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File No: 21-273/2024-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
IA Division



Date 26/02/2026



To,

Sh. Umasankar A
M/s AIRPORTS AUTHORITY OF INDIA
3rd Floor, Metro Building, Chennai Airport Project, Meenambakkam , Doloo, CACHAR, ASSAM,
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asankar@aai.aero

Subject: Proposed Development of Greenfield Airport located at Doloo, Silchar, Assam by M/s Airports Authority of India– For Grant of Environmental Clearance - reg.

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/AS/INFRA2/550939/2025 dated 20/11/2025 for grant of prior Environmental Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC25A2901AS5626374N
(ii) File No.	21-273/2024-IA.III
(iii) Clearance Type	Fresh EC
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(a) Airports
(vi) Sector	INFRA-2
(vii) Name of Project	Proposed Development of Greenfield Airport at Doloo, Silchar, Assam by Airports Authority of India
(viii) Name of Company/Organization	AIRPORTS AUTHORITY OF INDIA
(ix) Location of Project (District, State)	CACHAR, ASSAM
(x) Issuing Authority	MoEF&CC
(xi) Applicability of General Conditions as per EIA Notification, 2006	No

3. The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

4. After preliminary examination in the Ministry, the proposal was placed for consideration and appraisal by the Expert Appraisal Committee (Infra-2) in its 156th meeting held on 4th December, 2025 and 1st meeting held on 18th February, 2026.

5. The details of the project, as per the documents submitted by the project proponent, and also as informed during the aforesaid meeting of EAC, are provided below for reference:

i. The project is New.

ii. The proposed project is located at Doloo, Silchar, Assam and its geographical co-ordinates are latitude 24°55'56.85"N and longitude 92°48'52.40"E.

iii. The New Terminal Building having an area of 11,000 sq. m (excluding basement) with a capacity to handle 1000 passengers at a time with the recommended area specifications and to match the level of service "Optimum" as per IATA recommendations.

iv. Total land area of 997.4 acres (4,036,335 sq. m) has been earmarked for the development of the proposed Airport. 826.60 acres of land has already been acquired by the State Government for handover. Additional 170.8 acres of land is still to be acquired/ handed over by the State Government. The project particulars are given below:

Particulars	Ground Coverage (sq. m)
Runway	1,12,500
RESA	43,200
Apron	15,300
Link Taxi	8,000
Isolation Bay area & link taxi	14,569
Terminal Building	15,000
ATC Tower	11,550
Other building (Sub-station, Emergency Medical Room, Transit, Fire Station & Admin Block) & allied Infrastructure	18,000
Greenbelt/Landscape area	1,00,000
Vehicles Parking Area	17,500
Road and Pavement area	40,000
Open Area for future/others development	Balance Area
Total	4,036,335 sq. m (997.4 acres)

v. The Public hearing was conducted on 23.06.2025 at Ban Durga Mandir front premises, Village & P.O.: Haticherra, Dist: Cachar, Assam, under the chairmanship of District Commissioner. The prior publicity for the hearing was made via advertisement in English newspaper "Times of India (North-east)"; and dainik Jugasankha (local language) dated 22.05.2025. 422 peoples have attended the hearing and 33 individual have submitted their suggestions/views issues/objections. Major issues raised during PH was related to land, employment, pollution control & mitigation and response of Project Proponent with timeline and budget.

vi. The total water requirement will be 489 KLD out of which 203 KLD of fresh water which will be sourced from groundwater for which CGWA. Wastewater generation of 318 KLD, which will be treated in STP of 400 KLD capacity. 286 KLD of treated wastewater will be recycled and re-used (206 KLD for flushing, 15 KLD for DG Cooling, Cleaning, Fire-Fighting etc., 115 KLD for Landscaping).

vii. 1095 kg/day of solid waste will be generated out of which 657 kg/day will be non-biodegradable & 438 kg/day will be biodegradable waste. Non-biodegradable waste will be sold to govt. approved recycler while for biodegradable waste will be converted into manure in OWC having capacity of 525 kg/day which will be used in landscaping purpose.

viii. The total power requirement is 3000 kVA or 2400 kW which will be sourced from State Electricity Board.

ix. Solar power has been proposed of capacity 500 kWp i.e., ~21% of total power requirement.

x. A total of 167 pits each of capacity 54.8 cu. m are required for rainwater harvesting in the proposed greenfield airport.

xi. A total area of approximately 17,500 sq. m has been allotted for the parking.

xii. No diversion of Forestland is involved.

