

To,

The Additional Principal Chief Conservator of Forests (C)

Ministry of Environment, Forest and Climate Change,

Kendriya Bhawan,

5th Floor, Sector "H" Aliganj Lucknow -226020

Email - roc2.lko-mef@nic.in

Sub : Half yearly Compliance report for Environment Clearance for "Proposed terminal building at Amousi Airport," Lucknow.

Ref :

- i. Environment Clearance for "Proposed terminal building at Amousi Airport", Lucknow bearing MoEF letter F.No. 10-18/2007-IA.III vide letter dated 23rd May 2012.
- ii. Request for consideration of Name Change in existing Environment Clearance for Proposed terminal building at Amousi Airport Lucknow from Airports Authority of India (AAI) to Lucknow International Airport Limited (LIAL) erstwhile known as Adani Lucknow International Airport (ALIAL) submitted vide online EC application dtd. 13th August 2021.
- iii. Environment Clearance granted for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow bearing MoEF letter No. F. No. 10-47/2017-IA.III vide letter dated 26th September 2018.
- iv. EC transfer order for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow, Uttar Pradesh from Airport Authority of India (AAI) to Lucknow International Airport Limited (LIAL) bearing F. No. 10-47/2017-IA.III vide dated 17th June 2021.

Dear Sir,

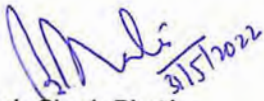
With reference to the above said Environment Clearances, Lucknow International Airport Limited is hereby submitting the half yearly compliance report for the period of October-2021 to March-2022 through soft copy (e-mail communication).

Request for your kind consideration and acknowledgment.

Thank you,

Yours Sincerely,

For Lucknow International Airport Limited



Balvir Singh Bhatia
Chief Airport Officer

Encl: As above

P.T.O.

Lucknow International Airport Limited
(Formerly known as Adani Lucknow International Airport Ltd)
First Floor Terminal-1,
CCS International Airport Lucknow,
Lucknow-226009
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Email: adaniairports@adani.com
Website: www.lucknow.adaniairports.com

CIN: U63030GJ2019PLC109814

Registered Office: Adani Corporate House, Shantigram, Near Vaishno Devi Circle, S. G. Highway, Khodiyar, Ahmedabad – 382 421



Copy to:

- 1) The Director (IA Division), Ministry of Environment, Forests & Climate Change, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-110003
- 2) Regional Director, CPCB, First Floor, PIC-UP Building, Vibhuti Khand, Gomtinagar, Lucknow, Uttar Pradesh, India, 226010
- 3) Member Secretary, UPPCB – Building.No. TC-12V Vibhuti Khand, Gomti Nagar Lucknow-226 010
- 4) Regional Officer, Regional Office Lucknow - Picup Bhawan B-Block, 4th Floor, Vibhuti Khand, Gomti Nagar, Lucknow-226010
- 5) The secretary, department of environment, Government of Uttar Pradesh, Lucknow

Lucknow International Airport Limited

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

**Compliance Report of
Environmental Clearance
dtd. 23rd May 2012
For Construction of
Terminal Building**

	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

Chaudhary Charan Singh International (CCSI) Airport, Lucknow has been granted Environmental Clearance for "Construction of Terminal Building", Lucknow, Uttar Pradesh vide letter no. 10-18/2007-IA.III, dated 23rd May 2012.

The said EC has been transferred to Lucknow International Airport (LIAL) vide MoEF&CC vide letter no. F.No.10-18/2007-IA.III dated 16th February 2022. Copy of the same attached as **Annexure- 1**.

	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

**Half Yearly Compliance report for Environment Clearance for the project
"Construction of Terminal Building"**

Sr.No.	Conditions	Compliance Status as on 31 st March 2022
A. Specific Conditions		
I. Construction Phase		
i.	Consent for Establishment" shall be obtained from State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>Copy of Consent to Operate obtained under Air & Water Act is Attached as Annexure-2.</p>
ii.	The fresh water requirement will be 347 KLD which is proposed to meet from existing two bore wells. The continuous drawl may reduce the yield. The proponent shall use the maximum quantity of treated wastewater to reduce the fresh water requirement. It is also suggested to provide the rain water harvesting pits to recharge the ground water.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, presently CCSIA has 165 KLD operational STP based on Soil Biotechnology. The treated water is monthly monitored by MoEF&CC/NABL accredited Laboratory, and the results of the analysis are within the norms.</p> <p>Environment monitoring Report Covering STP Inlet/outlet water analysis is attached as Annexure 3.</p> <p>Further the treated water is used for horticulture & gardening purpose.</p> <p>22 Nos of Ground water injection wells provided for Ground water recharge.</p>
iii.	The Noise level model has been done for the DG set only, the	Complied

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Status of the conditions stipulated in Environment Clearance

	proponent shall carry out Noise Modelling for aircraft operation, both during landing and take-off and shall submit the details within three months to the Ministry.	As a part of New Integrated Terminal Building and Allied Services, Environment Clearance, Noise level prediction modelling was done for day-night equivalent noise level (LDN) as recommended by CPCB for airports and as per international practices and same was also submitted to MoEF&CC as a part of EIA, for which Environment Clearance has already been obtained vide dtd.26 th September 2018.
iv.	The Entry and Exits for the nearby habitations shall be provided as demanded and committed in the public hearing.	Complied. 6 m wide road has already been provided for Entry and exist of chillavan Village.
v.	Necessary architectural features of historical buildings located in and around Lucknow shall be incorporated in the design/interiors of the building.	Complied Various architectural features of historical buildings located in and around Lucknow has been incorporated in the design/interiors of the building. Photographs are attached as Annexure-4
vi.	All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be submitted to MoEF prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to Regional Office of MoEF.	Complied Construction activity has already been completed and project is commissioned and under operation However, operational EMP is being implemented and Attached as Annexure-5.
vii.	The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste. (Management and Handling) Rules, 2000.	Complied Construction activity has already been completed and project is commissioned and under operation

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Status of the conditions stipulated in Environment Clearance

		However, operational EMP is being implemented and Attached as Annexure-5 .
viii.	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical- health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.	Complied Construction activity has already been completed and project is commissioned and under operation. However, as a part of construction of New Integrated Terminal Building and Allied Services, housing of construction labours with facilities of safe drinking water, toilets, sanitation, and health care etc have been provided.
ix.	A First Aid Room will be provided in the project both during construction and operation of the project.	Complied A First Aid Room facility has been provided at Terminal 2. Details & Photograph are attached as Annexure-7
x.	All the topsoil excavated during construction activities should be stored for use in horticulture/landscape development within the project site.	Complied Construction activity has already been completed and project is commissioned and under operation. However, as a part of construction of New Integrated Terminal Building and Allied Services, generated top soil has been disposed of by filling low laying areas as soil testing was carried out by reputed institute and it was observed that the Soil is not suitable for greenbelt and hence being used for filling low lying areas. Presently all the excavated soil placed at designated area in project premises. (Soil Analysis Report attached as Annexure-8).
xi.	Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the	Complied Construction activity has already been completed and project is commissioned and under operation.

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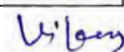
Status of the conditions stipulated in Environment Clearance

	necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.	However, as a part of construction of New Integrated Terminal Building and Allied Services, construction and demolition waste is being handled as per C & D waste rules 2016.
xii.	Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, as part of Operational phase, Ground water and Soil samples were tested by NABL approved laboratory and Environment monitoring Report Covering Ground water and soil sample analysis is attached as Annexure 3.</p>
xiii.	Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, as part of New Integrated terminal building construction spoils and another hazardous material are stored separately as per C & D waste management rules 2016.</p> <p>Waste Management plan is attached as Annexure- 6.</p>
xiv.	Installation and operation of DG set shall comply with the guidelines of CPCB.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, as part of operation phase, installed D.G. sets are operating in compliance to the CPCB guidelines.</p> <p>Environment monitoring Report Covering D.G. sets analysis is attached as Annexure 3.</p>

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Status of the conditions stipulated in Environment Clearance

xv.	The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environment (Protection) Rules prescribed for air and noise emission standards.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation. However, as part of operation Phase, DG sets of low sulphur type are in operation conforming to Environment (Protection) Rules prescribed for air and noise emission standards.</p> <p>Environment monitoring Report Covering D.G. sets analysis is attached as Annexure 3.</p>
xvi.	The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, during operation phase, the storage of diesel is less than 2500 litres (in drums) hence, CCOE approval not required.</p>
xvii.	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operate only during non-peak hours.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, as part of New Integrated Terminal Building construction, construction material carrying vehicles are maintained in good condition and having valid Pollution under control certificates.</p>
xviii.	Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, Ambient Air quality and Noise monitoring has been carried out</p>



Status of the conditions stipulated in Environment Clearance

	should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB / UPPCB.	at 6 locations by NABL approved laboratory as a part of existing operation (T2) and construction of New Integrated Terminal Building. Environment monitoring Report Covering Ambient Air Quality and Noise analysis is attached as Annexure 3 .
xix.	Fly ash should be used as a building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003.	Complied Construction activity has already been completed and project is commissioned and under operation.
xx.	Ready mixed concrete must be used in building construction.	Complied Construction activity has already been completed and project is commissioned and under operation. However, as part of New Integrated Terminal Building Ready Mix concrete is used.
xxi.	Storm water control and its re-use as per CGWB and BIS standards for various applications.	Complied Construction activity has already been completed and project is commissioned and under operation. As part of New integrated terminal building construction, 35 nos. of Rainwater Injection well and 02 Nos. of ponds are under construction as part of Ground Water Recharge and Rainwater conservation.

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Status of the conditions stipulated in Environment Clearance

xxii.	Water demand during construction should be reduced by use of pre-mixed concrete; curing agents and other best practices referred.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, as part of New integrated terminal building, Super plasticizers are used in Pre-Mixed Concrete to reduce the water demand.</p>
xxiii.	Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>However, during operation phase, Sensor based water flow control system has been provided at Toilets and Drinking water facilities.</p>
xxiv.	Use of glass may be reduced by upto .40% to reduce the electricity consumption and load on air-conditioning. If necessary, use high quality double glass with special reflective coating in windows.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation. Various energy conservation measures like installation of LED lights, solar panels etc implemented at site.</p> <p>Inline to existing operations, Solar panels of total capacity of about 515 KV is installed. (Photographs attached as Annexure-9)</p>
xxv.	Roof should meet prescriptive. Requirement as per Energy Conservation Building Code by using appropriate thermal insulation material to fulfil requirement.	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>Various energy conservation measures like installation of LED lights, solar panels etc implemented at site.</p>

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Status of the conditions stipulated in Environment Clearance

		<p>Inline to existing operations, Solar panels of total capacity of about 515 KV is installed. (Photographs attached as Annexure-9)</p>
xxvi.	<p>Opaque wall should meet prescriptive requirement as per Energy. Conservation Building Code which is proposed to be mandatory for all air-conditioned spaces while it is aspirational for non-air-conditioned spaces by use of appropriate thermal insulation material-to fulfil requirement.</p>	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>Various energy conservation measures like installation of LED lights, solar panels etc implemented at site.</p> <p>Inline to existing operations, Solar panels of total capacity of about 515 KV is installed. (Photographs attached as Annexure-9)</p>
xxvii.	<p>The approval of the competent authority' shall be obtained for structural safety of the buildings due to earthquake, adequacy of fire fighting equipments, etc. as per National Building Code including protection measures from lightening etc.</p>	<p>Complied</p> <p>Fire safety certificate for operational Terminals attached as Annexure-10</p>
xxviii.	<p>Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.</p>	<p>Complied</p> <p>Construction activity has already been completed and project is commissioned and under operation.</p> <p>Environment monitoring Report Covering Ambient Noise is attached as Annexure 3.</p>
xxix.	<p>Under the provisions of Environment protection) Act,</p>	<p>Not applicable</p>

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Status of the conditions stipulated in Environment Clearance

	1986, legal action shall be initiated against the -project proponent if it was found that construction of the project has been started without obtaining environmental clearance.	Construction activity has already been completed and project is commissioned and under operation.
II. Operation Phase		
i.	Diesel power generating sets proposed as source of back up 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 Uttar Pradesh Pollution Control Board.	<p>Complied</p> <p>Power source for Airport Operation is Madhyanchal Vidyut Vitran Nigam limited.</p> <p>However, for backup and other operational requirement, 12 no. of D.G sets have been installed, inline to Environment (Protection) Act, 1986 & Consent to Operate from UPPCB received vide dtd. 14th May 2021.</p> <p>Low Sulphur diesel is being used for all the DG sets and acoustic Enclosures are provided to DG set.</p> <p>Photograph showing acoustic enclosure to DG set is attached as Annexure - 11</p>
ii.	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.	<p>Complied</p> <p>Following Noise control and mitigation measures are adopted at the site:</p> <ul style="list-style-type: none"> • Standard instrument arrival & departure procedure is implemented to minimize the noise levels of aircrafts • Pilots are advised to carry out Continuous Descent approach • Control on the vehicular noise level by maintaining speed & vehicle conditions • DG sets are provided with acoustic enclosures & muffs

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Status of the conditions stipulated in Environment Clearance

		<p>Regular Noise Monitoring at 06 locations along with Continuous 7 days Flight Path Noise Monitoring at 03 locations is being carried out by MoEF&CC/ NABL approved laboratory.</p> <p>Environment Monitoring report, covering Noise Monitoring carried out during the compliance period (October 2021- March 2022) is attached as Annexure 3. Results at all locations have been observed within the prescribed norms. Same is also being submitted to State Pollution Control Board, along with other regulatory authorities, as a part of Half yearly compliance report.</p>
iii.	The green belt of the adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.	<p>Complied</p> <p>5.8 Hectare of Green Cover has been developed considering contextual and functional requirements, and overall environmental and landscape planning approach.</p> <p>Photographs of Green cover and list of species are attached as Annexure-12.</p>
iv.	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. The borewell for: rainwater recharging should be kept at least 5 mts above the highest ground water table.	<p>Complied</p> <p>Total 22 nos of Rainwater harvesting structures has been provided in Air side and as well as in landside area.</p>
v.	The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority.	<p>Complied</p> <p>Ground water monitoring has been carried out on Quarterly basis.</p> <p>Environment Monitoring report covering Ground Water analysis</p>

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Status of the conditions stipulated in Environment Clearance

		carried out during the compliance period (October 2021- March 2022) is attached as Annexure 3 .
vi.	Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.	<p>Complied.</p> <p>Traffic congestion near entry and exist point managed with the help of security and Traffic Police Department, and sufficient parking space has been managed all the time within the Airport premises.</p> <p>Traffic Management plan covering existing and for New Integrated Terminal Building project is enclosed as Annexure- 13</p>
vii.	Energy-conservation measures like installation of 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. Use 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. Use of solar panels may be done to the extent possible.	<p>Complied</p> <p>Various energy conservation measures like installation of LED lights, solar panels etc implemented at site.</p> <p>Inline to existing operations, Solar panels of total capacity of about 515 KV is installed.</p> <p>(Photographs attached as Annexure-9)</p>
viii.	Efforts should be made to use solar energy to the maximum extent possible.	<p>Complied</p> <p>Solar panels of total capacity of about 515 KV is installed.</p> <p>(Photographs of Solar Panels are attached as Annexure-9)</p>
ix.	The building should have adequate distance between them to allow movement of fresh air and passage of natural light, air and ventilation.	<p>Complied</p> <p>Construction of Terminal-1 and Terminal-2 are ensured as per the approved master plan and in accordance with requirement.</p>

B. General Conditions

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Status of the conditions stipulated in Environment Clearance

i.	In the event of any change in the project profile a fresh reference shall be made to the Ministry of Environment and Forests.	Point Noted
ii.	This Ministry reserves the right to revoke this clearance, if any, of the conditions stipulated are not complied with to the satisfaction of this Ministry.	Noted
iii.	This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.	Noted
iv.	Full support should be extended to the officers of this Ministry's Regional Office at Lucknow and the offices of the Central and State Pollution Control Board by the project proponents during their inspection for monitoring purposes, by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.	Complied Full support is being extended to the regulatory authorities during their visit to the site.
v.	These stipulations would be enforced among others under the provisions of 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 Municipal Solid Wastes (Management and Handling) Rules, 2000 including the amendments and rules made thereafter.	Noted

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

vi.	All other statutory clearances such as the approvals for storage of diesel, from Chief Controller of Explosives, Fire Department and Civil Aviation Department from height point of view, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities	Complied Fire safety certificate for operational Terminals attached as Annexure-10 .
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 Lucknow.	Complied Copy of EC is seen on MoEF&CC website http://environmentclearance.nic.in/writereaddata/Form-1A/EC/05_Jul_2017_191733980YFJ59F42ECLetter.pdf
viii.	Environmental 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.	Noted
ix.	Any appeal against this Clearance shall lie with the National Environment Appellate Authority, if preferred, within a	Not applicable

Wiley

Status of the conditions stipulated in Environment Clearance

	period of 30 days as prescribed under section 11 of the National Environment Appellate Act ,1997.	
x.	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.	Complied Copy of Environment clearance uploaded at Company website and can be seen through below link: https://www.adani.com/ccsia-lucknow-airport/downloads
xi.	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, the respective Zonal Office of CPCB and the SPCB.- The criteria pollutant levels namely; SPM, RSPM, SO2, NOx (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.	Complied. EC compliance uploaded at Company website and can be seen through below link: https://www.adani.com/ccsia-lucknow-airport/downloads Last Six-monthly Compliance Report for the period (April'21 –Spetember'21) was submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 30.11.2021. (Email Copy Attached as Annexure-14). Environment display boards Was installed at the Airport Entry for information / awareness of public. Photographs of Display Board is Attached as Annexure-15 .
xii.	The project proponent shall also submit_ six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well _as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.	Complied Six-monthly Compliance Report for the period (April'21 –Spetember'21) was submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 30.11.2021. (Email Copy Attached as Annexure-14).

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

xiii.	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 by e-mail.	Complied Environment statement for the FY 2020-21 submitted vide letter reference number ALIAL/CAO/ES/21-22/0537 dated 23rd September 2021. (Copy Attached as Annexure-16) Environmental statement uploaded at Company website and can be seen through below link: https://www.adani.com/ccsia-lucknow-airport/downloads
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Liberty

	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

**Compliance Report of
Environmental Clearance
dtd. 26th Sept 2018**

**For Construction of New
Integrated Terminal Building
and allied facilities**

	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

Chaudhary Charan Singh International (CCSI) Airport, Lucknow has been granted Environmental Clearance vide letter no. 10-47/2017-IA-III, dated 26th Sept 2018 for "Construction of new Integrated terminal building and allied facilities", Lucknow, Uttar Pradesh.

The said EC has been transferred to Adani Lucknow International Airport (ALIAL) vide MoEF vide letter no. F.No.10-47/2017-IA.III dated 17th June 2021.

The Certificate of Incorporation consequent upon change of name from Adani Lucknow International Airport Limited (ALIAL) to Lucknow International Airport Limited has been issued by Ministry of Corporate Affairs vide dtd. 9th November 2021 and subsequently letter of change of name as Lucknow International Airport Limited has been granted by MoEF&CC vide letter no. F.No.21-43/2022-IA.III dated 2nd April 2022. Copy of the same attached as **Annexure- 17**.

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

**Half yearly Compliance report for Environment Clearance for the project
"Construction of new Integrated terminal building and allied facilities"**

Sr. No.	Conditions	Compliance Status as on 31 st March 2022
A. Specific Conditions		
1.	As proposed, Environmental Clearance is for Expansion of Lucknow Airport in respect of construction of new integrated terminal building and allied facilities at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow District, Lucknow (U.P.) by M/s Lucknow Airport.	Noted
2.	Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.	Complied Aerodrome license for CCSIA, Lucknow, issued by DGCA attached as Annexure 18 .
3.	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.	Complied Consent to Establish for construction of new integrated terminal building and allied facilities has been obtained vide letter dated 1st Feb 2019 bearing reference number 36083/UPPCB/Lucknow(UPPCBRO)/CTE /LUCKNOW/2018 also transfer of CTE has been obtained vide dated 21st Oct 2020. Copy of CtE and CtE transfer order is attached as Annexure-19 .
4	The Construction site should be adequately barricaded before the construction begins.	Complied Adequate barricade arrangements have been done to keep the site isolated from surroundings. Photograph showing barricades are attached as Annexure 20 .

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Status of the conditions stipulated in Environment Clearance

5.	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.	Complied Compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities, is attached as Annexure 21 .
6	No diversion of natural drainage shall be done without prior permission from irrigation department.	Complied The project site does not have exposure to natural drainage. Hence no diversion is envisaged.
7	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.	Complied The compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018, are stated under condition no 5. Fugitive dust emission due to transport movement is controlled by sprinkling of water at the site. Water is sprinkled in stockpiling activities like soil to keep it wet and control emission. Dust emissions at site are minimized by wheel washing, damping down and employing the use of covered vehicles for transportation of construction. Photographs showing Construction related Environment Management practices area attached as Annexure -22 .
8	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.	Complied All the vehicles delivering materials to the site are covered using impervious sheet to avoid spillage of material/dust. Photographs showing Construction related Environment Management practices area attached as Annexure 22 .

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Status of the conditions stipulated in Environment Clearance

9	The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.	<p>Complied</p> <p>Regular Water sprinkling is done to minimize the dust emission from the excavation, levelling, transportation and stockpiling activities.</p> <p>Photographs showing Construction related Environment Management practices area attached as Annexure 22.</p>
10	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.	<p>Complied</p> <p>Soil testing was carried out by reputed institute and it was observed that the Soil is not suitable for greenbelt and hence being used for filling low lying areas. Presently all the excavated soil placed at designated area in project premises. (Soil Analysis Report attached as Annexure-8)</p> <p>Stock piles are properly designed at site to ensure that there is not sedimentation runoff.</p> <p>Photographs showing Construction related Environment Management practices area attached as Annexure 22.</p>
11	A detailed drainage plan for rain water shall be drawn up and implemented.	<p>Complied</p> <p>The detailed Rainwater harvesting plan has been designed and will be implemented. The rainwater system / drainage system consists of RCC drains, catch basins, piped drains for roof drainage and infiltration wells/ rainy wells at regular intervals for ground water recharging. A total of 35 infiltration wells of cylindrical shape with dimension of 4.5 m dia and 4.5 m effective depth are planned and is being implemented at the project site. The detailed ground water recharging plan has been prepared with the rainwater harvesting potential up to 114 ML/Year, which is being implemented. (Plan</p>

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Status of the conditions stipulated in Environment Clearance

		showing Infiltration wells is attached as Annexure-23.)
12	A drainage plan shall be drawn up and implemented to avoid flooding in low lying areas within the boundaries of the airport. The development of a water body within the premises or draining rain water to existing ponds outside the premises shall be examined to the satisfaction of the Central Ground Water Authority.	<p>Complied</p> <p>A complete airport level drainage plan is prepared to address drainage issues both Airside & Cityside. Synopsis of Drainage plan is attached as Annexure-24.</p>
13	Natural drains within the project boundaries shall not be diverted or blocked or altered in any way. Wherever storm water drains are proposed to be connected to natural drains the same shall be only undertaken after permission from the irrigation department.	<p>Complied</p> <p>No Natural Drain within the project Boundaries shall be diverted or blocked or altered.</p> <p>Storm water drainage plan will be implemented, and Storm water drainage will be connected to natural drains after obtaining required permission from the concerned authority.</p>
14	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.	<p>Complied</p> <p>Ground water NOC from CGWA obtained vide NOC no. CGWA/ NOC/ INF/ ORIG/ 2019/ 5972 dated 05.09.2019 and applied for the Renewal in the month of August -September 2021 to UPGWD.</p>
15	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 equipment's.	<p>Complied</p> <p>Construction specific Environment Management Plan has been deployed at site</p> <p>Adequate Noise control Measures has been implemented like</p> <ul style="list-style-type: none"> • Proper operation and maintenance of heavy equipment as well as transport vehicles is ensured to control noise emissions

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Status of the conditions stipulated in Environment Clearance

		<ul style="list-style-type: none"> • Ear plugs, ear muffs are provided to workers handling high noise equipment / stone cutting operations to protect them from high noise exposure. <p>Environment Monitoring report covering Noise Monitoring near construction site for the period Oct'21 – Mar'22 is attached as Annexure -3</p>
16	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.	<p>Complied</p> <p>Regular Ambient Noise monitoring is being carried out near construction site and from the results, it is inferred that both day & night results are below Standards.</p> <p>Environment Monitoring report covering Noise Monitoring near construction site is attached as Annexure -3</p>
17	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be recycled/reused or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.	<p>Complied</p> <p>Solid inert waste (Plastic, Glass, Metals etc) generated at construction sites are being handled through Lucknow Nagar Nigam.</p> <p>All Construction and Demolition Waste, generated at site are used for filling of low lying areas as per Construction and Demolition Waste Management Rules, 2016.</p> <p>Waste Management plan is attached as Annexure- 6.</p>
18	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.	<p>Complied</p> <p>D.G. Sets are being provided in conformance to rules made under the Environment (Protection) Act, 1986 with adequate stack height and acoustic enclosure.</p>

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Status of the conditions stipulated in Environment Clearance

	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.	Use of Low Sulphur Diesel will be ensured and permission for operation for D.G. set will be obtain before commissioning from UP pollution control Board.
19	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.	Noted for compliance. Presently the project is under Construction phase. However, during operation phase, Spillage control plan shall be developed and implemented.
20	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.	Complied Spillage control plan has been developed and will be implemented. Secondary containment due to runoffs from fuel, oil and other material storage areas will not be mixed with the storm water lines and will be collected and treated before discharges. Spillage control plan attached as Annexure-25
21	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.	Noted for compliance. Oil water separator shall be installed at apron discharge drain prior to merging with airport drain.
22	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.	Complied Same as condition no 12
23	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.	Complied Same as condition no 21
24	Total water requirement from ground water shall not exceed 1245 KLD.	Complied

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Status of the conditions stipulated in Environment Clearance

	Groundwater shall only be extracted with prior permission from CGWA.	Ground water NOC from CGWA obtained vide NOC no. CGWA/ NOC/ INF/ ORIG/ 2019/ 5972 dated 05.09.2019 and applied for the Renewal in the month of August -September 2021 to UPGWD.
25	Sewage Treatment Plant of 1950 KLD capacity based on MBBR Technology shall be provided to treat the wastewater generated from airport. Treated water will be reused for flushing, landscaping and HVAC cooling. As proposed the Airport will operate on zero liquid discharge principle.	<p>Complied</p> <p>Sewage Treatment Plant of 1950 KLD capacity based on MBBR Technology is being constructed at site in 3 modules of capacity 650 KLD.</p> <p>Treated water will be reused for flushing, landscaping and HVAC cooling. As proposed the Airport will operate on zero liquid discharge principle.</p> <p>STP process, design drawing and photographs of STP construction are attached as Annexure 26.</p>
26	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.	<p>Complied</p> <p>As part of Construction phase, the solid wastes generated is segregated and managed by vendor authorized by Lucknow Nagar Nigam.</p> <p>Waste management Plan for construction phase, has been developed and is being implemented.</p> <p>Waste Management plan is attached as Annexure- 6.</p>
27	Continuous online air monitoring system shall be in place for expansion project.	<p>Noted for Compliance.</p> <p>Presently the project is under Construction phase.</p> <p>However, Continuous online air monitoring system shall be installed during operational Phase.</p>

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Status of the conditions stipulated in Environment Clearance

28	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.	Complied D.G. Sets are being installed with Acoustic Enclosure, Operating person are provided with ear muffs.
29	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.	Noted for Compliance. Presently the project is under Construction phase.
30	An automatic ambient air quality monitoring station shall be provided, within the premises, to the satisfaction of the State Pollution Control Board and the data transferred to the Board.	Noted for Compliance. Presently the project is under Construction phase.
31	It shall be ensured that no part of the project causes any infringement on the rights of people dwelling in the surrounding areas.	Complied Project is being developed as per applicable laws including Aviation rules and guidelines.
32	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. The number of vehicles allowed in the area shall in no case exceed the parking facilities provided. The number of vehicles on roads within the premises shall not in any case exceed the numbers prescribed for class 'A' level of service by the Ministry of Road Transport.	Complied Traffic Management plan has been prepared to overcome the problem of Traffic congestion near the entry and exit points from the roads adjoining. Traffic Management plan covering existing and New Integrated Terminal Building is enclosed as Annexure- 13 . Multi-level Car parking having capacity for 1500 Nos of Cars and 10 nos. of Buses

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

		are being provided with in the Airport premises.
33	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.	Noted for compliance Traffic related measures are being implemented for vehicles during construction phase. The mitigation measures as mentioned in EIA Report are being implemented in Operation phase also. Traffic Management plan covering existing and New Integrated terminal Building is enclosed as Annexure- 13 .
34	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.	Complied Following Energy Conservation measures are being incorporated in proposed terminal building: <ol style="list-style-type: none"> 1. High performance Insulating roof with system Insulation Property value of 0.27 w/m2 k. reducing the heat load. 2. High performance insulating glass façade with Insulation Property value of less than 1.70 w/m2 k. 3. Skylights for daylighting in departures. 4. LED lighting fixtures with sensors. 5. On site renewable power generation using rooftop solar panels. 6. High efficiency pumps and motors. 7. Construction of New Integrated Terminal Building at CCS international airport is registered with GRIHA for 4 Star rating and GRIHA Registered Project Code - 17GR0124.
35	An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall	Noted for compliance

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Status of the conditions stipulated in Environment Clearance

	be dovetailed with the onsite management plan for the district.	For existing operation, Disaster Management Plan/Aerodrome Emergency Plan is available and has been implemented (Copy attached as Annexure-27) . Same will be amended as per the requirement.
36	As proposed, no tree shall be felled/transplant. 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, 23.42 Ha area shall be provided for landscaping and green belt development.	Noted for Compliance Green cover will be developed over a proposed area of 23.42 Hectare. Green Cover plan is attached as Annexure-28 .
37	It shall be ensured that all open spaces in the project boundary are totally greened/ or tiled by perforated tiles to bind soil and ensure that dust emissions are minimized. This should, apart from other measures, form an integral part of the plan which you will draw up and implement for control of particulate dust pollution.	Complied Presently project boundary is barricade with wind breaks to avoid dust emission outside the project boundaries, regular water sprinklers deployed to reduce the fugitive emission etc. At the time of project development, available open spaces in the project boundary will be either landscaped or will be laid with perforated tiles to avoid dust emissions. Photographs showing Construction related Environment Management practices area attached as Annexure 22 .
38	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.	Noted for Compliance CSR works will be carried out inline to the applicability of Section 135 of the Companies Act, 2013.

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	Lucknow International Airport Limited	From: October 2021 To: March 2022
Status of the conditions stipulated in Environment Clearance		

39	The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.	Noted for Compliance CSR works will be carried out inline to the applicability of Section 135 of the Companies Act, 2013.
40	As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1 st May 2018, and proposed by the project proponent, an amount of Rs. 3.46 Crores (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as infrastructure creation for drinking water supply, sanitation, health, education, electrification including solar power, rain water harvesting, soil moisture conservation works, avenue plantation, plantation in community land. 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.	Noted for Compliance CER funds is being allocated based on the year's financial budget, and accordingly CER activities will be planned and implemented in consultation with local administration. LIAL has submitted letter to District Magistrate for approval of activities to be cover surrounding the project site as a part of CER and permission from DM office received on dated 25.4.2022 to spend Rs. 90 lakh in FY 2022-2023. Same is under process of implementation. Copy of letter and CER plan proposed for FY 22-23 is attached as Annexure-29 .
B. GENERAL CONDITIONS		
1	A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.	Not applicable

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Status of the conditions stipulated in Environment Clearance

2	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.	<p>Complied</p> <p>Presently the project is under construction phase.</p> <p>The funds for environmental protection measures will be kept in a separate account head and year wise expenditure and utilization report will be provide during operation phase.</p> <p>However, expanse incurred as part of construction phase EMP for the period FY 22 is around Rs. 1.50 Cr.</p>
3	Officials from the Regional Office of MoEF&CC, Lucknow 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, Lucknow.	<p>Complied</p> <p>Full support is being extended to the regulatory authorities during their visit to the site.</p>
4	In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.	Noted for compliance
5	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.	Noted for compliance
6	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation	<p>Complied</p> <p>Provisional Fire N.O.C. is attached as Annexure 30.</p>

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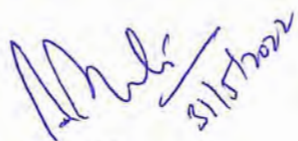
Status of the conditions stipulated in Environment Clearance

	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.	Approvals as required during operational phase will be taken from the concerned authorities.
7	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.	Noted for compliance
8	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 Lucknow.	Noted & Complied Copy of EC is seen on MoEF&CC website http://environmentclearance.nic.in/onlinesearchnewrk.aspx?autoid=10992&proposal_no=IA/UP/MIS/65954/2017&typep=EC
9	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.	Not applicable
10	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	Complied Copy of EC is seen on MoEF&CC website http://environmentclearance.nic.in/onlinesearchnewrk.aspx?autoid=10992&prop

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Status of the conditions stipulated in Environment Clearance

	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.	osal_no=IA/UP/MIS/65954/2017&typep=EC Copy of Environment Clearance uploaded at Company website and can be seen through below link: https://www.adani.com/ccsia-lucknow-airport/downloads
11	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; SPM, RSPM, SO ₂ , 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.	Complied. Last Six-monthly Compliance Report for the period (April'21 –September'21) was submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 30.11.2021. (Email Copy Attached as Annexure-14) and same has been uploaded on company website and can be seen from through below link: https://www.adani.com/ccsia-lucknow-airport/downloads Environment display boards Was installed at the Airport Entry for information / awareness of public. Photographs of Display Board is Attached as Annexure-15 .
12	The environmental statement for each financial year ending 31 st 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.	Complied Environment statement for the FY 2020-21 submitted vide letter reference number ALIAL/CAO/ES/21-22/0537 dated 23rd September 2021. (Copy Attached as Annexure-16) and same has been uploaded on Company website and can be seen through below link: https://www.adani.com/ccsia-lucknow-airport/downloads


Authorized Signatory

List of Annexures	
Annexure – 1	EC Name Change Letter for T2 Terminal vide dtd 16 th Feb 2022
Annexure – 2	Copy of Consent to Operate obtained from UPPCB
Annexure – 3	Environment Monitoring Report for the period of October'2021-March'2022
Annexure – 4	Photographs of architectural features of Historical Buildings
Annexure – 5	Environment Management Plan
Annexure – 6	Waste Management Plan
Annexure – 7	Details of First Aid Centre Facilities and Photographs
Annexure – 8	Copy of Soil Fertility Report
Annexure – 9	LED light installation and Solar PV installation Photographs
Annexure – 10	Fire safety NOC for Operational Terminals
Annexure – 11	Photograph showing Acoustic Enclosures of D.G Set
Annexure – 12	Photographs of Green Cover and List of Plant Species
Annexure – 13	Traffic Management Plan
Annexure – 14	Acknowledgement copy of last Half Yearly Compliance Report
Annexure – 15	Photographs of Environment Display Board
Annexure – 16	Copy of Environment Statement (Form-5)
Annexure – 17	EC Name Change Letter for New Integrated Terminal Building vide dtd 02 nd April 2022
Annexure – 18	Aerodrome license issued by DGCA
Annexure – 19	Copy of CtE for New Integrated Terminal Building and transfer letter in name of ALIAL.
Annexure – 20	Photographs of Construction site Barricading
Annexure – 21	Compliance to the applicable points of MoEF&CC GSR 94(E) vide dtd 25th May 2018 for Construction and Demolition Activities
Annexure – 22	Photograph showing Construction related Environment Management practices

Annexure – 23	Copy of layout plan of Rainwater harvesting structures
Annexure – 24	Storm water Drainage plan
Annexure – 25	Spill Prevention and Control plan at New Integrated Terminal Building Construction Site.
Annexure – 26	STP Process and Design layout
Annexure – 27	Copy of Aerodrome Emergency Plan and Disaster Management Plan of Operational Terminal
Annexure – 28	Green Cover Plan of New Integrated Terminal Building
Annexure – 29	CER approval Letter
Annexure – 30	Fire Safety NOC of Terminal -3

ANNEXURE – 1

File No. 10-18/2007-IA-III
Government of India/Bharat Sarkar
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan
Jor Bagh Road, New Delhi-110003
16th February, 2022

To,

Shri Suresh Chandra Hota
Chief Airport Officer
M/s Lucknow International Airport Limited
First Floor Terminal 1,
CCSI Airport, Lucknow-226009, U.P.
E-mail: info@adani.com

Subject: Transfer of Environment Clearance (EC) for the "Proposed Terminal Building at Amousi Airport", Lucknow, Uttar Pradesh from M/s Airport Authority of India to M/s Lucknow International Airport Limited-regarding

Sir,

This has reference to your online application/proposal No. IA/UP/MIS/255187/2022 through Parivesh Portal regarding transfer of EC to the above mentioned project from M/s Airport Authority of India to M/s Lucknow International Airport Limited.

