

F.No.10-19/2015-IA.III

Government of India
Ministry of Environment, Forest & Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road,
New Delhi - 3

Dated: 14th August, 2015

To

The Airport Director,
Airports Authority of India,
Rajiv Gandhi Bhavan, Safdarjung Airport,
New Delhi-3

Sub: 'Extension of Runway' at Jammu Airport (Jammu & Kashmir) by Airports Authority of India - Terms of Reference (ToR) - Reg.

Sir,

This has reference to your application No. AAI/Jammu/Engg(C)/W-2/1054 dated 19.05.2015 submitting the above mentioned proposal to this Ministry for seeking Terms of Reference (ToR) in terms of the provisions of the Environment Impact Assessment Notification (EIA), 2006 under the Environment (Protection), Act, 1986.

2. The proposal for **'Extension of Runway' at Jammu Airport (Jammu & Kashmir) by Airports Authority of India (AAI)**, was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 149th meeting held on 24th - 26th June, 2015.

3. The details of the project, as per the documents submitted by the Project Proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

(i) The proposal is for 'Extension of Runway' at Jammu Airport (Jammu & Kashmir) by Airport Authority of India. Located at Latitude 32°40'18.83" N to 32°41'58.57"N and Longitude 74°50'03.80"E to 74°50'32.32"E.

(ii) The existing runway is of 2042 m length. In order to allow the operations of wide bodied aircrafts such as B-321, the length of the runway is proposed to be extended (towards runway 18 side).

(iii) Proposed extension length is 396m x 45m and the total length of runway after extension will be 2438m x 45m.

(iv) The total land requirement for extension of runway is 57 acres, out of which about 17 acres is under possession of army for which permission is being pursued. The remaining 40 acres of land is already under possession of Airport Authority of India (AAI).

(v) Three water bodies. Niki Tawi River (0.2Km, NE), Wadi Tawi River (0.9 Km, NNW) and Rawi River (1.5 km, NE) are situated away from the project site.

(vi) 700 kVA of power is required and is provided by Power Distribution Department, J&K.

(vii) The total water requirement for the entire airport is 193 KLD out of which 30 % is provided by Jammu Municipal Corporation (JMC) and the balance water requirement is met through two tube wells of AAI existing within the airport. As part of the extension only construction water will be required.

(viii) **Investment/Cost:** The cost of the project will be Rs. 92 Crore.

(ix) **Wildlife issues:** A Reserve Forest near Dhinde Kalan village at about 6.5 Km, SW is situated away from the proposed project.

4. The proposal was considered by the EAC in its 149th meeting held on 24th – 26th June, 2015 and was recommended for grant of ToR. As per the recommendations of the EAC, the Ministry of Environment, Forest & Climate Change hereby accords ToR for the above mentioned project **‘Extension of Runway’ at Jammu Airport (Jammu & Kashmir) by Airports Authority of India (AAI)**, with the following specific TOR with general conditions for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP):

- (i) The high tension electric line is passing through the proposed site. PP would insure that no operation is taken up before diversion of these power lines.
- (ii) The PP shall submit ‘No objection Certificate’ from Ministry of Defence.
- (iii) The PP shall submit details regarding existing water drainage pattern and possible blockage due to proposed activity.
- (iv) Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.
- (v) Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site. Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.. Analysis should be made based on latest satellite imagery for land use with raw images.
- (vi) Submit the present land use and permission required for any conversion such as forest, agriculture etc. land acquisition status, rehabilitation of communities/ villages and present status of such activities.
- (vii) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.

- (viii) Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area.
- (ix) Submit details of environmentally sensitive places, land acquisition status, rehabilitation of communities/ villages and present status of such activities.
- (x) Examine the impact of proposed project on the nearest settlements.
- (xi) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.
- (xii) Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport.
- (xiii) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.
- (xiv) Submit details regarding R&R involved in the project.
- (xv) Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.
- (xvi) Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.
- (xvii) Examine details of Solid waste generation treatment and its disposal.
- (xviii) Submit the present land use and permission required for any conversion such as forest, agriculture etc.
- (xix) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.
- (xx) Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster.
- (xxi) Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.
- (xxii) The air quality monitoring should be carried out as per the Notification issued on 16th November, 2009.
- (xxiii) Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.
- (xxiv) Submit details of corporate social responsibilities (CSR).

- (xxv) Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. Submit the details of compensatory plantation. Explore the possibilities of relocating the existing trees.
- (xxvi) Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.
- (xxvii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Airport>".

General Guidelines

- (i) The EIA document shall be printed on both sides, as far as possible.
- (ii) All documents should be properly indexed, page numbered.
- (iii) Period/date of data collection should be clearly indicated.
- (iv) Authenticated English translation of all material provided in Regional languages.
- (v) The letter/application for EC should quote the MoEF&CC File No. and also attach a copy of the letter prescribing the TOR.
- (vi) The copy of the letter received from the Ministry on the TOR prescribed for the project should be attached as an annexure to the final EIA-EMP Report.
- (vii) The final EIA-EMP report submitted to the Ministry must incorporate the issues in TOR and that raised in Public Hearing. The index of the final EIA-EMP report, must indicate the specific chapter and page no. of the EIA-EMP Report where the specific TOR prescribed by Ministry and the issue raised in the P.H. have been incorporated. Questionnaire related to the project (posted on MoEF&CC website) with all sections duly filled in shall also be submitted at the time of applying for EC.
- (viii) Grant of TOR does not mean grant of EC.
- (ix) Grant of TOR/EC to the present project does not mean grant of approvals in other regulations such as the Forest (Conservation) Act 1980 or the Wildlife (Protection) Act, 1972.
- (x) Grant of EC is also subject to Circulars issued under the EIA Notification 2006, which are available on the MoEF&CC website: www.envfor.nic.in.
- (xi) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

- (xii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).
- (xiii) While submitting the EIA/EMP reports, the name of the expert associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.
- (xiv) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

5. A detailed draft EIA/EMP report should be prepared in terms of the above additional ToRs and should be submitted to the State Pollution Control Board for conduct of Public Hearing. Public Hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.

6. The project proponent shall submit the detailed final EIA/EMP prepared as per ToRs including issues raised during Public Hearing to the Ministry for considering the proposal for environmental clearance within 3 years as per the MoEF&CC O.M. No.J-11013/41/2006-IA-II(I) (P) dated 08.10.2014.

7. The consultants involved in the preparation of EIA/EMP report after accreditation with Quality Council of India/National Accreditation Board of Education and Training (QCI/NABET) would need to include a certificate in this regard in the EIA/EMP reports prepared by them and data provided by other Organization(s)/Laboratories including their status of approvals etc. vide notification of the MoEF dated 19.07.2013.

8. The prescribed ToRs would be valid for a period of three years for submission of the EIA/EMP Reports.


14/8/2014
(S.K. Srivastava)
Scientist E

Copy to:

The Member Secretary, Jammu & Kashmir State Pollution Control Board,
Sheikhul Alam Campus, Behind Govt. Silk Factory, Rajbagh Srinagar. J&K