- xiii. No NBWL Clearance is required for the project.
- xiv. No Court case pending against the project.
- xv. The proposed project site does not come under Critically Polluted Area.
- xvi. Doloo Lake & Doloo River is present adjacent to the project site
- xvii. Barail Wildlife Sanctuary is located at distance of 3.3 km away from project boundary towards North direction & ESZ of which is at 1.3 km away from project boundary towards North direction.
- xviii. The Baseline period proposed for the proposed project is October 2023 to December 2023(Post-Monsoon). The total 8 locations were selected for the ambient air quality monitoring, 8 locations for noise monitoring, 6 locations for soil sampling, 6 locations for ground water sampling and 7 locations for surface water sampling. Key Indications: The indicates that the maximum and minimum values of PM10 are in the range of 47.0 ug/m³ to 27.0 ug/m³, whereas the PM2.5 are in the range of 25.8 ug/m³ to 11.0 ug/m³. The SO₂ concentrations within the study area are in the range of 15.2 ug/m³ to 4.2 ug/m³ and the NO_x are in the range of 23.6 ug/m³ to 9.4 ug/m³. CO are in the range of 0.93 mg/m³ to 0.42 mg/m³. The observed pollutant levels were compared with CPCB National Ambient Air Quality Standards and found to be within the permissible limit.
- xix. The total Cost of the project is Rs. 1400.0 Crores.
- xx. Expected timeline for completion of the project is about approx. 24-36 months from the date of start of the construction.
- xxi. The green belt area will be developed in approx. 100,000 sq.m. Approx. 1000 trees have been envisaged to be cut for the development of airport.
- xxii. The total outlay of the revised Environment Management Plan: Capital Cost = Rs. 4.30 Crores; Recurring Cost- Rs. 0.22 Crores/ year. During operational phase (Capital Cost = Rs. 30.0 Crores; Recurring Cost- Rs. 7.0 Crores/year shall be spent on social EMP.
- xxiii. Employment potential: During construction 10 (permanent) + 350 (temporary) will be required while during Operation 40 (permanent)
- xxiv. Benefits of the project: Overall positive effects in local as well as national level.

6. The instant project is the development of greenfield airport with terminal building and to optimize the existing facilities viz. Runway, RESA, Apron, Link Taxi, Isolation Bay area & Link taxi, ATC tower, Other building (Sub-station, Emergency Medical Room, Transit, Fire Station & Admin Block) & allied Infrastructure. The PP has obtained Terms of Reference (ToR) from Ministry vide letter dated 02.09.2024 for this proposed airport. The PP has the carried out baseline data collection from October 2023 to December 2023(Post-Monsoon).

7. The committee has noted that Public Hearing was conducted under the chairmanship of District Commissioner, Cachar at Ban Durga Mandir front premises, Village & P.O.: Haticherra, Dist: Cachar, Assam on 23.06.2025. The prior publicity for the hearing was made via advertisement in English newspaper "Times of India (North-east)"; and dainik Jugasankha (local language) dated 22.05.2025. The committee has observed that during Public hearing, 422 peoples have attended and 33 individual have submitted their suggestions/views issues/objections. The major issues raised during the public hearing, related to the loss of tea bushes, shrinking livelihood options, employment, disruption of road connectivity to the tea garden etc. Further, the committee observed that mitigation and response of PP with timeline and budget allocation of 15 Cr. has been allotted for the issues raised in the PH. The committee satisfied with the proposed action plan to address the issues raised in the PH.

8. The PP has obtained 2500 bigha land allotment order from Deputy Commissioner, Cachar for proposed Greenfield Airport at Silchar to Transport Department, Govt. of Assam. This land is to be further handed over to AAI for execution of development/construction works on 23.04.2022. PP vide its letter ref. AAI/SIL/Greenfield Airport/2025-26/769 dated 12.12.2025 has submitted that a total of 997.4 acres(3053 bighas and 4 chatak) has been earmarked for the development of the greenfield airport at Doloo, Cachar district, Assam. The land transfer process by the state government to the Airports Authority of India is currently underway and is expected to be completed within the coming week. The letter issued from the Office of commissioner and secretary, transport department, Govt. of Assam vide letter no. 123238/614 dated 12.12.2025.

9. Based on the drone videos and the submitted .kml file, the Committee observed that the proposed site is predominantly covered with tree vegetation and tea plantations. The Committee also observed that the topography of the site is uneven/undulating and that the proposed airport development will involve substantial land cutting and filling activities. However, the PP had not initially quantified the volume of excavated ordinary earth. Accordingly, the Committee

suggested that the PP shall calculate the quantity of evacuated earth. In response, the PP submitted that the estimated total land-cutting volume is 81,54,364 cu. m, while the filling requirement is 60,82,007 cu.m, resulting in a surplus soil quantity of 20,72,357 cu. m, which will be utilized in coordination with the State Government.