2. The Ministry had earlier issued EC vide letter No. 10-18/2007-IA-III dated 23.05.2012 for the "Proposed Terminal Building at Amousi Airport", Lucknow, Uttar Pradesh by M/s Airport Authority of India (AAI).

3. M/s Lucknow International Airport Ltd. has informed that Concession agreement signed & executed on 14th February, 2020 for Operation, Maintenance, Management & Development of "Chaudhary Charan Singh International Airport", Lucknow between AAI and M/s Adani Lucknow International Airport Limited. However, the name of M/s Adani Lucknow International Airport Limited has been changed to M/s Lucknow International Airport Limited and received Certificate of Incorporation pursuant to name change, by Ministry of Corporate Affairs vide dated 9th November 2021.

4. M/s Lucknow International Airport Ltd. has submitted a copy of undertaking/NOC as signed by the authorized signatory to abide by the terms and conditions stipulated in the EC granted vide letter No. 10-



18/2007-IA-III dated 23.05.2012 issued by the Ministry of Environment, Forest and climate Change to the M/s Airport Authority of India.

5. As per the relevant provisions of the EIA Notification, 2006, the EC for the "Proposed Terminal Building at Amousi Airport", Lucknow, Uttar Pradesh granted by the Ministry of Environment, Forest and Climate Change vide letter No. 10-18/2007-IA-III dated 23.05.2012 is hereby transferred from "M/s Airport Authority of India" to "M/s Lucknow International Airport Limited", on the same terms and conditions.

6. This issues with the approval of Competent Authority.

(Dr. Dharmendra Kumar Gupta)
Director (S)

Copy to:

1. The Principal Secretary, Department of Environment, Government of Uttar Pradesh, Bapu Bhawan, Sachivalaya, Lucknow- 226001.
2. The Addl. Principal Chief Conservator of Forests (C), Ministry of Environment, Forest and Climate Change, Integrated Regional Office (CZ), Kendriya Bhawan, 5th Floor, Sector "H" Aliganj, Lucknow- 226020.
3. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4. The Member Secretary, Uttar Pradesh State Pollution Control Board, Building No. TC-12V, Vibhuti Khand, Gomti Nagar, Lucknow-226010.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/ Record File/ Notice Board/MoEF&CC website.

(Dr. Dharmendra Kumar Gupta)
Director (S)

ANNEXURE – 2



UTTAR PRADESH POLLUTION CONTROL BOARD

Building. No TC-12V Vibhuti Khand, Gomti Nagar, Lucknow-226010

Phone:0522-2720828,2720831, Fax:0522-2720764, Email: info@uppcb.com, Website: www.uppcb.com

CONSENT ORDER

Ref No. -
122245/UPPCB/Lucknow(UPPCBRO)/CTO/air/LUCKNOW/2021

Dated : 14/05/2021

To ,

Shri SURESH CHANDRA HOTA

M/s ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED

First Floor Terminal 1, CCS International Airport Lucknow, Lucknow

(U.P),LUCKNOW,226009

LUCKNOW

Sub : Consent under section 21/22 of the Air (Prevention and control of Pollution) Act, 1981 (as amended) to M/s. ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED

Reference Application No. 11474622

Dated : 14/05/2021

1. With reference to the application for consent for emission of air pollutants from the plant of M/s ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED. under Air Act 1981. It is being authorised for said emissions, as per the standards, in environment, by the Board as per enclosed conditions .
2. This consent is valid for the period from 18/02/2021 to 31/12/2025 .
3. Inspite of the conditions and provisions mentioned in this consent order UP Pollution Control Board reserves its right and powers to reconsider/amend any or all conditions under section 21 (6) of the Air (Previntion and Controt of Pollution) Act, 1981 as amended.
This consent is being issued with the permission of competent authority .

For and on behalf of U.P. Pollution Control Board

Chief Environmental Officer (CEO-5), Lucknow.

**Enclosed : As above
(condition of consent):**

Copy to: Regional Officer, ROUPPCB, Lucknow.

Chief Environmental Officer (CEO-5), Lucknow.

U.P. Pollution Control Board

Dated : 14/05/2021

CONDITIONS OF CONSENT

1. This consent is valid only for the approved production capacity of Air Port .
2. This consent is valid only for products and quantity mentioned above. Industry shall obtain prior approval before making any modification in product/ process /fuel/ plant machinery failing which consent would be deemed void.
- 3(a) The maximum rate of emission of flue gas should not be more than the emission norms for the stacks.
- 3(b) Air Pollution Source Details.

Air Pollution Source Details					
S.No	Air Polution Source	Type of Fuel	Stack No.	Parameters	Height
1	D G Set - 750 KVA	Diesel	3	Particulate Matter	As per Norms
2	D G Set - 750 KVA	Diesel	4	Particulate Matter	As per Norms
3	D G Set - 320 KVA	Diesel	5	Particulate Matter	As per Norms
4	D G Set - 320 KVA	Diesel	6	Particulate Matter	As per Norms
5	D G Set - 200 KVA	Diesel	7	Particulate Matter	As per Norms
6	D G Set - 200 KVA	Diesel	10	Particulate Matter	As per Norms
7	D G Set - 750 KVA	Diesel	1	Particulate Matter	As per Norms
8	D G Set - 200 KVA	Diesel	9	Particulate Matter	As per Norms
9	D G Set - 750 KVA	Diesel	2	Particulate Matter	As per Norms
10	D G Set - 200 KVA	Diesel	8	Particulate Matter	As per Norms
11	D G Set - 200 KVA	Diesel	8	Particulate Matter	As per Norms

- 3(c) The emissions by various stacks into the environment should be as per the norms of the Board .

Emission Quality Details Detail			
S.No	Stack No	Parameter	Standard
1		Particulate Matter	As per Standards specified in E. P. Act,1986.

4. Quantity of other pollutants should also be as per the norms prescribed by the Board/MOEF & CC/or otherwise mandatory .
5. The equipment for air pollution control system and monitoring ,as proposed by the industry and approved by the Board should be installed in their premises itself .
6. The modification or installation in the existing pollution control equipments should be done only by prior approval of Board .
7. The operation of air pollution control system and maintenance be done in such a way that the quantity of pollutants should be in accordance with the standards prescribed by the Board/MoEF & CC/or otherwise mandatory .

8. Unit should do provisions for fugitive emissions chimney/stack as per the norms of the Board/MOEF & CC/or otherwise mandatory .
9. The unit should submit the stack emissions monitoring report within one month from issuance of consent order along with the point wise compliance report of the consent order . Further quarterly monitoring report should be submitted .

The Unit will file the renewal application at least 2 months prior to the expiry of this Order.

Specific Conditions:

1. This consent is valid for M/s Adani Lucknow International Airports Ltd., First Floor, Terminal- 1, Chaudhay Charan Singh International, Airport, Lucknow only.
2. In Case of any changes, enhancement, address change etc., No Objection Certificate shall be obtained from the Board.
3. Ambient air quality of the area shall be monitored on quarterly basis and report be submitted to the Board.
4. Noise and emission level from the DG sets installed of 4X750 KVA, 2X320 KVA and 4X200 KVA capacities shall be within the prescribed norms and the stack shall be as per prescribed norms.
5. The airport authority shall install noise level display system. Noise level shall be monitored regularly in all seasons (different meteorological conditions) within the compound as well as nearby habitations and it shall be ensured that the noise level is within the prescribed limits.
6. The Order issued by Hon'ble Courts/Hon'ble NGT, MOEF, Central Pollution Control Board, U.P. Pollution Control Board, shall be complied with.
7. Generated hazardous waste shall be stored temporarily in the unit premises and disposed off through authorized TSDF after obtaining the authorization from the Board.
8. The unit shall submit the latest copy of Audited Balance Sheet/C.A. Certificate (Fixed Assets+ Current Assets - Current Liabilities) so that the Consent fee payable by the industry may be verified.
9. The unit shall comply with the provisions of, Environment (Protection) Act 1986, Water (Prevention and Control of Pollution) Act, 1974 as amended, Air (Prevention and Control of Pollution) Act, 1981 as amended, Plastic Waste Management Rules 2016, E- Waste (Management) Rules 2016, Solid Waste Management Rules 2016 & Hazardous and other Waste (Management and Transboundary Movement) Rules 2016 (Whichever is applicable).
10. The unit shall develop green belt as per the Protocol attached with Board's office order H 16405 /220/2018/02 dated 16-2-2018, which is available on the Board's website- www.uppcb.com.
11. The applicant shall install one Continuous Automatic Noise Monitoring Station in the airport at location specified by UPPCB within 06 months of issuance of this consent and shall get it connected to UPPCB Server
12. If closure order is issued by CPCB or UPPCB against any defaulting unit, then CTO issued earlier will remain suspended during the closure period and after ensuring the compliance and after revocation of closure order, the CTO will automatically be effective from the date of issuance of closure order revocation, with additional conditions mentioned in the closure revocation order.

Issued with the permission of competent authority .

For and on behalf of U.P. Pollution Control Board .

Chief Environmental Officer (CEO-5), Lucknow.



UTTAR PRADESH POLLUTION CONTROL BOARD

Building. No TC-12V Vibhuti Khand, Gomti Nagar, Lucknow-226010

Phone:0522-2720828,2720831, Fax:0522-2720764, Email: info@uppcb.com, Website: www.uppcb.com

CONSENT ORDER

**Ref No. -
122221/UPPCB/Lucknow(UPPCBRO)/CTO/water/LUCKNOW/2021**

Dated : 14/05/2021

To ,

Shri SURESH CHANDRA HOTA

M/s ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED

First Floor Terminal 1, CCS International Airport Lucknow, Lucknow

(U.P),LUCKNOW,226009

LUCKNOW

Sub : Consent under Section 25/26 of The Water (Prevention and control of Pollution) Act, 1974 (as amended) for discharge of effluent to M/s. ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED

Reference Application No :11469606

Dated :14/05/2021

1. For disposal of effluent into water body or drain or land under The Water (Prevention and control of Pollution) Act,1974 as amended (here in after referred as the act) M/s. ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED is hereby authorized by the board for discharge of their industrial effluent generated through ETP for irrigation/river through drain and disposal of domestic effluent through septic tank/soak pit subject to general and special conditions mentioned in the annexure ,in reference to their foresaid application .
2. This consent is valid for the period from 18/02/2021 to 31/12/2025 .
3. In spite of the conditions and provisions mentioned in this consent order UP Pollution Control Board reserves its right and powers to reconsider/amend any or all conditions under section 27(2) of the Water (Prevention and Control of Pollution) Act, 1974 as amended .

This consent is being issued with the permission of competent authority .

For and on behalf of U.P. Pollution Control Board

Environmental Chief Officer, CEO-5, Lucknow.

**Enclosed : As above
(condition of consent):**

Copy to: Regional Officer ROUPPCB, Lucknow.

Environmental Chief Officer, CEO-5, Lucknow.

U.P. POLLUTION CONTROL BOARD, LUCKNOW

Annexure to Consent issued to M/s.ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED vide

Consent Order No. 11469606/ Water

Dated : 14/05/2021

CONDITIONS OF CONSENT

1. This consent is valid only for the approved production capacity of Air Port .
2. The quantity of maximum daily effluent discharge should not be more than the following :

Effluent Discharge Details			
S.No	Kind of Effluent	Maximum daily discharge,KL/day	Treatment facility and discharge point
1	Domestic	450 KLD (Maximum)	STP

3. Arrangement should be made for collection of water used in process and domestic effluent separately in closed water supply system. The treated domestic and industrial effluent if discharged outside the premises, if meets at the end of final discharge point, arrangement should be made for measurement of effluent and for collecting its sample. Except the effluent informed in the application for consent no other effluent should enter in the said arrangements for collection of effluent. It should also be ensured that domestic effluent should not be discharged in storm water drain .
- 4(a) The domestic effluent should be treated in treatment plant so that the should be in conformity with the following norms dated treated effluent .

Domestic Effluent		
S.No	Parameter	Standard
1	BOD	30 mg/lit.
2	Total Suspended Solids	100 mg/lit.
3	COD	250 mg/lit.
4	Oil & Grease	10 mg/lit.

- 4(b). The industrial effluent should be treated in treatment plant so that the treated effluent should be in conformity with the following norms. .

Industrial Effluent		
S.No	Parameter	Standard

5. Effluent generated in all the processes, bleed water, cooling effluent and the effluent generated from washing of floor and equipments etc should be treated before its disposal with treated industrial effluent so that it should be according to the norms prescribed under The Environment (Protection) Act,1986 or otherwise mandatory .
6. The other pollutant for which norms have not been prescribed, the same should not be more than the norms prescribed for the water used in manufacturing process of the industry .
7. The method for collecting industrial and domestic effluent and its analysis should be as per legal Indian standards and its subsequent amendments/standards prescribed under The Environment (Protection) Act, 1986.
8. The treated domestic and industrial effluent be mixed (as per the provisions of Condition No. 2) and disposed of on one disposal point. This common effluent disposal point should have arrangement for flow meter/V Notch for measuring effluent and its log book be maintained .
9. The Unit will file the renewal application at least 2 months prior to the expiry of this Order.

Specific Conditions:

1. This consent is valid for M/s Adani Lucknow International Airports Ltd., First Floor, Terminal- 1, Chaudhay Charan Singh International, Airport, Lucknow only.
2. In Case of any changes, enhancement, address change etc., No Objection Certificate shall be obtained from the Board.
3. The unit shall ensure to operate the Sewage Treated Plant of capacity 450 KLD in such a manner so that it can achieve the standard specified in the notification issued by Ministry of Environment , Forest & Climate Change vide GSR 1265 (E) dated 13-10-2017 in the time period as specified in the notification & treated water shall be used in flushing/horticulture/cooling etc.
4. The airport shall ensure to comply the condition mentioned in the CGWA permission dated 05.09.2019 which is valid upto 04-09-2021 and send the compliance report in the Board within month.
5. The Order issued by Hon'ble Courts/Hon'ble NGT, MOEF, Central Pollution Control Board, U.P. Pollution Control Board, shall be complied with.
6. Generated hazardous waste shall be stored temporarily in the unit premises and disposed off through authorized TSDF after obtaining the authorization from the Board.
7. The unit shall submit the latest copy of Audited Balance Sheet/C.A. Certificate (Fixed Assets+ Current Assets - Current Liabilities) so that the Consent fee payable by the industry may be verified.
8. The unit shall comply with the provisions of, Environment (Protection) Act 1986, Water (Prevention and Control of Pollution) Act, 1974 as amended, Air (Prevention and Control of Pollution) Act, 1981 as amended, Plastic Waste Management Rules 2016, E- Waste (Management) Rules 2016, Solid Waste Management Rules 2016 & Hazardous and other Waste (Management and Transboundary Movement) Rules 2016 (Whichever is applicable).
9. The unit shall develop green belt as per the Protocol attached with Board's office order H 16405 /220/2018/02 dated 16-2-2018, which is available on the Board's website- www.uppcb.com.
10. If closure order is issued by CPCB or UPPCB against any defaulting unit, then CTO issued earlier will remain suspended during the closure period and after ensuring the compliance and after revocation of closure order, the CTO will automatically be effective from the date of issuance of closure order revocation, with additional conditions mentioned in the closure revocation order.

Issued with the permission of competent authority .

For and on behalf of U.P. Pollution Control Board .

Environmental Chief Officer, CEO-5, Lucknow.

ANNEXURE – 3

Vimta Labs Limited

Registered Office
142, IDA Phase II, Cherlapally
Hyderabad-500 051, Telangana, India
T : +91 40 2726 4141
F : +91 40 2726 3657

**ISSUED TO:**

M/S.ADANI LUCKNOW INTERNATIONAL AIRPORT
LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL
AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009

Report Number : VLL/VLS/21/09591/002
Issued Date : 2021.11.05
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

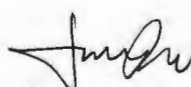
Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
@ TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : OCTOBER 2021
Test Required : PM10, PM2.5, SO2, and NO2.
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-1	RESULTS ($\mu\text{g}/\text{m}^3$)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide of as NO ₂
04.10.2021	23.6	52.6	11.8	13.6
06.10.2021	26.3	54.5	15.2	17.1
11.10.2021	24.1	62.1	13.3	16.3
13.10.2021	25.7	57.8	12.7	15.0
18.10.2021	26.1	54.6	14.2	17.3
19.10.2021	24.7	59.3	15.0	16.8
25.10.2021	23.2	55.7	13.4	16.1
27.10.2021	24.9	60.4	12.9	14.4
Minimum	23.2	52.6	11.8	13.6
Maximum	26.3	62.1	15.2	17.3
Mean	24.8	57.1	13.6	15.8
98%ile	26.3	61.9	15.2	17.3
NAAQ Standard	60	100	80	80


Dr. SubbaReddy Mallampati
Group Leader-Environment

Vimta Labs Limited

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Report Number : VLL/VLS/21/09591/003
Issued Date : 2021.11.05
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

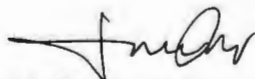
Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING at Top of SCADA Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : **OCTOBER 2021**
Test Required : PM10, PM2.5, SO2, and NO2,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-2	RESULTS ($\mu\text{g}/\text{m}^3$)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂
04.10.2021	24.0	56.2	12.3	13.8
06.10.2021	26.1	58.3	13.3	15.2
11.10.2021	24.1	53.7	14.7	16.2
13.10.2021	22.7	57.8	13.3	16.0
18.10.2021	21.5	54.6	11.2	14.7
19.10.2021	23.2	58.0	14.6	16.4
25.10.2021	26.0	55.7	13.0	15.8
27.10.2021	25.2	57.2	12.6	14.1
Minimum	21.5	53.7	11.2	13.8
Maximum	26.1	58.3	14.7	16.4
Mean	24.1	56.4	13.1	15.3
98%ile	26.1	58.3	14.7	16.4
NAAQ Standard	60	100	80	80


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Issued Date : 2021.11.05
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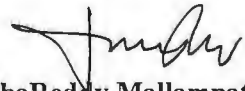
Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING @ Near Terminal-1 Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : OCTOBER 2021
Test Required : PM10, PM2.5, SO2, and NO2,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-3	RESULTS ($\mu\text{g}/\text{m}^3$)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide of as NO ₂
04.10.2021	23.9	53.5	12.9	15.2
06.10.2021	25.6	54.5	14.1	15.8
11.10.2021	22.3	53.4	15.0	17.5
13.10.2021	24.1	60.2	13.3	15.6
18.10.2021	23.1	59.3	14.9	17.3
19.10.2021	26.5	56.7	12.6	14.7
25.10.2021	22.6	60.4	14.2	15.9
27.10.2021	24.2	53.6	15.0	16.6
Minimum	22.3	53.4	12.6	14.7
Maximum	26.5	60.4	15.0	17.5
Mean	24.0	56.5	14.0	16.1
98%ile	26.4	60.4	15.0	17.5
NAAQ Standard	60	100	80	80


Dr. SubbaReddy Mallampati
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Report Number : VLL/VLS/21/09591/005
Issued Date : 2021.11.05
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING @ Near Terminal-2 Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : **OCTOBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-4	RESULTS (µg/m ³)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂
04.10.2021	23.5	52.6	13.2	14.7
06.10.2021	25.1	54.5	14.1	16.2
11.10.2021	23.0	50.3	11.6	14.1
13.10.2021	24.0	53.2	14.2	16.4
18.10.2021	22.6	54.6	11.5	14.2
19.10.2021	21.7	50.7	12.4	15.0
25.10.2021	25.2	54.2	14.2	17.0
27.10.2021	23.8	55.8	13.3	14.6
Minimum	21.7	50.3	11.5	14.1
Maximum	25.2	55.8	14.2	17.0
Mean	23.6	53.2	13.1	15.3
98%ile	25.2	55.6	14.2	16.9
NAAQ Standard	60	100	80	80


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UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/09591/001
Issued Date : 2021.11.03
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **OCTOBER 2021**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	13.10.2021	61.4	57.2
2	Top of SCADA Building	11.10.2021	64.2	57.3
3	Near Terminal-1 Building	04.10.2021	67.8	58.6
4	Near Terminal-2 Building	06.10.2021	65.3	56.3
Noise Standards			70.0	65.0

Dr. SubbaReddy Mallampati
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Report Number : VLL/VLS/21/09591/006
Issued Date : 2021.11.05
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling	: One Grab sample in a Month
Month of Sampling	: OCTOBER 2021
Quantity Collected for Analysis	: 5 Liter
Type of Container used for sampling	: HDPE Plastic Container-3 L Amberlite Glass Container-2 L
Test Required	: pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen
Sample Collected On	: 11.10.2021
Analysis Start Date	: 13.10.2021
Analysis Completion Date	: 22.10.2021
Sample collected by Vimta Labs Ltd.,	

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	7.45	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	42	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	482	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	3.1	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	33	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	10	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	5	--

Dr. SubbaReddy Mallampati
Group Leader-Environment

Vimta Labs Limited

Registered Office
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**ISSUED TO:**

**M/S.LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL
AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009**

Report Number : VLL/VLS/21/11108/002
Issued Date : 2021.12.07
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
@ TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : **NOVEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂.
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-1	RESULTS (µg/m ³)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide of as NO ₂
01.11.2021	25.6	56.5	16.2	15.8
03.11.2021	26.7	58.2	15.8	16.4
08.11.2021	26.2	55.9	13.9	17.2
11.11.2021	27.0	60.2	13.1	15.1
15.11.2021	25.8	61.5	14.6	18.4
17.11.2021	25.2	63.9	15.1	18.9
22.11.2021	26.6	59.2	17.4	17.7
25.11.2021	24.1	62.6	16.8	13.8
Minimum	24.1	55.9	13.1	13.8
Maximum	27.0	63.9	17.4	18.9
Mean	25.9	59.5	15.4	16.7
98%ile	27.0	63.7	17.3	18.8
NAAQ Standard	60	100	80	80


Dr. SubbaReddyMallampati
Group Leader-Environment

ISSUED TO:

**M/S.LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL
AIRPORT),
AMAUSI, LUCKNOW,
UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/11108/003
Issued Date : 2021.12.07
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING at Top of SCADA Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182 P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : **NOVEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-2	RESULTS (µg/m ³)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂
01.11.2021	24.9	53.2	13.8	14.2
03.11.2021	26.2	54.6	14.6	16.5
08.11.2021	26.9	52.1	15.5	17.2
11.11.2021	25.5	56.9	16.3	14.8
15.11.2021	27.3	57.1	15.2	15.5
17.11.2021	25.4	58.9	14.9	17.6
22.11.2021	27.8	59.4	14.6	18.0
25.11.2021	27.2	57.7	16.5	16.9
Minimum	24.9	52.1	13.8	14.2
Maximum	27.8	59.4	16.5	18.0
Mean	26.4	56.2	15.2	16.3
98%ile	27.7	59.3	16.5	17.9
NAAQ Standard	60	100	80	80

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING @ Near Terminal-1 Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM₁₀ - IS:5182 P-23; PM_{2.5} - IS:5182P-24; SO₂ - IS:5182 P2; and
NO₂ - IS:5182 P-6
Month of Monitoring : **NOVEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-3	RESULTS($\mu\text{g}/\text{m}^3$)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂
01.11.2021	24.9	51.6	13.6	16.5
03.11.2021	26.6	50.2	14.5	17.4
08.11.2021	24.3	53.6	16.2	18.6
11.11.2021	25.9	54.1	16.8	17.9
15.11.2021	26.8	58.9	15.4	16.5
17.11.2021	27.3	59.2	14.9	18.2
22.11.2021	26.1	61.2	17.2	16.7
25.11.2021	25.5	60.6	16.5	15.5
Minimum	24.3	50.2	13.6	15.5
Maximum	27.3	61.2	17.2	18.6
Mean	25.9	56.2	15.6	17.2
98%ile	27.2	61.1	17.1	18.5
NAAQ Standard	60	100	80	80

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P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING @ Near Terminal-2 Building

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : **NOVEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-4	RESULTS (µg/m ³)			
Date of Sampling	Particulates Less than 2.5 microns as PM _{2.5}	Particulates Less than 10 microns as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide of as NO ₂
01.11.2021	23.6	52.5	12.5	16.2
03.11.2021	22.4	53.6	13.6	17.6
08.11.2021	23.9	54.4	14.5	15.8
11.11.2021	25.8	55.6	13.2	16.9
15.11.2021	25.1	52.9	12.4	17.4
17.11.2021	24.6	56.8	15.6	18.6
22.11.2021	26.3	57.9	14.1	17.7
25.11.2021	26.9	58.8	15.9	18.1
Minimum	22.4	52.5	12.4	15.8
Maximum	26.9	58.8	15.9	18.6
Mean	24.8	55.3	14.0	17.3
98%ile	26.8	58.7	15.9	18.5
NAAQ Standard	60	100	80	80

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P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling	: One Grab sample in a Month
Month of Sampling	: NOVEMBER 2021
Quantity Collected for Analysis	: 5 Liter
Type of Container used for sampling	: HDPE Plastic Container-3 L Amberlite Glass Container-2 L
Test Required	: pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen
Sample Collected On	: 12.11.2021
Analysis Start Date	: 15.11.2021
Analysis Completion Date	: 25.11.2021
Sample collected by Vimta Labs Ltd.,	

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	6.98	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	87	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	890	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	4.6	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	210	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	47	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	2.3	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	1.2	5	--

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling	: One Grab sample in a Month
Month of Sampling	: NOVEMBER 2021
Quantity Collected for Analysis	: 5 Liter
Type of Container used for sampling	: HDPE Plastic Container-3 L Amberlite Glass Container-2 L
Test Required	: pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen
Sample Collected On	: 12.11.2021
Analysis Start Date	: 15.11.2021
Analysis Completion Date	: 25.11.2021
Sample collected by Vimta Labs Ltd.,	

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	7.36	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	38	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	526	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	3.7	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	40	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	12	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	5	--

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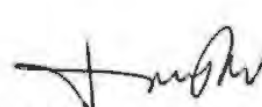
Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **NOVEMBER 2021**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	11.11.2021	61.0	58.3
2	Top of SCADA Building	08.11.2021	65.8	58.7
3	Near Terminal-1 Building	01.11.2021	66.2	59.9
4	Near Terminal-2 Building	03.11.2021	67.2	57.5
Noise Standards			70.0	65.0


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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Terminal-1

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **NOVEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 11.11.2021
Analysis Start Date : 17.11.2021
Analysis Completion Date : 30.11.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	7.15	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.031	--
3	Conductivity	us/cm	APHA 23 rd (2510B)	165	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	98	500(2000)
5	Carbonates as CaCO ₃	mg/l	IS 3025 (Part-23)	0	500(2000)
6	Bicarbonates as HCO ₃	mg/l	IS 3025 (Part-23)	49	200(600)
7	Chlorides as Cl	mg/l	IS 3025 (Part 32)	17.3	200(600)
8	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	0.001(NR)
9	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	0.01(0.05)
10	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	0.01(NR)
11	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.05	0.05(NR)
12	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	0.003(0.003)
13	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	49	200(600)
14	Calcium as Ca	mg/l	IS 3025 (part	12.3	75(200)
15	Magnesium as Mg	mg/l	IS 3025 (Part	6.7	30(100)
16	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	10.2	--
17	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.1	--
18	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	6.3	200(400)
19	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	1.8	45(NR)

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Terminal-1

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
20	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 –P D)	<0.01	--
21	Barium as Ba	mg/l	APHA 23 rd 3125	0.023	0.7(NR)
22	Fluoride as F	mg/l	APHA 23 rd (4500)	0.2	1.0(1.5)
23	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	--
24	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	0.05(1.5)
25	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	0.1(0.3)
26	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	0.02(NR)
27	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	58.3	200(600)
28	Iron as Fe	mg/l	APHA 23 rd 3125	0.09	1.0
29	Silica as SiO ₂	mg/l	APHA 23 rd (4500 – SiO ₂)	2.11	--

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Issued Date : 2021.12.07
P. Order Ref : 5700301505
P.O. Date : 20.10.2021


Page 1 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Terminal-2

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **NOVEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per Work Order
Sample Collected On : 12.11.2021
Analysis Start Date : 17.11.2021
Analysis Completion Date : 30.11.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	6.97	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.036	--
3	Conductivity	µs/cm	APHA 23 rd (2510B)	198	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	125	500(2000)
5	Carbonates as CaCO ₃	mg/l	IS 3025 (Part-23)	0	500(2000)
6	Bicarbonates as HCO ₃	mg/l	IS 3025 (Part-23)	64	200(600)
7	Chlorides as Cl	mg/l	IS 3025 (Part 32)	19.7	200(600)
8	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	0.001(NR)
9	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	0.01(0.05)
10	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	0.01(NR)
11	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.05	0.05(NR)
12	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	0.003(0.003)
13	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	64	200(600)
14	Calcium as Ca	mg/l	IS 3025 (part	16.5	75(200)
15	Magnesium as Mg	mg/l	IS 3025 (Part	8.3	30(100)
16	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	9.7	--
17	Potassium as K	mg/l	APHA 23 rd (3500 K)	2.3	--
18	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	4.7	200(400)
19	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	2.5	45(NR)


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Issued Date : 2021.12.07
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Terminal-2

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
20	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 –P D)	<0.01	--
21	Barium as Ba	mg/l	APHA 23 rd 3125	0.015	0.7(NR)
22	Fluoride as F	mg/l	APHA 23 rd (4500)	0.3	1.0(1.5)
23	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	--
24	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	0.05(1.5)
25	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	0.1(0.3)
26	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	0.02(NR)
27	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	75.4	200(600)
28	Iron as Fe	mg/l	APHA 23 rd 3125	0.07	1.0
29	Silica as SiO ₂	mg/l	APHA 23 rd (4500 – SiO ₂)	1.98	--

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Near ATC building

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **NOVEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 13.11.2021
Analysis Start Date : 17.11.2021
Analysis Completion Date : 30.11.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	7.21	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.039	--
3	Conductivity	µs/cm	APHA 23 rd (2510B)	280	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	178	500(2000)
5	Carbonates as CaCO ₃	mg/l	IS 3025 (Part-23)	0	500(2000)
6	Bicarbonates as HCO ₃	mg/l	IS 3025 (Part-23)	97	200(600)
7	Chlorides as Cl	mg/l	IS 3025 (Part 32)	21.6	200(600)
8	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	0.001(NR)
9	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	0.01(0.05)
10	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	0.01(NR)
11	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.05	0.05(NR)
12	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	0.003(0.003)
13	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	97	200(600)
14	Calcium as Ca	mg/l	IS 3025 (part	21.5	75(200)
15	Magnesium as Mg	mg/l	IS 3025 (Part	12.5	30(100)
16	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	14.3	--
17	Potassium as K	mg/l	APHA 23 rd (3500 K)	3.1	--
18	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	8.6	200(400)
19	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	3.4	45(NR)


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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Drinking Water Sample at Near ATC building

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
20	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 –P D)	<0.01	--
21	Barium as Ba	mg/l	APHA 23 rd 3125	0.019	0.7(NR)
22	Fluoride as F	mg/l	APHA 23 rd (4500)	0.4	1.0(1.5)
23	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	--
24	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	0.05(1.5)
25	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	0.1(0.3)
26	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	0.02(NR)
27	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	105.2	200(600)
28	Iron as Fe	mg/l	APHA 23 rd 3125	0.12	1.0
29	Silica as SiO ₂	mg/l	APHA 23 rd (4500 – SiO ₂)	2.32	--

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**M/S. LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
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AIRPORT), AMAUSI, LUCKNOW,
UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/11108/010
Issued Date : 2021.12.07
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Drinking Water Sample at DGCA Building

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **NOVEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 13.11.2021
Analysis Start Date : 17.11.2021
Analysis Completion Date : 30.11.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	7.08	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.033	--
3	Conductivity	µs/cm	APHA 23 rd (2510B)	210	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	131	500(2000)
5	Carbonates as CaCO ₃	mg/l	IS 3025 (Part-23)	0	500(2000)
6	Bicarbonates as HCO ₃	mg/l	IS 3025 (Part-23)	76	200(600)
7	Chlorides as Cl	mg/l	IS 3025 (Part 32)	18.5	200(600)
8	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	0.001(NR)
9	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	0.01(0.05)
10	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	0.01(NR)
11	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.05	0.05(NR)
12	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	0.003(0.003)
13	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	76	200(600)
14	Calcium as Ca	mg/l	IS 3025 (part	19.8	75(200)
15	Magnesium as Mg	mg/l	IS 3025 (Part	7.6	30(100)
16	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	12.8	--
17	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.7	--
18	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	5.4	200(400)
19	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	2.8	45(NR)


Dr. SubbaReddy Mallampati
Group Leader-Environment

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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water Sample at DGCA Building

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Results	Limits as per IS 10500 : 2012
20	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 –P D)	<0.01	--
21	Barium as Ba	mg/l	APHA 23 rd 3125	0.021	0.7(NR)
22	Fluoride as F	mg/l	APHA 23 rd (4500)	0.3	1.0(1.5)
23	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	--
24	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	0.05(1.5)
25	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	0.1(0.3)
26	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	0.02(NR)
27	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	80.8	200(600)
28	Iron as Fe	mg/l	APHA 23 rd 3125	0.08	1.0
29	Silica as SiO ₂	mg/l	APHA 23 rd (4500 – SiO ₂)	1.65	--


Dr. SubbaReddy Mallampati
Group Leader-Environment

December-2021

Environmental Monitoring Test Reports



Project Proponent:

M/s. Lucknow International Airport Limited.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
Amausi, Lucknow, Uttar Pradesh 226009

Consultant:

Vimta 

Driven by Quality. Inspired by Science.

