

F. No. 10-11/2018-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,

The Senior Manager
M/s Airports Authority of India, Pune
New Airport Road, Lohegaon,
Pune - 411032, Maharashtra
Email: puneairport.ec@gmail.com

Subject: Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by M/s Airports Authority of India, Pune - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/MH/MIS/78440/2018 dated 11th 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 'Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by M/s Airports Authority of India, Pune was considered by the Expert Appraisal Committee (Infra-2) in its 34th 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 existing Civil Enclave is located on 26.01 Acres (10.526 ha) land. For proposed development of the existing Civil Enclave additional 15.84 Acres (6.41 ha) land has been handed over by Indian Air force to Airports Authority of India for construction of new integrated terminal building.
- (ii) Under the proposed project, construction of new integrated terminal building, reconstruction of old terminal building, modification of existing expanded terminal building, associated city side facilities, expansion of apron and link taxiway track, multi-level car park and cargo terminal at the Pune Civil Enclave are proposed. New Integrated Terminal Building will be constructed on 35,000 sqm area adjacent to old terminal building. The area details of the Proposed Development of the Pune Civil Enclave is as follows:

S. No.	Height Wise Breakup Area	Basement	Ground Floor	First Floor	Total (sqm)
1.	Basement	11,986.18			11,986.18
2.	Ground Floor Arrival/Departure		17,027.47		17,027.47
3.	First Floor			13582.53	13,582.53

	Arrival/Departure				
4.	Service Yard			3600.00	3,600.00
5.	Link Corridor		175.50	48.15	223.65
6.	Road at Grade level (including pedestrian way)		18,831.40		18,831.40
7.	Land scape		12,095.38		12,095.38
8.	Front continuous Véranda		14,331.48		14,331.48
9.	Forecourt F&B		1,080.00		1,080.00
10.	Forecourt F&B Canopy		3,136.00		3,136.00
11.	Cargo		2900.00		2,900.00
	Total	11,986.18	69,577.23	17,230.68	98,794.09

- (iii) Total 31 trees are growing on the site received from IAF. During the design of new terminal building and other facilities, 12 trees have been saved, while 19 trees will be felled after obtaining permission from Pune Municipal Corporation. Airports Authority of India has already applied to Pune Municipal Corporation for obtaining permission for cutting of trees.
- (iv) Pune Civil Enclave is located at Longitude 73°54'31.96" E and Latitude 18°34'45.67" N with elevation of 585 above msl.
- (v) For Pune Civil Enclave total daily fresh water requirement will be 715 KLD. For the proposed project, water requirement will be met through Municipal Corporation Supply, tankers and deep tube wells to be drilled after obtaining permission from competent authority.
- (vi) 1,125 KLD sewage will be generated after the proposed development at Pune Civil Enclave. Sewage generated from the airport will be treated in well-designed Sewage Treatment Plant (STP). It is proposed to install Moving Bed Bio-film Reactor (MBBR) type sewage treatment plant of two modules of 600 KLD capacity each (total treatment capacity 1200 KLD). After meeting stipulated standards, treated waste water will be utilized for HVAC, flushing purpose, irrigation of greenery and landscaping.
- (vii) Approx 2600 kg per day solid waste is generated during operation of the new terminal building, which will be collected, segregated and managed by external agency for disposal as per Solid Waste Management Rule, 2016.
- (viii) Total power requirement for the proposed development of Pune Civil Enclave will be 6775 kW as per details given in Table 2.3. It is proposed to install 5 numbers of DG sets considering one additional standby DG set of 1500 kVA capacity.
- (ix) ToR was granted by the Ministry vide letter No. 10-11/2018-IA-III dated 16.04.2018.
- (x) The public hearing for the proposed New Terminal Building and Associated works by Airports Authority of India at Pune Airport was conducted on 29.08.2018 at Pune Airport by Maharashtra Pollution Control Board.
- (xi) Estimated cost of the project is Rs. 700 Crores.
- (xii) Employment potential: The total estimated manpower requirement for construction and operation phases of the New Integrated Terminal Building and associated works will be more than 250.

(xiii) Project benefit: The direct and indirect benefits of the New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal are Better infrastructure facilities for air passengers Promotion of tourism, trade, commerce, etc Increase in regional economy as it will boost tourism and commercial activities in the region. Generation of more revenue to the state, hence more development of the region.

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 project proponent informed that consent to operate has been issued by the Maharashtra Pollution Control Board vide consent order no. Format 1.0/BO/CAC-cell/UAN No. 53607/53635/E/O/CAC-1809002180 dated 25.09.2018 valid up to 31.05.2019. The project proponent also submitted compliance of the consent conditions. The Committee was also informed that out of 31 trees present in the existing site, 12 trees have been saved, while 19 trees will be felled after obtaining permission from concerned Authorities as per Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975.

5. The EAC, in its 34th 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 'Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by M/s Airports Authority of India, Pune 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 New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra).
- (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) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xi) As proposed, total fresh water requirement of 715 KLD will be met through Municipal Corporation Supply, tankers and deep tube wells.
- (xii) No ground water shall be extracted without prior permission from CGWA.
- (xiii) 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.
- (xiv) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xv) 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.
- (xvi) 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.
- (xvii) 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.
- (xviii) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
- (xix) 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.
- (xx) 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.
- (xxi) 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.
- (xxii) Sewage Treatment Plant of two modules of 600 KLD capacity each (total treatment capacity 1200 KLD) based on Moving Bed Bio-film Reactor (MBBR)

Technology shall be provided to treat the wastewater generated from airport. Treated water will be reused for HVAC, flushing purpose, irrigation of greenery and landscaping. As proposed the Airport will operate on zero liquid discharge principle.

- (xxiii) Continuous online air monitoring system shall be in place for expansion project.
- (xxiv) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- (xxv) 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.
- (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) 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.
- (xxx) 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.
- (xxxi) 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.
- (xxxii) No tree shall be cut/transplanted unless exigencies demand. Where absolutely necessary, tree cutting/transplantation shall be with prior permission from the Concerned Regulatory Authority / Forest Department as per Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975. Old trees should be retained based on girth and age regulations as may be prescribed by the Concerned Regulatory Authority / Forest Department. Where the trees need to be cut with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).
- (xxxiii) 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. As proposed 1.4 ha area shall be provided for green belt development.

- (xxxiv) 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.
- (xxxv) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xxxvi) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and proposed by the project proponent, an amount of 3.5 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. 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, Nagpur 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, Nagpur.
- (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 Nagpur. 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_{2.5}, PM₁₀, 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.
 - (xi) 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 Principal Secretary, Environment Department, Government of Maharashtra, 15th Floor, New Administrative Building, Mantralaya, Mumbai - 400 032.
- 2) The APCCF (C), MoEF&CC, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur - 440001.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Chairman, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Opp. Cine Planet, Sion Circle, Mumbai - 400 022.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.


(Kushal Vashist)
Director