soil:

- A. Black or dark grey brown in colour.
- B. High content of expansive clay mineral "Montmorillonite"
- C. Possess inclination to expand and swell with changes in damp content.
- D. Exhibits heave and crack as geo environmental phenomenon

The common damp substance of dark cotton soil is variable. The dirt by and enormous characterizes as sandy-mud and velvety mud. The plastic furthest reaches of dark cotton soil is likewise issue runs between twenty eighth to one hundred and ninetieth. the pliability list fluctuates from 14 July to one hundred forty-five. Free swell record fluctuates from 220%, seeable of AASHTO arrangement framework the dirt orders as A-7-5 associate degreed A-7-6 with mixture list an incentive within the neighborhood of thirteen and eighty-nine and orders as CH or CL. Dark cotton soil normally plot over A-line and organize as inorganic earth of low to high skillfulness. consistence is organized by \times ten cm/sec. Most extreme dry thickness and ideal damp content reaches from 2970 to 1108 kg/m³ and ten to forty ninth on an individual basis.

III. DATA ANALYSIS

A. Airport Site Selection

The determination of an affordable site for associate degree heavier-than-air terminal depends on the category of airport terminal underneath thought

- 1) Airport use The determination of website depends on the use of heavier-than-air craft terminal i.e. no matter whether or not for a non-military personnel or military activit
- 2) proximity to other airports: the location have to be compelled to be chosen at a major separation
- 3) For heavier-than-air craft terminal serving very little broad physics air ships underneath VFR.
- 4) *Topography*: This incorporates common highlights like ground shapes trees; streams and then on a raised ground illustration a slope high is often thought to be an ideal website for associate degree heavier-than-air craft terminal. the explanations are
 - a) Less obstruction in approach zones and turning zones.
 - b) Natural waste, marsh could bring on flooding
 - c) More uniorm wind.
 - d) Better visibility due to less fog

Obstructions heavier-than-air craft is landing or initiating, it loses or picks up height step by step once contrasted with the forward speed. Thus, long freedom regions are given on either facet of runway called approach territories over that the air ship will firmly

devour or lose elevation. The regions have to be compelled to be unbroken freed from hindrances could contains offenses, trees, shaft lines, building and different characteristic or artificial things. Here and there the bottom itself could slant upwards from the end of the runways to such a degree, to the purpose that it frames a deterrent to the heavier-than-air craft task. within the event that deterrent exists around a website over that associate degree airport terminal is to be factory-made, the expulsion is basic at any price. the long run development of unfortunate structures is controlled by partition laws

Poor deceivability brings down the activity limit of the heavier-than-air craft terminal. for the foremost half settles within the territory wherever wind blow is least, case in an exceedingly vale. Smoke and fog annoyance exist at destinations nearer to the fashionable regions. during this method, pattern while not bounds advancement of mechanical territory have to be compelled to likewise be contemplated and therefore the website has to be compelled to be chosen in like manner

2) *Wind*: Runway is so oriented that landing and takeoff is done by heading into the wind. Wind data i.e. direction, duration and intensity of wind should be collected over a minimum period of about five years. This helps in proper orientation of runway and influences the shape of the site needed for the development of airport. The site should be located to wind ward direction of the city, so that a minimum smoke from the city is blown over the site

3) *Noise Nuisance* : Runway is homeward to the purpose that arrival and departure is finished by heading into the breeze. Wind info i.e. heading, term and power of wind have to be compelled to be gathered over a base time of around 5 years. This aide in acceptable introduction of runway and impacts the state of the location needed for the advancement of heavier-than-air craft terminal. the location have to be compelled to be set to wind ward bearing of the town, with the goal that a base smoke from the town is blown over the location

4) *Grading, Drainage and Soil Characteristics*: The cost of grading and drainage can often be reduced by selecting a site with favorable soil characteristics. The most desirable type of soil for airport construction is the one which contains a reasonable amount of pervious materials such as gravel, sand of decomposed granite combined with a suitable natural binder. The soil that becomes plastic when wet is the most undesirable type.

5) *Future Development* : Similarly, more facilities may be required for processing of passengers, baggage and cargo and for shelter of aircraft. Additional traffic control devices may also have to be installed. Taking into consideration the anticipated future developments in the airport, larger area should be acquired initially. Zoning ordinates should be implemented to prevent the growth of undesirable structures within the area.