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Report Number : VLL/VLS/21/12779/001
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Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : DECEMBER 2021
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	06.12.2021	62.7	56.9
2	Top of SCADA Building	03.12.2021	64.0	60.2
3	Near Terminal-1 Building	01.12.2021	67.9	62.0
4	Project office	08.12.2021	63.7	56.1
5	Rahimabad	13.12.2021	58.7	53.6
6	Nadarganj	15.12.2021	60.4	54.3
Noise Standards			70.0	55.0

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : DECEMBER 2021
Test Required : PM10, PM2.5, SO2, and NO2.
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-1	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	27.1	54.3	14.4	17.7	0.418
03.12.2021	28.2	56.0	16.1	18.2	0.451
06.12.2021	27.7	53.7	12.1	14.2	0.422
08.12.2021	26.4	58.0	14.3	17.0	0.442
13.12.2021	25.3	59.3	12.8	15.2	0.437
15.12.2021	26.7	61.7	13.3	17.7	0.462
20.12.2021	28.1	57.0	15.6	19.6	0.438
23.12.2021	25.6	60.4	15.0	17.1	0.450
28.12.2021	27.2	54.2	13.5	16.2	0.429
30.12.2021	24.4	58.1	14.8	17.3	0.448
Minimum	24.4	53.7	12.1	14.2	0.418
Maximum	28.2	61.7	16.1	19.6	0.462
Mean	26.7	57.3	14.2	17.0	0.440
98%ile	28.2	61.5	16.0	19.3	0.460
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF SCADA BUILDING**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : **DECEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂.
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-2	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	25.5	50.5	14.7	16.2	0.365
03.12.2021	24.5	55.2	15.5	17.7	0.384
06.12.2021	25.2	50.4	14.2	16.3	0.405
08.12.2021	23.8	54.2	13.6	17.8	0.367
13.12.2021	25.6	57.8	12.9	15.3	0.411
15.12.2021	23.7	53.4	15.8	18.8	0.372
20.12.2021	26.1	56.7	15.5	16.6	0.398
23.12.2021	25.5	55.0	12.7	15.1	0.408
28.12.2021	23.6	57.3	14.3	16.1	0.372
30.12.2021	26.2	54.3	15.1	18.2	0.391
Minimum	23.6	50.4	12.7	15.1	0.365
Maximum	26.2	57.8	15.8	18.8	0.411
Mean	25.0	54.5	14.4	16.8	0.387
98%ile	26.2	57.7	15.7	18.7	0.410
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NEAR TERMINAL-1 BUILDING**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : **DECEMBER 2021**
Test Required : PM10, PM2.5, SO2, and NO2,
Sample collected by Vimta Labs Ltd

TEST REPORT

Location Code:AAQ-3	RESULTS($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	23.1	54.1	14.8	18.2	0.511
03.12.2021	24.8	49.3	13.8	16.4	0.473
06.12.2021	22.5	50.3	16.4	18.2	0.493
08.12.2021	24.1	50.1	15.6	17.1	0.472
13.12.2021	25.0	57.3	13.8	16.6	0.502
15.12.2021	25.5	55.2	16.1	19.1	0.521
20.12.2021	24.3	59.2	15.6	18.4	0.485
23.12.2021	23.7	56.6	17.7	17.2	0.506
28.12.2021	26.1	49.3	13.5	16.3	0.477
30.12.2021	24.8	54.7	15.1	18.2	0.512
Minimum	22.5	49.3	13.5	16.3	0.472
Maximum	26.1	59.2	17.7	19.1	0.521
Mean	24.4	53.6	15.2	17.6	0.495
98%ile	26.0	58.9	17.5	19.0	0.519
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
PROJECT OFFICE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : DECEMBER 2021
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂,
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-4	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	25.2	51.3	13.9	17.0	0.355
03.12.2021	24.0	55.3	12.7	15.2	0.401
06.12.2021	22.8	50.3	14.2	16.5	0.372
08.12.2021	23.6	57.3	12.9	15.3	0.381
13.12.2021	24.3	54.6	13.8	17.4	0.345
15.12.2021	26.2	58.5	12.8	15.2	0.414
20.12.2021	23.6	52.5	13.6	16.2	0.386
23.12.2021	23.5	48.3	15.2	16.8	0.353
28.12.2021	25.2	55.3	14.6	17.3	0.392
30.12.2021	23.7	52.8	13.6	16.4	0.408
Minimum	22.8	48.3	12.7	15.2	0.345
Maximum	26.2	58.5	15.2	17.4	0.414
Mean	24.2	53.6	13.7	16.3	0.381
98%ile	26.0	58.3	15.1	17.4	0.413
NAAQ Standard	60	100	80	80	2

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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
RAHIMABAD**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: DECEMBER 2021
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-5	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	24.4	48.3	12.5	16.0	0.336
03.12.2021	22.2	51.5	11.5	14.2	0.371
06.12.2021	23.8	52.5	14.1	16.0	0.353
08.12.2021	25.4	47.6	13.3	14.9	0.328
13.12.2021	22.5	51.6	12.4	15.0	0.326
15.12.2021	24.6	49.4	13.8	15.3	0.306
20.12.2021	20.8	53.2	13.3	14.4	0.367
23.12.2021	25.0	49.2	12.5	15.0	0.311
28.12.2021	23.8	52.5	11.2	14.1	0.373
30.12.2021	21.8	48.6	12.8	16.0	0.336
Minimum	20.8	47.6	11.2	14.1	0.306
Maximum	25.4	53.2	14.1	16.0	0.373
Mean	23.4	50.4	12.7	15.1	0.341
98%ile	25.3	53.1	14.0	16.0	0.373
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NADARGANJ**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : **DECEMBER 2021**
Test Required : PM₁₀, PM_{2.5}, SO₂, and NO₂
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-6	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.12.2021	23.4	48.8	12.6	15.4	0.327
03.12.2021	21.7	52.8	13.7	14.1	0.299
06.12.2021	23.5	47.8	11.9	13.7	0.344
08.12.2021	25.6	54.8	13.3	15.2	0.358
13.12.2021	22.5	52.1	11.7	14.7	0.324
15.12.2021	24.4	56.0	14.3	15.6	0.393
20.12.2021	25.8	52.3	12.3	13.7	0.365
23.12.2021	26.1	45.8	14.0	15.5	0.332
28.12.2021	23.4	52.8	13.3	14.8	0.371
30.12.2021	21.9	50.3	12.3	13.9	0.387
Minimum	21.7	45.8	11.7	13.7	0.299
Maximum	26.1	56.0	14.3	15.6	0.393
Mean	23.8	51.4	12.9	14.7	0.351
98%ile	26.0	55.8	14.2	15.6	0.392
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

SAMPLE PARTICULARS : STP WATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : **DECEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical
Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical
Nitrogen, Residual Chlorine and Fecal Coliform.
Sample Collected On : 08.12.2021
Analysis Start Date : 10.12.2021
Analysis Completion Date : 22.12.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	STP Inlet Water	STP Outlet Water	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	8.2	7.94	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	116	43	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	915	640	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	16.2	4.8	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	280	58	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	71	15	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	5.9	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	3.4	<0.1	5	--
9	Residual Chlorine	IS:3025 P-26	mg/L	<0.1	<0.1	-	-
10	Fecal Coliform	EPA Method 1681: 2006	MPN/100ml	280	<1.8	<100	<1000

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Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2021-12-04
Analysis Starting Date :	2021-12-07
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF THE FIRE STATION-AIR SIDE

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	59.2	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	28.2	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	15.4	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	19.2	80
5	Ozone (O ₃)	µg/m ³	Method-411	10.2	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.463	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³



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Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2021-12-10
Analysis Starting Date :	2021-12-13
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF SCADA BUILDING

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	54.4	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	26.1	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	14.7	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	17.4	80
5	Ozone (O ₃)	µg/m ³	Method-411	9.3	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.423	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³

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Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2021-12-17
Analysis Starting Date :	2021-12-20
Sampling Duration (minutes)	1440
Sampling Location :	Near Terminal-1 Building

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	56.5	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	25.2	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	15.2	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	18.3	80
5	Ozone (O ₃)	µg/m ³	Method-411	8.7	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.512	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³

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Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2021-12-24
Analysis Starting Date :	2021-12-27
Sampling Duration (minutes)	1440
Sampling Location :	Near Project Office

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	53.5	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	24.2	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	14.3	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	16.7	80
5	Ozone (O ₃)	µg/m ³	Method-411	8.1	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.435	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
BaP Detectable Limit 0. 2ng/m³

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Page 1 of 1

SAMPLE PARTICULARS : DG NOISE EMISSION LEVEL MONITORING
Monitored at 1 meter Distance from Acoustic Enclosure

Frequency Of Sampling : Quarterly Once for Each DG Set
Type of Measurement : SPOT NOISE
Month of Monitoring : DECEMBER 2021
Test Required : Sound Pressure Levels in Off and On Conditions
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	DG Set Code& Capacity	Location of DG Installed	Sound Pressure Level in d(B)A.	
			Background Noise Level	DG Running Noise Level
01	DG Set-1 750 KVA	SCADA Power House	58.2	73.4
02	DG Set-2 750 KVA		55.5	74.1
03	DG Set-3 750 KVA		57.1	73.8
04	DG Set-4 750 KVA		58.7	73.2
05	DG Set-5 750 KVA		55.8	74.0
06	DG Set-1 320 KVA	DGCA office	56.2	73.2
07	DG Set-2 320 KVA		54.9	71.9
08	DG Set-1 200 KVA	ATC Technical Block	57.1	73.3
09	DG Set-2 200 KVA		56.3	72.8
10	DG Set-1 200 KVA	MSSR Building	53.8	74.1
11	DG Set-1 320 KVA	CCR Office	54.1	73.0
12	DG Set-2 320 KVA		55.4	72.9
DG Noise Standard up to 1000 KVA				75.0

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Page 1 of 5

SAMPLE PARTICULARS : **DIESEL GENERATOR EMISSION MONITORING**
PLACE OF DG SET INSTALLED : **SCADA Building**

Sampling Date : 2021.12.16
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.18
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	DG3	DG4	DG5	* Limits
Physical Parameter									
1	Capacity	KVA	-	750	750	750	750	750	--
2	Stack diameter	m	-	0.8	0.8	0.8	0.8	0.8	--
3	Area of the Stack	m ²	-	0.454	0.454	0.454	0.454	0.454	--
4	Flue gas Temperature	°C	USEPA M-2	253	297	300	274	286	--
5	Velocity of the Flue gas	m/Sec		14.33	14.9	14.38	13.84	13.99	--
6	Volumetric Flow rate	Nm ³ /hr		12626	12425	11911	12013	11884	--
Chemical Parameters									
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM 30&34	80	75	86	81	91	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		104.27	130.94	109.90	124.92	135.77	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.753	2.169	1.745	2.001	2.151	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		135.78	178.03	137.79	173.09	184.49	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		2.282	2.949	2.188	2.772	2.923	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		10.93	37.63	20.25	28.60	38.55	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.184	0.623	0.322	0.458	0.611	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	10.33	9.13	8.45	7.93	9.10	≤ 0.2
	Particulate Manter @ 15% O2	gr/kw-hr		0.174	0.151	0.134	0.127	0.144	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)

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Page 2 of 5


SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : DGCA Building

Sampling Date : 2021.12.14
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.16
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	320	320	--
2	Stack diameter	m	-	0.45	0.45	--
3	Area of the Stack	m ²	-	0.159	0.159	--
4	Flue gas Temperature	°C	USEPA M-2	184	203	--
5	Velocity of the Flue gas	m/Sec		10.46	10.41	--
6	Volumetric Flow rate	Nm ³ /hr		3768	3603	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	63	56	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		109.02	109.90	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.284	1.237	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		163.30	159.17	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.923	1.792	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		40.08	28.92	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.472	0.326	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	12.50	11.80	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.147	0.133	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)



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Page 3 of 5

SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : ATC Technical Block

Sampling Date : 2021.12.14
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.16
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	200	200	--
2	Stack diameter	m	-	0.43	0.43	--
3	Area of the Stack	m ²	-	0.1453	0.1453	--
4	Flue gas Temperature	° C	USEPA M-2	201	192	--
5	Velocity of the Flue gas	m/Sec		9.10	9.8	--
6	Volumetric Flow rate	Nm ³ /hr		2905	3196	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	72	67	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		130.74	141.83	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.899	2.266	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3	USEPA CTM30&34	162.47	173.97	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		2.360	2.780	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³	USEPA CTM30&34	28.49	41.60	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.414	0.665	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	11.40	10.78	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.166	0.172	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)

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Page 4 of 5

SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : CCR office
Sampling Date : 2021.12.18
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.20
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	320	320	--
2	Stack diameter	m	-	0.45	0.45	--
3	Area of the Stack	m ²	-	0.16	0.16	--
4	Flue gas Temperature	°C	USEPA M-2	243	227	--
5	Velocity of the Flue gas	m/Sec		11.24	10.40	--
6	Volumetric Flow rate	Nm ³ /hr		3613	3441	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	60	57	—
8	Carbon Monoxide @ 15% O2	mg/Nm ³		133.38	106.53	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.506	1.146	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		136.63	136.87	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.543	1.472	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		25.11	20.49	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.283	0.220	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	14.33	13.78	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.162	0.148	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)



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Page 5 of 5


SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : MSSR Building

Sampling Date : 2021.12.18
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.20
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	* Limits
Physical Parameter					
1	Capacity	KVA	-	200	--
2	Stack diameter	m	-	0.55	--
3	Area of the Stack	m ²	-	0.24	--
4	Flue gas Temperature	°C	USEPA M-2	221	--
5	Velocity of the Flue gas	m/Sec		8.46	--
6	Volumetric Flow rate	Nm ³ /hr		4236	--
Chemical Parameters					
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	58	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		79.77	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.690	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		111.27	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		2.357	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		28.60	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.606	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	6.77	≤ 0.2
	Particulate Marter @ 15% O2	gr/kw-hr		0.143	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)



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Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **DECEMBER 2021**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-1		
Name of the Location	Shyam Nagar		
GPS Coordinates	26° 45'38.05"N 80°52'6.04"E		
Distance from Airport compound wall in meters→	350		
Date of Monitoring	Results-d(B)A		
	L-Day	L-night	L-equivalent
Day-1: 3 rd December 2021	51.8	43.0	50.3
Day-2: 4 th December 2021	53.6	42.8	52.1
Day-3: 5 th December 2021	54.1	44.5	52.6
Day-4: 6 th December 2021	52.4	43.7	50.9
Day-5: 7 th December 2021	50.4	42.8	49.0
Day-6: 8 th December 2021	53.3	43.5	51.8
Day-7: 9 th December 2021	54.2	41.4	52.5

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Group Leader-Environment

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**ISSUED TO:**

**M/S.LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
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AMAUSI, LUCKNOW,
UTTAR PRADESH-226009**

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Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **DECEMBER 2021**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-2		
Name of the Location	Omaxe City		
GPS Coordinates	26° 45'39.23"N 80°54'59.80"E		
Distance from Airport compound wall in meters→	85		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 11 th December 2021	52.3	42.5	50.8
Day-2: 12 th December 2021	53.8	42.7	52.2
Day-3: 13 th December 2021	53.2	42.3	51.6
Day-4: 14 th December 2021	52.7	43.5	51.2
Day-5: 15 th December 2021	53.5	44.2	52.0
Day-6: 16 th December 2021	54.6	42.0	53.0
Day-7: 17 th December 2021	52.1	44.6	50.7

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Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **DECEMBER 2021**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-3		
Name of the Location	Near Bijnor road		
GPS Coordinates	26° 45'42.09"N 80°55'28.97"E		
Distance from Airport compound wall in meters→	895		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 20 th December 2021	56.4	44.9	54.8
Day-2: 21 st December 2021	55.8	45.3	54.3
Day-3: 22 nd December 2021	57.1	47.3	55.6
Day-4: 23 rd December 2021	54.5	45.3	53.0
Day-5: 24 th December 2021	52.2	45.0	50.9
Day-6: 26 th December 2021	53.8	43.6	52.2
Day-7: 27 th December 2021	54.4	44.8	54.5

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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **DECEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 11.12.2021
Analysis Start Date : 13.12.2021
Analysis Completion Date : 23.12.2021
Sample collected by Vimta Labs Ltd.,


TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.12	6.95	7.21	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	157	182	226	§
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	97	111	140	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	58.7	66.1	73.0	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	49	54	65	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	12.3	14.6	13.4	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	6.8	7.2	9.6	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.07	0.13	0.18	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	16.9	21.6	25.8	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	5.8	4.6	8.2	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.2	0.4	0.7	1.0(1.5)

Note: § - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are
Permissible limit in absence of alternate Source


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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water


TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	0.9	1.8	1.4	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	9.2	11.3	17.4	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.1	0.8	1.6	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.05	0.06	0.08	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.08	0.12	0.18	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	0.03	0.02	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **DECEMBER 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 11.12.2021
Analysis Start Date : 13.12.2021
Analysis Completion Date : 23.12.2021
Sample collected by Vimta Labs Ltd.,


TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	6.89	6.94	7.21	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	μS/cm	APHA 23 rd (2510B)	196	208	178	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	115	132	107	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	66.4	63.3	52.6	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	58	60	50	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	15.2	12.8	10.5	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	6.9	7.6	6.4	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.09	0.07	0.11	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	23.4	26.6	19.5	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	3.7	5.2	7.9	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.3	0.5	0.6	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.


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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water


TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	2.1	1.6	1.2	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	13.6	18.2	15.7	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.2	2.1	1.3	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.04	0.07	0.02	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.09	0.17	0.06	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	0.01	0.03	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

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Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source


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Page 1 of 1

SAMPLE PARTICULARS : STP WATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : **JANUARY 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen, Residual Chlorine and Fecal Coliform.
Sample Collected On : 17.01.2022
Analysis Start Date : 19.01.2022
Analysis Completion Date : 25.01.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	STP Inlet Water	STP Outlet Water	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	8.04	7.21	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-17	mg/L	105	39	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	604	587	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	12.4	2.1	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	255	47	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	66	12	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	3.2	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	2.1	<0.1	5	--
9	Residual Chlorine	IS:3025 P-26	mg/L	<0.1	<0.1	-	-
10	Fecal Coliform	EPA Method 1681: 2006	MPN/100ml	340	<1.8	<100	<1000


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Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : JANUARY 2022
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	10.01.2022	65.0	60.3
2	Top of SCADA Building	05.01.2022	62.4	57.5
3	Near Terminal-1 Building	03.01.2022	66.3	61.7
4	Project office	17.01.2022	65.4	58.5
5	Rahimabad	12.01.2022	60.5	52.3
6	Nadarganj	19.01.2022	62.2	52.5
Noise Standards for Airport Zone			70.0	65.0


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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and
NO2 - IS:5182 P-6
Month of Monitoring : JANUARY 2022
Test Required : PM10, PM2.5, SO2, and NO2.
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-1	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	25.8	58.1	16.2	18.3	0.445
05.01.2022	30.0	54.5	14.8	17.1	0.465
10.01.2022	29.6	59.3	17.3	20.3	0.436
12.01.2022	28.3	60.2	15.4	18.3	0.426
17.01.2022	27.1	56.3	14.4	16.0	0.451
19.01.2022	25.7	63.9	15.2	19.0	0.476
24.01.2022	30.2	59.2	14.8	17.1	0.452
27.01.2022	27.2	62.6	16.3	18.4	0.471
Minimum	25.7	54.5	14.4	16.0	0.426
Maximum	30.2	63.9	17.3	20.3	0.476
Mean	28.0	59.3	15.6	18.1	0.453
98%ile	30.2	63.7	17.2	20.1	0.475
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3


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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF SCADA BUILDING**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: JANUARY 2022
Test Required	: PM10, PM2.5, SO2, and NO2,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-2	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	27.6	53.3	15.8	17.5	0.381
05.01.2022	26.2	57.4	16.6	19.1	0.417
10.01.2022	27.3	52.6	13.7	15.5	0.377
12.01.2022	25.9	56.4	14.7	18.4	0.381
17.01.2022	24.8	59.2	13.5	16.6	0.398
19.01.2022	26.3	55.6	16.8	17.3	0.424
24.01.2022	24.2	59.1	14.4	17.9	0.412
27.01.2022	27.6	57.2	13.8	16.4	0.389
Minimum	24.2	52.6	13.5	15.5	0.377
Maximum	27.6	59.2	16.8	19.1	0.424
Mean	26.2	56.4	14.9	17.3	0.397
98%ile	27.6	59.2	16.8	19.0	0.423
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3



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ISSUED TO:

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AMAUSI, LUCKNOW,
UTTARPRADESH-226009

Report Number : VLL/VLS/21/13105/005
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Page 1 of 1

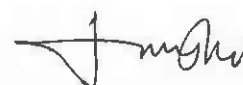
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NEAR TERMINAL-1 BUILDING**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO ₂ - IS:5182 P2; and NO ₂ - IS:5182 P-6
Month of Monitoring	: JANUARY 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-3	RESULTS($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	24.3	53.6	16.2	15.8	0.455
05.01.2022	23.5	51.5	14.9	17.7	0.487
10.01.2022	24.6	52.5	15.2	16.8	0.507
12.01.2022	25.4	48.4	13.6	15.9	0.486
17.01.2022	23.6	52.5	14.9	17.9	0.473
19.01.2022	25.6	57.4	15.5	18.3	0.501
24.01.2022	23.4	49.6	13.4	17.2	0.499
27.01.2022	25.8	54.7	15.3	16.8	0.504
Minimum	23.4	48.4	13.4	15.8	0.455
Maximum	25.8	57.4	16.2	18.3	0.507
Mean	24.5	52.5	14.9	17.1	0.489
98%ile	25.8	57.0	16.1	18.2	0.507
NAAQ Standard	60	100	80	80	2

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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
PROJECT OFFICE**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: JANUARY 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-4	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	23.7	53.5	15.0	18.3	0.412
05.01.2022	22.5	56.2	14.3	16.5	0.377
10.01.2022	24.9	52.5	15.3	17.8	0.386
12.01.2022	25.7	55.1	14.0	16.6	0.395
17.01.2022	26.4	50.4	16.0	18.4	0.359
19.01.2022	23.4	55.7	13.9	16.5	0.428
24.01.2022	25.7	54.7	14.7	17.5	0.400
27.01.2022	26.4	51.2	16.3	18.1	0.367
Minimum	22.5	50.4	13.9	16.5	0.359
Maximum	26.4	56.2	16.3	18.4	0.428
Mean	24.8	53.7	14.9	17.5	0.391
98%ile	26.4	56.1	16.3	18.4	0.426
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

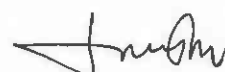
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
RAHIMABAD**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: JANUARY 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-5	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	26.5	51.3	13.6	17.6	0.350
05.01.2022	24.3	53.7	14.2	15.8	0.385
10.01.2022	25.9	55.2	15.2	17.3	0.367
12.01.2022	27.1	49.8	14.4	16.2	0.399
17.01.2022	24.6	53.8	13.5	16.3	0.423
19.01.2022	22.4	52.2	14.9	17.3	0.367
24.01.2022	24.2	55.4	12.4	15.7	0.381
27.01.2022	27.3	51.4	13.2	16.3	0.325
Minimum	22.4	49.8	12.4	15.7	0.325
Maximum	27.3	55.4	15.2	17.6	0.423
Mean	25.3	52.9	13.9	16.6	0.375
98%ile	27.3	55.4	15.2	17.6	0.420
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

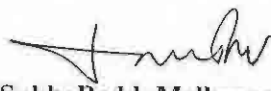
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NADARGANJ**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: JANUARY 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-6	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
03.01.2022	27.1	56.3	14.2	16.5	0.408
05.01.2022	24.2	54.6	12.6	15.4	0.456
10.01.2022	23.4	50.0	13.0	14.1	0.411
12.01.2022	27.7	57.0	14.4	16.5	0.382
17.01.2022	24.6	54.3	13.3	15.6	0.345
19.01.2022	26.5	58.2	13.5	14.5	0.407
24.01.2022	27.5	55.3	14.2	15.0	0.382
27.01.2022	24.5	49.4	15.6	16.8	0.351
Minimum	23.4	49.4	12.6	14.1	0.345
Maximum	27.7	58.2	15.6	16.8	0.456
Mean	25.7	54.4	13.9	15.6	0.393
98%ile	27.7	58.0	15.4	16.8	0.450
NAAQ Standard	60	100	80	80	2

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UTTAR PRADESH-226009**

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P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **JANUARY 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 20.01.2022
Analysis Start Date : 22.01.2022
Analysis Completion Date : 28.01.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.33	7.25	7.05	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	μS/cm	APHA 23 rd (2510B)	169	134	182	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	102	82	110	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	54.4	49.4	59.5	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	55.4	42.6	54.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	13.2	9.4	11.6	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	5.2	6.3	7.4	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.11	0.06	0.014	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	14.3	13.9	18.3	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	5.3	4.1	7.4	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.3	0.6	0.5	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are
Permissible limit in absence of alternate Source

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**ISSUED TO:**

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UTTAR PRADESH-226009

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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500: 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	2.3	1.6	2.7	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	12.3	8.3	13.2	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	2.2	1.6	2.7	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.03	0.07	0.05	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.13	0.08	0.12	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.001	<0.001	<0.001	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.

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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **JANUARY 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 20.01.2022
Analysis Start Date : 22.01.2022
Analysis Completion Date : 28.01.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.02	6.83	7.43	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	143	166	201	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	85	100	119	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	50.0	50.2	69.9	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	41.0	49.5	57.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	12.1	11.2	14.3	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	4.8	5.4	8.3	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.05	0.03	0.08	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	16.4	19.1	22.8	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	4.6	3.2	6.7	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.2	0.6	0.4	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.

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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water


TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS:10500: 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	3.2	2.1	3.8	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	9.6	14.1	13.2	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.1	1.9	1.3	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.05	0.02	0.04	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.12	0.08	0.014	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	0.01	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.



Dr. SubbaReddyMallampati
Group Leader-Environment

February-2022

Environmental Monitoring Test Reports



Project Proponent:

M/s. Lucknow International Airport Limited.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
Amausi, Lucknow, Uttar Pradesh 226009

Consultant:

Vimta 

Driven by Quality. Inspired by Science.

VIMTA LABS LIMITED.,
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UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/15589/001
Issued Date : 2022.03.05
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

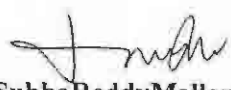
Page 1 of 1

SAMPLE PARTICULARS : STP WATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : February 2022
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical
Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical
Nitrogen, Residual Chlorine and Fecal Coliform.
Sample Collected On : 08.02.2022
Analysis Start Date : 10.02.2022
Analysis Completion Date : 18.02.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	STP Inlet Water	STP Outlet Water	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	7.16	7.46	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-17	mg/L	290	46	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	422	324	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	14.7	3.3	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	480	70	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	95	14	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	4.4	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	3.5	<0.1	5	--
9	Residual Chlorine	IS:3025 P-26	mg/L	<0.1	<0.1	-	-
10	Fecal Coliform	EPA Method 1681: 2006	MPN/100ml	225	<1.8	<100	<1000


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UTTARPRADESH-226009

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Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling : Monthly Once in Each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : February 2022
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	08.02.2022	62.7	58.6
2	Top of SCADA Building	04.02.2022	63.9	59.4
3	Near Terminal-1 Building	02.02.2022	67.9	63.6
4	Project office	10.02.2022	63.6	56.5
5	Rahimabad	15.02.2022	62.4	54.0
6	Nadarganj	18.02.2022	62.8	53.5
Noise Standards for Airport Zone			70.0	65.0

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Page 1 of 1

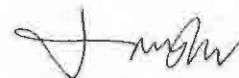
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: February 2022
Test Required	: PM10, PM2.5, SO2, and NO2.
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-1	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	31.5	65.1	17.0	20.7	0.460
03.02.2022	27.4	57.4	16.2	18.9	0.492
07.02.2022	32.1	64.0	15.4	19.3	0.451
09.02.2022	26.8	59.3	16.8	20.1	0.471
14.02.2022	29.2	62.2	15.8	17.8	0.466
17.02.2022	27.8	65.8	16.6	22.3	0.488
21.02.2022	28.5	62.1	15.3	16.8	0.467
24.02.2022	31.6	56.7	18.2	20.3	0.490
Minimum	26.8	56.7	15.3	16.8	0.451
Maximum	32.1	65.8	18.2	22.3	0.492
Mean	29.4	61.6	16.4	19.5	0.473
98%ile	32.0	65.7	18.0	22.1	0.492
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3


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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF SCADA BUILDING**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: February 2022
Test Required	: PM10, PM2.5, SO2, and NO2,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-2	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	29.2	60.2	17.2	19.3	0.405
03.02.2022	25.8	55.3	14.7	16.9	0.432
07.02.2022	29.4	53.7	16.2	17.3	0.411
09.02.2022	27.3	61.3	15.1	16.8	0.421
14.02.2022	25.5	57.3	14.9	18.4	0.443
17.02.2022	28.4	59.2	15.8	19.1	0.439
21.02.2022	26.3	56.8	16.4	20.1	0.427
24.02.2022	29.7	60.1	15.2	17.3	0.404
Minimum	25.5	53.7	14.7	16.8	0.404
Maximum	29.7	61.3	17.2	20.1	0.443
Mean	27.7	58.0	15.7	18.2	0.423
98%ile	29.7	61.1	17.1	20.0	0.442
NAAQ Standard	60	100	80	80	2

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NEAR TERMINAL-1 BUILDING**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: February 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-3	RESULTS($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	27.1	58.3	14.7	18.1	0.470
03.02.2022	25.6	54.4	16.3	19.5	0.502
07.02.2022	26.7	55.4	16.6	20.3	0.491
09.02.2022	27.1	51.3	15.0	16.3	0.501
14.02.2022	26.4	55.4	16.3	19.7	0.511
17.02.2022	24.3	50.1	14.8	16.6	0.465
21.02.2022	25.5	52.5	14.8	19.0	0.514
24.02.2022	24.7	57.6	16.7	18.6	0.523
Minimum	24.3	50.1	14.7	16.3	0.465
Maximum	27.1	58.3	16.7	20.3	0.523
Mean	25.9	54.4	15.7	18.5	0.497
98%ile	27.1	58.2	16.7	20.2	0.522
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3

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Page 1 of 1

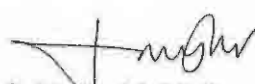
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
PROJECT OFFICE**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: February 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-4	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	26.1	56.4	16.4	19.1	0.455
03.02.2022	24.6	59.1	15.7	18.3	0.411
07.02.2022	27.0	55.4	16.7	19.6	0.401
09.02.2022	28.1	58.0	15.4	18.4	0.483
14.02.2022	24.1	53.3	17.0	20.2	0.374
17.02.2022	26.6	58.6	15.3	17.8	0.441
21.02.2022	27.8	60.2	16.1	18.2	0.434
24.02.2022	24.3	54.1	17.7	20.1	0.407
Minimum	24.1	53.3	15.3	17.8	0.374
Maximum	28.1	60.2	17.7	20.2	0.483
Mean	26.1	56.9	16.3	19.0	0.426
98%ile	28.1	60.0	17.6	20.2	0.479
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m³ except CO is mg/m³


Dr. SubbaReddyMallampati
Group Leader-Environment

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Page 1 of 1

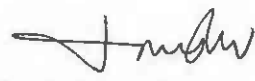
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
RAHIMABAD**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: February 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-5	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	28.1	54.2	15.0	18.3	0.446
03.02.2022	26.4	56.6	13.1	16.4	0.354
07.02.2022	28.0	58.1	16.6	18.2	0.382
09.02.2022	24.1	53.4	15.8	19.2	0.414
14.02.2022	26.7	60.2	14.9	17.3	0.438
17.02.2022	28.4	50.6	13.8	16.3	0.392
21.02.2022	26.3	53.2	15.3	17.5	0.396
24.02.2022	29.4	57.3	14.6	18.1	0.402
Minimum	24.1	50.6	13.1	16.3	0.354
Maximum	29.4	60.2	16.6	19.2	0.446
Mean	27.2	55.5	14.9	17.6	0.403
98%ile	29.3	59.9	16.5	19.1	0.445
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m³ except CO is mg/m³


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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NADARGANJ**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: February 2022
Test Required	: PM ₁₀ , PM _{2.5} , SO ₂ , and NO ₂ ,
Sample collected by Vimta labs ltd	

TEST REPORT

Location Code:AAQ-6	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
01.02.2022	29.3	59.2	16.3	18.3	0.423
03.02.2022	26.3	57.5	14.0	16.3	0.471
07.02.2022	28.1	52.9	15.1	18.2	0.426
09.02.2022	24.5	63.4	16.1	18.3	0.397
14.02.2022	26.7	57.2	14.7	15.6	0.405
17.02.2022	28.1	60.3	14.9	16.3	0.422
21.02.2022	25.2	58.2	15.6	16.8	0.397
24.02.2022	26.6	52.3	16.4	18.6	0.366
Minimum	24.5	52.3	14.0	15.6	0.366
Maximum	29.3	63.4	16.4	18.6	0.471
Mean	26.9	57.6	15.4	17.3	0.413
98%ile	29.1	63.0	16.4	18.6	0.465
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m³ except CO is mg/m³

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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **February 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 10.02.2022
Analysis Start Date : 12.02.2022
Analysis Completion Date : 21.02.2022
Sample collected by Vimta Labs Ltd.,

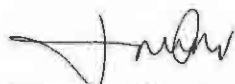
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.66	7.67	7.64	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	μS/cm	APHA 23 rd (2510B)	357	498	387	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	222	314	237	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	134	211.5	143.6	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	86.0	115.1	82.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	31.2	48.7	29.3	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	13.6	21.8	17.1	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.08	0.04	0.05	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	44.8	58.4	46.6	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	23.8	41.2	36.8	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.6	0.4	0.7	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are
Permissible limit in absence of alternate Source


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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Drinking Water

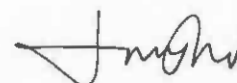
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	3.2	8.3	6.8	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	19.3	15.4	20.8	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	2.2	3.2	3.7	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.02	0.05	0.03	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.05	0.07	0.8	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.001	<0.001	<0.001	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

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**ISSUED TO:**

**M/S. LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL
AIRPORT), AMAUSI, LUCKNOW,
UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/15589/010
Issued Date : 2022.03.05
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **February 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 10.02.2022
Analysis Start Date : 12.02.2022
Analysis Completion Date : 21.02.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.74	7.18	7.42	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	μS/cm	APHA 23 rd (2510B)	329	254	233	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	204	161	143	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	122	92.8	87.2	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	93.0	81.3	68.3	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	30.2	21.0	18.4	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	11.3	9.8	10.0	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.02	0.04	0.02	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	32.7	18.8	21.4	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	18.6	14.0	13.2	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.5	0.4	0.6	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

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Dr. SubbaReddyMallampati
Group Leader-Environment

ISSUED TO:

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Drinking Water

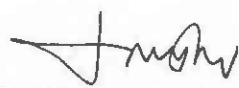
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	5.4	2.7	3.3	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	17.8	14.2	12.7	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	2.1	2.8	1.3	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.05	0.02	0.06	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.08	0.10	0.07	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	<0.01	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.


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Issued Date : 2022.03.05
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Ground Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **February 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 10.02.2022
Analysis Start Date : 12.02.2022
Analysis Completion Date : 21.02.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room, Terminal-1	Near Pump House, Terminal-2	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.62	7.45	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	1	1	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	531	526	\$
6	Turbidity	NTU	IS 3025 (Part 10)	1	1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	335	347	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	161	154.6	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	105.4	79.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	37.4	31.7	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	16.4	18.3	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.02	0.02	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	76.7	85.6	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	38.4	49.2	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.5	0.8	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.

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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Ground Water

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room, Terminal-1	Near Pump House, Terminal-2	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	12.8	11.4	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	44.6	47.1	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	5.8	4.3	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.09	0.06	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.13	0.17	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	<2	<2	10

Note: \$ - Limits not specified;

NR - No Relaxation

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UTTAR PRADESH-226009**

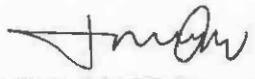
Report Number : VLL/VLS/21/15589/012
Issued Date : 2022.03.53
P. Order Ref : 5700301505
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Page 1 of 2

SAMPLE PARTICULARS : Cooling Tower Water
Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : **FEBRUARY 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 10.02.2022
Analysis Start Date : 12.02.2022
Analysis Completion Date : 21.02.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No.	Parameter	UoM	Method of Testing	Cooling Tower Water Near CCR	Cooling Tower Water Near Scada	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	7.56	7.46	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.142	0.151	--
3	Conductivity	µs/cm	APHA 23 rd (2510B)	543	597	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	348	358	500(2000)
5	Chlorides as Cl	mg/l	IS 3025 (Part 32)	79.3	84.3	200(600)
6	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	<0.001	0.001(NR)
7	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01(0.05)
8	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01(NR)
9	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(NR)
10	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	<0.003	0.003(0.003)
11	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	102.2	121.2	200(600)
12	Calcium as Ca	mg/l	IS 3025 (part	52.4	49.3	75(200)
13	Magnesium as Mg	mg/l	IS 3025 (Part	16.5	19.8	30(100)
14	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	30.3	40.8	--
15	Potassium as K	mg/l	APHA 23 rd (3500 K)	5.3	4.2	--
16	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	46.2	43.8	200(400)
17	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	8.8	11.2	45(NR)


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Driven by Quality. Inspired by Science.