10. It was further observed that Doloo Lake is located on the western side of the proposed site. The Committee opined the PP to submit a rejuvenation plan for the lake. The PP has subsequently submitted a rejuvenation plan with a total budget of Rs. 1 crore. The Committee recommended that the PP shall utilize the allocated funds exclusively for the rejuvenation of Doloo Lake and ensure that the plan is implemented with the approval of the local authority.

11. Further, the Committee suggested that the PP shall not alter or modify any natural drainage systems without obtaining prior permission from the concerned local authorities. The Committee also observed the presence of wetland/marshland areas in proximity to the lake and, therefore, directed that these ecologically sensitive areas must not be disturbed during the project activities. The PP agreed to comply with these observations and recommendations.

12. The committee further observed the PP has proposed green belt development area of 1,00,000 sq. m with indigenous plants/trees will be planted. Further, the committee also observed that 1,000 trees have been envisaged to be cut for the development of airport, accordingly, the committee suggested PP to submit Compensatory Afforestation plan. The PP has informed that Compensatory Afforestation plan has been prepared by the Office of Divisional Forest Officer, Cachar Division for a span of 404 hectares of land. The land will be finalized in consultation with the State Government.

13. The Committee further observed that the project site is near to Barail Wildlife Sanctuary and, therefore, the presence of bird populations may be affected by the project and could increase the risk of bird strikes with aircraft. The PP submitted measures for mitigating bird striking, and the Committee was satisfied with the submission. The committee also observed that a Wildlife Conservation Plan has been prepared and is currently under the process of approval and Rs. 29 lakhs budget has been proposed for the same.

14. Further, the Committee enquired about the distance of the Wildlife Sanctuary and the Eco-Sensitive Zone (ESZ) from the proposed site. In response, the PP stated that the Barail Wildlife Sanctuary is located at a distance of 3.3 km from the project boundary towards the north, and its ESZ is located 1.3 km from the project boundary in the same direction. The PP further informed that the ESZ has been duly notified and the project lies outside the ESZ boundary. The Committee advised the PP to obtain a NoC from the DFO/Wildlife Department confirming that the project is outside the ESZ. The letter submitted by the PP, dated 04.12.2025, from the DFO states that the Borail Wildlife Sanctuary (East Block) is located at a distance of approximately 5.1 km, and the Eco-Sensitive Zone is at a distance of approximately 3.1 km from the project boundary.

15. The Committee enquired about the source of water for the project, to which the PP informed that approval had been obtained from CGWA vide letter dated 13.03.2025 for extraction of groundwater. The Committee suggested that the PP utilize surface water sources available in the nearby area instead of extracting ground water. It was further advised that PP shall submit an undertaking stating that the project authority will not use any groundwater for the project. The PP subsequently submitted an undertaking confirming that no groundwater shall be used for the proposed project.

16. The committee observed that total 167 pits each of capacity 54.8 cu.m are proposed for rainwater harvesting. Further, Solar power has been proposed of capacity 500 kWp i.e., ~21% of total power requirement. It was desired to increase the capacity of solar power gradually and envisage to become carbon neutral project.

17. It is submitted that, after detailed deliberations, the Committee had recommended grant of EC for the project, subject to certain specific and standard conditions. Based on the above recommendation of EAC, the file was processed in the Ministry as per the requisite procedure. However, during processing, it was observed that the Hon'ble Supreme Court, in its order dated 06.05.2024 (para 24), mentioned that *"In the event that any application for the grant of Environmental Clearance has been filed or is filed hereafter, the processing of the application shall take place on the basis of the condition of the site as it existed prior to the date on which the illegal clearance of the tea bushes and shade trees took place in the proposed site of the greenfield airport."*

18. On further examination of the proposal, it was observed that the said specific directions contained in the order dated 06.05.2024, passed by the Hon'ble Supreme Court was not deliberated in detail. The PP had merely indicated that a court

case had been filed and subsequently disposed of by the Hon'ble Supreme Court. In order to incorporate the directions of the Hon'ble Supreme Court, ensure compliance thereof, the Ministry had accordingly raised Additional Details Sought (ADS), requesting the PP to submit a detailed compliance report with respect to the directions issued by the Hon'ble Supreme Court vide order dated 06.05.2024. Now, PP has submitted a point-wise reply to the ADS, as provided below:

