

F. No. 10-3/2007-IA-III  
Government of India  
Ministry of Environment, Forest and Climate Change  
(IA.III Section)

Indira Paryavaran Bhawan,  
Jor Bagh Road, New Delhi - 3

Date: 29<sup>th</sup> October, 2018

To,

**The Airport Director**  
**M/s Airport Authority of India, Trichy**  
Trichy Airport, District Trichy - 620007, Tamil Nadu  
E-mail: [rkshami@aai.aero](mailto:rkshami@aai.aero)

**Subject: Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy - Environmental Clearance - reg.**

Sir,

This has reference to your online proposal No. IA/TN/MIS/29464/2015 dated 14<sup>th</sup> September, 2018, submitted to this Ministry for grant of Environmental Clearance (EC) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of environmental clearance to the project 'Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy' was considered by the Expert Appraisal Committee (Infra-2) in its 34<sup>th</sup> meeting held during 24-26 September, 2018. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are as under:-

- (i) The proposed expansion of Trichy airport is within the existing airport premises in a total area of 702.02 acres situated in Tiruchirappalli, Tamil Nadu. Trichy airport complex site falls in between latitudes 10°45'21"N to 10°46'16"N and longitudes 78°42'21"E to 78°44'15"E, at an average field elevation of 84 m above mean sea level. The airport is connected to NH 210 located at about 0.1 km West of Trichy airport.
- (ii) **Existing Airport:** The Environmental Clearance (EC) for the Existing airport was issued by MoEF&CC vide letter no. 10-3/2007-IA-III dated 9<sup>th</sup> March, 2007. The airport has had two adjacent terminals. The integrated passenger terminal is used for both international and domestic air traffic. The old terminal has been converted into an international cargo complex. The other features of the existing integrated terminal building are given below:
  - Total Area: 11,777 sqm;
  - Peak hour capacity: 470 pax;
  - Annual handling capacity: 0.49 million pax;
  - Traffic during 2012-13: 0.87 million pax (building already saturated);
  - Ration Intl: Dom : 89:11; and
  - No. of Aerobridges: 2.

The salient features of the existing apron are listed below:

- Total no. of bays: 7;

- In contact bays: 3 nos. (B767-400 with power in push back); and
- Remote bays: 4 nos. (A320-200 with power in power out).

The existing Trichy airport handles both domestic and international flights. The details are given below:

- No. of flights handled per day: 21 nos.
- No. of International (19 nos.): Domestic flights (2 nos.).
- Type of aircraft (international): A320/B-737-800.
- Type of aircraft (domestic): ATR-72/Q-400.
- Bunching of Flights: 05:00 to 06:10 hrs and 14:30 to 17:00 hrs.

(iii) **Proposed Expansion:** Present proposal is for construction of new integrated terminal building and apron. Land use remains the same even after construction of the new terminal building and apron. The proposed airport expansion includes:

- Two level integrated terminal building having an area of 60,723 sqm;
- Car parking of Multi-Level Car Parking type (750 cars, Taxi- 250 cars and bus parking- 10 nos);
- New ATC (Air Traffic Control) Tower cum technical block;
- Airside development – Apron for 10 nos. code C type of aircraft;
- Airport systems;
- City side development like ramps to reach the departure level at the first floor; and
- Rehabilitation of AAI residential colony and CISF accommodation.

(iv) The total land available with AAI, Trichy is 702.02 acres and the existing integrated terminal building (GF+FF) covers about 11,777 sqm. The entire land is already under possession of Airports Authority of India (AAI). No additional land is required as a part of the proposed expansion project.

(v) No tree cutting is envisaged. The area is a vacant land within the airport premises and Clearing of bushes and vegetation is required.

(vi) The total water demand within the airport premises after the proposed expansion would be about 601 m<sup>3</sup>/day which will be met from the Tiruchirappalli City Municipal Corporation. Further, additionally about 98 m<sup>3</sup>/day of water will be required for the proposed AAI residential colony and CISF Barrack which will be sourced from the Tiruchirappalli City Municipal Corporation. In-house requirement includes drinking, sanitation, cleaning etc. Sprinkling requirements includes water requirement for gardening, lawn sprinkling and washing purposes.

(vii) The wastewater generation will be about 487 KLD from both airport terminal and residential area which will be treated in the existing STP of capacity 240 KLD and proposed STP of 400 KLD capacity. The treated water will be reused within the airport premises for greenbelt/green cover development, dust suppression and flushing in sanitary systems. The entire wastewater that is generated from the airport will be recycled and reused for non-potable purposes. Wastewater generated from the proposed STP will be used for horticulture and flushing system.