ISSUED TO:

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(CHAUDHARY CHARAN SINGH INTERNATIONAL
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UTTAR PRADESH-226009**

Report Number : VLL/VLS/21/15589/012
Issued Date : 2022.03.05
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Cooling Tower Water

TEST REPORT

Sr.No.	Parameter	UoM	Method of Testing	Cooling Tower Water Near CCR	Cooling Tower Water Near Scada	Limits as per IS 10500 : 2012
18	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 -P D)	0.03	0.05	--
19	Barium as Ba	mg/l	APHA 23 rd 3125	0.019	0.013	0.7(NR)
20	Fluoride as F	mg/l	APHA 23 rd (4500)	0.7	0.9	1.0(1.5)
21	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	<0.01	--
22	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(1.5)
23	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.1(0.3)
24	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.02(NR)
25	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	198.9	204.7	200(600)
26	Iron as Fe	mg/l	APHA 23 rd 3125	0.05	0.08	1.0
27	Silica as SiO ₂	mg/l	APHA 23 rd (4500 - SiO ₂)	2.3	3.7	--

Dr. SubbaReddy Mallampati
Group Leader-Environment

March-2022

Environmental Monitoring Test Reports



Project Proponent:

**M/s. Lucknow International Airport Limited.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
Amausi, Lucknow, Uttar Pradesh 226009**

Consultant:

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AIRPORT),
AMAUSI, LUCKNOW,
UTTAR PRADESH-226009

Report Number : VLL/VLS/21/17079/001
Issued Date : 2022.04.06
P. Order Ref : 5700301505
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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM₁₀ - IS:5182 P-23; PM_{2.5}-IS:5182P-24; SO₂ - IS:5182 P2; and
NO₂ - IS:5182 P-6
Month of Monitoring : March 2022
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO
Sample collected by Vimta labs Ltd

TEST REPORT

Location Code:AAQ-1	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	28.4	62.9	16.6	22.5	0.443
04.03.2022	26.8	67.1	15.8	18.2	0.475
07.03.2022	30.3	58.3	17.4	16.4	0.466
09.03.2022	33.2	60.3	15.7	19.4	0.454
14.03.2022	31.7	64.8	18.7	20.6	0.449
16.03.2022	26.6	59.3	17.1	21.6	0.488
21.03.2022	29.8	57.7	14.9	16.1	0.450
25.03.2022	33.1	60.3	15.3	19.6	0.473
28.03.2022	30.2	57.9	17.1	23.6	0.457
30.03.2022	27.2	62.4	16.9	20.8	0.480
Minimum	26.6	57.7	14.9	16.1	0.443
Maximum	33.2	67.1	18.7	23.6	0.488
Mean	29.7	61.1	16.6	19.9	0.464
98%ile	33.2	66.7	18.5	23.4	0.487
NAAQ Standard	60	100	80	80	2

• All the above values are expressed in µg/m³ except CO is mg/m³

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UTTARPRADESH-226009**

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
TOP OF SCADA BUILDING**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM₁₀ - IS:5182 P-23; PM_{2.5} - IS:5182P-24; SO₂ - IS:5182 P2; and
NO₂ - IS:5182 P-6
Month of Monitoring : **March 2022**
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-2	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	27.6	62.9	15.5	20.4	0.425
04.03.2022	29.1	54.3	16.6	19.3	0.452
07.03.2022	28.1	60.4	15.5	18.4	0.431
09.03.2022	30.1	58.4	14.8	15.5	0.441
14.03.2022	27.4	56.6	16.5	19.5	0.463
16.03.2022	26.5	58.5	17.3	20.6	0.459
21.03.2022	29.5	56.1	17.6	21.5	0.447
25.03.2022	30.0	59.4	15.9	16.3	0.438
28.03.2022	27.4	55.8	16.3	20.6	0.429
30.03.2022	29.7	57.6	17.9	19.7	0.456
Minimum	26.5	54.3	14.8	15.5	0.425
Maximum	30.1	62.9	17.9	21.5	0.463
Mean	28.5	58.0	16.4	19.2	0.444
98%ile	30.1	62.5	17.8	21.3	0.462
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m³ except CO is mg/m³


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UTTARPRADESH-226009

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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NEAR TERMINAL-1 BUILDING**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM₁₀ - IS:5182 P-23; PM_{2.5} - IS:5182P-24; SO₂ - IS:5182 P2; and
NO₂ - IS:5182 P-6
Month of Monitoring : March 2022
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO,
Sample collected by Vimta labs Ltd

TEST REPORT

Location Code:AAQ-3	RESULTS($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	26.6	60.4	16.3	19.1	0.508
04.03.2022	24.1	57.3	15.1	18.9	0.489
07.03.2022	27.4	56.5	17.2	19.7	0.510
09.03.2022	24.8	55.3	15.6	20.1	0.493
14.03.2022	25.7	58.1	16.2	19.1	0.478
16.03.2022	27.6	53.1	17.5	20.8	0.484
21.03.2022	26.1	56.8	15.4	18.4	0.502
25.03.2022	25.8	58.7	16.6	19.3	0.493
28.03.2022	26.2	54.4	14.5	17.7	0.494
30.03.2022	27.9	57.1	16.9	18.0	0.506
Minimum	24.1	53.1	14.5	17.7	0.478
Maximum	27.9	60.4	17.5	20.8	0.510
Mean	26.2	56.8	16.1	19.1	0.496
98%ile	27.8	60.1	17.4	20.7	0.510
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in $\mu\text{g}/\text{m}^3$ except CO is mg/m^3


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Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
PROJECT OFFICE**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : March 2022
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-4	RESULTS ($\mu\text{g}/\text{m}^3$)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	28.3	60.8	15.3	21.3	0.392
04.03.2022	25.4	57.3	17.8	19.4	0.462
07.03.2022	28.3	58.3	16.4	20.7	0.413
09.03.2022	29.4	62.4	17.1	19.5	0.495
14.03.2022	25.4	54.4	18.0	21.3	0.406
16.03.2022	28.2	59.7	16.2	18.9	0.453
21.03.2022	25.8	61.3	15.8	19.3	0.384
25.03.2022	29.1	55.2	17.1	20.8	0.419
28.03.2022	26.7	58.7	15.8	18.4	0.366
30.03.2022	28.0	60.6	16.7	19.7	0.432
Minimum	25.4	54.4	15.3	18.4	0.366
Maximum	29.4	62.4	18.0	21.3	0.495
Mean	27.5	58.9	16.6	19.9	0.422
98%ile	29.3	62.2	18.0	21.3	0.489
NAAQ Standard	60	100	80	80	2

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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
RAHIMABAD**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : March 2022
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO
Sample collected by Vimta Labs Ltd

TEST REPORT

Location Code:AAQ-5	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	30.5	57.4	16.5	20.4	0.463
04.03.2022	25.6	55.8	17.2	18.3	0.371
07.03.2022	29.1	60.7	18.2	19.3	0.399
09.03.2022	25.4	55.4	17.4	20.1	0.431
14.03.2022	28.6	62.4	16.7	19.2	0.455
16.03.2022	30.7	55.2	15.4	17.4	0.367
21.03.2022	25.5	63.5	16.9	18.6	0.413
25.03.2022	31.5	56.5	18.3	22.5	0.419
28.03.2022	26.4	61.5	17.6	20.2	0.386
30.03.2022	29.4	53.2	15.9	17.3	0.425
Minimum	25.4	53.2	15.4	17.3	0.367
Maximum	31.5	63.5	18.3	22.5	0.463
Mean	28.3	58.2	17.0	19.3	0.413
98%ile	31.4	63.3	18.3	22.1	0.462
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m³ except CO is mg/m³


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Page 1 of 1

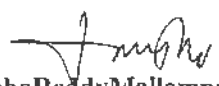
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING
NADARGANJ**

Frequency Of Sampling : Weekly Twice
Time Weighted Average : 24 Hours
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring : March 2022
Test Required : PM₁₀, PM_{2.5}, SO₂, NO₂ and CO
Sample collected by Vimta labs ltd

TEST REPORT

Location Code:AAQ-6	RESULTS (µg/m ³)				
Date of Sampling	Particulates Matter as PM _{2.5}	Particulates Matter as PM ₁₀	Sulphur Dioxide as SO ₂	Nitrogen Dioxide as NO ₂	CO Carbon Monoxide
02.03.2022	27.4	62.1	14.5	17.1	0.440
04.03.2022	30.6	58.4	15.2	17.4	0.355
07.03.2022	26.5	53.6	17.2	20.5	0.462
09.03.2022	29.0	60.8	15.5	17.1	0.409
14.03.2022	32.5	56.4	14.6	16.7	0.422
16.03.2022	26.7	65.3	16.4	19.2	0.439
21.03.2022	31.6	54.4	13.7	17.9	0.482
25.03.2022	27.7	51.5	17.6	16.3	0.367
28.03.2022	29.6	54.7	14.8	18.8	0.404
30.03.2022	26.9	60.3	15.5	17.3	0.398
Minimum	26.5	51.5	13.7	16.3	0.355
Maximum	32.5	65.3	17.6	20.5	0.482
Mean	28.9	57.8	15.5	17.8	0.418
98%ile	32.3	64.7	17.5	20.3	0.478
NAAQ Standard					

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Page 1 of 1

SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING

Frequency Of Sampling	: Monthly Once in Each Location
Time Weighted Average	: 24 Hours
Method of Analysis	: IS:9989
Month of Monitoring	: March 2022
Test Required	: L-Day and L-Night
Sample collected by Vimta labs ltd	

TEST REPORT

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	07.03.2022	66.4	61.6
2	Top of SCADA Building	04.03.2022	64.6	60.9
3	Near Terminal-1 Building	02.03.2022	66.2	62.3
4	Project office	09.03.2022	61.8	58.6
5	Rahimabad	14.03.2022	60.9	52.7
6	Nadarganj	16.03.2022	63.9	51.6
Noise Standards for Airport Zone			70.0	65.0

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Page 1 of 1

SAMPLE PARTICULARS : STP WATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : March 2022
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical
Oxygen Demand; Biological Oxygen Demand; Oil and Grease;
and Ammonical Nitrogen, Residual Chlorine and Fecal Coliform.
Sample Collected On : 08.03.2022
Analysis Start Date : 10.03.2022
Analysis Completion Date : 19.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	STP Inlet Water	STP Outlet Water	CPCB Standard	Limits as per G.S.R. 1265(E)
1	pH	IS:3025 P-11	--	7.31	7.52	5.5 - 9.0	6.5 - 9.0
2	Total Suspended Solids	IS:3025 P-17	mg/L	261	42	100	< 50
3	Total Dissolved Solids	IS:3025 P-16	mg/L	397	344	2100	--
4	Total Nitrogen	APHA 4500-B	mg/L	11.6	4.1	10	--
5	Chemical Oxygen Demand	APHA 5220B	mg/L	388	64	250	--
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	89	16	30	< 20
7	Oil and Grease	APHA 5520-C	mg/L	5.1	<1.0	10	--
8	Ammonical Nitrogen	APHA 4500-F	mg/L	2.8	<0.1	5	--
9	Residual Chlorine	IS:3025 P-26	mg/L	<0.1	<0.1	--	--
10	Fecal Coliform	EPA Method 1681: 2006	MPN/100ml	257	<1.8	<100	<1000


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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : March 2022
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 08.03.2022
Analysis Start Date : 10.03.2022
Analysis Completion Date : 19.03.2022
Sample collected by Vimta Labs Ltd.,

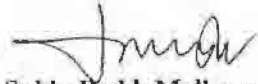
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.41	7.72	7.54	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	289.0	428.0	338.0	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	182	265	206	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	110.8	186.1	129.2	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	73.5	104.0	76.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	24.9	44.5	27.8	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	11.8	18.2	14.5	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.03	0.01	0.02	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	34.3	47.7	39.7	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	18.4	33.8	29.2	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.4	0.2	0.5	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are
Permissible limit in absence of alternate Source


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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water

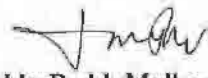
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Terminal-1 DW1	Terminal-2 DW2	ATC building DW3	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	2.6	7.8	6.1	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	14.6	11.2	16.3	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	1.6	2.8	3.2	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27.3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.05	0.08	0.07	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.06	0.09	0.04	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.001	<0.001	<0.001	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coli	-	IS 15185:: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.


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Page 1 of 2

SAMPLE PARTICULARS : Drinking Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : March 2022
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 08.03.2022
Analysis Start Date : 10.03.2022
Analysis Completion Date : 19.03.2022
Sample collected by Vimta Labs Ltd.,

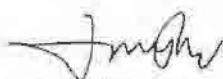
TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.51	7.36	7.55	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	294	231	259	\$
6	Turbidity	NTU	IS 3025 (Part 10)	<1	<1	<1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	185	150	161	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	110.4	85.1	97.0	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	88.0	76.6	78.1	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	26.4	19.7	20.2	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	10.8	8.7	11.3	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.04	0.01	0.02	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	26.5	15.4	22.9	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	16.2	12.3	14.5	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.3	0.3	0.4	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.


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**ISSUED TO:**

**M/S. LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
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AIRPORT), AMAUSI, LUCKNOW,
UTTAR PRADESH-226009**

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Page 2 of 2

SAMPLE PARTICULARS : Drinking Water

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	DGCA building DW4	Project Office DW5	Admin Office DW6	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	4.5	3.1	2.8	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	15.1	11.9	13.6	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	2.7	3.1	2.0	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27.3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.04	0.07	0.08	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.09	0.07	0.12	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	<0.01	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: \$ - Limits not specified;

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UTTAR PRADESH-226009**

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Page 1 of 2

SAMPLE PARTICULARS : Ground Water

Frequency Of Sampling : One Grab sample in a Quarter
Month of Sampling : **March 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 08.03.2022
Analysis Start Date : 10.03.2022
Analysis Completion Date : 19.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room, Terminal-1	Near Pump House, Terminal-2	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.83	7.64	6.5 - 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	1	1	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 rd (2510B)	603.0	563.0	\$
6	Turbidity	NTU	IS 3025 (Part 10)	1	1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	385	360	500(2000)
8	Total Hardness (as CaCO ₃)	mg/l	IS 3025 (Part-21)	202.9	180.3	200(600)
9	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	114.4	83.0	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	47.1	34.9	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	20.7	22.6	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	0.03	0.01	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	85.5	91.2	250(1000)
15	Sulphates (as SO ₄)	mg/l	IS 3025 (part-24)	48.3	52.6	200(400)
16	Fluorides (as F)	mg/l	APHA 23 rd (4500)	0.7	0.9	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

Limits are shown in IS 10500 are Acceptable limits (Requirement) and in parenthesis are Permissible limit in absence of alternate source.

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Page 2 of 2

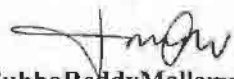
SAMPLE PARTICULARS : Ground Water**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room, Terminal-1	Near Pump House, Terminal-2	Limits as per IS 10500 : 2012
17	Nitrates (as NO ₃)	mg/l	APHA 23 rd (4500)	16.7	15.3	45(NR)
18	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	40.8	42.5	\$
19	Potassium as K	mg/l	APHA 23 rd (3500 K)	7.5	6.7	\$
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 rd 3125	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 rd 3125	0.07	0.06	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.016	0.013	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 rd 3125	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 rd	Absent	Absent	Absent
36	E. Coli	-	IS 15185: 2016	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	<2	<2	10

Note: \$ - Limits not specified;

NR - No Relaxation

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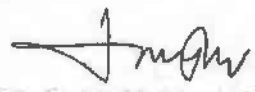
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Page 1 of 2

SAMPLE PARTICULARS : **Cooling Tower Water**
Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : **March 2022**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : As per IS 10500:2012
Sample Collected On : 08.03.2022
Analysis Start Date : 10.03.2022
Analysis Completion Date : 19.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No.	Parameter	UoM	Method of Testing	Cooling Tower Water Near CCR	Cooling Tower Water Near Scada	Limits as per IS 10500 : 2012
1	pH	--	IS 3025 (Part-11)	7.38	7.61	6.5-8.5 (NR)
2	Salinity	ppt	APHA 23 rd (2520B)	0.168	0.160	--
3	Conductivity	µs/cm	APHA 23 rd (2510B)	634.0	667.0	--
4	Total Dissolved Solids	mg/l	IS 3025 (Part 16)	418	426	500(2000)
5	Chlorides as Cl	mg/l	IS 3025 (Part 32)	93.8	89.4	200(600)
6	Mercury as Hg	mg/l	APHA 23 rd 3125	<0.001	<0.001	0.001(NR)
7	Arsenic as As	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01(0.05)
8	Lead as Pb	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.01(NR)
9	Chromium as Cr	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(NR)
10	Cadmium as Cd	mg/l	APHA 23 rd 3125	<0.003	<0.003	0.003(0.003)
11	Total Alkalinity as CaCO ₃	mg/l	IS 3025 (Part-23)	109.8	134.3	200(600)
12	Calcium as Ca	mg/l	IS 3025 (part	58.2	55.3	75(200)
13	Magnesium as Mg	mg/l	IS 3025 (Part	19.9	21.4	30(100)
14	Sodium as Na	mg/l	APHA 23 rd (3500 Na)	36.3	44.6	--
15	Potassium as K	mg/l	APHA 23 rd (3500 K)	8.4	7.7	--
16	Sulphates as SO ₄	mg/l	IS 3025 (part-24)	61.2	57.8	200(400)
17	Nitrates as NO ₃	mg/l	APHA 23 rd (4500)	10.4	12.8	45(NR)


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UTTAR PRADESH-226009**

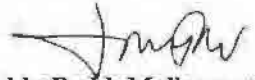
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P.O. Date : 20.10.2021

Page 2 of 2

SAMPLE PARTICULARS : Cooling Tower Water

TEST REPORT

Sr.No.	Parameter	UoM	Method of Testing	Cooling Tower Water Near CCR	Cooling Tower Water Near Scada	Limits as per IS 10500 : 2012
18	Phosphates as PO ₄	mg/l	APHA 23 rd (4500 - P D)	0.06	0.04	--
19	Barium as Ba	mg/l	APHA 23 rd 3125	0.015	0.012	0.7(NR)
20	Fluoride as F	mg/l	APHA 23 rd (4500)	0.8	0.7	1.0(1.5)
21	Cobalt as Co	mg/l	APHA 23 rd 3125	<0.01	<0.01	--
22	Copper as Cu	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.05(1.5)
23	Manganese as Mn	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.1(0.3)
24	Nickel as Ni	mg/l	APHA 23 rd 3125	<0.01	<0.01	0.02(NR)
25	Total Hardness as CaCO ₃	mg/l	IS 3025 (Part-21)	227.4	226.3	200(600)
26	Iron as Fe	mg/l	APHA 23 rd 3125	0.07	0.09	1.0
27	Silica as SiO ₂	mg/l	APHA 23 rd (4500 - SiO ₂)	3.1	4.0	--


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Page 1 of 1

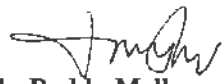
Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2022-03-23
Analysis Starting Date :	2022-03-25
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF THE FIRE STATION-AIR SIDE

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	65.3	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	31.5	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	17.3	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	22.7	80
5	Ozone (O ₃)	µg/m ³	Method-411	11.4	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.476	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³


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Page 1 of 1

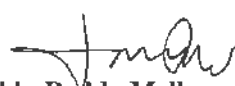
Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2022-03-12
Analysis Starting Date :	2022-03-14
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF SCADA BUILDING

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	60.3	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	28.7	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	16.2	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	20.5	80
5	Ozone (O ₃)	µg/m ³	Method-411	10.4	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.450	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³


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P.O. Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1


Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2022-03-05
Analysis Starting Date :	2022-03-07
Sampling Duration (minutes)	1440
Sampling Location :	Near Terminal-1 Building

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	59.5	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	27.2	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	16.8	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	19.2	80
5	Ozone (O ₃)	µg/m ³	Method-411	9.2	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.491	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
BaP Detectable Limit 0. 2ng/m³


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Page 1 of 1

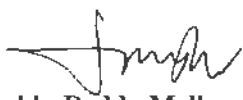
Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO ₂ , Nitrogen dioxides as NO ₂ , Ozone (O ₃), Carbon monoxide (CO), Ammonia (NH ₃), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C ₆ H ₆) and Benzo (A) Pyrene (BaP).
Sampling Date :	2022-03-26
Analysis Starting Date :	2022-03-28
Sampling Duration (minutes)	1440
Sampling Location :	Near Project Office

TEST REPORT

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m ³	IS-5182(P-23)	62.4	100
2	Particulate Matter as PM2.5	µg/m ³	IS-5182(P-24)	29.2	60
3	Sulphur dioxide as SO ₂	µg/m ³	IS-5182 (Part-02)	17.5	80
4	Nitrogen dioxide as NO ₂	µg/m ³	IS-5182 (Part-06)	20.4	80
5	Ozone (O ₃)	µg/m ³	Method-411	9.5	100
6	Carbon monoxide (CO)	mg/m ³	IS-5182 (Part-10)	0.473	02
7	Ammonia (NH ₃)	µg/m ³	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m ³	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m ³	IS-5182 (Part-22)	BDL	NA
10	Nickel (Ni)	ng/m ³	IS-5182 (Part-22)	BDL	NA
11	Benzene (C ₆ H ₆)	µg/m ³	ASTM D 3686-95	BDL	NA
12	Benzo (A) Pyrene (BaP)	ng/m ³	USEPA 8270D	BDL	NA

Remarks:

Carbon Monoxide detectable Limit 10µg/m³
Lead Detectable Limit 0.01µg/m³
Arsenic and Nickel Detectable Limit 2ng/m³
Benzene Detectable Limit 2 µg/m³
B(a)P Detectable Limit 0. 2ng/m³


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P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 1

SAMPLE PARTICULARS : DG NOISE EMISSION LEVEL MONITORING
Monitored at 1 meter Distance from Acoustic Enclosure

Frequency Of Sampling : Quarterly Once for Each DG Set
Type of Measurement : SPOT NOISE
Month of Monitoring : MARCH 2022
Test Required : Sound Pressure Levels in Off and On Conditions
Sample collected by Vimta labs Ltd

TEST REPORT

Sr.No	DG Set Code& Capacity	Location of DG Installed	Sound Pressure Level (dB(A))	
			Background Noise Level	DG Running Noise Level
01	DG Set-1 750 KVA	SCADA Power House	56.3	74.2
02	DG Set-2 750 KVA		57.2	73.4
03	DG Set-3 750 KVA		59.3	72.9
04	DG Set-4 750 KVA		56.9	74.0
05	DG Set-5 750 KVA		57.1	72.6
06	DG Set-1 320 KVA	DGCA office	58.0	71.6
07	DG Set-2 320 KVA		56.5	74.1
08	DG Set-1 200 KVA	ATC Technical Block	54.7	73.3
09	DG Set-2 200 KVA		55.3	71.8
10	DG Set-1 200 KVA	MSSR Building	56.2	73.1
11	DG Set-1 320 KVA	CCR Office	57.2	72.6
12	DG Set-2 320 KVA		58.1	71.9
DG Noise Standard up to 10001 KVA				75.0

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P. Order Date : 20.10.2021

Page 1 of 5

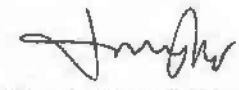
SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : SCADA Building

Sampling Date : 2022.03.17
Frequency of Monitoring : Quarterly
Monitoring Month : MARCH 2022
Sample Registration Date : 2022.03.19
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	DG3	DG4	DG5	* Limits
Physical Parameter									
1	Capacity	KVA	-	750	750	750	750	750	--
2	Stack diameter	m	-	0.8	0.8	0.8	0.8	0.8	--
3	Area of the Stack	m ²	-	0.454	0.454	0.454	0.454	0.454	--
4	Flue gas Temperature	°C	USEPA M-2	237	261	273	248	225	--
5	Velocity of the Flue gas	m/Sec		15.03	14.6	14.62	14.48	14.31	--
6	Volumetric Flow rate	Nm ³ /hr		13658	13004	12710	13190	13636	--
Chemical Parameters									
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	93	84	68	77	88	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		116.25	113.75	105.00	120.00	110.00	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.469	1.572	1.235	1.576	1.216	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		105.48	116.25	109.76	107.36	101.18	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.921	2.016	1.860	1.888	1.840	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		11.43	20.93	20.82	19.60	19.01	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.208	0.363	0.353	0.345	0.346	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	9.72	10.36	11.11	9.71	9.12	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.177	0.180	0.188	0.171	0.166	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)


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P. Order Ref : 5700301505
P. Order Date : 20.10.2021

Page 2 of 5

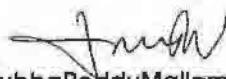
SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : DGCA Building

Sampling Date : 2022.03.17
Frequency of Monitoring : Quarterly
Monitoring Month : MARCH 2022
Sample Registration Date : 2022.03.19
Sample Collected by Vimta Labs Ltd

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	320	320	--
2	Stack diameter	m	-	0.45	0.45	--
3	Area of the Stack	m ²	-	0.159	0.159	--
4	Flue gas Temperature	⁰ C	USEPA M-2	218	197	--
5	Velocity of the Flue gas	m/Sec		11.92	11.65	--
6	Volumetric Flow rate	Nm ³ /hr		8995	4086	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	78	67	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		112.93	77.58	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.410	0.991	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		141.99	122.73	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.773	1.567	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		26.50	23.94	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.331	0.306	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	11.06	9.96	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.138	0.127	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)


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P. Order Ref : 5700301505
P. Order Date : 20.10.2021

Page 3 of 5

SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING

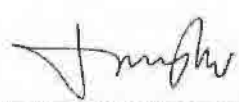
PLACE OF DG SET INSTALLED : ATC Technical Block

Sampling Date : 2022.03.18
Frequency of Monitoring : Quarterly
Monitoring Month : MARCH 2022
Sample Registration Date : 2022.03.20
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	200	200	--
2	Stack diameter	m	-	0.43	0.43	--
3	Area of the Stack	m ²	-	0.1453	0.1453	--
4	Flue gas Temperature	⁰ C	USEPA M-2	194	181	--
5	Velocity of the Flue gas	m/Sec		10.27	9.9	--
6	Volumetric Flow rate	Nm ³ /hr		3332	3312	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	58	70	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		92.78	87.25	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.546	1.445	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3	USEPA CTM30&34	113.34	121.16	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.888	2.006	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³	USEPA CTM30&34	27.36	20.77	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.456	0.344	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	10.47	10.97	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.174	0.182	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)


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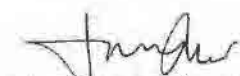
Page 4 of 5

SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : CCR office
Sampling Date : 2022.03.18
Frequency of Monitoring : Quarterly
Monitoring Month : MARCH 2022
Sample Registration Date : 2022.03.20
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	DG2	* Limits
Physical Parameter						
1	Capacity	KVA	-	320	320	--
2	Stack diameter	m	-	0.45	0.45	--
3	Area of the Stack	m ²	-	0.16	0.16	--
4	Flue gas Temperature	°C	USEPA M-2	212	204	--
5	Velocity of the Flue gas	m/Sec		10.97	11.1	--
6	Volumetric Flow rate	Nm ³ /hr		3754	3853	--
Chemical Parameters						
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	75	67	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		132.75	130.24	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.391	1.568	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		193.86	188.19	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		2.032	2.266	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		26.55	29.81	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.278	0.359	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	15.34	15.06	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.161	0.181	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)


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P. Order Ref : 5700301505
P. Order Date : 20.10.2021

Page 5 of 5

SAMPLE PARTICULARS : DIESEL GENERATOR EMISSION MONITORING
PLACE OF DG SET INSTALLED : MSSR Building

Sampling Date : 2021.12.18
Frequency of Monitoring : Half Yearly
Monitoring Month : DECEMBER 2021
Sample Registration Date : 2021.12.20
Sample Collected by Vimta Labs Ltd.

TEST REPORT

Sr. No.	PARAMETERS	UoM	METHOD OF TESTING	DG1	* Limits
Physical Parameter					
1	Capacity	KVA	-	200	--
2	Stack diameter	m	-	0.55	--
3	Area of the Stack	m ²	-	0.24	--
4	Flue gas Temperature	⁰ C	USEPA M-2	196	--
5	Velocity of the Flue gas	m/Sec		9.33	--
6	Volumetric Flow rate	Nm ³ /hr		4921	--
Chemical Parameters					
7	Sulphur Dioxide	mg/Nm ³	USEPA CTM30&34	62	--
8	Carbon Monoxide @ 15% O2	mg/Nm ³		68.08	≤ 3.5
9	Carbon Monoxide @ 15% O2	gr/kw-hr		1.675	
10	Oxides of Nitrogen@ 15% O2	mg/Nm3		74.56	NOx + HC ≤ 4.0
	Oxides of Nitrogen@ 15% O2	gr/kw-hr		1.835	
11	Hydro Carbons as CH4@ 15% O2	mg/ Nm ³		17.02	
	Hydro Carbons as CH4@ 15% O2	gr/kw-hr		0.419	
12	Particulate Matter@15% O2	mg/ Nm ³	USEPA M-5	7.56	≤ 0.2
	Particulate Matter @ 15% O2	gr/kw-hr		0.186	

*Limits as CPCB DG Emission Guidelines as Per GSR 771(E)



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Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Quarterly Seven days Continuously in each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : MARCH 2022
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-1		
Name of the Location	Shyam Nagar		
GPS Coordinates	26° 45'38.05"N 80°52'6.04"E		
Distance from Airport compound wall in meters→	350		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 21 st March 2022	53.6	44.2	52.1
Day-2: 22 nd March 2022	55.1	43.9	53.5
Day-3: 23 rd March 2022	56.1	46.7	54.6
Day-4: 24 th March 2022	53.8	42.2	52.2
Day-5: 27 th March 2022	52.8	44.2	51.3
Day-6: 26 th March 2022	55.8	42.2	54.2
Day-7: 27 th March 2022	56.2	43.7	54.4


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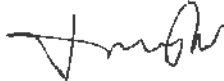
Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Quarterly Seven days Continuously in each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : MARCH 2022
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-2		
Name of the Location	Omaxe City		
GPS Coordinates	26° 45'39.23"N 80°54'59.80"E		
Distance from Airport compound wall in meters→	85		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 12 th March 2022	54.4	44.3	52.9
Day-2: 13 th March 2022	56.1	43.8	54.4
Day-3: 14 th March 2022	56.0	45.3	54.4
Day-4: 15 th March 2022	54.2	42.1	52.6
Day-5: 16 th March 2022	55.4	42.5	53.7
Day-6: 17 th March 2022	57.1	43.3	55.5
Day-7: 18 th March 2022	53.7	43.1	52.1


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Page 1 of 1

SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING

Frequency Of Sampling : Quarterly Seven days Continuously in each Location
Time Weighted Average : 24 Hours
Method of Analysis : IS:9989
Month of Monitoring : **MARCH 2022**
Test Required : L-Day and L-Night
Sample collected by Vimta labs ltd

TEST REPORT

Location Code	FPN-3		
Name of the Location	Near Bijnor road		
GPS Coordinates	26° 45'42.09"N 80°55'28.97"E		
Distance from Airport compound wall in meters→	895		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 05 th March 2022	54.5	42.7	52.9
Day-2: 06 th March 2022	53.4	43.7	51.9
Day-3: 07 th March 2022	55.3	45.7	53.8
Day-4: 08 th March 2022	56.6	43.8	54.9
Day-5: 09 th March 2022	54.1	43.4	52.6
Day-6: 10 th March 2022	55.5	46.2	54.0
Day-7: 11 th March 2022	53.2	43.4	51.7

Dr. SubbaReddy Mallampati
Group Leader-Environment

Vimta Labs Limited

Registered Office
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Hyderabad-500 051, Telangana, India
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**ISSUED TO:**

**M/S.LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009**

Report Number : VLL/VLS/21/17079/026
Issued Date : 2022.04.06
P. Order Ref : 5700301505
P.O. Date : 20.10.2021

Page 1 of 2

SAMPLE PARTICULARS : Soil Quality

Frequency Of Sampling : One Grab sample in a Six Months
Month of Sampling : **March 2022**
Quantity Collected for Analysis : 1Kg
Type of Container used for sampling : Leak Proof ZIP Lock Cover
Test Required : As per ML Jackson Book
Sample Collected On : 10.03.2022
Analysis Start Date : 12.03.2022
Analysis Completion Date : 22.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	UoM	Near Terminal-1	Near Terminal-2	SCADA Building
1	Texture	--			
a	Sand	%	49	44	48
b	Silt	%	13	17	16
c	Clay	%	38	39	36
2	Textural Class	--	sandy clay	sandy clay	sandy clay
3	Bulk Density	g/cc	1.28	1.36	1.15
4	pH (1:5 Aq.Extraction)	--	7.36	7.14	7.43
5	Conductivity (1:5 Aq.Extraction)	µS/cm	212	235	186
6	Exchangeable Calcium as Ca	mg/kg	2984	3468	3241
7	Exchangeable Magnesium as Mg	mg/kg	830	954	736
8	Exchangeable Sodium as Na	mg/kg	82.6	74.5	62.3
9	Sodium Absorption Ratio (SAR)	----	0.15	0.13	0.12
10	Available Nitrogen as N	Kg/hac	44.7	54.3	34.5
11	Available Phosphorous as P	Kg/hac	30.4	47.2	37.3
12	Available Potassium as K	Kg/hac	123.6	110.5	103.9
13	Organic Carbon	%	0.21	0.24	0.18
14	Organic Matter	%	0.36	0.41	0.31
15	Water Soluble Chlorides as Cl	mg/kg	86.8	63.8	49.6

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Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	UoM	Near Terminal-1	Near Terminal-2	SCADA Building
16	Water Soluble Sulphates as SO ₄	mg/kg	32.1	27.3	43.1
17	Aluminum as Al	%	1.18	1.47	1.26
18	Total Iron as Fe	%	1.94	2.67	2.24
19	Manganese as Mn	mg/kg	298	332	356
20	Boron as B	mg/kg	54.3	48.7	51.6
21	Zinc as Zn	mg/kg	63.6	54.7	63.3
22	Total Chromium as Cr	mg/kg	23.5	18.5	27.5
23	Lead as Pb	mg/kg	3.2	2.7	1.4
24	Nickel as Ni	mg/kg	6.7	5.4	4.3
25	Arsenic as As	mg/kg	<0.1	<0.1	<0.1
26	Mercury as Hg	mg/kg	<0.1	<0.1	<0.1
27	Cadmium as Cd	mg/kg	<0.1	<0.1	<0.1
28	Exchangeable Sodium	meq/100g	0.36	0.32	0.27
29	Exchangeable Potassium	meq/100g	0.16	0.13	0.15
30	Exchangeable Calcium	meq/100g	14.92	17.34	16.21
31	Exchangeable Magnesium	meq/100g	6.92	7.95	6.13
32	Cation Exchange Capacity	meq/100g	22.36	25.75	22.76


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Test Required : As per ML Jackson Book
Sample Collected On : 10.03.2022
Analysis Start Date : 12.03.2022
Analysis Completion Date : 22.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	UoM	Near STP Plant	Near Project Office
1	Texture	--		
a	Sand	%	53	46
b	Silt	%	10	14
c	Clay	%	37	40
2	Textural Class	--	sandy clay	sandy clay
3	Bulk Density	g/cc	1.23	1.21
4	pH (1:5 Aq.Extraction)	--	7.28	7.51
5	Conductivity (1:5 Aq.Extraction)	μS/cm	259	283
6	Exchangeable Calcium as Ca	mg/kg	3163	1258
7	Exchangeable Magnesium as Mg	mg/kg	987	624
8	Exchangeable Sodium as Na	mg/kg	91.5	42.6
9	Sodium Absorption Ratio (SAR)	----	0.16	0.11
10	Available Nitrogen as N	Kg/hac	27.6	21.1
11	Available Phosphorous as P	Kg/hac	55.0	28.8
12	Available Potassium as K	Kg/hac	137.8	118.5
13	Organic Carbon	%	0.13	0.10
14	Organic Matter	%	0.23	0.18
15	Water Soluble Chlorides as Cl	mg/kg	56.7	37.2

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Analysis Start Date : 12.03.2022
Analysis Completion Date : 22.03.2022
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	UoM	Near STP Plant	Near Project Office
16	Water Soluble Sulphates as SO ₄	mg/kg	39.8	21.1
17	Aluminum as Al	%	1.34	0.95
18	Total Iron as Fe	%	1.81	1.16
19	Manganese as Mn	mg/kg	412	318
20	Boron as B	mg/kg	42.5	37.8
21	Zinc as Zn	mg/kg	58.4	46.5
22	Total Chromium as Cr	mg/kg	15.4	17.6
23	Lead as Pb	mg/kg	3.4	0.64
24	Nickel as Ni	mg/kg	6.1	3.7
25	Arsenic as As	mg/kg	<0.1	<0.1
26	Mercury as Hg	mg/kg	<0.1	<0.1
27	Cadmium as Cd	mg/kg	<0.1	<0.1
28	Exchangeable Sodium	meq/100g	0.40	0.19
29	Exchangeable Potassium	meq/100g	0.19	0.16
30	Exchangeable Calcium	meq/100g	15.82	6.29
31	Exchangeable Magnesium	meq/100g	8.23	5.20
32	Cation Exchange Capacity	meq/100g	24.62	11.84

Dr. SubbaReddy Mallampati
Group Leader-Environment

ANNEXURE – 4

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Lucknow International Airport Limited


From : October'2021

To : March'2022

Annexure 4 – Photographs of architectural features of Historical Buildings



ANNEXURE – 5

	Lucknow International Airport Limited	From: October'2021 To : March'2022
Annexure 5 – Environment Management Plan		

Environment Management Plan

Environment Management Plan implemented for Operation purpose

Air Quality Management


- DG sets are being proper acoustic enclosures & Periodic monitoring of DG set emissions are being carried out. **(Photographs of DG acoustics enclosed as Annexure-11 and DG emission report included in Monitoring Report enclosure as in Annexure-3)**
- Proper traffic management is being carried out to avoid, traffic Jam leading to vehicular emission
- Regularly Ambient Air Quality Monitoring is being carried out MoEF&CC/NABL accredited laboratory in accordance with NAAQS 2009 and all the parameters are observe to be well within the standards. **(Monitoring Reports enclosed as Annexure-3)**
- Battery/electrically charged vehicles would explore for usage at airport for ground service equipment and cargo so that air quality levels are maintained within the permissible limits
- Air and noise mitigation options are being implemented by defining the approach landing and take-off procedures in a manner so as to minimize impact. Accordingly, SID & STAR to minimize the impact in the funnel during operation of airport

Water Pollution Management

- Waste Water generated is being treated in STP and further is being recycled for usage in Horticulture / Landscaping areas inline to Consent from SPCB
- STP treated water is being analyzed through MoEF&CC/NABL accredited laboratory and all the parameters are observed to be within the standards. **(Monitoring Reports enclosed as Annexure-3)**
- Use of low flow fixtures and appliances for reduced water consumption such as low flush water closets are being implemented
- Use of sensor-based Urinals and Water taps for reduced water consumption.

