

3.6 AIRPORT LAYOUT

The presents and the prevailing ultimate airport layout is explained in detail in Airport Layout Drawing. The main components of the Airport plan drawing contain wind data formulation, Place of airfield services, the physical features of the airport and prevailing general aviation growth.

Airport Layout drawings also present the runway protection locations, airport boundary property, and income funding zones. The descriptive plan designed for computers provides a detailed information on the future and prevailing features about several structures of understanding that allows the user to analyze and study any section in the airport zone clearly. The plan can be used for the primary information and understand the design of the airport and it can also update easily in the future in accordance to the new growth of the airport and more elaborated conditions of prevailing airport conditions that are made by airport design surveys.

As eminent in the Circular 150/5070-6B recommended by FAA and Airport Master Plans, the ALP has five prime purposes:

1. To create a design for the airport development by portraying planned facility growth.
2. The instruction by the ALP through which the airport promoter can ensure that growth upholds safety requirements and airport design standards, and is fully reliable with airport and community land use plans.
3. It acts as a manuscript for public use that aids as aeronautical record necessities and as a place of community reference discussions on budget resource planning and land use proposals.
4. It serves to enable the airport sponsor and the FAA to plan for ability developments at the airport. It also allows the FAA to forestall financial and technical needs. It also allows the FAA to prevent the airspace needed for approach procedure improvements or facility.
5. It acts as an efficient tool for the airport supporter, particularly its maintenance staff and growth.

It acts as a major requirement for the airport sponsor to get financial support from the FAA

The airport layout plan is a comprehensive illustration of the scaled version of prevailing and planned airport features. It indicates the position of the port and relevant authorization and geometric info that is needed to show compliance with pertinent principles.

The Airport Layout Plan portrays the suggested place of the capacities which are estimated to provide accommodations for the 30-year requirement. The airport layout plan shows growth of needed capacities in stages, constant with estimate request. Summary of the plan aids as a guide to the methodical and balanced developments of the airport that is done progressively.

Major Role of the airport

The Airport that is designed in this literature is chosen to be general aviation airport that is used only for general purposes like transportation of cargos, military operations, corporate use, emergency purposes, and for medical and agricultural uses, etc. As suggested, the forthcoming part played by an airport is to endure this general purpose until the municipal decides to follow commercial roles. Using existing Federal aviation authority guidelines, the Airport suggested can be listed in the Wasatch Front Regional Council's apprise to the Metropolitan Airports System Plan (MASP) and National Plan of Integrated Airport Systems (NPIAS) as a general aviation facility, accepting group C aircraft.

An airport is mainly divided into two areas –

- Airside Area
- Landside Area

Airside Area

It is the area beyond landside area inside the airport. It includes runways, taxiways, and ramps.

- **Runway** – An area where aircraft takes off and lands. It is made of soft grass, asphalt, or concrete. It has white markings, which help the pilot during take-off and landing. It also has lamps on the sides to guide the pilot during night. The vehicles other than the aircrafts are strictly prohibited to enter this area of the airport.
- **Ramp** – Also called Apron, this area is used for parking the aircrafts. It can be accessed for boarding and alighting the aircraft. The airline staff or ground duty staff can access this area.
- **Taxiway** – It is a path on the airport that connects the ramp to the runway.

Landside Area

It is the area in the airport terminal and the area towards city. It has access to the city roads and it contains parking area as well as public transport area.

- **Terminal** – It is a part of airport building that where travelers come to board their flight or arrive from a flight. There are security checking, baggage checking, amenities, and waiting areas at the terminal.
- **Car Parking** – This area is outside but adjacent to the terminal where vehicles can be parked on chargeable basis.

Most of the airports around the world are owned by local, regional, or national government bodies. According to the Aircraft Rules, 1937, the airports other than government airports are permitted to be owned by Indian citizens, or Indian companies or corporations registered and having their principal place of business as India. In India, some airports are owned by the state governments, private companies, or even individual citizens.

