FORM - I

Sr. No.	Item		Description
1.	Name of the Project/s	:	Development of Ayodhya Airport, Uttar Pradesh
2.	S. No. in the schedule	:	7(a)
3.	Proposed capacity / area/length/ tonnage to be handled / command area / lease area/ number of wells to be drilled.	:	Extension of existing runway to make total length of 2200m x 45m with 7.5m shoulder on both sides and strengthening of existing runway. Link Taxi Track – 310m x 23m with shoulders of 5.5m on both sides Apron – 140m x 110m having 5.5m wide shoulders for 3 nos. ATR 72/Q400 type Aircraft. Isolation Bay – 93m x 96m with Link Taxi Track 265m long and 23m wide having 3.5 m shoulders. RESA – 240m x 90m, beyond 60m after runway Construction of Pre-Engineered/ Prefabricated Terminal Building with 6000 Sq. m. area for 300 peak hour passengers (150 Arr. + 150 Dep.) Miscellaneous and ancillary works.
4.	New/ Expansion/ Modernization	:	Expansion
5.	Existing Capacity/ Area etc.	:	Runway – 1500 x 30m (Currently used for Civil Aviation)
6.	Category of Project i.e. 'A' or 'B'.	:	A
7.	Does it attract the general condition? If yes, please specify.	:	No
8.	Does it attract the specific condition? If yes, please specify.	:	No
9.	Location	:	Faizabad
	Plot/ Survey/ Khasra No.	:	1, 2, 36, 37, 38… etc,.
	Village	:	Dhrampur Sahadat, Firozpur, Ganja, Janaura, Kushmaha, Nandapur, Poora Husain Kha, Sarethi
	Tehsil	:	Faziabad
	District	:	Faziabad
	State	:	Uttar Pradesh
10	Nearest railway station/ airport along with distance in kms.	:	Faizabad Junction RS – 1.5 Km, NW Chaudhary Charan Singh International Airport, 125 Km, W Akbarpur Airport – 53 Km, SE Raebarelli Airport – 95 Km, SW

11.	Nearest town, city, district Headquarters along with distance in kms.	:	Faizabad – Within
12.	Village Panchayat, Zilla Parishad, Municipal Corporation, Local body (complete postal addresses with telephone nos. to be given).	:	Faizabad Municipal Corporation, Lajpat Nagar, Faizabad, Uttar Pradesh – 224 001.
13.	Name of the Applicant	:	Airport Authority of India
14.	Registered address	:	Airport Authority of India, Rajeev Gandhi Bhavan, New Delhi – 110 003.
15.	Address for Correspondence:		
	Name	:	Lal Jeet Ram
	Designation (Owner/ Partner/ CEO)	:	Airport Director
	Address	:	AAI, Sultanpur Naaka, Ayodhya, Uttar Pradesh
	Pin Code	:	224133
	E-mail	:	apdayodhya@AAI.AERO
	Telephone No.	:	7571874410
	Fax No.	:	---
16.	Details of alternate sites examined, if any. Location of these sites should be shown on a topo sheet.	:	No alternative sites considered as the current site is located in Ayodhya Civil Enclave.
17.	Interlinked Projects.	:	No
18.	Whether separate application of interlinked project has been submitted?	:	No
19.	If yes, date of submission.	:	NA
20.	If no, reason	:	NA
21.	Whether the proposal involves approval/clearance under: if yes, details of the same and their status to be given. (a) The Forest Conservation Act, 1980? (b) The Wildlife (Protection) Act, 1972? (c) The C.R.Z. Notification, 1991?	:	 No No No
22.	Whether there is any Government order/policy relevant/relating to the site?	:	No
23.	Forest land involved (hectares)	:	Nil
24.	Whether there is any litigation pending against the project and/or land in which the project is propose to be set up?	:	No

	(a) Name of the court. (b) Case No. (c) Orders/directions of the court, if any and its relevance with the proposed project.		