Noise Pollution Management

- Control on the vehicular noise level by maintaining speed and vehicle conditions
- Standard instrument arrival and departure procedure is being implemented to minimize the noise levels within the permissible limits for the area falling in the funnel near the airport on either side
- DG sets are being proper acoustic enclosures. **(Photographs of DG acoustics enclosed as Annexure-11)**

	Lucknow International Airport Limited	From: October'2021 To : March'2022
Annexure 5 – Environment Management Plan		

- Regularly Noise Quality Monitoring is being carried out MoEF&CC/NABL accredited laboratory and all the parameters are observed to be well within the standards. **(Monitoring Reports enclosed as Annexure-3)**

Solid Waste Management

- The solid waste generated during operation phase is collected, segregated, dried, transported, disposed and handed over to authorized recyclers through agency
- Wastes is being segregated into bio-degradable and recyclable wastes at the source of generation and stored separately in appropriately designed wastes storage facilities
- Hazardous waste and other waste generated are being handled inline to applicable Rules and regulations.

Green Belt

- Green belt/Horticulture/landscape has been developed as per their contextual and functional requirements, and overall environmental and landscape planning approach. The proposed green space & landscape development is planned considering Bird menace, height restriction and restriction in operation areas.

Energy Conservation

- Airport has taken in to consideration energy conservation consideration wrt lighting levels, HVAC, comfort levels, natural ventilations and other system performance criteria.
- With the key objective of environmental sustainability through energy optimization, re-cycling of waste and water, reduction in carbon footprint, utilization of solar energy, natural daylighting along with other sustainable measures are planned for further consideration.

Indoor Air Quality

- Indoor Air Quality Monitoring is proposed and will be shared in Next Compliance Report.

Emergency Preparedness plan

- Dedicated Aerodrome Emergency Plan and Disaster Management plan is already in place and implemented. **(Copy of AEP and DMP attached as Annexure- 27)**

Environment Management Cell

- A Dedicated Environment Management cell is setup to ensure implementation and monitoring of environment safeguards.

ANNEXURE – 6

Project: New Integrated Passenger Terminal Building at CCS International Airport, Lucknow

Waste Management Plan

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
1	Food	<ul style="list-style-type: none"> Canteen Project Office Site office Other offices Dining Hall Designated eating place at Workplace 	<ul style="list-style-type: none"> Encourage workmen not to waste food. Serve the food in Eatable quantity. Display adequate posters for waste reduction 	NA	NA		<ul style="list-style-type: none"> Provide adequate size & no of bins for collection of food waste Ensure the bin is kept in hygienic condition. Preferably the bin is provided with lid to prevent pest formation. 	<ul style="list-style-type: none"> Display “Food Waste” on the side of bin Colour of bin : Green 	<ul style="list-style-type: none"> Empty the bin daily basis. Never allow accumulation of food waste. The bin to be emptied at all locations including basement, roof top etc. Fix the agency to remove the food waste. Ensure the agency not disposing the food waste except sanitary landfill area approved by local authority. 	The municipal Solid Waste(Management & Handling) rules 2000.		As per requirement	
2	Paper	<ul style="list-style-type: none"> Project Office Site office Other offices 	<ul style="list-style-type: none"> Think twice before taking print out. Encourage double side printing and also make it default option in the printers. Reduce use of hard copies for communication. Enhance the use of email for communication. Before printing, select the required page numbers to prevent printing the entire book mistakenly Avoid unnecessary printing 	<ul style="list-style-type: none"> To the extent possible, use the waste one sided prints for re-usage like rough pads, rough printing etc. 	<ul style="list-style-type: none"> Collect all the waste papers. Dispose the papers to the local recycling agency. Strictly destroy the confidential documents 		<ul style="list-style-type: none"> Provide a separate rack for keeping waste papers Segregate the papers waste by <ul style="list-style-type: none"> Drawings Newspapers & Magazines Stationary papers Paper boards, files etc. 		<ul style="list-style-type: none"> Never dispose the recycle able paper waste into the sanitary landfill area . Never mix the paper waste into food waste 			Weekly	

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
3	Scrap Steel	<ul style="list-style-type: none">• Reinforcement yard• Workplace	<ul style="list-style-type: none">• Reduce the steel scrap by efficient reinforcement schedule planning i.e selection of rod length for cutting & bending.• Meticulously plan the requirement of different types of ring, Chair rod by avoiding excess production.• Adopt innovative method to reduce lap length.• Reduce the steel waste by improper storing & handling method.• Avoid steel waste by corrosion.• Reduce the structural wastage by efficient use of metallic structure like I Beam, channel, angle etc.• While procuring ensure atmost care by specifying the correct grade of steel, size, tensile strength & any other special requirements etc.• Reduce the scrap by employing skilled manpower for cutting & bending.	Try to reuse the excess ring, rod, chair rods in the suitable areas.	Collect & dispose the steel scrap to the recycling agency.		<ul style="list-style-type: none">• Identify the separate area for storing of excess reinforcement rod, ring etc. Preferably nearby the yard.• Size & length wise store the reinforcement items.• Keep the structural scraps separately by shapes.• Never mix the reinforcement & structural scrap with other wastes	Provide a display of “Scrap Steel” in the collection yard.	Dispose the steel scrap to the identified recycling agency.			Need basis	

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
4	Wood	<ul style="list-style-type: none">• Carpentry workshop• Formwork at workplace	<ul style="list-style-type: none">• Reduce the wood waste by efficient utilization of runners, Plywoods & wooden planks for cutting into different sizes.• While procuring ensure atmost care by specifying the correct grade of Plywood, plywood thickness, additional coating, runner thickness & length etc.• Reduce the wood waste by improper storing & handling method.• Engage skilled manpower for carpentry works to reduce the waste.• Restrict the use of Circular saw	Try to reuse waste plywood , runner for making temporary shelter & wooden boxes.	Not applicable		<ul style="list-style-type: none">• Provide adequate size and number of bin for storing saw dust.• Designate separate area for storage of wooden waste, preferably nearby carpentry workshop.• store the saw dust separately from other wood waste.	Provide a display of “Wood waste” in the collection yard.	<ul style="list-style-type: none">• Wood waste like saw dust & runners shall be given to worker for using it cooking by open & controlled burning.• Dispose the wood waste to the local approved landfill area.• Never throw the saw dust into the streams, pond, sea etc.			Need basis.	

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
5	Concrete	<ul style="list-style-type: none"> Batching plant Concrete pumping Portable concrete mixer Boom placer placement Chute concreting 	<ul style="list-style-type: none"> While ordering ensure the specification of correct grade of concrete like M60, M30, M50 etc and quantity. Meticulously plan the requirement of Concrete by studying the dimensions of the concreting area. Depending upon the actual site requirement , change the order quantity to reduce waste. establish clear communication between concrete placing & pumping gang to reduce excess concreting. Reduce concrete waste in Batching plant & portable concrete mixers by engaging the skilled manpower. Maintain the transit mixer delivery chute in good condition. Never overfill the concrete pump hopper. 	<ul style="list-style-type: none"> Direct the excess concrete to the different location for concreting Reuse the excess concrete for temporary pavement works etc. 	Not applicable		Designated area provided	Provide a display of “Concrete waste ” in the disposal yard.	<ul style="list-style-type: none"> Excess concrete to be poured into designated area. The area selected must be away from cultivated land, well, pond, stream etc. Shall be poured to landfill area. Dry concrete waste being used for temporary road.				
6	Mortar ,Brick & Block waste	<ul style="list-style-type: none"> Plastering Tile fixing Bricklaying 	<ul style="list-style-type: none"> Prepare only the required quantity of mortar.i.e which can be used immediately. Follow the standard procedure to avoid wastage of bricks, blocks during storing & Handling. Use mechanical aids like Trolley, wheel barrow, manual forklift for shifting of blocks & bricks 					Provide a display of “Masonry Waste ” in the disposal yard.	Designate a separate area for collecting the masonry waste in the project. Dispose the waste into the agency which shall dump to the local approved landfill area.			Need basis.	

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
7	Used Oils Used Engine oil Gear Oil Hydraulic Oil Industrial Gear oil Compressor oil Heat transfer oil Transformer oil Spent oil Bottom sludge	P&M Workshop DG Yard Concrete pump All Plant & Machinery	Avoid spillage of oils during handling. Follow the manufacturer’s recommendation for replacing the oil. Make a maintenance schedule.		Collect the used oil in a separate drum or container. Keep it closed. Once, the adequate qty gets collected, call the recycling agency approved by the government for disposal.		Collect the oil in a separate container / drum.	Provide a label of “Used oil” in the container / drum	Never dispose the used oil into water stream or land. Only dispose the waste to the approved agency.	Hazardous Waste (Management, Handling & Transboundary) rules -2008. • Safe and environmentally sound handling of hazardous waste. • Disposal of hazardous waste to an authorized disposal facility. • Provide training to the concerned • Contain the contaminants		Need basis	


SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
8	Paint residues / Sludge Barrels & Containers containing hazardous waste	Painting Hazardous waste storage	Avoid wastage during handling of paints. Store the hazardous waste in a big container rather than large no of smaller containers. Avoid unnecessary handling of hazardous waste		Dispose the containers / drum to the authorized agency Dispose the paint sludge / residue to the authorized agency.		Collect the paint sludge / residue in a separate drum / barrel.	Provide a label of “Paint sludge / residue” in the container / drum	Never dispose the used oil into water stream or land. Only dispose to the registered recycling agency	Hazardous Waste (Management, Handling & Transboundary) rules -2008. • Safe and environmentally sound handling of hazardous waste. • Disposal of hazardous waste to an authorized disposal facility. • Provide training to the concerned • Contain the contaminant		• Need basis.	
9	Used & damaged lead acid battery & its part	All plant & Machineries UPS (Un interrupted power supply) System			Send the batteries either to the supplier or to the designated collection centre or registered recycler.		Collect the lead acid batteries in a separate bin.	Provide a label of “used Lead acid battery” in the bin.	Ref Recycling	Batteries (Management and Handling) Rules, 2001 Responsibility of consumers to return used batteries only to the dealers or deliver at designated collection centres;	Responsibility of consumers to return used batteries only to the dealers or deliver at designated collection centres;	• Need basis.	

SR NO	Type of Waste	Waste Source	Strategy Used				Segration	Labeling	Disposal procedure	LEGAL REQUIREMENT	Status of legal requirement	FREQUENCY OF DISPOSAL	Remark
			Reduce	Reuse	Recycle	Other							
10	Bio-medical waste	First aid centre / Medical centre	NA	NA	NA	NA	Bio-medical waste to be collected in a separate bin. It should not be mixed with other waste. Yellow <ul style="list-style-type: none">• Human anatomical waste• Items contaminated with blood, and body fluids including cotton dressings, soiled plaster casts, lines, beddings, other material Black wastes comprising of outdated, contaminated and discarded medicines Blue (Translucent) <ul style="list-style-type: none">• Needles , syringes,	Labelling Provide a label of “Bio-medical waste” in the container / drum. Paint the bin in yellow colour. Symbol :	The waste to be disposed to the common disposal / Incineration site maintained by the respective municipal authority.	Bio-Medical Waste (Management & Handling) Rules, 1998 Bio-medical waste should not be stored beyond 48 hours.		Alternate days	
11	Sewage	Sanitation facility at Labour colony, Staff quarter, Project office, site office					Separate collection tank		The sewage to be discharged to either municipal sewage drain or to private Sewage Treatment plant or sewage treatment plant located inside the premises. If the method of disposal is to the private treatment plant ,sending thro truck, overflow of the collection tank must be avoided. Sewage should not be allowed to discharge into the water streams	The water (prevention and control of pollution) act, 1974			

Photographs of showing of construction waste management measures



ANNEXURE – 7

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 7- First Aid Centre		

The following Facilities are available at the Lucknow International Airport Limited round the clock:

- Doctor
- Paramedics
- Ambulance
- First Aid
- Dressing
- Blood Pressure
- Blood Sugar
- Temperature
- Pulse Oxy Meter
- Breath Analyser
- Stretcher/Bed
- AED



Photographs showing Facilities of First Aid Centre

ANNEXURE – 8



Lucknow International Airport Limited

From : October'2021

To : March'2022

Annexure 8 – Soil Fertility Report




भारतीय गन्ना अनुसंधान संस्थान
रायबरेली रोड, पोस्ट दिलकुशा,
लखनऊ - 226 002, भारत
Indian Institute of Sugarcane Research
Raebareli Road, Post Dilkusha,
Lucknow - 226 002, India

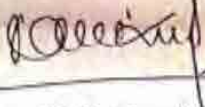
Date: 22/06/2020

Analysis Report

Name of Individual/ Agency:- M/S Egis India Consulting Engineers Pvt. Ltd.
NCC limited, Terminal-3, Airport, LKO
Details of Samples :- Soil
Samples received on :- 12/06/2020

Soil sample			
Parameters	Test Value	Standard value	Remark
%OC	0.12	0.50 - 0.75	Low
N (kg/ha)	62.77	280 - 560	Low
P ₂ O ₅ (kg/ha)	9.98	28.40 - 51.30	Low
K ₂ O(kg/ha)	163.68	137 - 337	Medium


(Asha Gaur)
CTO


(V. P. Jaiswal)
Sr. Scientist and I/C Referral Lab

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Telegram : GANNAANUSANDHAN
Fax : +91-522-2480738 E-mail : llrko@sanchamet.in
Website : www.llr.nic.in

ANNEXURE – 9



Lucknow International Airport Limited

From : October'2021

To : March'2022

Annexure 9 – LED light installation and Solar PV installation Photographs



ANNEXURE – 10

प्रारूप-छ (संलग्नक-6)

अग्नि सुरक्षा प्रमाणपत्र (पूर्णता (कम्प्लीशन) अनापत्ति प्रमाणपत्र)

यूआईडी संख्या: **UPFS/2020/23661/LCK/LUCKNOW/1500/CFO**

दिनांक: **17-10-2020**

प्रमाणित किया जाता है कि मैसर्स **Adani Lucknow International Airport Limited** (भवन/प्रतिष्ठान का नाम) पता **753, Terminal-1, Airport Campus, Lucknow** तहसील - **Sarojini Nagar**, प्लॉट एरिया **23600.00 sq.mt**, कुल कवर्ड एरिया **11599.70** (वर्ग मीटर), ब्लॉकों की संख्या - **1** जिसमें

ब्लॉक/टॉवर	प्रत्येक ब्लॉक में तलों की संख्या	बेसमेन्ट की संख्या	ऊँचाई
Terminal 1	2	0	9.90 mt.

है। भवन का अधिभोग मैसर्स **Adani Lucknow International Airport Limited** द्वारा किया जा रहा है। इनके द्वारा भवन में अग्नि निवारण एवं अग्नि सुरक्षा व्यवस्थाएं, एन0बी0सी0 एवं तत्संबंधी भारतीय मानक ब्यूरो के आई0एस0 के अनुसार भवन में स्थापित करायी गयी व्यवस्थाओं का निरीक्षण अग्निशमन अधिकारी द्वारा दिनांक **21-10-2020** को भवन स्वामी/भवन स्वामी के प्रतिनिधि श्री **Sunil Parate** के साथ किया गया। भवन में अधिस्थापित अग्नि सुरक्षा व्यवस्थाएं मानकों के अनुसार अधिस्थापित पायी गयी। अतः प्रश्नगत भवन को अग्नि सुरक्षा प्रमाणपत्र (फायर सेफ्टी सर्टिफिकेट) एन0बी0सी0 की अधिभोग श्रेणी **Assembly** के अन्तर्गत वैधता तिथि **23-10-2020** से **23-10-2023** तक **3** वर्षों के लिए इस शर्त के साथ निर्गत किया जा रहा है कि भवन में नियमानुसार स्थापित सभी अग्निशमन व्यवस्थाओं का अनुरक्षण करते हुए क्रियाशील बनाये रखा जायेगा। भवन में स्थापित की गयी अग्निशमन व्यवस्थाओं में पायी गयी कमी के कारण किसी भी घटना के लिए मैसर्स **Adani Lucknow International Airport Limited** अधिभोगी पूर्ण रूप से जिम्मेदार होगा/होंगे। निर्गत अग्नि सुरक्षा प्रमाणपत्र का नवीनीकरण निर्धारित समयावधि

के अन्दर न कराये जाने पर निर्गत अग्नि सुरक्षा प्रमाणपत्र स्वतः ही निरस्त मान लिया जायेगा, जिसके लिए मेसर्स **Adani Lucknow International Airport Limited** अधिभोगी पूर्ण रूप से जिम्मेदार होगा/होंगे।

Note : 01) प्रश्नगत भवन में जनहित के दृष्टिगत 02 अदद बाह्य स्टेयरकेस का निर्माण कराया जाना आवश्यक है।

"यह प्रमाण-पत्र आपके द्वारा प्रस्तुत अभिलेखों, सूचनाओं के आधार पर निर्गत किया जा रहा है। इनके असत्य पाए जाने पर निर्गत प्रमाण-पत्र मान्य नहीं होगा। यह प्रमाण-पत्र भूमि / भवन के स्वामित्व / अधिभोग को प्रमाणित नहीं करता है।"

हस्ताक्षर (निर्गमन अधिकारी)

(मुख्य अग्निशमन अधिकारी)



Digitally Signed By

(VIJAY KUMAR SINGH)

[546A902FE4D42A5123E8A8F277613D624EF16119]

23-10-2020

निर्गत किये जाने का दिनांक : 23-10-2020
स्थान : LUCKNOW

प्रारूप-छ (संलग्नक-6) अग्नि सुरक्षा प्रमाणपत्र (पूर्णता (कम्प्लीशन) अनापत्ति प्रमाणपत्र)

पुणेईडी संख्या: UPFS/2021/33866/LCK/LUCKNOW/2024/CFO

दिनांक: 11-07-2021

प्रमाणित किया जाता है कि मेसर्स **ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2** (भवन/प्रतिष्ठान का नाम) पर **CHAUDHARI CHARAN SINGH INTERNATIONAL AIRPORT, AMAUSI, LUCKNOW** तहसील - **SAROJANINAGAR**, प्लॉट एरिया **88900.00 sq.mt**, कुल कवर्ड एरिया **22578.30** (वर्ग मीटर), स्लाबों की संख्या - **1** जिसमें

ब्लॉक/टावर	प्रत्येक स्लाब में तलों की संख्या	बेसमेंट की संख्या	ऊँचाई
TERMINAL 2	2	1	18.50 mt.

है। भवन का अधिभोग मेसर्स **ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2** द्वारा किया जा रहा है। इनके द्वारा भवन में अग्नि निवारण एवं अग्नि सुरक्षा व्यवस्थाएँ, एन0बी0सी0 एवं तत्वों0वी भारतीय मानक ब्यूरो के आईएसओ के अनुसार भवन में स्थापित करायी गयी व्यवस्थाओं का निरीक्षण जग्गिचमन अधिकारी द्वारा दिनांक **15-07-2021** को भवन स्वामी/भवन स्वामी के प्रतिनिधि श्री **ABHISHEK JAYSAWAL 8795747000** के साथ किया गया। भवन में अधिस्थापित अग्नि सुरक्षा व्यवस्थाएँ मानकों के अनुसार अधिस्थापित पायी गयीं। अतः प्रसंगत भवन को अग्नि सुरक्षा प्रमाणपत्र (फायर सेफ्टी सर्टिफिकेट) एन0बी0सी0 की अधिभोग क्षेत्री **Assembly** के अन्तर्गत वैधता तिथि **16-07-2021** से **15-07-2024** तक 3 वर्षों के लिए इस शर्त के साथ निगमित किया जा रहा है कि भवन में नियमानुसार स्थापित सभी अधिभोग व्यवस्थाओं का अनुरक्षण करते हुए बिग्यानीत बनाये रखा जायेगा। भवन में स्थापित की गयी अधिभोग व्यवस्थाओं में पायी गयी कमी के कारण किसी भी घटना के लिए मेसर्स **ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2** अधिभोगी पूर्ण रूप से जिम्मेदार होंगे/होएंगे। निगमित अग्नि सुरक्षा प्रमाणपत्र का नवीनीकरण नियमित समयवधि के अन्दर न कराये जाने पर निगमित अग्नि सुरक्षा प्रमाणपत्र स्वतः ही निरस्त मान लिया जायेगा, जिसके लिए मेसर्स **ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2** अधिभोगी पूर्ण रूप से जिम्मेदार होंगे/होएंगे।

"यह प्रमाण-पत्र आवक के द्वारा प्रस्ताव अधिभोगी, उपर्युक्त के आधार पर निगमित किया जा रहा है। इसके अलावा एक अन्य पर निगमित प्रमाण-पत्र मान्य नहीं होगा। यह प्रमाण-पत्र ध्वि / भाषण के समर्थित / अधिभोग को सम्बन्धित नहीं करता है।"

इन्साधर (निर्णय अधिकारी)

(मुख्य अधिभोग अधिकारी)



निगमित किये जाने का दिनांक : **16-07-2021**
स्थान : **LUCKNOW**

Digitally Signed By
(**VJAY KUMAR SINGH**)

[545A902FE4042A5123E8A8F277613D624EF16119]

16-07-2021

ANNEXURE – 11

Annexure 11 – DG set with acoustic Enclosure



ANNEXURE – 12



Lucknow International Airport Limited

From : October'2021

To : March'2022

Annexure 11 – Photographs of Green Cover





Lucknow International Airport Limited


From : October'2021

To : March'2022

Annexure 12 – List of plant Species

S.No.	Name of Species
1	Bismarkhia plam
2	Ficus black
3	Ficus golden
4	Furcuria
5	Cycus
6	chamaedorea palm
7	Ficus starlight
8	Nolina palm
9	Plumeria alba
10	Kadamba
11	Cassia
12	Foxtail palm
13	Washingtonia
14	plumeria Dwarf
15	putranjiva
16	Neem
17	Bargad
18	Pipal
19	mango
20	Royal Palm
21	Areca Palm
22	Thevetia
23	Phonex
24	Chrimas tree
25	Raphis
26	Alistonia
27	Juniper
28	Casurina TPRY
29	Bottle brush
30	Equaliptus
31	Ficus Nitida
32	Ficus Panda
33	Spathodia
34	Amaltas
35	Tabubia
36	Ashoka
37	Fostail palm

ANNEXURE – 13

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 13 – Traffic Management Plan		

❖ **Landside Access: Existing Connectivity**

CCSIA is located in Amausi area of Lucknow approx. 12 km from the city centre – Hazratganj and Charbagh. CCSIA is connected to the city centre via Kanpur Highway (NH27) which is further connected with the peripheral ring road to other parts of the city. The peripheral road has connections to Agra-Lucknow Expressway and other major national highways for regional connectivity.

The airport is also connected to Lucknow city through a metro line. CCSIA is the originating / terminating station on metro line that passes through the city centre towards the northern end of the city at Munshipulia. The metro line is connected to the **Indian rail network at Lucknow's main railway station Charbagh as well as** Badshah Nagar Railway Station. Passengers can change at these stations to board railways for onward out station journey. A second metro line is also planned in Lucknow that will connect CCSIA to the western part of the city.

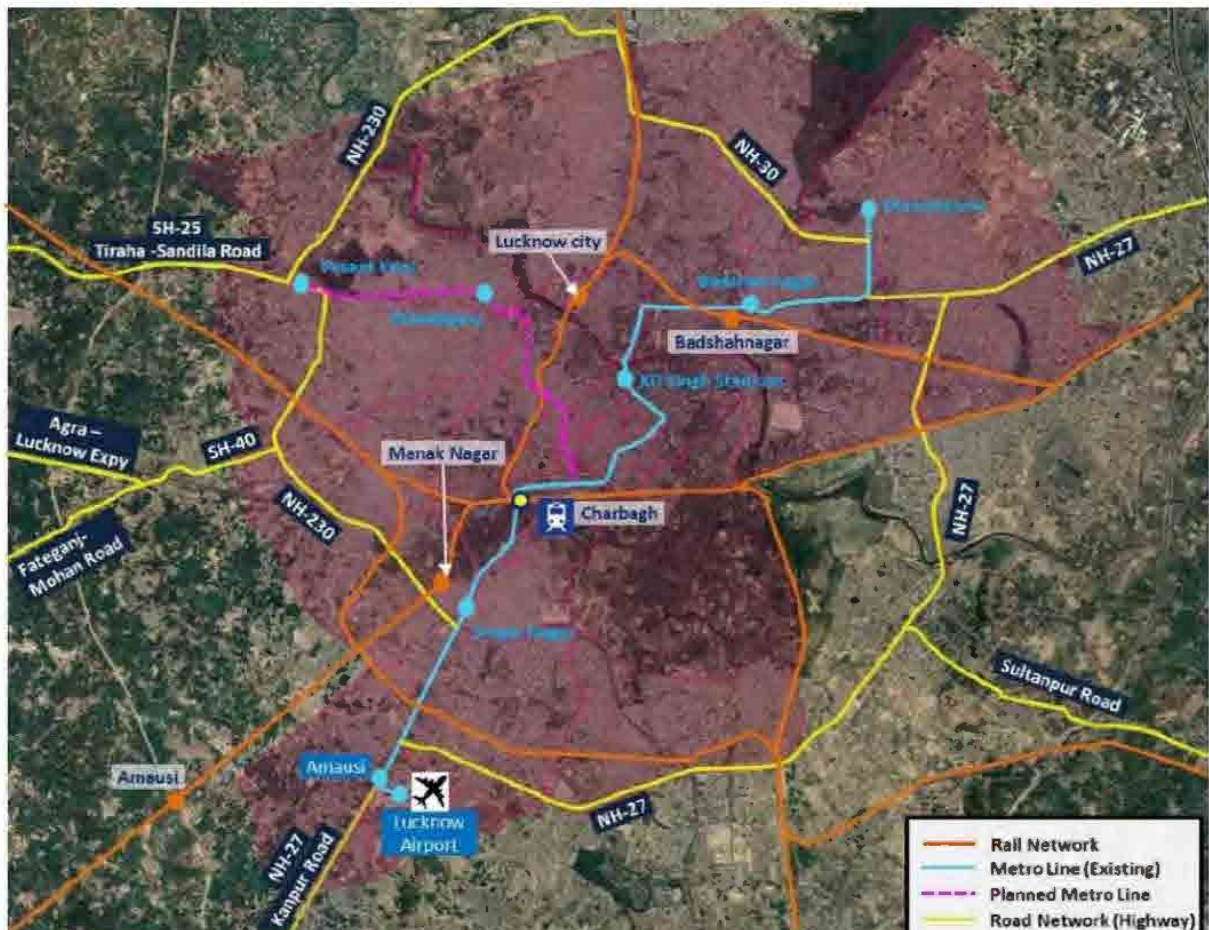


FIGURE-A
EXTERNAL CONNECTIVITY TO LUCKNOW AIRPORT


	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 13 – Traffic Management Plan		



FIGURE-B
TERMINAL ACCESS

In the existing situation, T2 area is currently accessed from the road coming from the north (NH27 national road). T1 used to be accessed from a separate access road coming from the west but due to the construction site for T3, T1 can only be accessed via T2 road. Both the access and the egress roads have one lane per direction with an additional emergency lane. This lane is often used for parking or drive through by road users. The existing terminals have a single level kerb. The roads leading to the kerb and the parking areas have one lane per direction.


	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 13 – Traffic Management Plan		

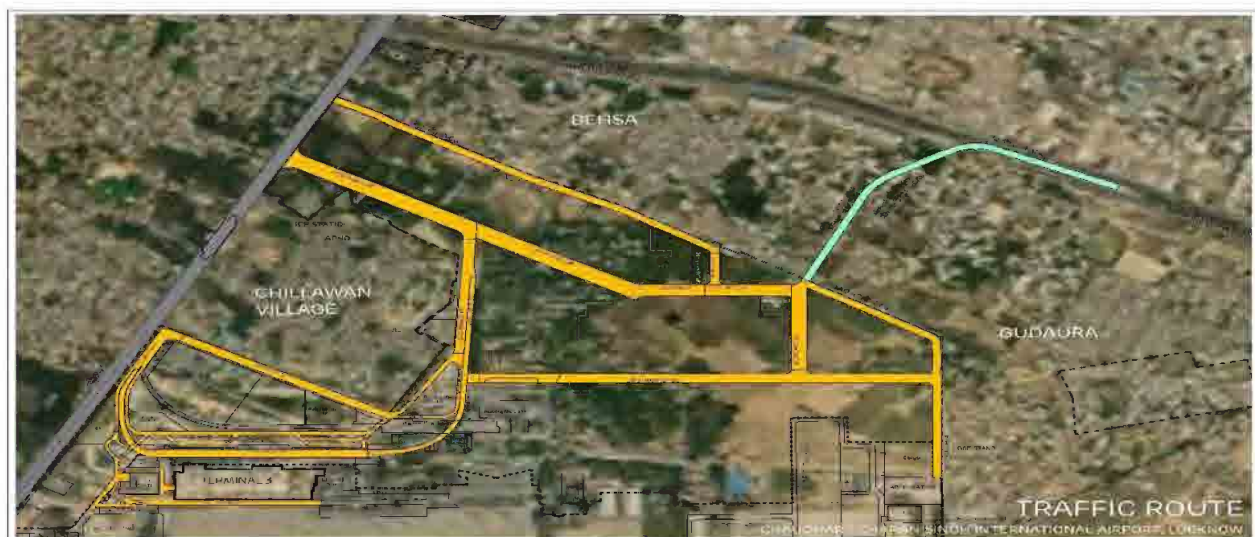


FIGURE-C
EXISTING ROAD SITUATION

In the proposed layout T3 terminal has access from the existing main road. The loads continues on a flyover for the arrival and the departure kerb or at grade for visiting the multi- storey car parking behind the metro station. The egress road coming from the kerbs, passes in front of the multi-storey car parking and continues to the existing airport exit road.

❖ Under progress Connectivity:

2+2 lane New Flyover from Shahid Path towards Airport for traffic movement to T3 and other cityside land parcels is under Construction.



ANNEXURE – 14

Vikas .

From: Vikas .
Sent: Tuesday, November 30, 2021 6:44 PM
To: 'rocz.lko-mef@nic.in'
Cc: 'mefcc.ia3@gmail.com'; 'monitoring-ec@nic.in'; 'ms@uppcb.in'; 'rolucknow@uppcb.in'; 'rocz.lko-mef@nic.in'; 'cpcb.lucknow@gmail.com'; 'Suresh Chandra Hota'; 'Shalin Shah'; 'Sunil Parate'; 'Shravan Kumar'; 'Kriti Jain'
Subject: EC Compliance Reports Submission_ Lucknow International Airport Ltd (LIAL)- (April'2021 to September'2021)
Attachments: LKO CCSIA_Half Yearly Compliance Report (Apr2021-Sept2021).pdf

Dear Sir/Ma'am,

Lucknow International Airport Limited formally known as Adani Lucknow International Airport Ltd. is hereby submitting the Half Yearly compliance report for the period of April-2021 to September-2021.

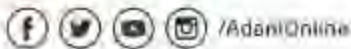
Regards,
Vikas Verma
Lead- Environment & Sustainability
Lucknow International Airport Ltd.

Call : +91 8769383747
Vikas.11@adani.com | www.adani.com |
Office : 1st Floor, Old APD Building, Behind Terminal 1, CCS International Airport, Lucknow- 226009, Uttar Pradesh, India

adani

Growth
with
Goodness

Our Values: Courage | Trust | Commitment



ANNEXURE – 15



ANNEXURE – 16

Ref No. ALIAL/CAO/ES/21-22/0537

Date: 23.09.2021

To,
Member Secretary,
Uttar Pollution Control Board
Building.No. TC-12V Vibhuti Khand,
Gomti Nagar Lucknow-226 010

Sub: Environmental Statement for the financial year ending 31st March, 2021 for "Chaudhary Charan Singh International Airport" Lucknow, by M/s Adani Lucknow International Airport Limited (ALIAL)

Ref:

- i. **Consent to Operate- Renewal issued under section 21/22 of the Air (Prevention and control of Pollution) Act, 1981 to Adani Lucknow International Airport on 14th May 2021 with order no. 122245 / UPPCB / Lucknow (UPPCBRO) / CTO /air / LUCKNOW/ 2021.**
- ii. **Consent to Operate- Renewal issued under section 25/26 of the Water (Prevention and control of Pollution) Act, 1974 to Adani Lucknow International Airport on 14th May 2021 with order no. 122221 / UPPCB / Lucknow (UPPCBRO) /CTO /water / LUCKNOW / 2021.**

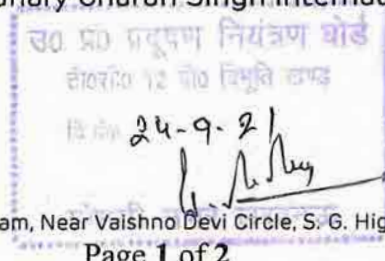
Dear Sir,

Chaudhary Charan Singh International (CCSI) Airport, Lucknow has been granted Environmental Clearance for "Construction of Terminal Building" Lucknow, Uttar Pradesh vide dated 23rd May 2012. Application for EC transfer in the name of Adani Lucknow International Airport Ltd. (ALIAL) has been submitted vide dtd. 23rd August 2021

The Concession Agreement for Operation, Maintenance, Management & Development of Chaudhary Charan Singh International Airport, Lucknow between Airports Authority of India (AAI) and Adani Lucknow International Airport Limited (ALIAL) was signed on 14th February 2020. As per the above said Concession Agreement, with effect from the Commercial Operation Date (COD) i.e. 2nd November 2020, ALIAL is responsible to comply with all the applicable conditions, as stipulated under the issued Clearances

With reference to the above mentioned subject and reference, please find enclosed Environmental Statement in Form V prescribed under Rule 14 of the Environment (Protection) Rules 1986, for Chaudhary Charan Singh International (CCSI) Airport, Lucknow

Adani Lucknow International Airport Limited
First Floor Terminal-1,
CCS International Airport Lucknow,
Lucknow-226009
Uttar Pradesh
CIN: U63030GJ2019PLC109814



Tel +91 79 2656 5555
Fax +91 79 2555 5500
Email: info@adani.com
Website: www.adani.com



for the financial year ending 31st March 2021. Since ALIAL has started its operation, with effect from the Commercial Operation Date (COD) i.e. 2nd November 2020, the Environment Statement (Form V) is being submitted for the period November 2020 – March 2021.