- (viii) The rainwater harvesting structures are available at the Trichy International airport to collect the rainwater from different part of the operational area and also from the roof top of administrative structures and integrated terminal building. There are about three rainwater harvesting pits in the existing integrated terminal building and three at the operational area to collect the rainwater from the operational area.
- (ix) Solid waste generated from the proposed expansion of the airport mainly comprises of food waste and garbage waste. Further, small quantities of sludge from STP, medical waste and other waste will be generated. Collection and handling of domestic solid waste would be done in line with the provisions of the Municipal Solid Waste Rules, 2016.
- (x) The hazardous waste such as tyres, waste engine oil, batteries etc will be generated from different sections such as CNS section, electrical section, motor & transport section, etc. The waste engine oil and waste tyres will be collected at designated areas and disposed through Municipal Corporation and also through recycling agencies. It is disposed to TNPCB/CPCB authorized disposal agencies in accordance with the Hazardous Waste (Management, Handling & Trans-boundary Movement) Rules 2008. The batteries and other electronic instruments will be disposed through buy back systems.
- (xi) Presently, about 1.2 MW of power is being utilized for the entire airport which is being met from Tamil Nadu Generation & Distribution Corporation. After expansion, about 6 MW would be required which will also be sourced from Tamil Nadu Generation & Distribution Corporation. The standby power backup will be met through existing DG sets. Solar Power Plant (Green Energy) is being used to the extent of 140 KWp (Roof top based) and further work was awarded for providing 1 MWp Ground based Solar Power Project at the cost of Rs. 4,76,63,900/-. Expected production of Green Energy is 1,30,000 Units per month. The whole energy produced by the above 2 Plants will be exclusively used for Airport operations.
- (xii) Green belt will be developed in non-operational areas and greenery will be developed along the approach road and vacant areas. However, the landside of the airport, terminal building approach areas only will have greenbelt/ green cover. Shrubs and trees will be planted in encircling rows around the airport boundary. Planting of trees in each row shall be in staggered orientation (triangular form).
- (xiii) Adequate vehicle parking is provided within the airport premises which are designed to accommodate 350 vehicles. Multi Level Car Parking (MLCP) area (750 cars, Taxi- 250 cars and bus parking- 10 nos) is proposed for the airport expansion project.
- (xiv) Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide F.No. 10-3/2007-IA-III, dated 23<sup>rd</sup> November, 2015. Amendment in ToR for preparing EIA report was granted by MoEF&CC vide letter F.No. 10-3/2007-IA-III, dated 20<sup>th</sup> June, 2017.
- (xv) Baseline study of environmental quality was carried out during pre-monsoon season 2016 to determine the existing conditions of various environmental attributes within the study area (10 km radius). Ambient air quality parameters were observed to be within prescribed standards. Also, the noise levels were observed to be within the CPCB limits except the funnel areas. The ground and

surface water quality in the study area does not indicate any industrial contamination. With regard to the ecological study, it is observed that there are no Schedule-I mammals in the study area, however there is presence of one Schedule-I birds namely i.e., Indian Peafowl which are found in the buffer zone of the study area. Remaining mammals and reptiles are listed in the respective schedules i.e., Sch-II, III, IV and V of the Indian Wildlife (Protection), Act, 1972. Incidentally there is no presence of endangered botanical flora reported in the study area, which are listed in the Schedule VI of the Indian Wildlife (Protection) Act, 1972.

- (xvi) Public hearing was carried out by Tamil Nadu Pollution Control Board on 25<sup>th</sup> July, 2018 under the Chairmanship of Mr. Rajamani I.A.S., District Collector, Trichy at Police Community Centre, K.K. Nagar. The proceedings of the public hearing have been incorporated in the final EIA report.
- (xvii) There are no notified wildlife sanctuaries/ national parks, biosphere reserves or any important bird areas within 10 km radius study area. Further, there are no forest blocks in the study area. No sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration. Except the presence of Indian Peafowl which is listed in the Schedule-I birds in the Indian Wildlife (Protection) Act, 1972 remaining mammals, birds and reptiles are listed in the respective schedules i.e., Schedule -II, III, IV and V.
- (xviii) Investment/Cost of the project: Total project cost is Rs. 951 crores.
- (xix) Employment potential: For the proposed expansion, the manpower requirement is expected to be 500-600 personnel during the operational phase and during construction phase, the peak demand will be about 1000 -1500 construction workers and contractors. There will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities like material handling, operation of construction machinery, actual construction, painting, installation of plant machinery, etc. Local small contractors, vehicle owners, machinery owners will get substantial amount of business for providing their services.
- (xx) Project Benefits: The proposed project will lead to direct and indirect benefits to the overall socio-economic status of the region also. During construction phase, there will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities like material handling, operation of construction machinery, actual construction, painting, installation of plant machinery, etc. The proposed project will attract a good number of population to the area in the form of equipment suppliers, material suppliers, maintenance technicians, etc. For their accommodation, the infrastructural facilities like lodging, eateries and transport facilities on the outskirts of nearby areas up to the airport area is expected to improve. These will also benefit the local population. The proposed airport will also attract industrial and infrastructure development in the region there by generating the additional revenue which will boost the economy of the State.