- *Capacity corresponding to sectoral activity (such as production capacity for manufacturing, mining lease area and production capacity for mineral production, area for mineral exploration, length for linear transport infrastructure, generation capacity for power generation etc.,)*

(II) Activity

1. Construction, operation or decommissioning of the project involving actions, which will cause physical changes in the locality (topography, land use, changes in water bodies, etc.)

S. No.	Information/ Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to local land use plan)	Yes	Existing runway is located in 177.62 Acres land. For proposed construction of Ayodhya Airport, additional land been handed over by District Administration to Airports Authority of India. Change in land use pattern of additional 170 Acres is anticipated due to proposed development.
1.2	Clearance of existing land, vegetation and buildings?	Yes	A total of 2800 trees will be cut for the proposed construction of Ayodhya Airport. Permission from local body will be obtained for cutting trees in the proposed land area.
1.3	Creation of new land uses?	Yes	Existing runway is located in 177.62 Acres land. For proposed construction of Ayodhya airport additional 170 Acres land has been handed over by District Administration to Airports Authority of India. Change in land use pattern of additional 170 Acres is anticipated due to proposed project.

S. No.	Information/ Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
1.4	Pre-construction investigations e.g. bore house, soil testing?	Yes	Pre-construction investigations *e.g.* bore hole, soil testing will be carried out before construction.
1.5	Construction works?	Yes	Construction work for proposed development at Ayodhya Airport will be done after obtaining Environmental Clearance.
1.6	Demolition Works?	No	No major structure will be demolished.
1.7	Temporary sites used for construction works or housing of Construction workers?	Yes	Temporary site for labour, project site office will be required during construction by the contractors and same will be located within the site.
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	Yes	Under proposed development work, new integrated terminal building, etc. will be constructed. Excavated materials will be used for filling at the site.
1.9	Underground works including mining or tunneling	No	No underground works including mining or tunneling will be required for the proposed development work.
1.10	Reclamation Works?	No	No reclamation work will be required for the proposed development work.
1.11	Dredging?	No	No dredging will be required at the proposed development work.
1.12	Offshore structures?	No	Not applicable
1.13	Production and manufacturing processes?	No	Not applicable
1.14	Facilities for Storages of goods or materials?	Yes	Storage facilities will be provided for aggregate, sand, cement, steel, paints, and other construction materials as per requirement during construction phase.
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	During construction phase of proposed development work, sewage treatment facilities of adequate capacity will be provided for disposal of sewage at construction labour camp. Construction debris will be disposed suitably in the environmental sound manner.

S. No.	Information/ Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
			During operation phase, STP will be installed for treatment of sewage generated from the proposed facilities at Ayodhya Airport.
1.16	Facilities for long term housing of operational workers?	No	No residential colony is envisaged.
1.17	New road, rail or sea traffic during construction or operation?	No	During construction phase, very minimal increase in road and rail traffic is anticipated due to transportation of construction materials to the site.
1.18	New road, rail, air waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	Yes	A new approach road will be established to connect proposed terminal building with Highway. Existing transport facilities will be used to transport the construction materials to the site.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	Only existing transport facilities will be used to transport the construction materials to the site.
1.20	New or diverted transmission lines or pipelines?	Yes	A total of 4 Transmission lines and 7 Cell towers will be relocated for the proposed project.
1.21	Impoundment, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?	No	No such changes are anticipated due to proposed construction work at the Ayodhya Civil Enclave.
1.22	Stream crossings?	No	No stream is crossing at the site.
1.23	Abstraction or transfers of water form ground or surface waters?	Yes	On an average 25 KLD of water will be required for construction, which will be met from ground water resource through bore well at the project site. During operation phase, approximately 15 KLD of fresh water will be required which will be met from Ayodhya Municipal Corporation.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	No	There are no possibilities for change in drainage pattern as there is no stream crossing in airport site. In Ayodhya Airport storm water