Kindly consider above submission and acknowledge.

Thank you,

Yours Sincerely,

For, M/s Adani Lucknow International Airport Limited

Suresh Chandra Hota
Chief Airport Officer

Encl: As above.

Copy to: Regional Officer, Regional Office Lucknow - Picup Bhawan B-Block, 4th Floor,
Vibhuti Khand, Gomti Nagar, Lucknow-226010

Adani Lucknow International Airport Limited
First Floor Terminal-1,
CCS International Airport Lucknow,
Lucknow-226009
Uttar Pradesh
CIN: U63030GJ2019PLC109814

Tel +91 79 2656 5555
Fax +91 79 2555 5500
Email: info@adani.com
Website: www.adani.com

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.

FORM V
(See Rule 14)

Environmental Statement for the period from Nov 2020 (COD) to 31st March 2021

PART - A

- | | | | |
|-------|--|---|--|
| (i) | Name and address of the Owner/
Occupier of the Industry Operation or
Process | : | Mr. Suresh Chandra Hota
Chief Airport Officer
Adani Lucknow International Airport Ltd. (ALIAL)
First Floor Terminal 1, CCS International Airport
Lucknow, Lucknow-226009, Uttar Pradesh, India |
| | | | |
| (ii) | Industry Category
Primary (STC Code)
Secondary (STC Code) | : | Red-Large
NA
NA |
| | | | |
| (iii) | Production Capacity | : | No production as Airport is Service industry. |
| | | | |
| (iv) | Year of Establishment | : | Commercial Date of Operation (COD):
2 nd Nov 2020 |
| | | | |
| (v) | Date of last Environment Statement
submitted | : | ALIAL has started its operation from 2nd
November 2020 (COD). This is the first
Environment Statement being submitted by
ALIAL for the period November 2020 (COD) -
March 2021. |

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.**PART – B****Water and Raw Material Consumption****(i) Water Consumption**

Water Consumption	Average Cu. Mtr./Day
Domestic	185
Industrial	46

Details of Water Consumption for the period of Nov 2020 (COD)-Mar21 is enclosed as **Annexure – 1.**

Details	Process Water Consumption per unit of Passenger*	
	During the current financial year (2019-20)	During the current financial year (2020-21)
Water consumption per passenger handled*	NA	0.02KL

* ALIAL being an Airport Operator does not comprises of manufacturing unit. However, the water consumption per passenger for the period of Nov-20(COD) – Mar21 is mentioned above.

(ii) Raw Material Consumption

Name of Raw Material	Name of Products/Types of Cargos and passenger handled	Consumption of Raw Material per Unit of output/Numbers of Cargos & Passenger Handled	
		During the current financial year (2019-20)	During the current financial year (2020-21)
Passenger Handled*		NA	1627603

* ALIAL being an Airport Operator does not undergo any manufacturing or production. However the passengers handled in the period of Nov20 (COD)-Mar21 is mentioned above.

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.

PART – C

Pollutants discharged to Environment/Unit of Output **(Parameters as specified in consent issued)**

Pollutants	Quantity of pollutants discharged (Mass/day)		Concentrations of pollutants in discharges		Percentage of variation from prescribed standards with reasons
	Parameters	Avg. Mass Kg/Day	Parameters	Avg.	
(a) Waste Water	pH	--	pH	7.5	<p>There is no variation from prescribed standards in terms of quality of wastewater discharge.</p> <p>1. Waste Water generated is being treated in STP</p> <p>2. Treated water during Nov 2020 – March 2021, was utilized for horticulture / greenbelt purpose within premises. Analysis reports of treated water are enclosed as Annexure-4</p>
	Total Suspended Solids	5.25	Total Suspended Solids (mg/l)	35	
	BOD (5 Days @ 20 °C)	3.06	BOD (5 Days @ 20°C) (mg/l)	20.40	
	Oil & Grease	<1.0	Oil & Grease (mg/l)	<1.0	
	COD	17.76	COD (mg/l)	118.40	
(b) Air	Parameters	Avg. Mass Kg/Day	Parameters	Avg.	<p>As a part of Environment Monitoring programme, DG set flue gas monitoring is being carried out (Half monthly / quarterly).</p> <p>The Analysis of the D.G Set Stack Monitoring has been done in the month of June 2021. The reports will be considered in the next cycle for FY2021-22 statement.</p>
	Particulate Matter (PM)	--	Particulate Matter (mg/Nm ³)	--	
	Sulphur Dioxide (SO ₂)	--	Sulphur Dioxide (PPM)	--	
	Nitrogen Oxide (NO _x)	--	Nitrogen Oxide (NO _x) (PPM)	--	

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.

PART – D

Hazardous Wastes

(As specified under Hazardous & Other waste Wastes Management 2016)

Hazardous Wastes	Total Quantity (MT)	
	During the current financial year (2019-20)	During the current financial year (2020-21)
(a) From Process	NA	NIL
(b) From Pollution Control facilities		

PART – E

Solid Waste

Solid Waste	Total Quantity Generated (MT/Annum)	
	During the current financial year (2019-20)	During the current financial year (2020-21)
(a) From Process (Ash)		
(b) From Pollution Control facilities	Refer Annexure -2	

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.

PART - F

Please specify the characterization (in terms of Composition and quantum) of Hazardous as well as solid wastes and indicate disposal practice adopted for both these categories of wastes:

- As a part of ALIAL operation, an effective Solid Waste Management plan has been implemented at site, which includes:
 - ✓ Collection & Segregation of waste from the source,
 - ✓ Providing separate waste bins (for dry & wet waste) at all the locations including Airside , Landside & within the Terminals
 - ✓ The segregated waste are collected and from there, shifted to Waste yard situated at backend of the Airport.
 - ✓ COVID-waste is being proper managed inline to the regulatory requirements.
 - ✓ All the waste after proper segregation is being sent to the recognized agency M/s Sharda Enterprises for further handling.
 - ✓ Hazardous Waste, generated at ALIAL are being managed inline to the Hazardous Waste Management Rules 2016, amended till date.
 - ✓ Battery Waste, generated at ALIAL are managed inline to the Battery Waste Management Rules 2010, amended till date
 - ✓ E-Waste, generated at ALIAL are being managed inline to the E-Waste Management Rules 2016, amended till date
- As part of way forward Adani Lucknow International Airport Ltd has their future plans for managing it's wastes under 5 R principal and step ahead with a vision of Zero Waste to Landfill.

PART – G

Impact of the pollution abatement measures taken on conservation of natural resources and on the cost of production.

- A sewage treatment plant (STP) (CAMUS – Soil Biotechnology) has been installed for treating and handling the domestic sewage generated from airport premises.
- The treated waste water generated from the STP is utilized for gardening and horticulture activity within ALIAL premises to conserve the fresh water consumption.

Energy Savings

- Installed roof top solar panel of **515 KW** solar capacity as utilization of renewable source of energy for captive use which reduce the emission of CO₂
- The conventional lights have been replaced with LED lights in all the possible locations at ALIAL area which has reduced the total energy consumption.
- Proactively controlled lighting systems are provided. The landside street lights are operating on timer basis according to the daylight.
- Sensitization of the team & continuous follow up is done for further improvising the Airport environmental & sustainability aspects.
- Timely maintenance of AHU's filters & coil, chillers, cooling towers is being carried out at ALIAL. Regular monitoring is being carried out for the same.

Water Conservation:

- Treated Water from the STP is utilized for gardening & horticulture purpose.
- Rain water harvesting is being carried out at ALIAL as part of water conservation measure.
- As part of water conservation ALIAL has installed sensor based water taps most of the area in the Terminal building.
- Following safeguard measures are taken for abatement of dust and noise emissions:
 - ✓ Regular cleaning of roads
 - ✓ D.G. Set having acoustic enclosures
 - ✓ Green cover of ~14 Ha has been developed.

Air Management:

- Ambient Air Quality Monitoring is being carried out by MoEF&CC & NABL accredited laboratory and all the results are observed to be within Stipulated Standards
- Environment Monitoring for D.G Stack Flue Gas Emissions will be carried out by MoEF&CC and NABL accredited laboratory.
- Green cover of ~14 Ha has been developed

Soil Management

- Environment Monitoring for Soil Analysis is being carried out by MoEF&CC and NABL accredited laboratory and all the results are under the norms inline to stipulated standards.

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.

PART - H

Additional measures /investment/ proposal for environmental protection including abatement of pollution, prevention of pollution.


- ALIAL has developed an adequate Green Belt Area and is properly maintained by the Horticulture Team at the Airport.

PART - I

Any other particulars for improving the quality of environment:

- Monitoring of environmental parameters such as Air, Noise, wastewater and soil quality being done regular basis through MoEF & NABL recognized laboratory.
- AAIAL Budget for environmental management measures for the FY 2020-21 of about **INR 20 lakhs** was spent. Details enclosed as **Annexure - 3**

Date : 23.09.2021



(Signature of a person carrying out an industry, operation or process)

Suresh Chandra Hota

Designation : **Chief Airport Officer**

Address: **Adani Lucknow International Airport Ltd.**

First Floor Terminal 1, CCS International Airport
Lucknow Lucknow-226009 Uttar Pradesh, India

Environment Statement for 2020-21 for M/s Adani Lucknow International Airport Ltd.**Annexure – 1****Details of Water Consumption and Treated Water Discharge
Nov-20(COD) to Mar-21**

Month	Category-1 (Domestic), KL	Category-2 (Industrial), KL	Total, KL	Treated water, KL
Nov-20	5437	1359	6796	4350
Dec-20	5696	1424	7120	4557
Jan-21	5773	1443	7217	4619
Feb-21	5320	1330	6650	4256
Mar-21	5597	1399	6996	4478
Total	27824	6956	34780	22260
Per Month	5564	1391	6956	4452
Per Day	185	46	230	148

ANNEXURE – 2**Details of Waste Management of ALIAL, Lucknow
Nov 2020(COD)-Mar21**

Sr. No.	Waste Description	Disposal Method	Unit	Quantity 2019-20	Quantity 2020-21
Non Hazardous					
1.	Dry Waste	As per Solid Waste Management Rules-2016	Kg	NA	52655
2.	RDF (Non-Recyclable)				
3.	Organic Waste				
4.	E-Waste	--	MT	NA	NIL
Others					
1.	Battery Waste	--	MT	NA	NIL

ANNEXURE – 3**Cost of Environmental Protection Measures of ALIAL, Lucknow
Nov 2020(COD)-Mar21**

Sr. No.	Activity	Cost incurred (INR in Lacs)
1.	Legal & Statutory Expenses	350000
2.	Environmental Monitoring Services	290060
3.	Hazardous / Non Hazardous Waste Management & Disposal	380000
4.	Treatment and Disposal of Bio-Medical Waste	341600
5.	Other Horticulture Expenses	441451
6.	O&M of Sewage Treatment Plant and Effluent Treatment Plant (including STP, ETP of Port & SEZ & Common Effluent Treatment Plant)	240000
Total		2043111

Vimta Labs Limited

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ISSUED TO:

**M/S.ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009**

Report Number : VLL/VLS/20/10238/003
Issued Date : 2021.01.20
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1


SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : NOVEMBER 2020 & DECEMBER 2020
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen

Sample collected by Vimta labs ltd

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	November 2020	December 2020	CPCB Standard
Date Sampling				26.11.2020	24.12.2020	CPCB Standard
Date of Analysis Start Date				28.11.2020	26.11.2020	
Analysis of Completion				04.12.2020	05.11.2020	
1	pH	IS:3025 P-11	--	7.17	7.21	5.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	23	27	100
3	Total Dissolved Solids	IS:3025 P-16	mg/L	289	316	2100
4	Total Nitrogen	APHA 4500-B	mg/L	1.2	1.7	10
5	Chemical Oxygen Demand	APHA 5220B	mg/L	80	110	250
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	16	18	30
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	<1.0	10
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	<0.1	5


Dr. SubbaReddy Mallampati
Group Leader-Environment

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**M/S.ADANI LUCKNOW INTERNATIONAL AIRPORT
LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009**

Report Number : VLL/VLS/20/11078/004
Issued Date : 2021.02.04
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling	: One Grab sample in a Month
Month of Sampling	: JANUARY 2021
Quantity Collected for Analysis	: 1 Liter
Type of Container used for sampling	: HDPE Plastic Can
Test Required	: pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen
Sample Collected On	: 20.01.2021
Analysis Start Date	: 24.01.2021
Analysis Completion Date	: 28.01.2021
Sample collected by Vimta Labs Ltd.,	

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard
1	pH	IS:3025 P-11	--	7.8	5.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	36	100
3	Total Dissolved Solids	IS:3025 P-16	mg/L	416	2100
4	Total Nitrogen	APHA 4500-B	mg/L	2.1	10
5	Chemical Oxygen Demand	APHA 5220B	mg/L	128	250
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	21	30
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	10
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	5



**Dr. SubbaReddy Mallampati
Group Leader-Environment**

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ISSUED TO:

**M/S.ADANI LUCKNOW INTERNATIONAL AIRPORT
LIMITED.,
(CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT),
AMAUSI, LUCKNOW,
UTTARPRADESH-226009**

Report Number : VLL/VLS/20/12067/006
Issued Date : 2021.03.06
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling : One Grab sample in a Month
Month of Sampling : **FEBRUARY 2021**
Quantity Collected for Analysis : 5 Liter
Type of Container used for sampling : HDPE Plastic Container-3 L
Amberlite Glass Container-2 L
Test Required : pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical
Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical
Nitrogen
Sample Collected On : 08.02.2021
Analysis Start Date : 10.02.2021
Analysis Completion Date : 15.02.2021
Sample collected by Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard
1	pH	IS:3025 P-11	--	7.6	5.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	43	100
3	Total Dissolved Solids	IS:3025 P-16	mg/L	476	2100
4	Total Nitrogen	APHA 4500-B	mg/L	2.9	10
5	Chemical Oxygen Demand	APHA 5220B	mg/L	133	250
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	23	30
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	10
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	5

Dr. SubbaReddy Mallampati
Group Leader-Environment

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AMAUSI, LUCKNOW,
UTTAR PRADESH-226009

Report Number : VLL/VLS/21/00073/006
Issued Date : 2021.04.05
P. Order Ref : 5700291869
P.O. Date : 13.10.2020

Page 1 of 1

SAMPLE PARTICULARS : STP OUTLET WASTEWATER

Frequency Of Sampling	: One Grab sample in a Month
Month of Sampling	: MARCH 2021
Quantity Collected for Analysis	: 5 Liter
Type of Container used for sampling	: HDPE Plastic Container-3 L Amberlite Glass Container-2 L
Test Required	: pH; Total Suspended Solids; Total Dissolved Solids; Total Nitrogen; Chemical Oxygen Demand; Biological Oxygen Demand; Oil and Grease; and Ammonical Nitrogen
Sample Collected On	: 12.03.2021
Analysis Start Date	: 15.03.2021
Analysis Completion Date	: 20.03.2021
Sample collected by	: Vimta Labs Ltd.,

TEST REPORT

Sr.No	Parameters	Method Adopted	UoM	Results	CPCB Standard
1	pH	IS:3025 P-11	--	7.7	5.5 - 9.0
2	Total Suspended Solids	IS:3025 P-16	mg/L	46	100
3	Total Dissolved Solids	IS:3025 P-16	mg/L	481	2100
4	Total Nitrogen	APHA 4500-B	mg/L	2.9	10
5	Chemical Oxygen Demand	APHA 5220B	mg/L	141	250
6	Biological Oxygen Demand at 27°C, 3 days	IS:3025 P-44	mg/L	24	30
7	Oil and Grease	APHA 5520-C	mg/L	<1.0	10
8	Ammonical Nitrogen	APHA 4500-F	mg/L	<0.1	5



Life Sciences Campus, # 5, MN Science & Technology Park, Genome Valley, Shamirpet, Hyderabad - 500 101, Telangana, India
T : +91 40 6740 4040 E : mdoffice@vimta.com URL : www.vimta.com

CIN : L24110TG1990PLC011977

ANNEXURE – 17

File No. 21-43/2022-IA-III
Government of India/Bharat Sarkar
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan
Jor Bagh Road, New Delhi-110003
2nd April, 2022

To,

**Chief Airport Officer/Authorized officer
(Shri Balvir Singh Bhatia)**

M/s Lucknow International Airport Limited
First Floor Terminal -1
CCS International Airport Lucknow
Lucknow-226009, U.P.

Subject: Environment Clearance for "Expansion of Lucknow Airport in respect of construction of new integrated terminal building and allied facilities, Lucknow, Uttar Pradesh"- **Name Change in Environmental Clearance (EC) – Regarding.**

Sir,

This has reference to your online application/proposal No. IA/UP/MIS/262936/2022 through Parivesh Portal regarding name change in EC granted to the above mentioned project from M/s Adani Lucknow International Airport Limited (ALIAL) to M/s Lucknow International Airport Limited (LIAL).

2. The Ministry had earlier issued EC vide Letter No. 10-47/2017-IA-III dated 26.09.2018 to the project for Expansion of Lucknow Airport in respect of construction of new integrated terminal building and allied facilities, Lucknow, Uttar Pradesh by M/s Airport Authority of India (AAI). Later, the EC has been transferred to M/s Adani Lucknow International Airport Limited (ALIAL) vide letter No. 10-47/2017-IA-III dated 17.06.2021.

3. Since the project proponent name has been changed from M/s Adani Lucknow International Airport Limited (ALIAL) to M/s Lucknow International Airport Limited (LIAL) and received Certificate of Incorporation pursuant to name change, by Ministry of Corporate vide 9th November, 2021, M/s Lucknow International Airport Limited (LIAL) has submitted a copy of undertaking/NOC as signed by the authorized signatory to abide by the terms and conditions stipulated in the EC granted vide letter No. 10-47/2017-IA-III dated 26.09.2018 issued by the Ministry of Environment, Forest and climate Change to the M/s Airport Authority of India (AAI).



4. As per the relevant provisions of the EIA Notification 2006, the project proponent name in EC already granted by Ministry of Environment, Forest and Climate Change vide letter No. 10-47/2017-IA-III dated 17.06.2021 is hereby changed from M/s Adani Lucknow International Airport Limited (ALIAL)" to "M/s Lucknow International Airport Limited (LIAL)", on the same terms and conditions described in EC granted vide Letter No. 10-47/2017-IA-III dated 26.09.2018.

5. This issues with the approval of Competent Authority.



(Dr. Dharmendra Kumar Gupta)
Director (S)

Copy to:

1. The Principal Secretary, Department of Environment, Government of Uttar Pradesh, Lucknow.
2. The Addl. Principal Chief Conservator of Forests (C), Ministry of Environment, Forest and Climate Change, Integrated Regional Office (CZ), Kendriya Bhawan, 5th Floor, Sector "H" Aliganj, Lucknow-226020.
3. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4. The Member Secretary, Uttar Pradesh State Pollution Control Board, Building No. TC-12V, Vibhuti Khand, Gomti Nagar, Lucknow-226010.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/ Record File/ Notice Board/MoEF&CC website.



(Dr. Dharmendra Kumar Gupta)
Director (S)

ANNEXURE – 18

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI - 110003

TELEFAX: 091 011-24653883
FAX: 24622495/Ext.533



भारत सरकार
नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

Reference No.: संख्या : AV.20025/17/2006-AL
Dated: दिनांक : 25.03.2022

To
Adani Lucknow International
Airport Limited (ALIAL)
Chaudhary Charan Singh
International Airport
Lucknow-226009

Sub: **Extension of Validity of Aerodrome License (AL/Public/013) of CCSI Airport Lucknow.**

Sir,

Reference is invited to letter no. LIAL/CAO/Aerodrome License/21-22/0738-AL dated 08.03.2022 and subsequent communications through which, ATR & other supporting documents were forwarded to this office for the purpose of extension of validity of aerodrome license of CCSI Airport Lucknow.

Please find enclosed herewith the original aerodrome license no. **AL/Public/013** duly renewed by competent authority for a **period of eighteen months w. e. f. 27.03.2022 to 26.09.2023** in respect of Lucknow Airport under the same terms and conditions as mentioned in Annexure-I.

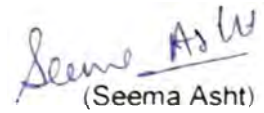
ALIAL is advised to take action on followings:

- a) Complete the identified actions to address non-compliances as per stipulated action plan, adopt and implement the proposed/recommended safety/control mitigation measures to ensure the equivalent level of safety during aircraft operations against non-compliances. Further, develops a process for reviewing the effectiveness of adopted/implemented safety/control mitigation measures periodically at CCSIA, Lucknow and submit progress report thereto.
- b) The aerodrome operator to comply all open observations of inspections at the earliest and submit quarterly progress report to the O/o DDG (NR), DGCA on regular basis.
- c) Submit report on post validation of survey data by AAI along with mitigation measures taken or action plan to remove/reduce the height of obstacles if any infringing the OLS surfaces at CCSIA, Lucknow.

You are also advised to ensure necessary notification for indicating status of licensing of Lucknow Airport to AIS

Kindly acknowledge the receipt of Aerodrome License

Yours faithfully


(Seema Asht)

Assistant Director of Operations (Aero-Stds)
For Director General of Civil Aviation

Copy to-

1 DDG(Northern Region) DGCA



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
DGCA COMPLEX, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110 003

File No. AV.20025/17/06 -AL
License No. AL/Public/ 013

AERODROME LICENSE - PUBLIC USE

The Director General of Civil Aviation, in exercise of the powers under Rule 78 of the Aircraft Rules, 1937 delegated vide S.O. No. 727 (E) dated the 4th October, 1994, hereby grants license to,

Adani Lucknow International Airport Limited

for

Chaudhary Charan Singh International Airport, Lucknow

Latitude 26° 45' 42.9" N, Longitude 80° 53' 00.7" E

The ARFF category of the aerodrome and other details of the aerodrome as contained in its Aerodrome Manual.

This license authorizes the aerodrome to be used as regular place of landing and departure to all persons on equal terms and conditions for operation by aircraft requiring specifications of runway and associated facilities equal to or less than those indicated in the aerodrome Manual, subject to the conditions as contained in schedule-I and for a period as shown in Schedule-II hereto.

The license is liable to be suspended/ modified/ withdrawn/ and/or any limitations or conditions may be imposed, if any violation of the provisions of the Aircraft Act 1934, Aircraft Rules 1937, or any orders/ directions/ requirements issued under the said Act, rules or of the limitations or conditions as in schedule-I are observed.

This Aerodrome License is not transferable.

Date of issue: 27th September 2021
New Delhi


DIRECTOR GENERAL OF CIVIL AVIATION

SCHEDULE-I

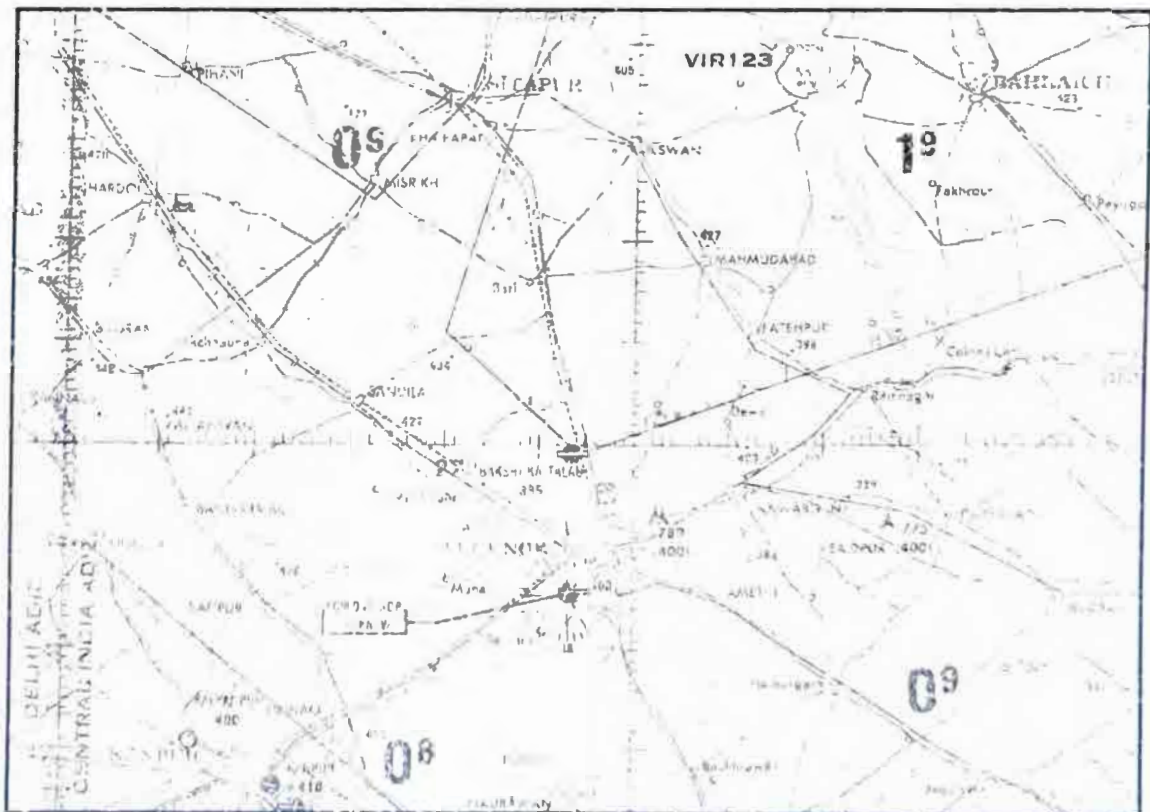
GENERAL CONDITIONS

- 1 The Licensee shall ensure that aerodrome facilities, equipment, services and procedures are operated and / or maintained properly and efficiently in accordance with the Aerodrome Manual submitted to DGCA, the applicable standards set out in the CARs and conditions specified in this license
- 2 The Licensee shall ensure that the copies of the Aerodrome Manual and Safety Management System (SMS) Manual, accepted by DGCA are always kept complete and current. The Licensee shall ensure that each member of the aerodrome operating staff is aware of the contents of the every part of the aerodrome manual and SMS manual, relevant to his duties and undertakes his duties in conformity with the relevant provisions of these manuals
- 3 The Licensee shall ensure that an adequate number of qualified and skilled personnel are employed to perform all critical activities for the operation and maintenance of its aerodrome, and that a programme to upgrade the competency for the personnel is in place
- 4 The Licensee shall notify the agency responsible for Aeronautical Information Services and the air traffic control unit immediately of any obstacles, obstructions or hazards, change in level of service at the aerodrome as set out in any publication by the aeronautical information services or variation from the Standards, closure of the movement area of the aerodrome, significant change in aerodrome facility or the physical layout of the aerodrome; and any other condition that could affect aviation safety at the aerodrome and against which precautions are warranted
- 5 The Licensee shall notify the agency responsible for Aeronautical Information Services of any change to any aerodrome facility or equipment or level of service at the aerodrome which has been planned in advance and which is likely to affect the accuracy of the information contained in any publication by the agency before effecting the change.
- 6 The licensee shall be responsible to ensure that all security and anti-hijacking arrangements stipulated from time to time by the Bureau of Civil Aviation Security for the aerodrome are complied with.
- 7 When so demanded by an officer duly authorized under the Aircraft Rules, 1937, this license and any other relevant documents shall be produced for inspection.
- 8 The licensee shall be responsible for payment to the concerned authorities of all applicable charges pertaining to the services provided by such authorities in connection with the aerodrome operation such as water supply, electricity supply, telephone lines etc.
- 9 Licensee shall maintain record of all aircraft landing at and taking-off from the aerodrome
- 10 The Licensee shall have legally tenable agreement with CNS and ATM service provider(s) to ensure continuity and reliability of CNS and ATM to ensure the safety of aircraft in the airspace associated with aerodrome, and that proper coordination with the agencies responsible for aeronautical information services, meteorological services, security and other areas related to safety are established.
- 11 The aerodrome shall at all reasonable times be open to use by any aircraft in the service of the Central Government.
- 12 The licensee shall ensure that during the validity of the license the capability of the services/facilities, etc. are not degraded below the notified level
- 13 The licensee is to submit the application for renewal in prescribed performa along with relevant enclosures and fee at least 2 months before expiry of license to the Director General of Civil Aviation. The license may be renewed if DGCA is satisfied that all requirements have been fulfilled
- 14 Other requirements of Central Government and State Government as applicable shall be complied with

15. The aerodrome is licensed for use in **IFR (All weather) / VFR-(Day)** conditions.
16. The aerodrome meets the design criteria and reference code **4D** as defined in the CAR Section 4 Series B Part I and designed for operation of **B767-400** type or equivalent aircraft.
17. The licensee shall maintain ARFF category defined in the Aerodrome manual or as notified by NOTAM issued in this regards.
18. Any other conditions :-
 - i) Actions required to be completed by the licensee for consideration of renewal of License validity are contained in Annexure-I, hereto.

[illegible]

Map showing exact location of aerodrome.



License No. AL/Public/ 013

SCHEDULE-II

VALIDITY OF THE LICENSE

Chaudhary Charan Singh International Airport, Lucknow

[illegible]

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT

OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI - 110003.

TELEFAX: 091-011-24653883
EPBX 24622495/ Ext.533



भारत सरकार
नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
साफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

Reference No.:
Dated:

संख्या : AV.20025/17/06-AL
दिनांक : 25.03.2022

मुख्य विमानपत्तन अधिकारी
अदानी लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड
सीसीएस अंतरराष्ट्रीय हवाई अड्डा
लखनऊ (उत्तर प्रदेश)-226009

विषय: Acceptance of Aerodrome Manual Issue-01, Rev-01 Feb 2022 of Lucknow Airport (License no. AL/PUB/013).

महोदय,

This has reference to your email dated 15.03.2022 & 22.03.2022 thereby forwarding documents for the purpose of extension of aerodrome license of Lucknow Airport.

The Aerodrome Manual of Lucknow Airport, Issue-01, Rev-01 Feb 2022 has been accepted by the competent authority. Aerodrome Operator is advised to add details as referred in Appendix-A attached and submit to this office within 03 months.

The Aerodrome Manual shall be kept current in accordance with ADAC 01 of 2006; whenever required, to retain currency of information or if directed by the DGCA, the license holder shall amend the aerodrome manual and provide the copy of the amendment(s) to all the holders of aerodrome manual as per distribution list.

भवदीय

(सीमा अष्ट)

सहायक निदेशक (विमानक्षेत्र मानक)
कृते महानिदेशक (नागर विमानन)

Encl: - Appendix-A

प्रतिलिपि:-

O/o DDG(NR), DGCA

Appendix - A

The shortcomings in the submitted Aerodrome Manual Issue 01, Rev 01 Feb-2022 of Lucknow Airport are as under:

Section of Aerodrome Manual	Deficiencies
Part 3 Particulars of the Aerodrome Required AIS	
3.2 Aerodrome Dimensions & Related Information	<ul style="list-style-type: none">• Altimeter check location not provided. Ref CAR Section 4 Series B, Part 1, Para 2.7.1.
Part 4 Aerodrome Operating Procedures & Safety Measures	
4.4 Rescue & Fire-Fighting	<ul style="list-style-type: none">• Fire Station locations not provided.
4.7 Aerodrome Movement Area Inspections	<ul style="list-style-type: none">• Arrangements for returning runway and taxiway to operational status and its notification not included.
4.9 Apron Management	<ul style="list-style-type: none">• Description for arrangements for engine start up safety not included.• Description for equipment clearance on startups not included.• Description for push back process for aircraft safety not included.
4.13 Obstacle Control	<ul style="list-style-type: none">• Para 4.13.1 of Aerodrome Manual, Make necessary corrections regarding delegation authority to issue NOC.

ANNEXURE – 19



उत्तर प्रदेश प्रदूषण नियंत्रण बोर्ड
UTTAR PRADESH POLLUTION CONTROL BOARD

पत्रांक संख्या H 54110 / सी-5/ए/नोल-929/2020

दिनांक 31/10/2020

पंजीकृत

सेवा में,

मेसर्स चौधरी चरण सिंह अंतराष्ट्रीय हवाई अड्डा,
(एयरपोर्ट अथॉरिटी ऑफ इण्डिया) (टर्मिनल-2),
सिटी फरूखाबाद, तह0-सरोजनी नगर,
लखनऊ।

विषय: इकाई/संस्था के नाम परिवर्तन के संबंध में।

महोदय,

उपरोक्त विषयक आप द्वारा प्रेषित पत्र दिनांक 09.10.2020 जो इस कार्यालय में दिनांक 09.10.2020 को प्राप्त है, का संदर्भ लेने का कष्ट करें। आपके द्वारा उक्त प्रेषित प्रपत्रों का परीक्षण किया गया है। एयरपोर्ट को जल (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1974 की धारा-25/26 एवं वायु (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1981 की धारा-21/22 के प्राविधानों के अन्तर्गत बोर्ड के पत्रांक- 36083/यू.पी.पी.सी.बी./लखनऊ (यू.पी.पी.सी.बी.आर.ओ.)/सी.टी.ई./लखनऊ/2018 दिनांक 01.02.2019 द्वारा जारी स्थापनार्थ सहमति (सी.टी.ई.) में मेसर्स एयरपोर्ट अथॉरिटी ऑफ इण्डिया, टर्मिनल-2 सीटी, फरूखाबाद, चिलावों ब्लाक, लखनऊ के स्थान पर मेसर्स अडानी लखनऊ इन्टरनेशनल एयरपोर्ट लि0, टर्मिनल-2 सीटी, फरूखाबाद, चिलावों ब्लाक, लखनऊ परिवर्तित किये जाने का अनुरोध किया गया है।

अतः उपरोक्त को दृष्टिगत रखते हुए इकाई/संस्था के नाम परिवर्तन हेतु विधिक अभिमत लेते हुए सक्षम अधिकारी की अनुमति से जल (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1974 की धारा-25/26 एवं वायु (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1981 की धारा-21/22 के प्राविधानों के अन्तर्गत बोर्ड के पत्रांक- 36083/यू.पी.पी.सी.बी./लखनऊ (यू.पी.पी.सी.बी.आर.ओ.)/सी.टी.ई./लखनऊ/2018 दिनांक 01.02.2019 द्वारा जारी स्थापनार्थ सहमति (सी.टी.ई.) में मेसर्स एयरपोर्ट अथॉरिटी ऑफ इण्डिया, टर्मिनल-2 सीटी, फरूखाबाद, चिलावों ब्लाक, लखनऊ के स्थान पर परिवर्तित नाम मेसर्स अडानी लखनऊ इन्टरनेशनल एयरपोर्ट लि0, टर्मिनल-2 सीटी, फरूखाबाद, चिलावों ब्लाक, लखनऊ के नाम से बोर्ड अभिलेखों में दर्ज किया जाता है। इकाई को जल एवं वायु अधिनियमों के अन्तर्गत जारी सी.टी.ई. की अन्य शर्तें यथावत लागू होगी।

सक्षम अधिकारी द्वारा अनुमोदनोपरान्त पत्र निर्गमन हेतु अधिकृत

भवदीय,

मुख्य पर्यावरण अधिकारी, वृत्त-5

प्रतिलिपि:- क्षेत्रीय अधिकारी, उ0प्र0 प्रदूषण नियंत्रण बोर्ड, लखनऊ को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

मुख्य पर्यावरण अधिकारी, वृत्त-5

टी.सी.-12 वी., विभूति खण्ड,
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वेब साइट-www.uppcb.com

TC-12-V, Vibhuti Khand
Gomti Nagar, Lucknow-226010
e-mail: info@uppcb.com
Web site www.uppcb.com



UTTAR PRADESH POLLUTION CONTROL BOARD

Validity Period :30/01/2019 To 30/01/2024

Ref No. -
36083/UPPCB/Lucknow(UPPCBRO)/CTE/LUCKNOW/2018

Dated:- 01/02/2019

To ,

Shri HEM CHANDRA PANT

M/s CONSTRUCTION OF NEW INTEGRATED TERMINAL BUILDING AND ALLIED
FACILITIES AT CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT LUCKNOW UTTAR
PRADESH

The proposed project is expansion of existing Lucknow Airport on existing land of Airports
Authority of India., LUCKNOW, 226001
LUCKNOW

Sub : Consent to Establish for New Unit/Expansion/Diversification under the provisions of
Water (Prevention and control of pollution) Act, 1974 as amended and Air (Prevention
and control of Pollution) Act, 1981 as amended.

