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F. No. 10-35/2016-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: 28th July, 2017

To,

Shri S G K Kishore CEO
M/s Hyderabad International Airport Limited,
GMR Aero Towers,
Rajiv Gandhi International Airport, Shamshabad,
Hyderabad, Telangana

E-mail: Kishore.Sgk@gmrgroup.in; Fax: 040-67395559;

Subject: Expansion of Rajiv Gandhi International Airport at Village Shamshabad, Hyderabad, Telangana by M/s Hyderabad International Airport Limited – Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/TG/MIS/52885/2016 dated 28th March 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 'Expansion of Rajiv Gandhi International Airport at Village Shamshabad, Hyderabad, Telangana promoted by M/s Hyderabad International Airport Limited' was considered by the Expert Appraisal Committee (Infra-2) in its meetings held on 25th-27th May, 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). GMR Hyderabad International Airport Limited (GHIAL) was incorporated on 17th December, 2002 to design, build, finance, operate and to maintain the Rajiv Gandhi International Airport (RGIA) at Shamshabad, Telangana. GHIAL signed the Concession Agreement with the Ministry of Civil Aviation (MoCA) on 20th December, 2004 for a period of 30 years. Rajiv Gandhi International Airport (RGIA) is operated and managed by the GMR Group, which holds a majority stake in GHIAL through its holding company GMR Airports Limited (GAL).

(ii). RGIA has obtained the Environment Clearance for the expansion of the airport from 7 MPPA 12 MPPA vides approval letter No. 10-14/2006-IA-III dated 10.04.2007. Presently, the airport has design capacity of 12 MPPA and cargo handling capacity of 1,00,000 TPA (sanctioned capacity is 3,00,000 TPA).

(iii). The proposal includes construction of: Existing Terminal forecourt improvement, existing terminal modular expansion, pier expansion, apron

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development, new rapid exit ways development and taxiway B extension. Details of existing and proposed facilities are given below:

S. No.	Facilities	Existing Design Features (Capacity 12 MPPA)	Proposed additional facilities
1.	No. of Taxiways	4 no. rapid exit ways	No change
	Other taxi way	Other taxiway	Taxiway B: 4260 m Taxiway link to SEZ: Linking secondary runway (Taxiway-A has been upgraded to secondary standby runway) to IRL plot
2.	Parking Apron	Contact Stands: 12 nos Remote: 30 nos	Contact Stands: 31 nos Remote: 43 nos
3.	Passenger Terminal Building		
	Built Up area	1,17,339 m^2	2,33,250 m^2
	Aerobridges	12 nos	31 nos
	Expansion of domestic bus gates	10 nos	20 nos
	Passenger Transport Centre (PTC)	1020 m^2 (28 m x 36 m)	Capacity to be doubled by addition of an additional area of 1020 m^2 to cater higher traffic.
	Special Handling Terminal (SHT)	2592 m^2 (72 m x 36 m)	Will be relocated to facilitate airside expansion.
4.	CARGO terminal building	14740 m^2 (Current design Capacity is 1.0 LTPA) As per EC dated 18th June, 2010, 1.0 LTPA to 3.0 LTPA capacity is already approved.	Expansion from current 1.0 LTPA to 3.0 LTPA capacity Cargo terminal Expansion 30,000 m^2 additional area to cater 3.0 LTPA capacity.
5.	Fuel Facility	Fuel Farm with hydrant facility (3 Tanks of 4500 KL each)	5 tanks in fuel farm with hydrant facility (3 existing Tanks of 4500 KL + 2 tanks of 6200 KL each)
6.	Storage Warehouses	2 nos. of warehouse each of 5,000 m^2 already approved.	4 nos. of warehouse each of 5000 m^2.
7.	Rain water harvesting	135000 m^3 holding capacity 6 lakh m^3 holding capacity reservoir.	Holding capacity of reservoir 3 lakh m^3 each.

(iv). RGIA is located at $17^0$14'26" North, $78^0$25'44" East, at an average elevation of 560 m - 630 m above mean sea level. Currently, the NH-7 is one of the major arterial roads providing accesses to the traffic bound to RGIA. The existing NH-7 in this portion has 6-lane carriageway and the access road to airport is of 4 lane configuration. The junction on the NH-7 is designed as a Trumpet

Interchange. NH-7 is currently under up-gradation where in it is expected to be widened to 6-lane carriageway. The railway track from Hyderabad to Bangalore runs alongside the NH-7 at this location, however it is a regional rail route and has no stops near RGIA except for the MMTS links stoppage at Umdanagar railway station which is about 8 km from airport.

