

F. No. 10-50/2016-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: 16th April, 2018

To,

M/s Airports Authority of India,
Civil Air Terminal Bamrauli,
Allahabad, Uttar Pradesh- 211012
E-mail: deepyadav@aai.aero

Subject: Development of New Civil Enclave at Allahabad Air Force Base (U.P.) at Bamrauli, Allahabad, Uttar Pradesh by M/s Airports Authority of India, Allahabad - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/UP/MIS/57365/2016 dated 5th February, 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 'Development of New Civil Enclave at Allahabad Air Force Base (U.P.) at Bamrauli, Allahabad, Uttar Pradesh promoted by M/s Airports Authority of India, Allahabad was considered by the Expert Appraisal Committee (Infra-2) in its 28th meeting held on 5th March, 2018. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are under:-

- (i) The proposal is for Development of 'New Civil Enclave at Allahabad Air Force Base' at Village Bamrauli, District Allahabad, Uttar Pradesh by Airports Authority of India (AAI).
- (ii) Latitude and Longitude of the proposed Civil Enclave are 25°25'59.75" N & 81°44'28.06" E. New civil enclave will be located on 50 Acres area, which will be transferred by State Government, which will be located close to existing Air Force Base. Link Taxiway: 563 m x 23 m with 3.5 m wide shoulders, Apron: 71.6 m x 93.5 m with 3.5 m (suitable for 2 Nos. A-320 type of Air Craft), proposed Terminal Building: 6500 sqm (Peak Capacity 300 passengers), Car parking: 200 cars taxis.
- (iii) The proposed civil enclave will be approached from NH-2, which is about 2 km. As per agreement State Govt. of Uttar Pradesh will construct a 4 lane road from NH -2 to proposed civil enclave.
- (iv) Water requirement for the Proposed Civil Enclave is 60 KLD and will be extracted through bore wells. Necessary permission will be obtained for ground water extraction. 32 KLD sewage will be generated during operation of proposed civil enclave which will be treated in STP of capacity 40 KLD. Membrane bioreactor (MBR) Technology will be used for treatment of waste water at proposed Civil Enclave. After treatment, treated wastewater will be reused for flushing, landscaping and green belt purpose.



- (v) Approx. 90 kg per day solid waste will be generated during operation of the project, which will be collected, segregated and managed by external agency for disposal. Various components of solid waste management, at proposed civil enclave. Used waste oil from maintenance of DG sets and batteries, electronic wastes will be collected separately and will be sold to authorize recyclers as per CPCB/ UPPCB guidelines.
- (vi) Green belt/plantation is proposed on 1,10,737 sqm area (54.72%) at the proposed Civil Enclave.
- (vii) At proposed civil enclave, necessary measures will be taken for conservation of energy in line with 'Energy Conservation Building Code 2017' and 'National Building Code 2016'.
- (viii) Estimated cost of the project is Rs. 150 Crores.
- (ix) There is no critically polluted area within 10 Km radius area from the proposed civil enclave.
- (x) There is no wildlife sanctuary, national park or any other ecological sensitive area within 10 km distance.
- (xi) ToR was granted by the Ministry vide letter No. 10-50/2016-IA-III dated 15.09.2017 along with Public Hearing.
- (xii) Public hearing was conducted by U. P. Pollution Control Board (UPPCB) for the Development of New Civil Enclave, on 29.01.2018 at Civil Air Terminal Premises, Bamrauli Air Force Base, Allahabad.
- (xiii) The direct and indirect benefits of the proposed Civil Enclave at Allahabad are: better infrastructure facilities for passenger, promotion of religious tourism especially during Kumbh, Ardh Kumbha and Annual fair at Sangam (Confluence of Ganga and Yamuna), increase in regional economy as it will boost tourism, trade and commercial activities in the region, generation of more revenue to the state, hence more development of the region, boost in religious tourism and more people to travel in the state, easy access to High court from other part of Uttar Pradesh, employment opportunity to people, more business and industrial opportunities etc.
- (xiv) Employment: Direct Employment during construction Phase 12 (regular) 80 to 100 (contract) and during operation Phase 15 (regular) and 60 (contract). Indirect Employment More than 500.

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 amendments, and requires appraisal at Central level by sectoral EAC.

4. The EAC deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the U.P. Pollution Control Board on 30.01.2018. The project proponent informed that the people present in the public hearing expressed pleasure after hearing details of the project and no person expressed any objection. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

5. The EAC, on being satisfied with the submissions of the project proponent, recommended the project 'Development of New Civil Enclave at Allahabad Air

Force Base (U.P.) at Bamrauli, Allahabad, Uttar Pradesh promoted by M/s Airports Authority of India, Allahabad for grant of environmental clearance 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 Construction of 'Development of New Civil Enclave at Allahabad Air Force Base (U.P.) at Bamrauli, Allahabad, Uttar Pradesh by M/s Airports Authority of India, Allahabad.
- (ii) Project Proponent shall obtain clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities.
- (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) 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.
- (vi) 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.
- (vii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (viii) 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.
- (ix) A detailed drainage plan for rain water shall be drawn up and implemented.
- (x) Ground water abstraction and rain water recharge shall be as may be prescribed by the CGWA. A clearance of the CGWA shall be obtained in this regards.
- (xi) 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.
- (xii) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xiii) 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 Rules, 2016.
- (xiv) 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.

- (xv) 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.
- (xvi) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xvii) 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.
- (xviii) 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.
- (xix) 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.
- (xx) Total fresh water requirement from existing bore wells shall not exceed 60 KLD with permission from CGWB.
- (xxi) Sewage Treatment Plant (STP) of 40 KLD capacity to treat the wastewater generated from airport. Treated water will be reused for flushing, landscaping and green belt purposes.
- (xxii) 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.
- (xxiii) 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.
- (xxiv) 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.
- (xxv) 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.
- (xxvi) Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. As per clause B.b. vii) page 4 of MOU dated 24th February, 2014 between Airports Authority of India (AAI)

and Government of Uttar Pradesh twin carriage airport road leading to city with proposed Civil Enclave has to be provided by the State Government in association with AAI. 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. The project proponents will as per law, implement the directives of the Committee constituted by the High Court in the matter of decongesting the approach road.

- (xxvii) 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.
- (xxviii) 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.
- (xxix) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxx) 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.

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, Lucknow 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, Lucknow.
- (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 Lucknow.
- (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 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.
- (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.

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


(Kushal Vashist)
Director

Copy to:

- 1) The Secretary, Department of Environment, Government of Uttar Pradesh, Lucknow.
- 2) The Addl. Principal Chief Conservator of Forests (C), Ministry of Environment,

Forests and Climate Change, Kendriya Bhavan, 5th Floor, Sector-H, Aliganj, Lucknow-226024.

- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Uttar Pradesh Pollution Control Board, Building. No. TC-12V, Vibhuti Khand, Gomti Nagar, Lucknow-226 010.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.



(Kushal Vashist)
Director