Please refer to your application form no 3371153 dated - 30/10/2018 .After examining the
application with respect to pollution angle, Consent to Establish is granted subject to the compliance of
following conditions :

1. Consent to Establish is being issued for following specific details :

A- Site along with geo-coordinates :

B- Main Raw Material :

Main Raw Material Details		
Name of Raw Material	Raw Material Unit Name	Raw Material Quantity
Bricks	Numbers/Month	3256137
Sand	Cubic Meters/Day	113178
Cement	Metric Tonnes/Month	44912.25
Aggregates	Cubic Meters/Month	84884
Reinforcement Steel	Metric Tonnes/Month	18872

C- Product with capacity :

Product Detail	
Name of Product	Product Quantity
NA (Construction Project)	

D- By-Product if any with capacity :

By Product Detail			
Name of By Product	Unit Name	Licence Product Capacity	Install Product Capacity

E: Water Requirement (in KLD) and its Source :

Source of Water Details		
Source Type	Name of Source	Quantity (KL/D)
Ground Water (within premises)	Bore well	1245.0

F. Quantity of effluent (In KLD) :

Effluent Details	
Source Consumption	Quantity (KL/D)
Domestic	1953.0

G- Fuel used in the equipment/machinery Name and Quantity (per day) :

Fuel Consumption Details		
Fuel	Consumption(tpd/kld)	Use
Diesel	2	DG Sets

For any change in above mentioned parameters, it will be mandatory to obtain Consent to Establish again. No further expansion or modification in the plant shall be carried out without prior approval of U.P. Pollution Control Board.

- You are directed to furnish the progress of Establishment of plant and machinery, green belt, Effluent Treatment Plant and Air pollution control devices, by 10th day of completion of subsequent quarter in the Board.
- Copy of the work order/purchase order, regarding instruction and supply of proposed Effluent Treatment Plant/Sewerage Treatment Plant /Air Pollution control System shall be submitted by the industry till 30/01/2024 to the Board.
- Industry will not start its operation, unless CTO is obtained under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and control of Pollution) Act, 1981 from the Board.
- It is mandatory to submit Air and Water consent Application, complete in all respect, four months before start of operation, to the U.P. Pollution Control Board.
- Legal action under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981 may be initiated against the industry With out any prior information, in case of non compliance of above conditions.
- Bank details.

Bank Fee Details				
Bank Name	Branch Name	Draft No./Money Receipt No	Date	Rupees

Specific Conditions:

- 1- This consent to establish is valid for the Construction of the New Integrated Terminal Building and Allied Facilities of Chaudhary Charan Singh International Airport at Village-Guraura, Aurangabad, Zagir and Bhaktikera, Lucknow.
- 2- The project shall comply with the provisions of Environment (Protection) Act 1986, Water (Prevention and Control of Pollution) Act, 1974 as amended, Air (Prevention and Control of Pollution) Act, 1981 as amended, Plastic Waste Management Rules 2016, E- Waste (Management) Rules 2016, Solid Waste Management Rules 2016 & Hazardous and other Waste (Management and Transboundary Movement) Rules 2016 (Whichever is applicable).
- 3- The project shall comply with the provisions of Construction and Demolition Waste Management Rules, 2016.
- 4- At the project site a display board size 4x6 feet shall be installed to display the provisions of Construction and Demolition Rules 2016.
- 5- Project shall dispose the hazardous waste through authorized recyclers/TSDF.
- 6- Industry shall obtain permission from CGWA for withdrawal of ground water within 03 months and submit it to the Board.
- 7- Project shall install Sewage Treatment Plant (STP) of capacity 1950 KLD in such a manner so that it can achieve the standard specified in the notification issued by Ministry of Environment, Forest & Climate Change vide GSR 1265 (E) dated 13-10-2017 in the time period as specified in the notification & treated water shall be used in flushing/horticulture/cooling etc.
- 8- Project shall ensure plantation of aromatic species with broad leaf nearby the area of STP.
- 9- The project proponent shall comply with the conditions imposed in the EC issued by Government of India Ministry of Environment, Forest and Climate Change vide F.No.- 10-47/2017-1A-III dated 26.09.2018.
- 10- Industry shall develop green belt as per the protocol attached with the Board's office order no. H16405/220/2018/02 dated 16-02-2018 which is available on board's website.
- 11- The project proponent shall ensure to provide the proper exhaust from roof level along with acoustic enclosures on DG sets (5X 750 KVA and 4x320 KVA) as per prescribed standards.
- 12- Project shall not start gaseous emission & sewage generation without obtaining CTO (Air and Water) from the Board.
- 13- All construction activities shall be according to authority guidelines.
- 14- The dust emission from the construction sites shall be completely controlled and all precautions will be taken in that behalf.
- 15- All approach roads & in campus roads should be sprinkled with water to suppress the dust emission.
- 16- Storage of any construction material particularly sand shall not be done on any space outside the project area.
- 17- The construction material of any kind stored on site shall be fully covered in all respect so that it does not disperse in the air in any form. The dust emission from the construction sites shall be completely controlled and all precautions will be taken in that behalf.
- 18- All the construction material & debris shall be carried in trucks or vehicles which are fully covered and protected so as to ensure that the construction debris or construction material does not get dispersed into the air or atmosphere in any form whatsoever.
- 19- The project shall ensure to provide the proper Wind breaking wall constructed around the construction site.

Source of Water Details		
Source Type	Name of Source	Quantity (KL/D)
Ground Water (within premises)	Bore well	1245.0

F. Quantity of effluent (In KLD) :

Effluent Details	
Source Consumption	Quantity (KL/D)
Domestic	1953.0

G- Fuel used in the equipment/machinery Name and Quantity (per day) :

Fuel Consumption Details		
Fuel	Consumption(tpd/kld)	Use
Diesel	2	DG Sets

For any change in above mentioned parameters, it will be mandatory to obtain Consent to Establish again. No further expansion or modification in the plant shall be carried out without prior approval of U.P. Pollution Control Board.

- You are directed to furnish the progress of Establishment of plant and machinery, green belt, Effluent Treatment Plant and Air pollution control devices, by 10th day of completion of subsequent quarter in the Board.
- Copy of the work order/purchase order, regarding instruction and supply of proposed Effluent Treatment Plant/Sewerage Treatment Plant /Air Pollution control System shall be submitted by the industry till 30/01/2024 to the Board.
- Industry will not start its operation, unless CTO is obtained under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and control of Pollution) Act, 1981 from the Board.
- It is mandatory to submit Air and Water consent Application, complete in all respect, four months before start of operation, to the U.P. Pollution Control Board.
- Legal action under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981 may be initiated against the industry With out any prior information, in case of non compliance of above conditions.
- Bank details.

Bank Fee Details				
Bank Name	Branch Name	Draft No./Money Receipt No	Date	Rupees

Specific Conditions:

ANNEXURE – 20



Lucknow International Airport Limited

From : October'2021

To : March'2022

Annexure 20 – Project Area Barricading Photographs



ANNEXURE – 21

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 21 - Compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities		

Sr. No.	Conditions	Compliance Status as on 31 st March 2022
106 Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities for projects requiring Environmental Clearance:		
	No building or infrastructure project requiring Environmental Clearance shall be implemented without approved Environmental Management Plan inclusive of dust mitigation measures.	Complied Environment Management Plan has been prepared for both construction and Operation phase, as a part of Environment Clearance process. Environment Clearance has been received vide dtd. 26-Sept-2018. Environment Management plan for construction phase is being implemented at site.
i.	Roads leading to or at construction sites must be paved and blacktopped (i.e. metallic roads).	Complied Roads leading to the construction sites are well paved. Photograph showing environment management measures during construction phase, are attached as Annexure 22
ii.	No excavation of soil shall be carried out without adequate dust mitigation measures in place.	Complied Regular Water sprinkling is done to minimize the dust emission from the excavation, levelling, transportation and stockpiling activities. Photograph showing environment management measures during construction phase, are attached as Annexure 22
iii.	No loose soil or sand or Construction & Demolition Waste or any other construction material that causes dust shall be left uncovered.	Complied All the waste generated are stored at designated place within the site. Construction and Demolition waste generated are being used in filling low lying areas

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 21 - Compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities		

		Photograph showing environment management measures during construction phase, are attached as Annexure 22
iv.	Wind-breaker of appropriate height i.e. 1/3rd of the building height and maximum up to 10 meters shall be provided.	Barricading has been provided along the construction site. Photographs enclosed as Annexure- 20
v.	Water sprinkling system shall be put in place.	Complied Regular Water sprinkling is done to minimize the dust emission from the excavation, levelling, transportation and stockpiling activities. Photograph showing environment management measures during construction phase, are attached as Annexure 22
107. Mandatory Implementation of Dust Mitigation Measures for all Construction and Demolition Activities:		
i	Grinding and cutting of building materials in open area shall be prohibited.	Complied No grinding cutting activities are being carried out in open areas.
ii	Construction material and waste should be stored only within earmarked area and road side storage of construction material and waste shall be prohibited.	Complied All the waste generated are stored at designated place within the site and Construction and Demotion waste generated are being used in filling low lying areas Photograph showing environment management measures during construction phase, are attached as Annexure 22
iii	No uncovered vehicles carrying construction material and waste shall be permitted.	Complied All the vehicles delivering materials to the site are covered using impervious sheet to avoid spillage of material/dust.

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 21 - Compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities		

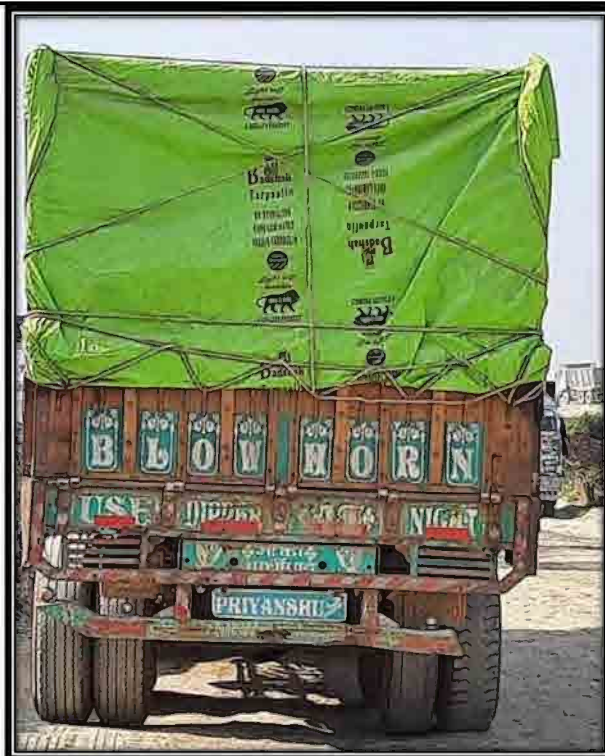
		Photograph showing environment management measures during construction phase, are attached as Annexure 22
iv	Construction and Demolition Waste processing and disposal site shall be identified and required dust mitigation measures be notified at the site.	Complied Construction and Demotion waste generated are being used in filling low lying areas Photograph showing environment management measures during construction phase, are attached as Annexure 22

ANNEXURE – 22

Annexure 22– Photographs showing Environment Management at Construction Sites



Barricading arrangements



Vehicle carrying covered Construction Material

Annexure 22– Photographs showing Environment Management at Construction Sites



Housekeeping


Annexure 22– Photographs showing Environment Management at Construction Sites**Water sprinkling at Regular intervals**

Annexure 22– Photographs showing Environment Management at Construction Sites



Construction Materials covered



	<p>Lucknow International Airport Limited</p>	<p>From : October'2021 To : March'2022</p>
<p>Annexure 22– Photographs showing Environment Management at Construction Sites</p>		



Plantation



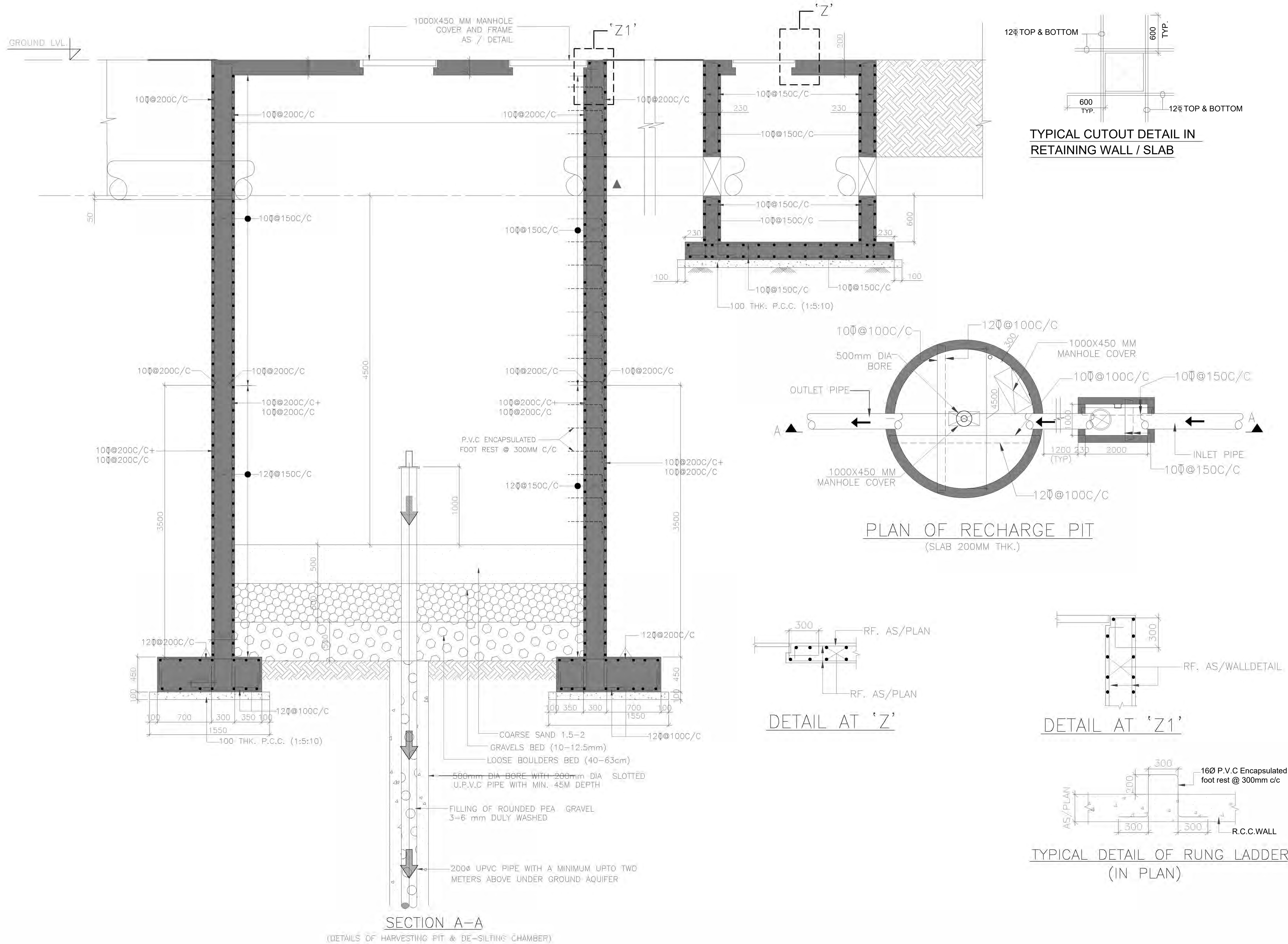
LED Light for reducing power consumption

Annexure 22– Photographs showing Environment Management at Construction Sites



Use of hessian cloth to save water during concrete slab curing

ANNEXURE – 23



KEY PLAN

GENERAL NOTES -

- A. ALL DIMENSIONS ARE IN MM UNLESS MENTIONED OTHERWISE.
- B. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
- C. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH RELEVANT ARCHITECTURAL AND STRUCTURAL DRAWINGS.
- D. ALL DIMENSIONS MUST BE VERIFIED ON SITE. BEFORE COMMENCING ANY WORK OR PREPARING ANY SHOP DRAWINGS, IN CASE OF ANY DISCREPANCY, THE SAME SHOULD BE BROUGHT TO THE NOTICE OF THE ARCHITECT & GOT CLARIFIED BEFORE EXECUTION OF WORK.
- E. STEEL REINFORCEMENT FOR R.C.C. WORK SHALL BE T.M.T. BARS OF GRADE Fe 500D CONFORMING TO IS. 1786-2008.
- F. CONC. GRADE SHALL BE M30 (U.N.O.)

REVISIONS			
R1	REVISED AS PER ARCH FOR G.F.C.	10.10.2021	MANU
R0		24.05.2019	SANJAY
NO.	DESCRIPTION	DATE	BY

PROJECT

CONSTRUCTION OF NEW INTEGRATED PASSENGER TERMINAL BUILDING AT C.C.S. INTERNATIONAL AIRPORT, LUCKNOW

CLIENT

AIRPORTS AUTHORITY OF INDIA

CONSULTANT / CLIENTS' REPRESENTATIVE

egis India
Consulting engineers pvt. ltd.

EGIS TOWER, PLOT NO. 66, SECTOR - 32
GURUGRAM, HARYANA - 122001
TEL: +91 124 4249200, FAX: +91 124 4249299

SUB-CONSULTANT

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sikka associates architects

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- master planning
- urban design
- interior designing
- project management

STRUCTURAL CONSULTANT

Mehro Consultants
Structural Engineering Division
C-36, PAMPOSH ENCLAVE, GK-1
New Delhi - 110048, India.
Tel : 011 - 46023052, 43141516, 46023893
E-Mail : vjain@mehroconsultants.com
info@mehroconsultants.com

	NAME	SIGNATURE	DATE
APPROVED	Dr. VINOD JAIN		24.05.2019
CHECKED	JAVED KHAN		24.05.2019
DESIGNED	SAKSHI		24.05.2019
DRAWN	NARENDER SANJAY		24.05.2019
ISSUE	GOOD FOR CONSTRUCTION		


TITLE:

RAIN WATER HARVESTING & DE-SILTING CHAMBER DETAIL

DRG. NO.:	LKO_WD_B_STR_0100_DW_061X		
SCALE	N.T.S.		
DATE	MAY, 2019		
REV.	R1		
SHEET	1		



ANNEXURE – 24

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 24 – Drainage Plan		

BRIEF NOTE ON STORM WATER DRAINAGE SYSTEM

1. INTRODUCTION:

Chaudhary Charan Singh International Airport (CCSIA) is an International Airport situated at Lucknow, Uttar Pradesh. The Total airport area is 1252.3 Acres (506.79 Ha). Ground elevation level Avg. 121 m. from MSL.


The topography of the existing airport area is generally flat and there is no major drain exist in the airport area to cater to the drainage needs. During recent rains the airport area, forecourt, main access roads were flooded and has affected the entire airport operations.

The existing plan for CCSIA airport is appended as below;



EXISTING PLAN FOR CCSIA AIRPORT

LIAL has developed a comprehensive - phase wise development master plan for both Airside & Landside developments, with continued flexibility for overall expansion in

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 24 – Drainage Plan		

accordance with the master plan.


The entire airport area has been demarcated into Six (6) major contributory catchments, as per topographic profile and developmental requirements. Further, into 19 micro drainage zones/catchments. Based on drainage catchments and network alignments, three (3) major external outfall drains have been identified. Further, to address the needs of the operational and functional aspects, various utility / services requirements of the airport, minimise inconveniences to airport users due to flooding incidences, comply with environmental guidelines etc.,. Considering futuristic developmental requirements, LIAL has developed a comprehensive drainage network plan for the entire airport including external major outfalls drains upto Bijanur Canal on East Side and Amausi Canal onto the West.



Terrain View of CCSIA Airport Area

2. PLANNING & DESIGN ASPECTS:

- Overall Master Plan / Drainage Infrastructure (with other facilities and infra.) proposed to be developed in 5 phases


	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 24 – Drainage Plan		

- Rainfall Intensities: 100 year Data collected from IMD for Lucknow
Rainfall analysis done for different return periods, IDF Curves generated.
Rainfall Intensity: (for 5 year Return Period frequency) : 41 mm/hr.
Rainfall Intensity: (for 10 year Return Period frequency) : 49 mm/hr.
- Drainage System on Airside Area : To cater for 5 year Flood return period
- Drainage System on Landside Area : To cater for 10 year Flood return period
- Drainage Planning and design as per DGCA/ICAO Guidelines
- Drainage Designs : As per Drainage Manual (MoUD- CPHEEO New Delhi)
- Roadway Drainage system as per IRC- MoRTH Rev.V Specifications
- Rainwater harvesting & Pollution prevention proposals - As per MoEF Guidelines
- Civil works as per IS codes and Technical specifications
- For the computation of runoff, the entire airport is demarcated and categorized into different type of landuse and grouped as paved areas, built-up areas and open areas.
- Major quantity of the runoff generated within airport area is discharged towards Bijanur Nalla and the remaining discharged toward Amausi Canal.
- The BL of 116.935 m for Bijanur nalla - main outfall drain on East Side.
- The BL of 121.700 m. of the Amausi Canal (near Kanpur Road NH – CD location) main outfall drain on West Side.

3. DRAINAGE PROPOSALS:

The storm water drainage system for existing & future development on airside and landside areas are addressed in an integrated and holistic manner.

- Catchments area demarcated as per contours and developmental requirements.
- Site grading and development of plots shall be carried out such that the max. Surface runoff reaches the main drainage system by gravity.
- Drains in airside area has been planned as per DGCA guidelines, The drain running in the graded safety strip between runway & taxi way strip are open drains, drain crossing taxiway are box culvert, apron area – RCC grated drain with chambers. The drains running adjacent to apron are closed drains with gratings. The outlet of the apron drain is routed through flame traps and oil water separator. Only the treated water is discharged towards the external outfall drain. The collected waste water is handled separately at STP as per norms.
- Culverts are proposed at taxiway and access roads crossings as per network
- The drain inverts are planned in conjunction with road & landside plot formation levels.
- Based on the road profile and to cater for adjoining plot drainage requirements, storm water drains are proposed on either side of the access roads.

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 24 – Drainage Plan		

- RCC covered / box drain construction proposed below the walkway/footpath with suitable size openings at regular intervals, to facilitate for the routine maintenance.
- The surface runoff generated from the elevated roads are collected through gully pits and rundown through down take pipes and discharged into nearby roadway drains.
- Kerb inlet/Gulley chambers with gratings (160 dia. Pipe/150x200 wide rectangle opening with grating) provided at 10 m. Intervals or as per design for disposal of surface runoff into drains
- All drainage structural designs cater to the vehicular loads as applicable.
- Roadway drains/culverts as per MoRTH specifications (Revision - V)
- Adequate maintenance / access openings planned along the drains to facilitate for routine maintenance.
- Oil and grease trap planned along the drainage outfall for all Vehicular parking areas.
- RWH system proposed to harness the runoff generated from building terrace areas and storing in UG sump tank & open RWH tanks, stored water used for various purposes.
- Recharge pits are proposed @ 50m spacing along the drainage channels.
- Silt traps are proposed at all drainage outfall locations near the boundary wall, to prevent silt entering the natural river/stream from the airport site.
- Flow control gates proposed near the outfall location
- The land area development of the landside plots as per the ALIAL norms, and in developmental guidelines, setting up of Rainwater harvesting facility at individual plot level shall be mandatory. Only the surplus/overflow from the RWH storage sump tank are connected to nearby roadway drainage system, so as to reduce load on roadway drainage network system.
- Phase wise development of plots / drainage construction are integrated with overall drainage master plan.
- Pollutants / undesirable waste shall not be allowed to enter into the drainage system. Sediment barriers shall be constructed for all outlets connecting to the drains from the landscape/open areas.
- Runoff reaching roadway drainage from parking areas, food courts, and fuel station routed through oil/grease separator units and handled separately.
- Adequate arrangements / ROW shall be made for routine maintenance in the developmental plan. Proper drainage management system shall in place and adopted. On regular basis maintenance activities shall be reviewed and documented.
- Utilities shall not be laid inside/across the drain, flow shall not be obstructed. Proper coordination with other utility/service provider is required.



Lucknow International Airport Limited

From : October'2021

To : March'2022

Annexure 24 – Drainage Plan

Components	Unit	Phase - V	Remarks
Airside Area			
RCC box/covered drain	m.	31,706	
CD	Nos.	43	2212 m
Total	m.	33,918	
Landside Area			
RCC box/covered drain	m.	25,233	
CD	Nos.	26	1003 m
Total	m.	26,236	
Oil water separators	Nos.	3	
Outfall structures/gratings at CW	Nos.	3	
UG Sump tanks	Nos.	4	
Open RWH pond			Temporary at Open areas

ANNEXURE – 25

PROJECT: Construction of New Integrated Passenger Terminal Building at CCSI Airport, Lucknow

SPILL PREVENTION PLAN



Spill Prevention and Control Plan

1.0 Purpose

The purpose of a Spill prevention Plan is to protect human health and the environment from spills and releases of “hazardous materials,” and potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

2.0 PLANNING AND PREVENTION

NCC will implement with proper planning and preventative measures to minimize the likelihood of spills. Potential sources of construction-related spills include machinery and equipment failure, fuel handling, transfer accidents and storage tank leaks. The NCC will be responsible for implementing, at a minimum, the following planning and prevention measures.

2.1 ROLES AND RESPONSIBILITIES

2.2 TRAINING

- The HSE department of NCC shall train all employees who handle fuels and other regulated substances to prevent spills and to quickly and effectively contain and cleanup spills.

2.3 EQUIPMENT

- Construction crew must have adequate absorbent materials and containment booms on hand, to enable the rapid cleanup of any spill which may occur.
- Construction equipment shall be removed from ditches, sand other water body's end of each workday.
- Auxiliary fuel tanks on construction equipment are recommended.
- All fuel nozzles shall be equipped with functional automatic shut-offs.
- Fuel trucks transporting fuel to on-site construction equipment shall travel only on approved access roads.

2.4 SUPERVISION AND INSPECTION

- The P&M department shall perform a pre-construction inspection and test of all equipment to ensure that it is in good repair.
- During construction, P&M and MEP shall regularly inspect pipes, valves, and tanks to ensure equipment is free of leaks. Any equipment that is leaking or in need of repair will be immediately removed from service and repaired, prior to resuming work.

3.0 STORAGE AND HANDLING OF FUELS /HAZARDOUS LIQUIDS

3.1 FUEL STORAGE -GENERAL

The NCC shall follow proper fuel storage practices, including, but not limited to the following:

- Fuel storage shall be at designated yards only.

Proper signage and adjacent fuel storage areas to include "Fuel Storage Area"
– No smoking within 50 feet.

- Fire extinguishers shall be located and readily available at all fuel storage locations. The extinguishers shall be located not less than 25 feet and not more than 75 feet from the locations.
- Tools and materials to stop the flow of leaking tanks and pipes shall be kept on-site. Such equipment may include, but not be limited to, plugs of various sizes, a hammer, assorted sizes of metal screws with rubber washers, a screwdriver, and plastic tape. Spill kits (dip tray) must be located at fuel storage areas.
- Fuels, lubricants, waste oil, and any other regulated substances shall be stored in aboveground tanks only.
- Vehicle maintenance wastes, including used oils and other fluids, shall be handled and managed by personnel trained in the procedures outlined in this plan.

3.2 REFUELING

- Fuels shall be dispensed by Authorized Personnel during daylight hours only.
- Fuel dispensing equipment (i.e. nozzles, hoses, etc.) shall be of the appropriate type.

3.3 REFUELING AND FUEL STORAGE NEAR WETLANDS AND WATERBODIES

NCC will store hazardous materials, chemicals, fuel and lubricating oils, and waterbodies (including drainage ditches), and water supply bore wells. Auxiliary fuel tanks solidly attached to construction equipment or pumps are not considered storage and are acceptable.

4.0 INITIAL SPILL MANAGEMENT

4.1 IMMEDIATE RESPONSE

Immediately upon learning of any fuel, oil, hazardous material or substance spill, or upon learning of conditions that will lead to an imminent spill, the person discovering the situation shall:

- Initiate actions to contain the fluid that has spilled or is about to spill, and initiate action to eliminate the source of the spill to the maximum extent that is safely possible.
- Notify the crew foreman and provide them with the following information:
 - Location and cause of the spill
 - The type of material that has spilled
 - Whether the spill has reached or is likely to reach any surface water
- Upon learning of a spill or a potential spill the engaged employees
- Assess the situation and determine the need for further action.
- Direct subsequent activities and /or further assign responsibilities to other personnel.

5.0 SPILL CONTROL –on the project








- If a spill should occur during refueling operations, STOP the refueling operation until the spill can be controlled and the situation corrected.
- The source of the spill must be identified and contained immediately
- For large spills on land, the spill must be contained and pumped immediately into tank trucks. If necessary, an Emergency Response Contractor shall excavate contaminated soil.
- The spilled material and the contaminated soil must be treated and /or disposed of in accordance with all applicable law.
- Smaller spills on land shall be cleaned up with absorbent materials. Contaminated soil or other materials associated with these releases shall also be collected and disposed of in accordance with applicable regulations.
- Flowing spills must be contained and /or absorbed before reaching surface water
- Absorbent material(s) shall be placed over spills to minimize spreading and to reduce its penetration into the soil.

5.1 SPILL CONTROL -

- Store chemicals and oils in covered areas
- Use spill kits, bunds, and spill pallets
- Prevent overcrowding in chemical Storage Units
- Ensure Chemicals and oils are Stored at or Below Eye Level
- Regularly Inspect Chemical and oil Containers on Site for Leaks or Deterioration
- Safeguard the transportation of chemical and oil containers
- Ensuring any receiving container is of adequate volume when transferring chemicals between containers to prevent overfilling
- Using pumps or other mechanical methods to transfer liquids from large containers; manual pouring is too much of a risk
- Setting up funnels and containment trays when transferring liquids to catch any leaking chemicals
- Specifically using only safe containers to transfer both flammable and combustible liquids.

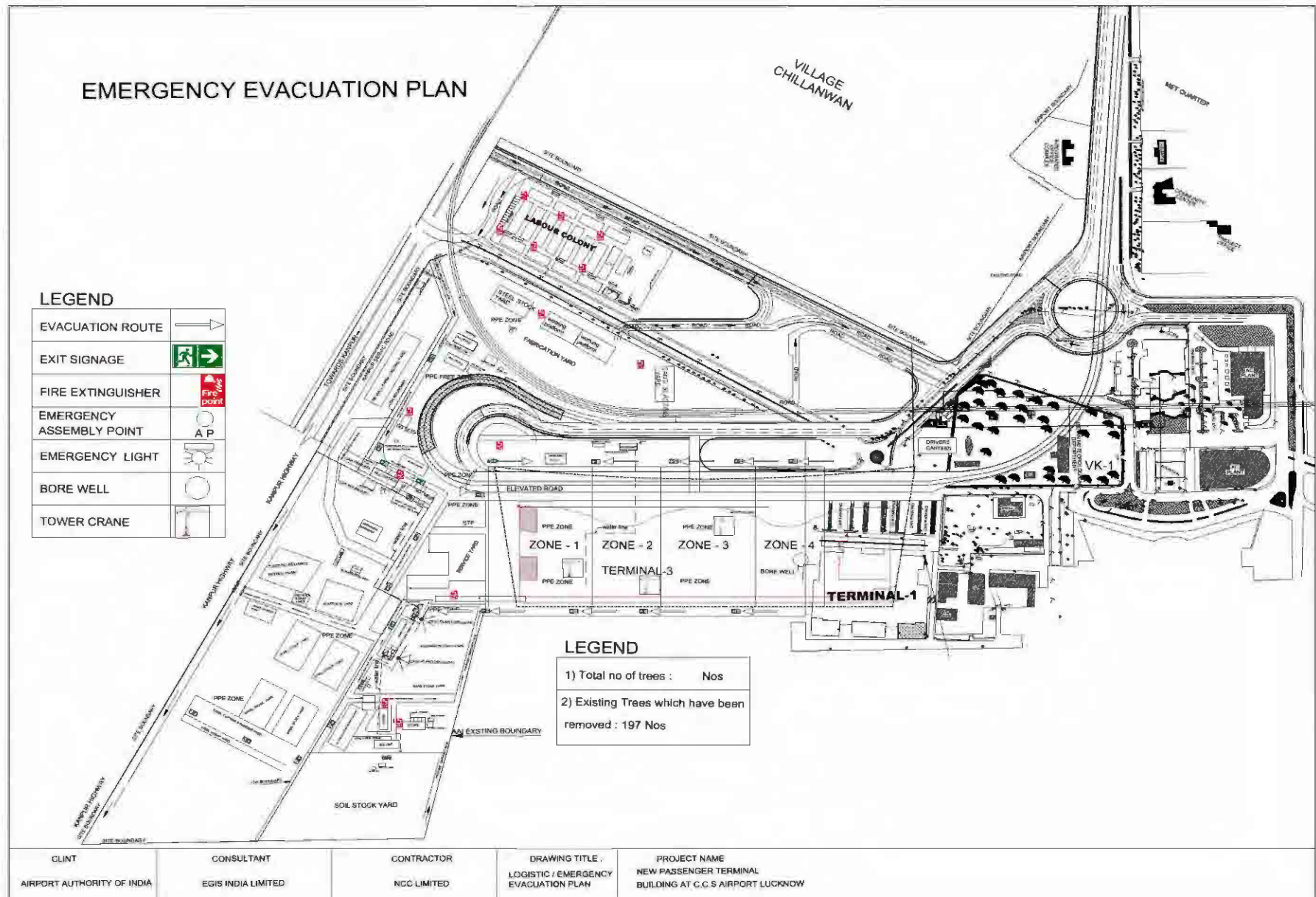
EMERGENCY EVACUATION PLAN

LEGEND

EVACUATION ROUTE	
EXIT SIGNAGE	
FIRE EXTINGUISHER	
EMERGENCY ASSEMBLY POINT	
EMERGENCY LIGHT	
BORE WELL	
TOWER CRANE	

LEGEND

- 1) Total no of trees : Nos
- 2) Existing Trees which have been removed : 197 Nos



CLINT AIRPORT AUTHORITY OF INDIA	CONSULTANT EGIS INDIA LIMITED	CONTRACTOR NCC LIMITED	DRAWING TITLE LOGISTIC / EMERGENCY EVACUATION PLAN	PROJECT NAME NEW PASSENGER TERMINAL BUILDING AT C.G.S AIRPORT LUCKNOW
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Evidence Photos of spill control measures



Diesel storage



Under Ground water tank


Gunny bags being used for curing of casted concrete



Water supply line of site without leakage



ANNEXURE – 26


	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 26 – Sewage Treatment plant Process		

Construction of STP of 1950 KLD capacity in 3 modules of capacity 650 KLD each based on MBBR technology is under progress.(Design layout as below)

MBBR technology

MBBR treatment system is based on the aeration system in which the screened raw sewage is allowed to develop the required bacterial growth in a reactor/ Aeration tank. The tank is filled with specially developed propriety high quality plastic media which is in the form of corrugated sheets and configured as per BOD load to be treated as per manufacturer's recommendation. The plastic media which has been specially developed by the industry for such applications offers a large surface area as compared to conventional surface aerator or diffused aeration system. The media with provides large surfaces areas, provides efficiency in the treatment process and enable large bacterial flocks developed in the aeration to stick to the media and assist rapid aeration of the entire mess of liquid. Retention of the flocks (Sludge) by the media reduces the sludge volume. The volume of sludge developed in the process is in low and reduces pumping and handling problems. The mixed liquor then separates the sludge and the effluent in a separate a gravity settling tank. Although the quantity of sludge is less in volume it to be disposed-off in a neat and hygienic manner and disposed-off in a designated location.