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

4. The EAC deliberated on the certified compliance report letter F.No. EP/12.1/570/TN/1268 dated 08.08.2018 issued by the MoEF&CC's Regional Office (SEZ), Chennai. The Committee also deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Tamil Nadu Pollution Control Board on 25.07.2018. The issues were raised regarding land acquisition, employment to local people, removal of encroachment and smooth traffic movement etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

5. The EAC, in its 34<sup>th</sup> meeting held on 24-26 September, 2018, after detailed deliberation and on being satisfied with the submissions of the project proponent, recommended the project for grant of Environmental Clearance. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:-

**PART A – SPECIFIC CONDITIONS:**

- (i) As proposed, Environmental Clearance is for Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Construction site should be adequately barricaded before the construction begins.
- (v) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (vi) 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.
- (vii) 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.
- (viii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (ix) 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). Top soil shall be separately stored and used in the development of green belt.
- (x) The Project proponents will compensate for the low area of green belt (because of security and bird menace concerns) within the project boundaries by

coordinating with the district authorities to plant an equal number (approaching 33% of vacant area of plot) of trees in degraded lands or in areas decided by the district administration.

- (xi) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xii) As proposed, total fresh water requirement of 699 KLD will be met through Tiruchirappalli City Municipal Corporation.
- (xiii) No ground water shall be extracted.
- (xiv) Electro mechanical/automatic doors to be provided in the toilets meant for physically disable passengers.
- (xv) Provision of Wash room in the parking area at suitable location to be provided.
- (xvi) Noise from vehicles and 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 equipments.
- (xvii) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xviii) 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.
- (xix) Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase 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.
- (xx) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- (xxi) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xxii) 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.
- (xxiii) Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.
- (xxiv) Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. Rain water recharge shall be as per the guidelines prescribed by the CGWA.
- (xxv) Sewage will be treated in the existing STP of capacity 240 KLD and proposed STP of 400 KLD capacity. The treated water will be reused within the airport premises for greenbelt/green cover development, dust suppression and flushing in sanitary systems and cooling tower. As proposed the Airport will operate on

zero liquid discharge principle.

- (xxvi) Continuous online air monitoring system shall be in place for expansion project.
- (xxvii) 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.
- (xxviii) 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. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- (xxix) 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.
- (xxx) 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.
- (xxxi) Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.
- (xxxii) 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. 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.
- (xxxiii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xxxiv) As proposed, no tree shall be cut/felled. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. Adequate area shall be provided for green belt development.
- (xxxv) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.
- (xxxvi) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxxvii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May 2018, an amount of 4.755 Crore i.e. @0.50% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities as mentioned in EIA/EMP report. However, the project proponent has proposed to

earmark Rs. 26.4858 Crore to be spend on CER activities like construction of girls toilet including borewell in Govt. Girls High School at Trichy and installation of Radio Therapy unit at mahatma Gandhi memorial Government Hospital, Trichy. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.

## **PART B - GENERAL CONDITIONS**

- (i) The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.
- (ii) Officials from the Regional Office of MoEF&CC, Chennai who would be monitoring the implementation of environmental safeguards should be given full cooperation, facilities and documents/data by the project proponents during their inspection. A complete set of all the documents submitted to MoEF&CC shall be forwarded to the APCCF, Regional Office of MoEF&CC, Chennai.
- (iii) In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.
- (iv) The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the environment clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.
- (v) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.
- (vi) These stipulations would be enforced among others under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and the EIA Notification, 2006.
- (vii) The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the Regional Office of this Ministry at Chennai. The EC letter shall also be displayed at the Regional Office, District Industries Centre and Collector's Office/ Tehsildar's office for 30 days.



- (viii) Any appeal against this clearance 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.
- (ix) A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.
- (x) The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, NO<sub>x</sub> (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (xi) The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF&CC by e-mail.
6. This issues with the approval of the Competent Authority.

  
(Kushal Vashist)  
Director

**Copy to:**

- 1) The Secretary, Department of Environment, No.1, Jeenias Road, Panagal Building, Ground Floor, Saidapet, Chennai-600 015, Tamil Nadu.
- 2) The Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, 1st and 11nd Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai-34.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Tamil Nadu Pollution Control Board, 76, Anna Salai, Guindy Industrial Estate, Race View Colony, Guindy, Chennai, Tamil Nadu 600032
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.

  
(Kushal Vashist)  
Director