S. No.	Information/ Checklist confirmation	Yes/No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
			management have been adopted to avoid any impact on natural drainage pattern.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	For construction of the project about 100 – 200 persons will be deployed depending upon quantum of work at one point of time. Transport of personnel or materials for construction will be from local area.
1.26	Long-term dismantling or decommissioning or restoration works?	No	No such activity is required at the proposed site as the proposed development work will take place in vacant land located adjacent to existing airport.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	No decommissioning activity is going on the proposed development work at Ayodhya Airport.
1.28	Influx of people to an area in either temporarily or permanently?	Yes	About 100 – 200 construction workers will be deployed during the construction phase temporarily.
1.29	Introduction of alien species?	No	No such possibility is envisaged.
1.30	Loss of native species or genetic diversity?	No	No such possibility is envisaged
1.31	Any other actions?	No	--

2. Use of Natural resources for Construction or operation of the Project (such as land, water, materials or energy, especially any resources which are non-renewable or in short supply):

S. No.	Information / Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates wherever possible) with source of information data
2.1	Land especially undeveloped or agricultural land (ha)	Yes	Ayodhya Airport is located in an area of 177.62 Acres of land. For the proposed development activities an additional area of 170 acres of land free from all encumbrances has been handed over by District Administration to AAI. Change in land use pattern of additional land is anticipated due to proposed development.
2.2	Water (expected source & competing users) unit: KLD	Yes	Total water requirement is 35 KLD. Out of which 15 KLD will be used for Domestic purpose sourced from Ayodhya Municipal Corporation. 20 KLD will be used for Toilet flushing and Greenbelt development which will be sourced from treated water from STP.
2.3	Minerals (MT)	Yes	Aggregate and sand will be required for construction of the proposed development works at Ayodhya Airport.
2.4	Construction material- stone, aggregates, and /soil (expected source- MT)	Yes	Construction materials such as stone, aggregates, sand, and soil are locally available in plenty for the project.
2.5	Forests and Timber (source- MT)	No	For the proposed development work at Ayodhya Airport, no forest and timber will be required except minimal quantity for construction works.
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	The estimated power requirement for Ayodhya Airport after completion of the development works is about 500 KVA which will be sourced from UPPCL. During operation phase, 3 No of DG sets having capacity of 250 kVA capacity each fitted with acoustic enclosure will be installed for emergency

S. No.	Information / Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates wherever possible) with source of information data
			power generation during grid power failure. Quantity of HSD will depend on the operation of DG Sets and construction equipment. At any point of time, only 990L of HSD will be stored in underground tank of 3 nos.
2.7	Any other natural resources (Use appropriate standard units)	Nil	---

3. Use, storage, transport, handling or production of substances or materials, which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health.

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	Yes	No hazardous substances or material (as per MSIHC rules) will be used at the proposed development work at Ayodhya Airport during construction and operation phase except small quantity of paints and HSD for DG sets operation. However, quantity of these materials will be much less than the threshold quantity mentioned in MSIHC Rule.
3.2	Changes in occurrence of disease or affect disease vectors (e.g. insect or water borne diseases)	No	No such possibility is anticipated during construction and operation phase of proposed development work at Ayodhya Airport.
3.3	Affect the welfare of people e.g. by changing living conditions?	Yes	The proposed development work at Ayodhya Airport will provide improved facilities to the tourist and visitors. The proposed development work at Ayodhya Airport will create direct and indirect employment opportunities significantly during

			construction and operation phases.
3.4	Vulnerable groups of people who could be affected by the project e.g. hospital patients, children, the elderly etc.	No	No vulnerable group of people will get affected due to the proposed development of existing Ayodhya Airport.
3.5	Any other cause	No	--