		<p>Clause 24: <i>In the event that any application for the grant of Environmental Clearance has been filed or is filed hereafter, the processing of the application shall take place on the basis of the condition of the site as it existed prior to the date on which the illegal clearance of the tea bushes and shade trees took place in the proposed site of the greenfield airport.</i></p> <p>The detailed report comprises of comparison of site condition prevailing before clearance and the site condition during baseline monitoring of the following parameters:</p> <ul style="list-style-type: none"> • Air Environment • Water Environment • Soil Environment • Noise Environment • Ecology & Biodiversity Environment
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19. In view of the above, the proposal was reconsidered by the EAC in its 1st meeting held on 18.02.2026. During the meeting, the committee discussed the issues raised in the order of Hon'ble Supreme Court in presence of the PP, i.e., Airports Authority of India (AAI), the District Commissioner, Cachar, Assam, and the Divisional Forest Officer, Cachar. It was observed that PP has submitted and explained the detailed report of comparison for the site condition prevailing before clearance and the site condition during baseline monitoring in-terms of the environmental parameters. i.e., Air Environment, Water Environment, Soil Environment, Noise Environment and Ecology & Biodiversity Environment.

20. It was observed from the order of Hon'ble Supreme Court, site clearance was carried out by removing tea bushes and a few fully mature shade trees also have been felled by the State Government. The proposed site is being handed over to M/s AAI i.e. PP had no role in such activity. Further, it was informed that such vegetation removal could have temporarily affected the air environment due to exposure of bare soil, leading to increased particulate matter (PM₁₀ and PM_{2.5}) and higher ambient dust levels. However, as the clearance and re-plantation of tea bushes is a routine and recurring agricultural practice in the region, such impacts would have been localized and short-term. Even if a limited number of shade trees were removed, the overall impact on air, water, soil, noise, and biodiversity within the project site and the study area would have remained negligible.

21. Further, based on the site clearance, it may have potentially impacted the water environment by increasing surface runoff, accelerating soil erosion and siltation of water bodies, and contributing to higher nutrient loading in aquatic systems. Based on the observations, after the water body has effectively restored itself to its earlier condition after vegetation regeneration of the area, it can be concluded that the clearance resulted in negligible or very minimal impact on the water environment.

22. According to the site clearance operation, there would be habitat loss and local migration of small mammals, reptiles, and ground-nesting birds. The diverse snake populations that rely on shaded bushes and moist conditions, where they act as natural pest controllers by regulating rodent and insect populations, may have been disrupted by bush removal.

23. Furthermore, the PP has informed that these impacts are generally localised and short-term, especially in tea-growing regions where soil fertility is high, and vegetation regenerates rapidly. Also, during the site visit, which was done for baseline monitoring, no such open/exposed area was found within the proposed site, and the site was fully covered with herbs, shrubs and other plants, concluding that the area had already regenerated naturally.

24. Further, the PP has informed that the site has since undergone self-restoration, with substantial growth of herbs, shrubs, and other plants within a short period of time, and the impact from the clearance was short-term thus, the air

environment would have also restored itself with time. Based on the observations, after the restoration of the site, it can be concluded that the clearance would have resulted in negligible or very minimal & short-term impact on the air, water, soil and biodiversity loss in the proposed area. Furthermore, as the site has since undergone self-restoration with substantial growth hence, at current scenario soil is not exposed for wind erosion, thereby there would be no increase in generation of particulate matter (PM₁₀ and PM_{2.5}) and the ambient dust levels can be considered to be same as before. Further, PP has informed that currently, rats, lizards, snakes were recorded in the project site. Also, the proposed site during its monitoring period shows similar environment to that of nearby tea gardens only that tea plants were absent despite other herbs, shrubs & plants were there. Hence, it can be concluded that the site currently possesses the similar environment that was there before the clearance, hence the species may have found the site suitable as earlier and have been again relocated to the proposed site.

25. Based on the above, the PP has carried out the impact of the prediction of the site clearance and assessment in the EIA Report. Further, the committee has observed that the baseline monitoring data remains valid, and the conclusions drawn would not differ materially even if baseline data prior to the clearance activity were considered. Further, the PP has submitted a revised EMP for the above impact.

26. Further, the Committee observed that during the construction phase, including site preparation within the proposed project area, there is a likelihood of increased generation of particulate matter (PM₁₀ and PM_{2.5}) due to excavation, movement of construction vehicles, handling of construction materials, and exposure of soil surfaces. Such activities may temporarily elevate ambient dust levels in and around the project site if adequate mitigation measures are not implemented. In view of the above, the PP shall strictly adhere to the National Ambient Air Quality Standards (NAAQS) prescribed by the Central Pollution Control Board (CPCB), as amended from time to time.

