

F.No.10-60/2017-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: 29th October, 2018

To,

M/s Airports Authority of India,
Dehradun Airport, Jolly Grant Village,
Dehradun, Uttarakhand.
Email: dehradunairport17@gmail.com
Phone No.: 0135-2412052

Subject: Expansion of Dehradun Airport in respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand by M/s Airports Authority of India, Dehradun - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/UK/MIS/75682/2017 dated 28th July, 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 Dehradun Airport in respect of construction of new integrated terminal building and allied facilities at Dehradun, Uttarakhand by M/s Airports Authority of India, Dehradun was considered by the Expert Appraisal Committee (Infra-2) in its 33rd meeting held on 9 - 10 August, 2018 and 34th meeting held on 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 proposal is for Expansion of Dehradun Airport in respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand. Khasra No. 4294, Jolly Grant Village, Doiwala Tehsil, Dehradun District, Uttarakhand.
- (ii) The proposed project is a modernization/expansion project of Dehradun Domestic Airport at Jolly Grant village, Dehradun, Uttarakhand, involving construction of a new terminal building, development of commercial facilities. The existing terminal building will be demolished. Existing Dehradun airport is spread over an area of 132.09 Ha (326.42 Acres) of land which was acquired by AAI.
- (iii) The project area is currently operational as Jolly Grant Airport, Dehradun with existing features like Runway, Apron, Apron Shoulder, Taxi Track, Runway

Shoulder, boundary wall, perimeter roads and parking facilities.

- (iv) The current proposal involves construction of new terminal building, with allied facilities.
- (v) ToR for the project was granted by MoEFCC vide F.No. 10-60/2017-IA-III dated 5th December, 2017.
- (vi) Public Hearing for the project was held on 2nd June, 2018 at the project site.
- (vii) The project will utilize water supply from the ground water.
- (viii) Total water demand for the airport during operational phase is estimated be 250.4 KLD out of which fresh water will be 54.9 KLD which will be sourced from ground water. 140 KLD of treated water will be sourced from onsite STP 55.5 KLD of treated water will be sourced from surrounding areas. Total wastewater generation will be 145.2, which will be treated in a well-designed MBBR Sewage Treatment Plant of 175 KLD capacity and the treated water will be used for flushing, landscaping and HVAC cooling purposes.
- (ix) Proper arrangements with authorized transporters and authorized disposers would be done and proper records for the same would be maintained. Adequate quantity and sizing of dustbins would be maintained throughout the airport area during the operation stage to receive solid wastes as and when generated. The collection bins will be regularly sprayed with disinfectants. A proper solid waste management system would be put in place. Waste collection shall be temporarily stored at identified locations before disposing as per established laws and procedures of the nearby Municipality waste disposal site.
- (x) Total solid waste generation will be 1.9 MT per day. The biodegradable portion of MSW (0.94 MT/day) will be treated at site by 1 Organic Waste Converters of 1000 kg per day capacity and manure generated will be used for plantation. Recyclable waste will be disposed-off by selling. Inert waste will be sent to MSW Disposal sites for land fill. Hazardous waste shall be disposed in accordance with Hazardous & Other Waste (Management & Transboundary Movement) Rules, 2016.
- (xi) Investment cost of the project is Rs. 344.75 Crores.
- (xii) Employment potential: The facility will generate direct & indirect employment opportunities for the local skilled, semiskilled & unskilled staffs/labours after the expansion of proposed project. Contractual employment for another 400 (approx.) people is estimated during construction phase, and 100 additional people during the operational phase.
- (xiii) Benefits of the project: In addition to better connectivity of the region, there will also be increased employment generation to the surrounding areas and will aid the economic development of the region. During the construction phase & operation phase, employment opportunities will be provided. The

proposed Airport expansion will enhance the safety, security and environmental standards and passenger comfort at Airport.

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.

Earlier Environmental Clearance was granted by MoEFCC vide F. No. 10-23/2009-IA-III dated 17.07.2009. Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide F.No. 10-60/2017-IA-III dated 05.12.2017. Public Hearing for the project was held on 2nd June, 2018 at the project site.

4. The EAC, in its 34th meeting held on 24 - 26 September, 2018, after detailed deliberations on the proposal, has recommended for grant of Environmental Clearance to the project. As per recommendations of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project "Expansion of Dehradun Airport in respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand by M/s Airports Authority of India, Dehradun" under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the specific and general conditions as under:-

PART A – SPECIFIC CONDITIONS:

- (i) As proposed, Environmental Clearance is for Expansion of Dehradun Airport in respect of construction of new integrated terminal building and allied facilities at Dehradun, Uttarakhand by M/s Airports Authority of India Dehradun.
- (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 minimised. 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) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xi) As proposed, total fresh water requirement of 54.9 KLD will be met through ground water with prior permission from CGWB.
- (xii) 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.
- (xiii) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xiv) 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.
- (xv) 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.
- (xvi) 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.
- (xvii) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xviii) 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.

- (xix) 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.
- (xx) 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.
- (xxi) Sewage will be treated in the STP of capacity 175 KLD. The treated water will be reused within the airport premises for landscaping, flushing, HVAC. No treated water shall be discharged in to Municipal Drain.
- (xxii) Continuous online air monitoring system shall be in place for expansion project.
- (xxiii) 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.
- (xxiv) 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.
- (xxv) 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.
- (xxvi) 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.
- (xxvii) 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.
- (xxviii) 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.

- (xxix) 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.
- (xxx) 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.
- (xxxii) 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.
- (xxxiii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxxiiii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, an amount of 2.59 Crore i.e. @0.75% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities as committed. 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) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.
- (ii) 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.
- (iii) Officials from the Regional Office of MoEF&CC, Dehradun 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, Dehradun.
- (iv) In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.

- (v) 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.
- (vi) 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.
- (vii) 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.
- (viii) 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 Dehradun.
- (ix) 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.
- (x) A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parisad/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.
- (xi) 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; SPM, RSPM, SO₂, NO_x (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.
- (xii) The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the

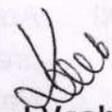
concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF&CC by e-mail.

5. This issues with the approval of the Competent Authority.


(Kushal Vashist)
Director

Copy to:

- 1) The Secretary, Department of Environment, Government of Uttarakhand, Dehradun.
- 2) Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forest and Climate Change, Regional Office (NZ), 25, Subhash Road, Dehradun- 248001, Uttarakhand.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) Member Secretary, Uttarakhand Environment Protection & Pollution Control Board, 29/20, Nemi Road, Dehradun, Uttarakhand- 248001; Fax- 0135-2718092.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.


(Kushal Vashist)
Director