

F. No. 10-12/2017-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: 10th October, 2017

To,

The Director,

Civil Aviation Department, Government of Gujarat,
GUJSAIL Complex, Near Torrent Sub Station,
SVPI Airport, Ahmedabad - 380 004 (Gujarat)
Fax: 079-22858130/70, Email: director-cad@gujarat.gov.in

Subject: New Greenfield Airport at Rajkot, Gujarat by M/s Gujarat State Aviation Infrastructure Company Ltd - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/GJ/MIS/64009/2017 dated 29th August, 2017, 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 'New Greenfield Airport at Rajkot, Gujarat promoted by M/s Gujarat State Aviation Infrastructure Company Ltd was considered by the Expert Appraisal Committee (Infra-2) in its meeting held on 11-13 September, 2017. 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 name of the Proposal is Development of Greenfield Airport at Hirasar, Rajkot, Gujarat.
- (ii) The project is located at Latitude 22°23'25.2" N and Longitude 71°01'23.9" E. Plot No. 47/p1 (Rajkot), 139 (Surendranagar), Hirasar, Gujarat.
- (iii) The proposed project site is 1025.54 Ha. Out of which 96.48% is Government land, 0.12% Gamtal and 3.41% private land. Most of the land is dominated by grass with scrub vegetation.
- (iv) Project components: The proposal envisages the following works:
 - Proposed Airport size of single runway of length 3040 m x width 45 m.
 - Single runway for operation of C category aircrafts
 - Two number of parallel taxi tracks
 - Separation distance as per C category aircrafts
 - Apron layout
 - Rapid Exit Taxi Track
 - Rapid Exist Taxi Track, Development of Passenger Terminal Building, Cargo Terminal Building, MRO/Hangars
 - Four lane approach road to airport and boundary for new airport
 - Utilities and other miscellaneous facilities

- (iv) A total of 632.24 Ha forest land (429.90 Ha in Rajkot district and 202.34 Ha in Surendranagar district) will be diverted for airport. Stage-I forest clearance meeting was held on 30.08.2017 and Minutes of Meeting is awaited.
- (v) Total water requirement during operation phase (2030-31) is 1.2 MLD and will be sourced from bore well. Necessary permission will be taken from regulatory authority. There will be 1.07 MLD waste water generation during operation phase (2030-31). Packaged STP will be installed inside the airport for processing waste water. The waste water will be treated in STP and the treated water will be used in horticulture and cooling tower water make-up.
- (vi) It is proposed to install a series of collection and deposit systems across the Airport, eventually culminating in bulk deposit bins located on the landside at selected locations. From these locations an external agency shall collect the bins at periodic intervals using modern mobile collection vans. Compacted waste shall be transported out of the site for eventual disposal either by dumping in the approved dump yards. The recyclable waste will be dispatched to respective recycling agencies, and to a composting facility for treatment of biodegradable waste. Hazardous waste will be segregated and sold to authorized approved agencies for disposal.
- (vii) There is a minor check dam is falling inside the airport area. Water is stored in the dam for 3-4 months after post monsoon. It is proposed to provide a suitable diversion to the current water stream circling the airport boundary and connecting to the existing stream further downstream. Only lateral shifting of the water stream is envisaged. The same shall be accessible even after implementation of the airport project.
- (viii) There are 2180 trees to be cut in the proposed airport site during site preparation.
- (ix) Green belt development (20% of construction projects and 33% for others) A proper greenbelt of 33% of the airport project site will be developed gradually during construction phase.
- (x) It is proposed that a total of 300 parking spaces as an open car park with tensile structures would be provided by Phase I completion of the airport (2030).
- (xi) The proposed project does not falls within 10 km of eco-sensitive area.
- (xii) Tor was granted to the project vide letter F.No. F.No.10-12/2017-IA-III dated 7th June 2017.
- (xiii) Public Hearing: Public Hearing was conducted at Dosalighuna village, Chotila taluka, Surendranagar district, Gujarat on 03.08.2017. Public Hearing was also conducted at project site Juna Gam Tal, Hirasar village, Rajkot taluka, Rajkot district on 04.08.2017. Major issues raised during PH are non-availability of gauchar land for village livestock, dam diversion at project site, employment opportunities and rehabilitation of population residing at site.
- (xiv) Investment/Cost of the project is Rs. 1405 Crores.
- (xv) Employment potential: More than 1000 persons will be employed directly and indirectly for different activities of the airport.

- (xvi) Benefits of the project: Passenger can fly to national and international destination, Source of revenue for State and Centre, Employment generation and Economic benefits to community.