27. Further, the committee suggested that the PP shall implement appropriate dust suppression measures, including regular water sprinkling on exposed surfaces and haul roads, covering of construction materials during transportation and storage, proper barricading of the construction site, and ensuring that vehicles carrying construction materials are adequately covered. Further, the PP shall install an online Continuous Ambient Air Quality Monitoring System (CAAQMS) at the project site to continuously monitor key parameters such as PM₁₀, PM_{2.5}, SO₂, NO, and other relevant pollutants as per CPCB guidelines. The monitoring data shall be integrated and transmitted in real time to the servers of the CPCB and the concerned State Pollution Control Board (SPCB) to ensure transparency and regulatory oversight. The PP shall also maintain records of monitoring data and submit periodic compliance reports to the Ministry's Regional Office and state PCB. PP has also agreed to the same and has stated that the required funds will be allocated accordingly.

28. The Committee deliberated that the proposed area comprising the runway, terminal building, parking areas, roads, and paved surfaces exceeds 25,00,000 sq. m. In view of the large area, the PP shall provide an adequate and well-designed storm water drainage system within the project site to prevent water logging and ensure proper discharge of runoff with adequate treatment process. The PP shall also implement suitable measures to prevent soil erosion and siltation of nearby water bodies during both construction and operation phases. Appropriate sediment control measures, such as silt traps, sedimentation ponds, garland drains, and stabilization of exposed surfaces, shall be incorporated to minimize adverse environmental impacts.

29. Further, the Committee observed that the PP has prepared a site-specific Wildlife Conservation Plan in accordance with the provisions of the Wildlife Protection Act, 1972 as amended. As per the ecological assessment carried out for the study area, a total of 69 species were recorded that fall under Schedule I of the Act, which provides the highest level of legal protection. The presence of Schedule I species indicates ecological sensitivity and necessitates focused conservation and mitigation measures. Now, the PP has submitted that the Wildlife Conservation Plan is presently under consideration for approval by the competent authority of the State Forest/Wildlife Department. A budgetary allocation of Rs. 29 lakhs have been earmarked exclusively for the implementation of the proposed conservation measures, and the PP has undertaken to implement the plan in letter and spirit upon receipt of approval.

30. Further, the committee has observed that the PP has submitted a copy of the corrigendum issued by the Office of the District Commissioner, Cachar, vide letter dated 16.01.2026 concerning the Public Hearing action plan. According to the

corrigendum letter, the committee has observed that, as the project falls in a non-forest area, the actual estimate of land required for compensatory plantation depends upon the number of trees standing in the project area and proposed to be felled. Compensatory plantation ratio of 1:10 is applicable only to felled trees and not to the total land area involved. Further, in accordance with the SOP for Felling of Trees by User Agencies (Development Projects) outside Forest Land, vide No. FG.27/Felling Trees/NFP Lands/2020, dated 09 February 2023, Guwahati. In addition to the above it is mentioned that the tea bushes cannot be taken into account for compensatory plantation, and only shade trees and other tree species are to be considered.

31. Further, it is mentioned that the Artificial Regeneration Plan as prepared by DFO Cachar estimates the number of trees to be planted at 4,80,850 for 48,085 trees calculated as per Zirath records and extrapolated for another 553 bighas 4 chatak as per 1:10 norms in line with the SOP for Felling of Trees by User Agencies (Development Projects) outside Forest Land, vide No. FG.27/Felling Trees/NFP Lands/2020, dated 09 February, 2023, Guwahati. For the same, an area of approx. 193 Ha @ 2500 trees /Ha has been calculated in the same plan, which will be required. In this, the required area is approx. 193 Ha has also been identified by DFO Cachar.

32. Further, the committee has observed that there is an agreement/MoU of the State Government dated 07.03.2022 which mentions that 101 hectare of virgin land available in the garden will be taken up for extension planting and on the other hand uprooting and replanting, rejuvenation and infilling will be done in balance 508 ha land in a span of 7 to 8 years keeping in mind the industry norms, so that Doloo tea estate can become a 609 ha fully consolidated tea estate within the next 7 to 8 years and the workers would be deployed in the new development activities.