(v). RGIA is located within 5495 acres of land of which about 2000 acres has been developed towards airport need which is mainly constituting of 1700 acres of airside & 300 acres of landside facilities. No land acquisition is involved as all the expansion activities are planned within the RGIA site area of 5495 acres.

(vi). The total water requirement after expansion would be 12,617 KLD, out of which about 7765 KLD is portable water which will be met from Hyderabad Metro Water Supply and Sewerage Board (HMWSSB) and balance 4852 KLD is non potable water which will be met by recycling of treated wastewater and other water conservation measures.

(vii). The additional power requirement due to the proposed terminal expansion at the airport complex would be 4000 KWH. The total power requirement for the additional proposed facilities will be met from the existing power supply of Telangana Power Transmission Corporation Limited (TSTRANSCO) to the airport. The existing back up power supply available for the airport will be extended for the expanded facility in the complex. The existing power demand for airport operation of 16.4 MVA is being sourced from TSTRANSCO. Over and above the same, the demand projected for SEZ of 43 MVA will also be sourced from TSTRANSCO commensurate to actual development.

(viii). The existing car parking zone at RGIA is located right in front of the PTB in an approximate area of 40 acres. The salient features of car parking zone are listed below:

- Car park is divided into 11 zones
- Capacity of car park is 3203 bays- 4 wheeler vehicles;
- 480 bays - 2 wheeler vehicles; and
- 20 – bus bays.

The existing car parking is adequate for the proposed expansion of RGIA.

(ix). Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide letter No. 10-35/2016-IA.III dated 11th July, 2016 and amendment letter dated 28th November, 2016.

(x). **Public Hearing:** Public hearing was conducted by Telangana State Pollution Control Board on 28th February, 2017.

(xi). **Cost of the Project:** The estimated capital expenditure for the proposed expansion of the RGI Airport project is Rs. 2629 Crores.

(xii). **Employment potential:** Project construction is expected to generate more than 5000 direct employment and double the figure indirect employment

which will span across 5-6 years. The indirect employment generation of about 4000 persons is envisaged for utility services along with other 5000 to 6000 in commercial & support services.

(xiii). **Benefits of the Project:** The proposed airport expansion project would have some environmental impacts as detailed in the EIA report; these can be effectively mitigated by judicious implementation of the environment management plan as suggested. The proposed project will provide direct employment to a large number of personnel, generate considerable revenue for the Hyderabad City & State of Telangana. This project will also generate considerable number of indirect employment.

3. The EAC, in its meeting held on 25th-27th May, 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 'Expansion of Rajiv Gandhi International Airport at Village Shamshad, Hyderabad, Telangana promoted by M/s Hyderabad International Airport Limited, 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 Expansion of Rajiv Gandhi International Airport at Village Shamshad, Hyderabad, Telangana.

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. Construction site should be adequately barricaded before the construction begins.

iv. 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.

v. 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.

vi. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.

vii. 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.

viii. A detailed drainage plan for rain water shall be drawn up and implemented.

ix. 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.

x. 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.

xi. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

xii. 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.

xiii. 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.

xiv. 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.

xv. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.

xvi. 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.

xvii. 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.

xviii. 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.

xix. Total fresh water requirement from Hyderabad Metro Water Supply and Sewerage Board shall not exceed 7765 KLD.

xx. Wastewater generation shall not exceed 7162 KLD as proposed and treated in the STP. Treated sewage shall be recycled/reused for cooling tower make up, flushing and horticulture.

xxi. 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.

xxii. 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.

xxiii. 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.

xxiv. 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.

xxv. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be locate conveniently near arrival and departure gates.

xxvi. 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.

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 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.

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

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 of 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 plant 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.

5. 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 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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

12. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

13. 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.

14. 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.

15. 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.

16. This issues with the approval of the Competent Authority.

28/7

(Kushal Vashist)
Director

Copy to:

1. The Secretary (Environment), Environment and Forest Department, Government of Telangana.
2. Addl. PCCF (C), MoEF&CC, Regional Office, 1st and 2nd Floor, HEPC Building, No. 34, Cathedral Garden Road, Nungambakkam, Chennai- 600034, Tamil Nadu
3. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4. The Member Secretary, Telangana State Pollution Control Board, Plot No A3, Paryavarana Bhawan, Main Road, Sanath Nagar, Hyderabad - 500018,
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/ Record File/ Notice Board.

(Kushal Vashist)
Director