

F. No. 10-28-2014-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,

Shri Asoke Biswas, Asst. General Manager Engg.
M/s Airports Authority of India,
Jharsuguda Airport, Jharsuguda
Odisha- 768233.

Phone: 06645-284112

E-mail: abiswas65@aai.aerp

Subject: Development of Jharsuguda Airport for A-320 Operations, Jharsuguda, Odisha by M/s Airport Authority of India- Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/OR/MIS/73462/2014 dated 12th March, 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 Jharsuguda Airport for A-320 Operations, Jharsuguda, Odisha promoted by M/s Airport Authority of India was considered by the Expert Appraisal Committee (Infra-2) in its meetings held on 26-28 December, 2016 and 20th 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) M/s Airport Authority of India has proposed for Development of Jharsuguda Airport for A- 320 Operations, Jharsuguda, Odisha. Proposed facilities will be developed:

S.N.	Particulars	Details
1	Type of Airport	4C
2	Aircraft	A320 type of aircrafts
3	Terminal building Area	5500 sqm, 300 PHP
4	Runway	Strengthening and extension of existing runway (1882 m X 45 m to 2391 x 45 m)
5	Link Taxiway	Strengthening of existing taxiway (375 m X 23 m with Shoulders of 7.5 m width along both sides of taxiway)
6	Apron	288 m x 180 m
7	Fire Station	Category VII
8	Boundary wall	Boundary wall to be constructed along with perimeter road of 3.75 m width
9	Isolation Bay	64 m x 79 m with link taxiway
10	Car Park	150 cars & 5 buses, VIP car parks (20 cars)
11	Construction of New Technical Block cum Control Tower	
12	Construction of Fire Station and MT Workshop	
13	Construction of Residential Quarters: Construction of Residential Quarters (Type B 8.0	

nos, Type C-8.0nos, Type D- 4.0nos & Type E-1.0 no.) including transit accommodation for AAI staff, Recreation club etc.
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- (ii) The total land required for developing the airport is about 967.5 acres, out of which 671 acres of land is already under possession of Airports Authority of India (AAI). Government of Odisha has agreed to transfer approximately 296.50 acres of land (Phase- I – 118.50 acre & Phase-II – 178.0 acre) free of cost and free from all encumbrances to AAI. In lieu of 296.50 acres land, AAI will transfer 119.0 acres of land to Government of Odisha. Out of 296.50 acres, about 56.12 acres of land is private land and 9.6 acres of land is Government revenue forest land. In principle approval for the diversion of forest land has been obtained from Forest and Environment Department, Odisha.
- (iii) It is reported that no eco-sensitive zones are located within 10 km distance. Reserved forest namely Jamatalia RF (3.5 km, NNE), Deuli RF (6.7 km, N), Pitamal RF (7.4 km, ENE) and Shriyapali RF (7.7 km, SSE) are located within 10 km distance. IB river (2.4 km, NW) Sapai river (4.3 km, N) are located within 10 km distance.
- (iv) It is estimated that total water requirement is about 300 m³/day, out of which about 100 m³/day is required for domestic purpose during operation phase. 30 m³/day will be met by recycling water from sewage treatment plant. The committee suggested them to submit water balance chart.
- (v) It is proposed to install a sewage treatment plant with tertiary treatment facilities of 90 cum/day capacity. Tertiary treated wastewater from sewage treatment plant can be used for irrigation, make up water for cooling towers, D.G cooling and as flush water for W.Cs and urinals in the toilets.
- (vi) A total quantum of 3000 kl of rain water can be harvested annually by constructing suitable recharge structure. In order to design the recharge structure 15 minutes peak runoff of 50 mm/hour has been taken into account. Based on this, it is proposed to provide about 22.0 nos. recharge structure through a filter bed connected to a rain water percolation bore. The outlet of the recharge pits shall be connected to the external storm water drain.
- (vii) Total solid waste generation will be 255 kg/day. Wastes shall be segregated into bio-degradable and recyclable wastes at the source of generation. The wet waste (biodegradable) generated within the proposed complex shall be treated by bio-composting process and the manure thus generated shall be used for horticulture within the site. Paper and cardboard wastes, plastic wastes, metal wastes and other recyclable wastes from the cargo handling areas shall be sold to authorized contractors. The e-waste generated shall be stored separately in the complex and disposed through authorized recyclers approved by the State/Central Pollution Control Board.
- (viii) ToR was granted by the Ministry vide letter No. 10-28/2014-IA-III dated 19.03.2015.
- (ix) Public hearing for the project was conducted by Odisha Pollution Control Board on 24.06.2016 at Gram Panchayat Office of Duriagagram Panchayat under Jharsuguda Block.
- (x) In-principle approval of the diversion of forest land (stage-I) of 9.6 acre has already been obtained from Forest and Environment Department, Government of Odisha.
- (xi) Investment Cost of the project is Rs. 200 Crore.
- (xii) Employment potential: Apart from the temporary employment during construction phase, the setting up of the airport project will also open up good employment opportunities, especially for the skilled workers, The current occupational status of the