33. Finally, the PP has informed that an extensive tea plantation in the 609 ha of land, will be done against 404 ha of project site area, to fully consolidated tea estate, which will also include shade trees. Hence, traditional land-use practices will be maintained. Further, Compensatory Artificial Regeneration Plantation will be carried out against 48085 trees following 1:10 norms. Hence, a total of 4,80,850 trees will be planted in an area of 193 ha, following 2500 trees per hectare. Hence, overall vegetation area will be increased from 404 ha to 802 ha (609 ha for tea plantation & 193 ha for Artificial Regeneration). Further, the PP has submitted the .kml file indicating the location and extent of the proposed green belt area, along with a detailed list of tree species proposed under the Compensatory Artificial Regeneration Plantation Plan. Further, the committee has suggested that the PP shall add Bamboo plantation in the proposed list.

34. In view of the above deliberations, the Committee has revised Specific Condition No. (iv) as stipulated in the 156th meeting of the EAC held on 04.12.2025. Accordingly, the committee has revised condition. In addition to the above, the PP has revised the Environmental Management Plan (EMP) for the proposed project. Accordingly, the Committee has revised Specific Condition No. (ii).

35. Further, the Committee sought a mitigation plan to address ground-level particulate matter of less than 1 micron size, including the possible presence of heavy metals generated during aircraft landing and takeoff operations. In response, the PP informed that jet water spraying will be undertaken for periodic washing of the runway and parking areas to control dust and fine particulates. The Committee, however, emphasized that appropriate environmental safeguards must be ensured during such activities. Accordingly, the PP shall provide a proper collection system for runoff generated from runway and apron washing and ensure that the wastewater is collected, treated, and disposed of in accordance with applicable environmental standards before discharge or reuse.

36. Accordingly, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, the EAC has recommended granting environmental clearance to the project subject to the following specific conditions and other Standard EC Conditions as specified by the Ministry vide OM dated 04.01.2019 for the said project/activity, while considering for grant of environmental clearance.

37. Based on recommendations of EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance for Proposed Development of Greenfield Airport located at Doloo, Silchar, Assam by M/s Airports Authority of India under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the specific and standard conditions are given in **Annexure 1**.

38. This issues with approval of the Competent Authority.

Copy To

1. The Special Chief Secretary, Environment, Forest and Climate Change Department, Government of Assam, E-Block, 3rd Floor, Janata Bhawan, Dispur, Guwahati-06
2. The DDG (Central), Ministry of Environment, Forest & Climate Change, Integrated Regional Office, 4th Floor, Housefed building, GS Road, Rukmini Gaon, Guwahati - 781 022.
3. The Member Secretary, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110032.
4. The Member Secretary, Pollution Control Board Assam, Bamunimaidam, Guwahati – Guwahati - 781 021.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhawan, New Delhi.
6. Guard File/ Record File/ Notice Board/MoEF&CC website.

Annexure 1**Specific EC Conditions for (Airports)****1. Specific Conditions**

S. No	EC Conditions
1.1	As per Ministry's OM dated 14 th January, 2025, projects shall obtain the environmental safeguards required for the establishment of the Project/Activity, from the concerned SPCB/PCC within 30 days of this OM, after payment of requisite fees. The same shall be appended to the EC later and the project proponent shall file six monthly compliance for the safeguards, along with the EC conditions. SPCB shall follow the provisions of Ministry's OM dated 14 th January, 2025.
1.2	PP shall comply with the budget of the Environment Management Plan of Capital Cost = Rs. 4.30 Crores; Recurring Cost- Rs. 0.22 Crores/ year. During operational phase (Capital Cost = Rs. 30.0 Crores; Recurring Cost- Rs. 7.0 Crores/year shall be spent on social EMP. The committed amount of Rs. 15 Cr to address the issues raised during Public Hearing as in EMP shall be spent separately and no diversion of fund to any other activity. Prioritization of local employment, compensation for acquisition of land, compensatory plantation shall be complied. AAI in its contract with contractors during construction and operation shall explicitly mention to provide permanent jobs to local people based on their qualifications.
1.3	The tri-party MoU between Doloo Tea Company (I) Ltd., the Union Government and State Government executed on 07.03.2022 shall be complied within fixed time frame.
1.4	The PP shall strictly implement the approved Compensatory Artificial Regeneration Plantation Plan and ensure plantation of 4,80,850 trees over an area of 193 hectares, maintaining a density of 2,500 trees per hectare. PP shall coordinate with the State Government and ensure development and maintenance of the overall vegetation area of 802 hectares, comprising 609 hectares earmarked for tea plantation and 193 hectares designated for Artificial Regeneration within the next 7 to 8 years.
1.5	R&R plan accompanying with action plan has been issued by the Office of the District Commissioner, Cachar, Silchar, Assam vide letter no. 1485 dated 10.12.2025 shall be complied within strict timeline i.e. with 5 years (2030).
1.6	As committed PP shall spent Rs. 1 Cr. for the conservation of Doloo Lake and PP shall not diverted the fund to other works. No untreated sewage shall be discharged in Doloo lake and nearby water bodies.
1.7	As committed, PP shall utilize Rs. 29 Lakhs exclusively for the implementation of the Wildlife