4. Production of solid wastes during construction or operation or decommissioning (MT/ month)

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
4.1	Spoil, overburden or mine wastes	No	No such waste will be generated from the construction of the proposed development work at Ayodhya Airport.
4.2	Municipal waste (domestic and or commercial wastes)	Yes	During construction phase, about 25 – 50 kg/day of waste like metal scrap and empty metal drums of non-hazardous materials and paper & packing wood scrap will generate which will be handed over to local vendors by contractors. During operation phase, 100 kg/day of municipal solid waste will generate which will be disposed as per Solid Waste Management Rule 2016.
4.3	Hazardous waste (as per Hazardous Waste Management Rules)	Yes	Containers containing paint residue mainly during construction phase and waste oil generated from DG sets, twice in year, which is collected in drum and handed over to State Pollution Control Board approved waste oil recyclers.
4.4	Other industrial process wastes	No	No industrial process wastes will be generated from construction activities of the site.
4.5	Surplus product	No	No surplus product will be generated from construction of the proposed development of Ayodhya Airport.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	During operation phase, about 10 kg/day sludge will be generated from the proposed STP which will be used as manure in landscaping.

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
4.7	Construction or demolition wastes	No	Not much demolition wastes will be generated from the proposed development work at Ayodhya Airport. Construction wastes generated time to time during construction activity will be used in filling at the site.
4.8	Redundant machinery or equipment	No	No redundant machinery or equipment will be left at Ayodhya Airport.
4.9	Contaminated soils or other materials	No	No contaminated soil or material is anticipated to be generated at the proposed development work at Ayodhya Airport.
4.10	Agricultural wastes	No	No agricultural waste is anticipated at the proposed development work at Ayodhya Airport.
4.11	Other solid wastes	Yes	Only 10 – 20 kg/day of municipal waste will be generated from the construction labour camps, which will be disposed suitably after segregation.

5. Release of pollutants or any hazardous, toxic or noxious substances to air (Kg/hr)

S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationery or mobile sources	Yes	Vehicles transporting construction materials, construction equipment and machinery will be another source of emissions. Stack emissions are anticipated from the operation of DG sets, which will be operated only to meet the power requirement during grid power failure. Vehicles approaching to the airport will also be another source of emissions.
5.2	Emissions from production processes	No	Not applicable as no production process will be carried out.

S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
5.3	Emissions from materials handling including storage or transport	No	Not applicable as no material handling will be carried out.
5.4	Emissions from construction activities including plant and equipment	Yes	Small quantity of dust emissions may be observed during excavation and construction activities.
5.5	Dust or odours from handling or materials including construction materials, sewage and waste	Yes	During excavation and earth work dust emissions are anticipated, however, this dust comprising coarse particles will be settled at short distance. No odour problem is anticipated from construction materials, sewage, and waste as same will be handled as per standard practice.
5.6	Emissions form incineration of waste	No	No incineration of waste envisaged.
5.7	Emission from burning of waste in open air (e.g. slash materials, construction debris)	No	No burning of waste envisaged.
5.8	Emissions from any other sources	Yes	Air emissions due to aircraft take off, landing, taxiing and from apron parking are other existing sources of air emissions. Emissions from vehicular movement during construction and operation phases.

6. Generation of Noise and Vibration, and Emissions of Light and Heat:

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
6.1	From operation of equipment *e.g.* engines, ventilation plant, crushes	Yes	From construction equipment and DG set, 70 to 80 dB(A) noise levels may be generated. However, acoustic enclosures will be fitted with DG sets to control the noise levels.
6.2	From industrial or similar processes	No	No industrial process will be involved during construction/ operation phase.
6.3	From construction or demolition	Yes	Noise will be generated from construction machinery during

			construction process. During construction activities, approx. 70 to 80 dB(A) noise may be generated temporarily.
6.4	From blasting or piling	No	No blasting will be carried out.
6.5	From construction or operational traffic	Yes	Approximately, 65 to 70 dB(A) noise may be generated from the vehicles approaching the site.
6.6	From lighting or cooling systems	No	Not applicable
6.7	From any other sources	No	Noise will be generated during take-off, landing and taxing of aircraft.

7. Risks of contamination of land or water from releases of pollutants into the ground or into sewers, surface waters, ground water, coastal waters, or the sea.