6) *Availability of Utilities from town*: An airport has to be provided with facilities like water supply, sewer, telephone, electricity etc. in the selection of site, the availability of these utilities from the town should be due consideration.

7) *Economic Consideration*: The cost estimates should be prepared for the entire airport construction considering both initial and ultimate stages. The estimates should include land cost, Clearing and grading of land, drainage removal of hazard, paving, turfing lighting, construction of buildings, access roads and automobile parking areas. Amongst the various alternate sites, one which is economical should preferred. The site selected by us is governed by the above mentioned requirements, thus making it a real site for construction of an airport. The site selected by us is located in Sanganakallu Moka road and fulfils most the requirements for an airport It has the following advantages

- 8) It is 15km away from Bellary City. The selected airport site is well connected to Bellary City and other surrounding regions by two four lane divider highway. It is 20mins away from Bellary city by most vehicular transport mediums.
- 9) The new art-port site is about 60km away from the Vidyanagar Airport which is in working state. Thus the distance between the two airports will be ideal enough once constructed so as to not interrupt the flight of either airport.
- 10) The availability of public transportation facilities like Buses and makes the site well connected. This provides quick access and minimizes the cost for an entrance road.
- 11) The site is a flat land for about a radius of about 10km. The landing and takeoff operation will thus be easy to take place as there is none or minimal presence of high rise buildings or trees or natural obstructions such as rocks out crops.
- 12) Visibility is up to 20km throughout the year. Also the fog, smoke and haze weather condition are very rarely observed
- 13) The wind direction is constant the runway is oriented such that the aircraft produces minimal noise nuisance
- 14) The site has medium black cotton soil which is an undesirable one to use as a construction material for airport. The disadvantage may be overcome by procuring red soil available at a distance of about 10km from the site The site will be graded and leveled by the red gravelly soil which has superior properties when compared to black cotton soil and is ideal for airport construction
- 15) Facilities such as water supply, sewer lines, electricity is available from the city as it is very nearby
- 16) coming to economic consideration such as land clearing, grading, turfing, construction of roads, parking areas will be very cost

effective as the locally available material fulfils the desirable properties and requirements for use in construction.

IV. CONCLUSION

- A. From our studies undertaken over the past few months it is clear that Bellary region being one of the fastest region of the state needs a civil airport to meet the requirements of both the soaring population and flourishing industrie
- B. The existing airport in Bellary due to the natural obstructions encounter and growth of the population and industries around the area does not permit widening or development of the airport
- C. The site selected by us located 15km from Bellary on Sanganakallu-Moka road satisfies most of the technical requirements regarding selection of an airport site
- D. However, the region being rich in black cotton soil which is not suitable for.
- E. Construction thus as to excavated to a depth of 1m and filled by red soil which is available locally
- F. These disadvantage is however minimal as our site satisfies most of the technical requirement discussed in our report.
- G. The airport designed by us can cater needs of 100 people during peak hours.
- H. There is enough space left out for the future expansion of the airport depending on the population growth and industrial development

V. ACKNOWLEDGMENT

By presenting this report of project we would like to thank Mr. Shivakumar. S, Assistance Professor, Jain University for his support. And also I Want to thank the Department of Civil Engineering, School of Engineering and Technology, Jain University, Bangalore for the support. I am grateful to our parents and well-wishers for their contribution in personal level.

REFERENCES

- [1] Shujie yaa and Xiuyun yang (2010) "airport development and economic studies" university of Nottingham.
- [2] Gidigas SSR and sky (1999). "Mode of formation and Properties of black cotton soil" Department of geological engineering, Kwame Nkrumah University, Ghana, Africa.
- [3] AIRPORTAUTHORITY OF INDIA" journals
- [4] Rangawala (2013). "a test book on airport engineering"
- [5] S k Khana .mg arora and design" ss jain (2012). "Airport planning and design"
- [6] Sk khanna and ce g justo (2011). "Highway engineering
- [7] GEOLOGICAL SURVEY OF INDIA. Journals and maps.
- [8] SURVEY OF INDIA. Journal and Maps
- [9] Meteorological department of India. Journals and wind data
- [10] International council of airport organization. Journal
- [11] Federal aviation organization journals
- [12] Bc pumia (2012). Text book on "Soil mechanics"
- [13] L R Kadiyali (2012). Text book on "highway engineering"



10.22214/IJRASET



45.98



IMPACT FACTOR:
7.129



IMPACT FACTOR:
7.429



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089  (24*7 Support on Whatsapp)