S. No	EC Conditions
	Conservation Plan in consultation with the State Forest Department and shall not be diverted to any other activities or works. The amount shall be submitted to State Forest Department within six months and its expenditure certificate shall be submitted to Ministry's RO with six monthly compliance Report.
1.8	Project should not be within the river flood plan corresponding to one in 25 years flood, as certified by concerned District Magistrate/Executive Engineer from state water resource Deptt. or any other officer authorised by State Govt. for this purpose. PP shall consider the High Flood Level (HFL) of the nearby river before commencement of construction
1.9	No change in the natural drainage systems without prior permissions from local authorities. PP shall not use or extract any ground water for construction and operation of the instant project. Only surface water supplied through pipeline shall be used.
1.10	As committed, the PP shall comply with the cutting and filling plan. To reduce the number of diesel vehicles during construction, PP shall explore usage of gas based vehicle and EV trucks (if available)
1.11	As committed PP shall comply with Compensatory Artificial Regeneration plan.
1.12	Fresh water requirement from local authority shall not exceed 203 KLD.
1.13	PP shall provide 167 RWH pits each having capacity 54.8 cu. m are proposed for artificial ground water recharge.
1.14	PP shall recruit adequate number of qualified Environmental Professionals/Environmental Engineers suitable for the roles defined in the proposed EMC structure within 3 months from the grant of Environmental Clearance. Further, AAI shall depute atleast one Environmental Professionals/Environmental Engineers at each airport in its jurisdiction and also stipulate condition in agreement with its concessionaire/operator of the airport.
1.15	Sewage Treatment Plant (STP) of Moving Bed Biofilm Reactor (MBBR) Technology of capacity 400 KLD with tertiary treatment for dual usage shall be installed.
1.16	PP shall remain fully responsible for complying with all Environmental Clearance conditions during the construction phase and shall not evade on this. No third party, developer, or agency shall be considered responsible for EC compliance during this period
1.17	Construction activities that are likely to cause noise nuisance to nearby residents, accordingly, it should be carried out only between 6 am to 8 pm.
1.18	As committed, the PP shall installed 1 MW solar panels for harness solar power. As per the Ministry of Civil Aviation (MoCA), PP shall taken initiative regarding carbon emission reduction measures to achieve to carbon neutrality and net zero.
1.19	The project proponents would commission a third-party study from Environment Auditors/Premier Institutes on the implementation of all EC conditions in every 2 years. This study shall also include details related to quality and quantity of recycling and reuse of treated water, the efficiency of treatment systems, the quality of treated water being supplied for flushing (specially the bacterial counts), comparative bacteriological studies from toilet seats using recycled treated waters and fresh

S. No	EC Conditions
	waters for flushing, and quality of water being supplied through spray faucets attached to toilet seats
1.20	The proponent shall also provide electric charging points in the parking areas for e-vehicles atleast 20% of total parking vehicles.
1.21	The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.
1.22	Notification GSR 568 dated 18.06.2018 of MoEF&CC regarding Ambient Air Quality Standards with respect to Noise in Airport Noise Zone shall be complied with. Integrated Noise Model (INM) be more frequently used and mitigation undertaken during the operational phase of the project shall be recorded and reported.
1.23	No tree can be felled/transplant unless exigencies demand & need to be cut with prior permission from the concerned Authority. Efforts to be made to transplant the trees to other locations in the same vicinity by using appropriate mechanical devices which are available these days. Where the trees need to be cut, compensatory plantation in the ratio of 1:10 (i.e., planting of 10 trees for every 1 tree that is cut) shall be done and maintained. The proposed green area is 100000 sq. m of the total plot area shall include 2000 nos of local tree species.
1.24	Efforts be made to plant indigenous species which are tall in size rather than small saplings. The survival rate studies on the plantation shall be done after every 3 years.
1.25	Project Proponent shall strive to enhance the Green Belt beyond 100000 sq. m i.e. 2000 nos of trees trees planted in this regard would be planted under the campaign "एक_पेड़_माँ_के_नाम" and the details of the trees planted would be uploaded on the portal https://merilife.nic.in .
1.26	Energy conservation to the extent of at least 40% shall be incorporated, including water conservation (reuse/recycle, rainwater harvesting and water efficient fixtures) and other green building practices for various buildings proposed within the New Civil Enclave. The PP shall comply with ECSBC Guidelines 2024 to achieve energy efficiency. The energy conservation measures shall be subject to periodic verification by the competent Energy Conservation/ Efficiency authority in the State.
1.27	Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dumpsites for such material must be secured so that they should not leach into the ground water. Debris and Muck Management Plan to be prepared and implemented so as to avoid spillage of muck and debris on the slopes.
1.28	Use of environment friendly materials in bricks, blocks and other construction materials, shall be required for at least 20% of the construction material quantity. These include Fly Ash bricks, hollow bricks, AACs, Fly Ash Lime Gypsum blocks, Compressed earth blocks, and other environment friendly materials.
1.29	PP shall strictly adhere to the National Ambient Air Quality Standards (NAAQS) prescribed by the Central Pollution Control Board (CPCB), as amended from time to time.
1.30	PP shall install an online Continuous Ambient Air Quality Monitoring System (CAAQMS) at the project site to continuously monitor key parameters such as PM ₁₀ , PM _{2.5} , SO ₂ , NO, and other relevant pollutants as per CPCB guidelines