region shows that about 59.18 % of the population is unemployed. The setting up of the project will further improve this status of unemployment and provide opportunities to the unemployed population.

- (xiii) Benefits of the project: In recent years Jharsuguda district has witnessed a large scale industrialization due to which, there is a huge demand for air connectivity. Being the economic hub of Odisha, it is essential to have an airport at Jharsuguda which helps in the development of this area. After completion of airport, Jharsuguda will be well connected to other cities and other states and will increase the tourist flow in this region which will usher in socio-economic development.

3. The EAC deliberated on the information provided by the Project Proponent and the issues raised during the Public Hearing/Public Consultation meeting conducted by the SPCB, Odisha on 24.6.2016. The concerns were raised regarding local employment, drinking water facilities, R&R issues, compensation for the land acquisition, etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

4. The EAC, on being satisfied with the submissions of the project proponent, recommended the project 'Development of Jharsuguda Airport for A-320 Operations, Jharsuguda, Odisha promoted by M/s Airport Authority of India 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 Jharsuguda Airport for A-320 Operations', Jharsuguda, Odisha by M/s Airport Authority of India.
- (ii) Project Proponent shall be obtained 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) All the conditions stipulated in the letter dated 5th March, 2015 while granting the In-principle approval of the diversion of forest land (stage-I) of 9.6 acre shall be complied with.
- (v) Construction site should be adequately barricaded before the construction begins.
- (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) 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.

- (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 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.
- (xxi) Total fresh water requirement from municipal water supply, Government of Odisha shall not exceed 350 KLD.
- (xxii) Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water will be reused for horticulture, backwash and dust suppression.
- (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) 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.
- (xxxi) Any demolition and the activities related thereto shall managed so as to strictly conform to the Construction and Demolition rules under the E.P. Act 1986.
- (xxxii) Excavated materials shall be handled and transported in a manner that they do not cause any problems of Air pollution.
- (xxxiii) 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.
- (xxxiv) The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
- (xxxv) 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
- (xxxvi) Unauthorized development and encroachment shall be prohibited within 05 Km of the Airport in consultation with the local authorities.

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) Corporate Social Responsibility Policy shall be duly implemented. Details on year-wise expenditure and activities undertaken under CSR shall be reported to the concerned Regional Office of the Ministry.
- (iv) Officials from the Regional Office of MoEF&CC, Bhubaneswar 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, Bhubaneswar.
- (v) In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.
- (vi) 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.
- (vii) 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.
- (viii) 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.
- (ix) 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 Bhubaneswar.
- (x) 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.
- (xi) 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.
- (xii) 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.

- (xiii) 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. Additional Chief Secretary, Department of Forest & Wildlife, Government of Odisha, Secretariat, Bhubaneswar-751001, Fax: 0674-2395820, E Mail- fsec.or@nic.in
2. The Chairman, Central Pollution Control Board, Parivesh Bhavan, CBD-cum- Office Complex, East Arjun Nagar, Delhi – 110032.
3. Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, Regional Office (EZ), A/3, Chandersekharapur, Bhubaneswar-751023, Fax.0674-2302432, E-mail: roez.bsr-mef@nic.in
4. The Member Secretary, Odisha Pollution Control Board, Paribesh Bhawan, A/118, Nilakantha Nagar, Unit - VIII, Bhubaneswar, Odisha 751012
5. Guard File
6. Monitoring File


(Kushal Vashist)
Director