3. The EAC, in its meeting held on 11-13 September, 2017, 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 "New Greenfield Airport at Rajkot, Gujarat promoted by M/s Gujarat State Aviation Infrastructure Company Ltd, 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 development of New Greenfield Airport project.
- (ii) All the conditions stipulated by F.C. Division, MoEF&CC vide its letter No. 8-48/2017-FC dated 19th September, 2017 shall be complied with.
- (iii) Project Proponent shall be obtained clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities.
- (iv) The Land requirements should be strictly as per the guidelines for Airports as prescribed by the ICAO/ Airport Authority of India
- (v) The land acquisition / purchase shall be in conformity to the LARR Act, 2013 and any other laws and regulations governing land acquisition.
- (vi) Construction site should be adequately barricaded before the construction begins.
- (vii) 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.
- (viii) 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.
- (ix) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (x) 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.
- (xi) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xii) Ground water abstraction and rain water recharge shall be as may be prescribed by the CGWA. A prior clearance of the CGWA shall be obtained in this regards.
- (xiii) Total water requirement from ground water bore wells/tankers will not be exceed 1.2 MLD.

- (xiv) Sewage Treatment Plant (STP) shall be provided to treat the wastewater generated from the airport and the treated wastewater will be reused for irrigation of landscaping and garden areas.
- (xv) 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.
- (xvi) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xvii) 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 Rule, 2016 and Construction and Demolition Waste Rules, 2016.
- (xviii) 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.
- (xix) 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.
- (xx) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xxi) 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.
- (xxii) 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.
- (xxiii) 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.
- (xxiv) 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.
- (xxv) Airport Noise Management could be as proposed under the draft rules on Airport Noise notified by the MoEF&CC, Govt. Of India.
- (xxvi) 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.

- (xxvii) 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.
- (xxviii) 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.
- (xxix) Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
- (xxx) An assessment of the cumulative impact of all activities being carried out or proposed to be carried out by the project, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organisation of repute and specialising in Transport Planning shall be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.
- (xxxi) 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.
- (xxxii) 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.
- (xxxiii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxxiv) The concerns of the Public hearing panel shall be suitably addressed to and the recommendations adopted as part of the Environmental Management Plan and in the plan for C.S.R. as applicable.
- (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.

PART B - GENERAL CONDITIONS

- (i) The project authorities must strictly adhere to the stipulations made by the SPCB, State Government and any other statutory authority.
- (ii) No further modification or expansion in the project shall be carried out without prior approval of the Ministry of Environment Forest and Climate Change. In case of deviations or alterations in the project proposal from those submitted to this Ministry for clearance, a fresh reference shall be made to this Ministry

to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.

- (iii) The overall noise levels in and around the airport area shall be kept well within the standards by providing noise control measures including acoustic hoods, silencers, enclosures etc. On all the sources of noise generation. The ambient noise levels shall conform to the standards prescribed under the EPA Rules, 1989 viz. 78 dBA (daytime) and 70 dBA (night-time).
- (iv) A separate Environmental Management Cell equipped with full fledged laboratory facilities must be set up to carry out the environmental management and monitoring functions.
- (v) Adequate funds shall be earmarked towards capital cost and recurring cost/annum for environment pollution control measures and shall be used to implement to conditions stipulated by the Ministry of Environment, Forest and Climate Change as well as the State Government along with the implementation schedule for all the conditions stipulated herein. The funds so provided shall not be diverted for any other purposes.

4. The Regional Office of this Ministry/Central Pollution Control Board/State Pollution Control Board will monitor the stipulated conditions. A six monthly compliance report and the monitored data along with statistical interpretation shall be submitted to them regularly.

5. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat / Zila Parishad / Municipal Corporation, Urban Local Body and the local NGO, if any, from whom any suggestion/ representation, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

6. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.

7. 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 Clearance conditions and shall also be sent to the respective Regional Office of MoEF&CC by e-mail.

8. The project proponent shall inform the public that the project has been accorded environmental clearance by the Ministry and copies of the clearance letter are available with SPCB and may also be seen at website of the Ministry of Environment, Forest and Climate Change at <http://www.envfor.nic.in>. This shall be advertised within Seven days from the date of receipt of the Clearance letter at least two local newspaper that are widely circulated in the region of which one shall be in the vernacular language of the locality concerned and a copy of the same shall be forwarded to the Regional Office of this Ministry.

9. The project authorities 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 and the date of commencing of land development work

10. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
11. The Ministry reserves the right to stipulate additional conditions, if necessary. The company in a time bound manner shall implement these conditions.
12. This clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.
13. 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.
14. The above stipulations will be enforced inter-alia 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, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability (Insurance) Act, 1991 along with their amendments and rules.
15. This issues with the approval of the Competent Authority.


(Kushal Vashist)
Director

Copy to:

- 1) The Secretary to Government (Environment and Ecology), Forest, Forests & Environment Department, Government of Gujarat Block 14, 8th Floor, Sachivalaya, Gandhinagar -382 010, Gujarat.
- 2) The Addl. Principal Chief Conservator of Forests (Central) Ministry of Environment, Forest and Climate Change, Regional Office (WZ) E-5, Kendriya Paryavaran Bhawan, E-5 Arera Colony, Link Road-3 Ravishankar Nagar, Bhopal- 462016.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Member Secretary, Gujarat Pollution Control Board, Paryavaran Bhavan, Sector-10A, Gandhinagar-382010, Gujarat.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board/MoEF&CC website.


(Kushal Vashist)
Director