S. No	EC Conditions
1.31	PP shall provide an adequate and well-designed stormwater drainage system within the project site to prevent waterlogging and ensure proper discharge of runoff
1.32	The PP shall also implement suitable measures to prevent soil erosion and siltation of nearby water bodies during both construction and operation phases
1.33	PP shall provide a proper collection system for runoff generated from runway and apron washing and ensure that the wastewater is collected, treated, and disposed of in accordance with applicable environmental standards before discharge or reuse
1.34	PP shall employ High Speed/Air Regenerative sweepers to remove Rubber Particles, Sand and Dust from runway to prevent it from getting air borne. The combination of wet suppression and dust control shall be employed and any runoff contamination shall be treated in-house before it is disposed. Any hazardous solid wastes generated during treatment shall be disposed as per regulations

Standard EC Conditions for (Airports)

1. Statutory Compliance

S. No	EC Conditions
1.1	The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
1.2	The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
1.3	The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan/Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of schedule-I species in the study area).
1.4	The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.
1.5	The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
1.6	Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
1.7	A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
1.8	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project

S. No	EC Conditions
	proponents from the respective competent authorities.

2. Air Quality Monitoring And Preservation

S. No	EC Conditions
2.1	The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g., PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the airport area at least at four locations (one within and three outside the plant area at an angle of 120°each), covering upwind and downwind directions.
2.2	Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
2.3	A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
2.4	Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
2.5	The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
2.6	Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
2.7	The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

3. Water Quality Monitoring And Preservation

S. No	EC Conditions
3.1	Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.

S. No	EC Conditions
3.2	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
3.3	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
3.4	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
3.5	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
3.6	Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
3.7	Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression
3.8	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
3.9	A detailed drainage plan for rain water shall be drawn up and implemented.

4. Noise Monitoring And Prevention

S. No	EC Conditions
4.1	Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
4.2	Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment's.
4.3	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
4.4	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
4.5	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

5. Energy Conservation Measures

S. No	EC Conditions
5.1	Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

6. Waste Management

S. No	EC Conditions
6.1	Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
6.2	The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
6.3	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
6.4	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
6.5	The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of: a. Trash collected in flight and disposed at the airport including segregation, collection and disposed. b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport. c. Wastes arising out of maintenance and workshops d. Wastes arising out of eateries and shops situated inside the airport complex. e. Hazardous and other wastes
6.6	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
6.7	A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
6.8	Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

7. Green Belt

S. No	EC Conditions
7.1	Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the

S. No	EC Conditions
	Air Port.

8.

S. No	EC Conditions
8.1	Top soil shall be separately stored and used in the development of green belt.

9. Public Hearing And Human Health Issues

S. No	EC Conditions
9.1	Construction site should be adequately barricaded before the construction begins.
9.2	Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
9.3	Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
9.4	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
9.5	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
9.6	Occupational health surveillance of the workers shall be done on a regular basis.

10. Miscellaneous

S. No	EC Conditions
10.1	The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
10.2	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
10.3	The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.

S. No	EC Conditions
10.4	The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
10.5	The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholder's / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
10.6	A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
10.7	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
10.8	Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.
10.9	The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
10.10	The criteria pollutant levels namely; PM10, PM2.5, SO2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
10.11	The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
10.12	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
10.13	The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
10.14	No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
10.15	Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.

S. No	EC Conditions
10.16	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
10.17	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
10.18	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data/ information/monitoring reports.
10.19	The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts/NGT and any other Court of Law relating to the subject matter.
10.20	Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

