

IRAN SHAHR AIRPORT PASSENGER TERMINAL

PROJECT DESCRIPTION

Imam Khomeini International Airport (IKIA) in Tehran, Iran currently operates with one runway and with one passenger terminal building, Terminal 1, and cargo and aircraft maintenance facilities. In 2017, the airport handled about 8 million passengers. Since the airport's current capacity is reaching its limits to accommodate air traffic growth, Imam Khomeini Airport City Company (IKAC Co.) believes in planning ahead to ensure there is capacity to handle future increase in traffic demand.

To accommodate future air traffic and passenger demand, IKAC Co. is embarking on a major expansion program. Construction of a second runway and an additional passenger terminal building, Salam Terminal, has already started. In the meantime, IKAC Co. has completed the review and refinement of the master plan for the airport and its airport city development. These include a new passenger terminal building, new Iran Shahr Terminal, new cargo and aircraft maintenance facilities, and the development of a vibrant airport city.

The new Iran Shahr Terminal development seeks to provide the relevant infrastructure to meet the existing and future growth of passenger traffic while meeting international standards and service level requirements. The new Iran Shahr Terminal is planned to serve 25 million annual passengers (MAP) in the initial phase and will be expandable to 55 MAP ultimately.

The new Iran Shahr Terminal will be designed to enable efficient passenger processing and quick turnaround of aircrafts. The functional areas of this passenger terminal building will include the departure and arrival curbs, check-in hall, departure and arrival passport control areas, security screening facilities, lounge zones with a wide choice of retail and food and beverage offerings, passenger waiting areas at gates along the piers before boarding an aircraft via passenger loading bridge or boarding a bus, baggage reclaim hall, baggage handling areas, etc.

A Ground Transportation Centre (GTC) proposed in front of the new Iran Shahr Terminal will be a multimodal centre offering access to taxi, metro, public bus, coach services, high speed rail, and car parking areas. This will be combined with landside retail and food and beverage facilities and is an integrated in the new Iran Shahr Terminal development.

The new Iran Shahr Terminal is envisaged to present an interior ambience reflecting Iran's culture and heritage in line with international quality standards. The new Iran Shahr Terminal will be cost-effective to build and operate, safe, comfortable and efficient to users, offering passengers a stress-free and positively surprising experience.

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The terminal will be able to handle both domestic and international passengers and will provide efficient transfer facilities.

Specifications:

The first phase of the new Iran Shahr Terminal is envisaged be planned for a capacity of 25 MAP movements. Ultimately the capacity of the new Iran Shahr Terminal is to facilitate 55 MAP movements.

The future expansion of the Iran Shahr Terminal beyond Phase I must be implemented in a phased manner according to traffic demand. As such, the main terminal building should be designed as a modular complex allowing for a phased expansion up to 55 MAP.

In addition to the new Iran Shahr Terminal development includes the following infrastructure construction works:

- Terminal area apron
- Landside kerbs
- Ground Transportation Centre
- Car park and landside commercial development area
- Passenger terminal supporting utilities
- Supporting apron aircraft services and utilities (400 Hz Systems, Aircraft Air-conditioning System, Apron Lighting System, Aircraft Fueling System/Hydrant, Rain Water Drainage System, Aircraft Disposal and Sewage System, Aircraft Potable Water System, Airside and Apron Signing

The new Iran Shahr Terminal development design requirements include:

- Provide a sense of place as well as reflection of the Islamic and Iranian culture in the architecture of the Terminal
- The terminal is anticipated to serve both international and domestic passengers and must have full segregation of departing and arriving passengers for both domestic and international flows
- The Terminal space and performance requirements must meet IATA level of service "Optimum" (equivalent to the former IATA C standard), based on the IATA Airport Development Reference Manual 10th edition August 2015
- The associated landside and airside such as access roads to the terminal and kerb, short-term parking and the Ground Transportation Centre
- A close walking connection to the underground metro and high-speed-rail station
- An easy access and way finding to other landside facilities (hotels, offices, etc.);