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials.	Yes	About 990 L of HSD will be stored at the airport premises for operation of DG sets.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	Yes	During operation phases of the airport, sewage generated will be treated in Sewage Treatment Plant (STP) of 25 KLD. Treated sewage will be utilized for flushing and horticulture purposes.
7.3	By deposition of pollutants emitted to air into the land or into water	Yes	The dust generation may take place due to material handling and earth works at construction site. These emissions are neutral in nature and will be settled in the immediate vicinity hence no impact is anticipated. During operation, DG set emissions stack will be provided as per CPCB guideline. Sewage will be treated in Sewage Treatment Plant (STP).
7.4	From any other sources	No	---
7.5	Is there a risk of long-term build-up of pollutants in the environment from these sources?	No	No such impact is anticipated.

8. Risk of accidents during construction or operation of the Project, which could affect human health or the environment.

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
8.1	From explosions, spillages, fires, etc from storage, handling, use or production of hazardous substances.	Yes	In the airport premises, HSD will be handled through 990 L underground storage tank, which is flammable and hazardous if getting ignited. Necessary safety measures will be taken during the handling and storage of HSD.
8.2	From any other causes?	Yes	Emergency during Aircraft landing and takeoff, traffic movement inside Airport and short circuit at terminal building.
8.3	Could the project be affected by natural disasters causing environmental damage (e.g. floods, earthquake, landslides, cloudburst etc)?	No	There is no possibility of affecting the project by natural disaster, e.g. floods, earthquakes, cloudburst etc.

9. Factors which should be considered (such as consequential development) which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality.

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
9.1	Lead to development of supporting, utilities, ancillary development or development stimulated by the project, which could have impact on the environment e.g. • Supporting infrastructure (roads, power supply, waste or waste water treatment, etc) • Housing development • Extractive industries • Supply industries • Other	 Yes No No No No	 The proposed development of airport is aimed to provide better facilities for tourist, business and local passengers. Any development activity around the airport will be discouraged or it will be as per applicable siting criterion.
9.2	Lead to after – use of the site, which could have an impact on the environment.	No	---

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
9.3	Set a precedent for later developments.	No	---
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects.	No	No cumulative effect is anticipated due to proposed project.

(III) Environmental Sensitivity

S. No.	Areas	Name/ Identity	Aerial distance (within 15 Km.) proposed project location Boundary
1.	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value.	No	---
2.	Areas which are important or sensitive for ecological reasons- Wetlands, watercourse or other water bodies, coastal zone, biosphere, mountains, forests.	Yes	Gaddour Pur Pond – 3.2 Km, NW Tajpur Kodara Lake – 4.7 Km, SW Dharamdaspur Lake – 5.2 Km, SSW Ghaghra River – 5.5 Km, NW
3.	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration.	No	---
4.	Inland, coastal, marine or underground waters	Yes	Gaddour Pur Pond – 3.2 Km, NW Tajpur Kodara Lake – 4.7 Km, SW Dharamdaspur Lake – 5.2 Km, SSW Ghaghra River – 5.5 Km, NW
5.	State, National boundaries	No	---
6.	Routes or facilities used by the public for access to recreation or other tourist, pilgrim area	Yes	NH 27, Basti to Lucknow Highway – Adjacent – NW
7.	Defence Installations	No	---
8.	Densely populated or built-up area	Yes	Faizabad City – 1.5 Km, NNW
9.	Areas occupied by sensitive man-made land uses (hospitals, schools, places of worship, community facilities)	Yes	Tursampur – 0.6 Km, NW I.E.T Campus – 0.6 Km, N Avadh University Campus – 0.2 Km, SW Faizabad City – 1.5 Km, NNW

S. No.	Areas	Name/ Identity	Aerial distance (within 15 Km.) proposed project location Boundary
10.	Areas containing important, high quality or scarce resources (ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals)	No	---
11.	Areas already subjected to pollution or environmental damage (those where existing legal environmental standards are exceeded)	No	Nil within 10 Km radius
12.	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquake, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions)	No	Faziabad is located in Seismic Zone III.