- Raw sewage from main sewer line will be collected through pipes via gravity into the screen chamber. This manually cleaned screen will be provided to remove floating and big size particles which may otherwise choke the pumps and pipe lines.
- After screening, the waste water will be allowed to pass through an OGT to remove the grit material. The screens and grease trap shall be accessible so that they may be manually cleaned from time to time.
- The screened and waste water from the OGT should then pass into the equalization tank to homogenize the waste water quality and also even out flow fluctuations and feed waste water of uniform quality at constant rate to subsequent treatment units. Air mixing should be provided to mix the contents of the equalization tank. A coarse bubble aeration grid shall be provided to mix the contents of the equalization tank and also to avoid septic conditions in the tank.
- From the equalization tank the wastewater will be pumped into anoxic Tank. By-pass line shall be provided from the pumping system which shall only be provisional for disposal of sewage to mobile sewage tanker for emergency purposes.
- From the anoxic tank the wastewater will be overflowed into MBBR Tank.
- The MBBR process uses small plastic carrier elements to provide growth sites for bacteria attachment in a suspended growth medium. The carrier elements shall allow a higher biomass concentration to be maintained in the reactor. This shall increase the biological treatment capacity for the given reactor volume.

	Lucknow International Airport Limited	From : October'2021 To : March'2022
Annexure 26 – Sewage Treatment plant Process		

- The carrier elements shall be continuously kept in suspension by the aeration system. The agitation pattern in the reactor shall be designed to provide an upward movement of the carriers across the surface of the retention screen which creates a scrubbing effect to prevent clogging. Combination of fine & coarse bubbles may be provided to provide oxygen as per detailing.
- From the MBBR tank mixed liquor shall flow by gravity into the secondary settling tank. The solids will settle in the tank. The sludge that settles down shall be transferred to sludge holding tank via sludge loading pumps, with provision of sludge return to the bioreactor if necessary.
- From the settling tank, treated wastewater will flow into chlorine contact tank. In this tank, chlorine will be added in the form of calcium or sodium hypochlorite solution by a suitable chlorinator/Dosing system.
- Treated water after chlorine contact tank shall be clear, odourless, low BOD, low suspended solids, which shall be of quality which is acceptable as per standards prescribed by CPCB/Environmental norms.
- The treated water from chlorine contact tank is fed by means of filter/softener feed pump sets to pass through dual media filters, activated carbon filters and softeners and stored in the treated water and soft water storage tanks. The activated carbon filters shall ensure removal of all coloration and odours present in the treated effluent. The soft water shall be of Zero Commercial Hardness. Backwash of Filters and regeneration of softeners shall be done intermittently as per requirements.
- The filtered, clean and odorless water from treated water tank is then fed through a variable frequency drive hydro-pneumatic system to the external treated effluent rings as per the site plan, from where connections are taken to the garden hydrant system and to each unit for flushing water as per detailing.
- The softened, clean and odorless water from soft water tank is then fed to HVAC Plant Room by a separate variable frequency drive hydro-pneumatic system.
- According to the guide lines of Ministry of Environment and Forest the UV system will be provided on the discharge point of treated effluent supply lines to ensure 100% pathogen free treated water for recycling and re-use. The UV system shall be provided as online installation on the treated water supply line being supplied to the external distribution ring.
- Excess sludge from the secondary settling tank will be taken periodically into sludge holding tank. In this tank sludge will be aerated for self-stabilization. Air will be shut off periodically and superannuate water will be transferred to the aeration tank creating stabilized sludge. The final sludge shall be de-watered through a centrifuge mechanism. Sludge loading arrangements shall also be provided for direct disposal of sludge to sludge tankers / trolleys.

ANNEXURE – 27

LUCKNOW INTERNATIONAL AIRPORT LIMITED



**Chaudhary Charan Singh International Airport,
Lucknow**

AERODROME EMERGENCY PLAN

Issue 01, Feb 2021

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

Aerodrome Emergency Plan

Doc No.: LIAL / AEP / PLN / 01

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“Lucknow International Airport Limited”

The contents and other supporting documents / procedures mentioned in this Manual shall be applicable to the LIAL.

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

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Lucknow International Airport Limited.

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AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

Table of Contents

RECORD OF AMENDMENTS	5
Introduction	6
Objective	7
Purpose	7
Organizations	9
Type of Emergencies	0
Local Standby	2
Weather/Visibility Stand-by	5
Full Emergency	8
AIRCRAFT CRASH ON THE AIRPORT	15
EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (WITHIN THE VICINITY OF AIRPORT)	27
EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (BEYOND THE VICINITY OF AIRPORT)	33
AIRCRAFT GROUND INCIDENT	36
Post-Accident Procedures and guidance on transition from emergency operations to normal operations	39
FIRES ON THE GROUND	41
DANGEROUS GOODS EMERGENCIES	44
HANDLING OF RADIOACTIVE MATERIALS	47
DISEMBARKATION OF PASSENGERS FROM AIRCRAFT DISABLED/ IMMOBILISED ON RUNWAY/TAXIWAY	48
IN FLIGHT MASS CASUALTY	48
DISASTER MANAGEMENT PLAN	51
RECORD AND REPORTS	53
AIRPORT EMERGENCY EXERCISE AND REVIEW OF EMERGENCY PLAN	53
CASUALTY IDENTIFICATION	60
DISABLED AIRCRAFT REMOVAL PLAN	65

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

RECORD OF AMENDMENTS

[illegible]

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

Introduction

The purpose of the emergency plan document is set out in the manual form, the responsibilities, and required roles/actions of various agencies involved in dealing with emergencies affecting the Airport, in order to ensure that there is:

- a) Orderly and efficient transition, from normal to emergency operations
- b) Delegation of Airport Emergency authority
- c) Assignment of emergency responsibilities
- d) Authorization by key personnel for actions contained in the plan
- e) Co-ordination of efforts to cope up with emergency; and
- f) Safe continuation of Aircraft operations or return to normal operations as soon as possible.

This the primary objective while dealing with any type of emergency is to act with utmost speed and take prompt action to save valuable lives and costly aircraft. It is therefore imperative to set forth minute detailed procedure for each type of emergency so that, each individual organization, would act promptly, exercising sound judgment and take initiative while dealing with the type of emergency existing.

The officials called upon at short notice should know the lone of action, so that no confusion prevails at the time of aircraft emergency.

(Balvir Singh Bhatia)
Chief Airport officer, LIAL

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

Objective

The objective of Airport Emergency Plan is to:

- a) Define the responsibility of the Lucknow International Airport Limited and other participating agencies.
- b) Create effective lines of communications.
- c) Arrange for the availability of a fixed emergency operations centre and a mobile command post at the airport for use during the emergency.
- d) Integrate assistance from local support service such as fire departments, security, medical, civil defence, Govt. Agencies and local amateur radio organizations.
- e) Describe the function of Airside Operations, Airport Fire Services, Air Traffic Services relating to emergency action; and
- f) Give instructions for response of accidents / incidents.
- g) Safe continuation of aircraft operations or return to operation as soon as possible.

Purpose

- a) The Airport Emergency Plan encompasses emergency plans to achieve coordinated actions to be taken by all participants and agencies involved in response to emergencies at LIAL airport.
- b) The AEP defines the general functions, actions and responsibilities of operational units of LIAL, AAI, DGCA, Government Departments, Airlines and Ground Handlers to ensure prompt response of Rescue and fire-fighting, law enforcement, medical services and other supporting agencies in the event of an emergency at the airport.
- c) During the time of emergency there will be a delay before outside help arrives. At first, self-help is essential and depends on prepared community which is alert and informed. Efforts have been made to collect and develop this plan to make it more applicable and effective to handle any type of disaster. The principal goals of this plan are to render necessary assistance and minimize further injury and damage to

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

persons and property involved in accidents or emergency situations at the city airport.

- d) India has been traditionally vulnerable to natural disasters on account of its unique geo-climatic conditions. Floods, droughts, cyclones, earthquakes and landslides have been recurrent phenomena. About 60% of the landmass is prone to earthquakes of various intensities; over 40 million hectares is prone to floods; about 8% of the total area is prone to cyclones and 68% of the area is susceptible to drought. Airport is the major infrastructure in the city which operates for the transport of national and international passengers.
- e) The purpose of this plan is to formulate a comprehensive action of rescue, medical and fire-fighting operations to combat the effects of a major air crash disaster that might occur within airport, offsite of the Airport. Details of inventory resources are given an importance in the plan so that during disaster their optimum use can be derived list of medical doctors, control room of various departments, ambulances, blood banks, public health centres, government and private hospitals have been included in this plan. This plan also provides important list of websites related to metrology, earthquake, flood, fire, disaster related training institution available materials, etc.
- f) Off airport accidents in adjacent mountains, marshes, deserts or water can present unique and difficult access and logistical problems. It is therefore important that communities so located have adequate plans for rescue in such areas. This could require an analysis of the availability of such special service vehicles as fire boats, rescue boats, helicopters. Hovercraft, swamp buggies, snowmobiles, half-tracks, forest-fire-fighting equipment, etc. and arrangement for their utilization.

AIRPORT EMERGENCY PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date:02.03.2022

Organizations

Following agencies are involved to respond / act during emergencies

- 1) Lucknow International Airport Limited- Airside Ops, Terminal Ops, ARFF and Security
- 2) Airports Authority of India- ATS and CNS
- 3) U. P. State Fire Service
- 4) Hospital and Ambulance Service
- 5) Airport Security Group (CISF)
- 6) State Police
- 7) Local Administration
- 8) M. T. Workshop and M. T. Pool
- 9) Projects & Engineering
- 10) Aircraft Operator and Ground Handling Agency
- 11) Director of Airworthiness
- 12) State Aviation Service
- 13) India Meteorological Department, Lucknow
- 14) Indian Oil
- 15) Hindustan Petroleum
- 16) Bharat Petroleum
- 17) Custom Department
- 18) Immigration Department

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Type of Emergencies

Categorization of Emergencies

1. Local Standby:

This situation arises when in coming aircraft is known or is suspected to have developed minor defect but the trouble is not likely to affect safe landing of aircraft. In this emergency only Air Traffic Control and Airport Fire Services, LIAL has to take action.

2. Weather/Visibility:

When weather has deteriorated to such an extent as to render the landing of aircraft more difficult. Bad weather will indicate high speed wind, thunder storm, heavy rain etc., and while poor visibility will be considered when visibility falls below 2000 meters.

3. Full Emergency:

An aircraft in flight known or suspected to be in difficulty which may result in a forced landing or accident on or in the vicinity of the airport. This emergency is declared due to fire, mal functioning of surface controls, Hydraulic trouble, pressurization failure, communication failure, flight crew sickness, bomb threat and hijacker threat.

4. Aircraft crash On the Airport:

Initiated if an aircraft crash has occurred at the actual airfield (within the airport perimeter wall).

5. Aircraft crash Off the Airport:

Initiated when an aircraft accident has occurred outside the perimeter wall and area is defined as the area covering outside the airport perimeter wall and in the vicinity of the airport up to 5km on approach path and other areas up to 2.5 km around the airport boundary or in the vicinity of the airport up to a radius of 8 km from the center of the airport as indicated on the Aerodrome Grid Map.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

6. Fires on Ground (Aircraft Related Fires):

Fires on the ground can be aircraft related and non-aircraft related. Fire involving aircraft can be any location on the runway, taxiway and apron area.

7. Dangerous Goods Accident / Incidents:

Dangerous goods incident / accidents can occur in the aircraft or in the warehouse such as cargo terminal. Such incidents / accidents are potentially capable of posing a significant risk to health, property and environment when exposed or the packing is in the unsafe conditions (Refer ICAO 9284-AN/905).

8. Natural Disaster:

An occurrence arising with little or no warning which causes or threatens serious disruption of life and perhaps cause death or injury to large number of people and require therefore a mobilization of effort in excess of that normally provided by the statutory emergency service (Refer Draft LIAL Disaster Plan)

9. Structural Fire:

When fires involve the Airport Terminal/ Technical/Cargo/Hanger buildings and installation. (Refer Fire order No-5).

10. Bomb Threat Contingency Plan:

Procedures for dealing with the following emergencies are dealt under separate plans.

11. Contingency Plan for Handling Hijack Situation at Airport:

Procedures for dealing with the following emergencies are dealt under separate plans.

12. Disabled Aircraft Removal Plan:

Aircraft may become immobilized or disabled on an aerodrome for several reasons, ranging from major accidents such as accident-landing to more minor incidents involving runway excursions or tyre bursts. It is imperative to recover the aircraft quickly and in a safe manner so as to minimize disruption to the airport operations. (Refer CAR, Section 4, Series "B" Part 1, Doc. 9137 Part 7 & 5, Annex 14 Vol. 1)

13. In- Flight Mass Casualties:

Part 1 of ICAO Annex 6 stipulates that the pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

accident involving his aircraft which results in serious injury or death to any person or substantial damage to the aircraft or property. Mass casualties onboard will usually result from incidents such as an encounter with severe air turbulence during flight or mass food poisoning.

Local Standby

▪ When?

Local Standby is declared when an aircraft approaching the Aerodrome is known or is suspected to have developed some defect but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing. In this emergency, only Air Traffic Control and Airport Fire Service, LIAL has to take action.

▪ How?

The decision to declare Local Standby for an aircraft emergency rests with the ATC Control Tower.

▪ The organizations/units involved and their roles and responsibilities areas follows:

Air Traffic Services

1. The Duty Officer, ATC Tower, will inform

a) Fire Control Room/ Fire Watch Tower on R/T or hot line or direct telephone **2433309** or telephone **2411** and shall give the following details:

- _ Type of Emergency (Local Standby)
- _ Name of the operator
- _ Type of aircraft
- _ Flight Number/ Call sign
- _ Sectors (From to....)
- _ Nature of trouble
- _ Persons on board (specify if any sick person on board)
- _ Endurance
- _ Runway-in-use
- _ Any dangerous goods on board
- _ E.T.A.

b) Apron Control

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- c) WSO
- d) CISF Control Room
- e) Alert fire station when aircraft is on final.

2.WSO will inform

- i. Jt.GM (ATM)
- ii. DGM (ATM)
- iii. ARO
- iv. Concerned Airline

(Refer Annex-01, for Telephone No.)

Apron Control

Apron Control will inform:

- Head Operations
- In-Charge ASO
- In-Charge Terminal
- Duty Manager- E&M
- Concerned airline and GHA
- CISF control room

Airport Rescue and fire fighting

- Action by Fire Control Room / Fire Watch tower

1. On receipt of message and relevant details from the ATC, Fire Control Room / Fire Watch tower will announce on PA system regarding local stand by for information of fire crew as follows:
 - a) Call sign of aircraft/Flight number
 - b) Type of aircraft
 - c) ETA
 - d) Name of aircraft owner
 - e) Nature of Trouble
 - f) Number of occupants(specify if any sick person on board)
 - g) Any dangerous goods on board
 - i) Runway-in-use and subsequent change of runway if any

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

2. He will further inform:

- a) Duty Fire Officer / Shift-In-charge (Fire station)
 - b) In-charge (FS)
3. He will remain in constant touch with the ATC Control Tower. Any instructions received from them will be passed on quickly to the fire crew for action. He is responsible to maintain full record on the logbook of the action taken by him in sequence.
4. The Sr. Sudt. (FS) on duty at Fire Control Room / Fire Watch tower will maintain constant vigil on the approaching aircraft and announce on P.A system the position and situation from time to time. The state of alertness and preparedness is to be maintained so as to act swiftly in case local stand by is converted into FULL EMERGENCY suddenly.

- Action by Shift-In-charge (Fire Station)

On receipt of the message and full relevant information from Fire Control Room / watch tower, the shift-In-charge (Fire station) will ensure the following:

- a) Mounting of the fire crew on their earmarked respective vehicles and remain ready to proceed if required and if required and also brief all the fire crew to maintain listening watch on R/T in their vehicles for instructions and guidance.
- b) He will ensure when the affected aircraft reports final approach, all the appliances will be started and kept in idle run for quick dispatch, if situation demands turn out suddenly.
- c) The Shift-in-charge will take the local standby situation seriously; maintain full state of alertness and preparedness so that in case the situation so demands the local standby could be promptly converted into FULL EMERGENCY/ ACCIDENT situation (Under such situation the stipulated full emergency procedure will then be followed).

(Refer Annex- 01, for Telephone No.)

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

The Duty Officer will cancel the LOCAL STANDBY when emergency is over and will inform Fire Control Room and Apron Control.

Weather/Visibility Stand-by

▪ Weather Standby:-

When weather has deteriorated to such an extent as to render the landing of aircraft difficult, especially when airfield warning or thunderstorm warning has been issued by the Meteorological Office, the Airport Fire Services are called to standby.

▪ Visibility Standby:-

When reported visibility is below 2000m or when more than 4/8 cloud amount is present, the Fire Services are called for visibility standby. Visibility/weather standby will be declared by ATC Control Tower. **This stand by at PDP shall be initiated 30 minutes before landing of First aircraft.**

▪ Action by the Air Traffic Control Officer

Duty officer Tower, on receipt of information regarding Weather warning for Lucknow Airport shall:

1. Inform Fire Watch Tower/Fire Control Room on R/T or hot line or direct telephone **2433309** or telephone **2411**
 - a) "Weather / visibility stand-by"
 - b) Range of Visibility
 - c) Runway-in-use
2. Inform Apron Control
3. Further Tower shall inform the Operator/Pilot in command of any general aviation aircraft for proper mooring of the aircraft.
4. Check frequently with Met Office for the change of direction of wind and speed, runway may have to be changed. Inform fire Station if runway is changed.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

5. In case visibility falls below 900m the information should immediately be passed to FIC/ Area Control Centre.
6. Inform WSO when the standby is declared and when terminated.
7. Cancel the standby when weather improves.

▪ **Action by Apron Control will inform:-**

- a) In-Charge ASO
- b) AOCC
- c) Self-handling Airlines/ GHAs

▪ **Action by the Aerodrome Rescue and Fire-fighting Service**

- Duty Officer of Fire Station will ensure the following:

On receipt of call from Tower, Fire Control Room / Fire Watch tower will announce on PA system regarding

1. Visibility/Weather standby for the information of fire crew, as follows.

- a) Weather Condition
- b) Runway-in-use

2. He will further inform:

- a) Shift-In-charge, Fire Station
- b) In-charge (Fire Service)

3. He will remain in constant touch with ATC and any instruction received from them will be passed on quickly to the fire crew for action. He is responsible to maintain full record in the logbook of the action taken by him in sequence. The Sr. Superintendent (Fire Service) on duty at Fire Control Room/ Watch tower will maintain constant vigil on the approaching aircraft and announce on P.A system thrice the position and situation from time to time. On receipt of message from the ATC regarding cancellation of Visibility/ Weather standby.

4. Advice all concerned regarding its termination.

- Action by Shift-In-charge (Fire station)

On receipt of the message and flight information from Fire Control Room /Watch tower, the shift-In-charge will ensure the following:

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- a) Mounting of fire crew on their respective vehicles and to proceed to the predetermined positions. Also, to brief all the fire crew to maintain listening watch on R/T in their vehicles for instructions and guidance.
- b) He will take the standby situation seriously, maintain full state of alertness and Preparedness so that in case the situation so demands it could be converted into FULLEMERGENCY/ACCIDENT situation (Under such situation, the stipulated procedure will then be followed)
- Positioning of CFT's in case of Runway in use 27:
 - a) 1st Turn out CFT and 1st Ambulance shall take position on the Glide Path Road facing towards the runway and 2nd Turn out CFT and 2nd Ambulance shall take position at Fire Station service road facing towards the runway.
- Positioning of CFT's in case of Runway in use 09:
 - b) 1st Turn out CFT and 1st Ambulance shall take position on Northern side of Isolation Bay and 2nd Turn out CFT and 2nd Ambulance shall take position at Fire Station service road facing towards the runway. Crossing of Runway in use shall be done only with permission from Tower (ATC) by R/T or walkie-talkies.
 - c) Keep R/T on, in case R/T not working then each CFT will carry walkie-talkies.
 - d) Any subsequent action is the responsibility of the Officer-In-charge of the ARFF and the appliances will not turn to the station until he has satisfied himself that they are no longer required. The ATC Officer will only declare the Weather stand/by in coordination with the Airport Fire Services Officer.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Full Emergency

▪ When?

Full Emergency is declared when an aircraft approaching the Aerodrome is known or is suspected to be in such trouble that there is a possibility of an accident on or in the vicinity of the airport. This emergency is declared due to fire, mal functioning of surface controls, Hydraulic trouble, pressurization failure, communication failure, flight crew sickness, bomb threat, and hijacker threat.

▪ How?

The decision to declare Full Emergency rests with the Air Traffic Control. Full Emergency is to be initiated when it is known that the aircraft or its occupants, is suspected to be in grave danger of an accident.

▪ The organizations/units involved and their roles and responsibilities are as follows:

- Air Traffic Services

- The Duty Officer, ATC Tower will declare Full Emergency and will inform:

1. Fire Watch Tower/Fire Control Room on R/T or hot line or direct telephone 2433309 or telephone 2411 and give full information regarding Full emergency as under:
 - a) Type of Emergency (Full Emergency)
 - b) Name of the operator
 - c) Type of aircraft
 - d) Flight Number/ Call sign
 - e) Sectors (From -to)
 - f) Nature of trouble
 - g) Persons on board (specify if any sick person on board)
 - h) Endurance
 - i) Runway-in-use
 - j) E.T.A.
 - k) Any dangerous goods on board
2. Apron Control
3. Watch Supervisory Officer and ATS Reporting Officer
4. CISF Control Room on 2709 or 2438861
5. Police control room hot line / dial-100.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

(Note: When full emergency is over, runway inspection shall be carried out before resuming normal operations by DM or EAO, Airside Operations, LIAL).

- Watch Supervisory Officer or Tower Supervisor will pass Full emergency message to the following persons / agencies:

Tel(Office)Mobile

- a) Jt.GM (ATM) 2436923 / 23019839309218
- c) Jt.GM (CNS) 2437594/22017408412314
- d) DGM (ATM). 2438003/23099761747212
- g) Chief Airport Security Officer(AAI)

(Refer Annex-01, for Telephone No.)

- **Action by Apron Control**

DM, ASO will inform:

- a) Head Operations
- b) Head Airside Operations
- c) In-Charge Terminal
- d) Airlines/ Operator
- e) Ground Handling Agency

- **Action by JGM (ATM)/ DGM (ATM):-**

On receipt of information JGM (ATM)/ DGM (ATM) shall reach tower quickly and inform the following: -

WSO, Delhi	011 - 25653283/25653101, Fax-011 25653284, Satellite phone-00873762092861
Briefing Officer , New Delhi	011 - 25653453/25653455(fax)
General Manager (Aero.), NR	011 - 25655220 (O), 09560568484 (M)
BCAS. New Delhi	011 - 25652486 (O)
RDCOSCA	011 - 25652086 (fax)

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

(Sh.K.C.Upadhaya)	08860871025 (M)
ED (Avn Safety), AAI CHQ	011 - 24653016(O)
Jt.Gm (Avn Safety) RHQ (NR), AAI	011- 25655732 (O)
Director Air Safety, DGCA	011-24620272 (O)

(If situation warrants Annex. A shall be followed.)

[Until such time JGM (ATM)/ DGM (ATM) arrives at the scene, WSO shall continue with the action detailed above]

Annexure A

Rescue co-ordination centres may play a significant role when aircraft accidents occur in the vicinity of airport, but the accident site is not known, or rescue facilities additional to those available at or near the airport are required to be brought into action. Rescue co-ordination centres have means of immediate communication with all rescue units within their areas of responsibility, including units providing aircraft, helicopters and special rescue teams, coastal radio stations capable of alerting and communicating with surface vessels. Assistance from some of these units can be essential in responding to an accident in the vicinity of the airport.

In the event of an aircraft accident requiring such assistance from Rescue Coordination Centre -Delhi the WSO/ATS In-Charge shall inform Watch Supervisory Officer - Delhi by the quickest possible means about an aircraft in need of search and rescue in the vicinity of the airport.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Contact Detail of RCC Delhi

Name of SAR Agency	Contact Authority	Tel (Off)	Mobile (if any)	Fax	Email/AFTN
RCC Delhi	GM (ATM)	+91-11-25654367	+919873157585	+91-11-25654367	gmatmpalam@aaiaero AFTN: VIDPYDYX
-do-	WSO Delhi	+91-11-25653283 +91-11-25653101 +91-11-28705100	+919873233050 +919968679958	+91-11-25653284	wsoigidelhi@aaiaero AFTN: VIDPZRZX VIDFZQZX
-do-	Jt. GM (SAR)	+91-11-28705112 +91-11-25654061 +91-11-28705114 +91-11-25653481	+918800654666	+91-11-28705112	rccdelhi@aaiaero rccdelhipalam@gmail.com AFTN: VIDPYCYX
-do-	FIC/ACC	+91-11-25653457 +91-11-25653490 +91-11-25653491	-	-	AFTN: VIDPZIZX VIDFZQZX VIDPZRZX

Rendezvous Point: Airport Entry Gate No: “2”

Airport Entry (Operation area) Gate No “2” will serve as the Rendezvous point, where the Fire Brigade and CISF/ Police personnel will escort the vehicles of various Personnel /officials going to the site in an organized and orderly manner.

- If the aircraft has landed safely and towing services are required, the Air Traffic Control can consider downgrading the “Full Emergency” to “Ground Operations” after the Airport Fire services and the Airlines Ground Engineer have assessed the situation and confirm the aircraft is safe.
 - If subsequently, the aircraft crash land, the Air Traffic Control shall immediately initiate CRASH ACTION procedures as stipulated below.
- **Airport Rescue and fire fighting**
 - a) Action by Fire Control Room / Fire Watch tower

On receipt of full emergency message from the ATC, he will press the crash-bell followed by the announcement on the PA system the following details for the guidance and action by the fire crew on duty.

 - Call sign.
 - Type of aircraft.
 - ETA of the flight.
 - Name of the owner of the aircraft.
 - Number of persons on board
 - Nature of trouble.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Runway-in-use and subsequent change of runway if any.
 - Any dangerous goods on board including its quantity and location.
 - Fuel on board.
- b) **If some of the above details are not readily available with the ATC, the turnout should not be delayed** but should be taken promptly and such details, when received later would be communicated to the fire crew on R/T & Walkie Talkie. This is to ensure that minimum time is taken by the fire vehicles to reach the predetermined positions.
- c) **He will also initiate and ensure the following:**
- Inform Sr. Manager (FS), Fire Station In-charge.
 - Inform State Fire Services on Tel.101.
 - Sarojni Nagar Fire Station either on Hotline or mob no. 9454418656. (Intimation to State Fire Service will be done in close coordination with ATC to avoid contradictory information to City Fire Brigade.)
 - CMO, Lucknow
 - Balrampur Hospital.
 - Medical College Trauma Centre.
 - 102/108 Ambulance
 - To maintain full record of reporting of the assisting services at Fire station and guide them if they are required to go elsewhere at the airport in tackling the full emergency.

(Refer Annex-01, for Telephone No.)

2) Action by Shift-In-charge (Fire Station):

On receipt of full emergency message, the shift-In-charge will initiate following actions:

- i) Promptly press the fire appliances into service to take predetermined position depending upon the runway in use.
- ii) Will remain in close touch with ATC Control Tower through R/T and coordinate action as per the demand of the situation

Positioning of CFTs in case of Runway in use 27:

1st Turn out CFT and 1st Ambulance shall take position on the Glide Path Road facing towards the runway and 2nd Turn out CFT and 2nd Ambulance shall take position at Fire Station service road facing towards the runway.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Positioning of CFTs in case of Runway in use 09.

1st Turn out CFT and 1st Ambulance shall take position on Northern side of Isolation Bay and 2nd Turn out CFT and 2nd Ambulance shall take position at Fire Station service road facing towards the runway. Crossing of Runway in use shall be done only with permission from Tower (ATC) by R/T or walkie-talkies.

3) Action by Chief Airport Security Officer (CASO): this is CISF role

On receipt of the information, he shall alert his force to be in readiness to rush to the site, in case the emergency situation becomes an accident situation.

4) Action by CISF:

The Officer In-Charge will ensure the following:

- a. Inform constables at the gates
- b. Facilitate the access of external resources to the operational area
- c. Render such other assistance as is possible
- d. Support security, crowd control and traffic control

5) Action by Chief Security officer (CSO), LIAL

The Chief Security Officer will be responsible for the coordination with CISF, State Police and State administration under the guidance of Chief Airport Security Officer as situation render so.

6) Action by the Airlines or aircraft operator

In the event of an aircraft accident the Airlines or aircraft operator concerned will be advised by Apron Control.

On receipt of a message Aircraft Accident (grid reference or location) company or agents will ensure the following:

- a) Dispatch a senior technician to the scene to report to the Officer-In-charge of the fire and rescue services.
- b) Dispatch a senior traffic official to the scene to liaise with the Officer-In-charge of the ambulance service (or incident Officer according to the degree of accident).
- c) Provide transport and shelter for persons who are not injured or do not require ambulance facilities.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- d) Provide a responsible member of the staff to liaise with waiting relatives and friends of the passengers concerned.
- e) Inform control tower in case of any dangerous/ inflammable goods on board the aircraft.

7) Ground Handling Agency

- a) The Ground Handling Agent concerned shall liaise with Duty Manager Airside/Apron control to marshal and dispatch the necessary ground handling resources to the scene to facilitate the disembarkation of passenger and towing of aircraft.
- b) Put on standby the passengers step ladders, coaches, aircraft towing facilities, and any other necessary ground service equipment.

8) In-Charge Terminal/ Terminal Duty Manager

- a) Terminal Duty Manager shall notify: -
 - CAO, LIAL
 - Airline (including the M.L.U, IAF if military aircraft is involved)
 - Ground Handling Agency
 - Immigration (if an International Flight is involved)
 - Customs (if an International Flight is involved)
 - Director (Airworthiness), DGCA
 - Bureau of Civil Aviation Security
 - CSO, LIAL
- b) The EOC/ CMC will be activated at Conference Room, LIAL Office, Terminal- I, CCSI Airport. DTM shall provide crisis handling facilities until the EOC/CMC is established.

Termination

Termination of the “Full Emergency” shall be made by the Duty Officer, ATC Tower. The phrase “Full Emergency Terminated” shall be used.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

AIRCRAFT CRASH ON THE AIRPORT

The Aerodrome Emergency Plan shall be implemented immediately upon the aircraft accident on or in the vicinity of airport.

(Vicinity means area up to 5km on approach path and other areas up to 2.5 km around the airport boundary or in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.)

▪ When?

Crash action is declared for aircraft accidents on the Aerodrome. The Duty Officer, Control Tower shall activate the crash alarm immediately if one of the following events occur: -

1. When the aircraft accident/crash is sighted by the Air Traffic Controller or the sighting is reported to the Air Traffic Control by any of the reliable sources.
2. During poor visibility when the Air Traffic Controller is unable to sight the runway, and the aircraft, which has been cleared for take-off or land, fails to respond to the Air Traffic Control's repeated calls. Or the inputs from ASMGCS and other radar have indicated that the aircraft might have crashed.
3. When the aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and the communication with the pilot is not able to be re-established. Or the inputs from ASMGCS and other radar have indicated that the aircraft might have crashed.

▪ How?

The decision to declare the crash action rests with the Air Traffic Control.

1. A request to respond to an aircraft accident on the Aerodrome is normally initiated by the Air Traffic Control. When, however a call is received from any other person, an accident is observed, or there is reason to consider that an accident is imminent, the Airport fire service, i.e. the Fire Watch tower concerned shall take action in the same manner as if the Air Traffic Control had originated the request. The Air Traffic Control will then be informed of the nature of the request / call and of the response initiated.
2. If the crash is within the Airport Fire service Turnout area, the Air Traffic Control shall activate the crash alarm for at least two minutes continuously.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

▪ **Action by ATC officer:**

1. The Duty Officer, Control Tower will:

Switch on the Crash Bell /Siren uninterrupted for at least 2 minutes

- Inform the Fire Station to proceed the accident site, giving the following details:
 - Aircraft Accident/Incident
 - Call sign of the Aircraft
 - Type of the Aircraft
 - Operator or the owner of the Aircraft
 - Grid location /position of the site of accident
 - Number of person on board, if known
 - Quantity of fuel, if known
 - Where to assemble
 - Additional information (if any)
- Inform Apron Control
- Inform WSO
- Inform MET
- Inform Briefing Officer (ARO).

Make proper log entries indicating the time and names of persons informed

Action by Apron control

- a) Inform Head Operations
- b) Inform Head Airside Operations
- c) Inform Safety Manager
- d) Inform In-Charge Terminal
- e) Inform Head E&M
- f) Inform CISF Control Room
- g) In compliance to Air Safety Circular No. 04 of 2013, Apron Control will do video recording of fire fighting and rescue operations. In accordance with Air Safety Circular No. 05/2014 regarding preservation of evidence, apron control will inform SIC. By the time SIC arrives, Apron Control will preserve the evidence and will handover the evidences to SIC on his arrival.

Make proper log entries indicating the time and names of persons informed

2. Action by WSO: -

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Inform Jt.GM (ATM) 9839309218
- DGM(ATM) 9761747212
- Inform District Magistrate, Lucknow. 9454417557, 2623024

Take action to close the affected runway until the CMC Chairman decide otherwise. Aircraft operations may be suspended in the event of a major aircraft crash at the airport.

Take action to minimize vehicle traffic on the affected runway to prevent disturbance of accident investigation evidence. Only essential vehicles are allowed.

Inform following through SMS as the earliest:-

- Chairman , AAI 09810117431
- Member (ANS)/ Member(OPS) 09910666368
- ED(ATM) 09910211770
- ED(OPS) 08826176167
- GM(NR) 09560568484
- RED,(NR) 09650711477

(Refer Annex-01, for Telephone No.)

3. Action by Briefing Officer (ARO)

- The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member(ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room; Briefing officer, IGI airport ; General Manager (FS), CHQ; Director (Air Safety), DGCA.
- Issue NOTAM in co-ordination with Apron Control/ ARFF notifying that "Airport Rescue and Fire Fighting/Protection Services NOT AVAILABLE from (.....TIME) till further notice. Fire equipment/appliances committed to aircraft accident.

4. Action by Jt.GM(ATM)/DGM(ATM)

Inform following persons at New Delhi:-

RCC, New Delhi	011-25654061
DGCA, New Delhi	011-24620784, 24627830
Director of air safety, New Delhi	011-24620272

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Jt. D. G	011-24611504
D.D. AIR SAFETY	011-24620274
BCAS, New Delhi Control Room	011-23311443/23738394/23355167

5. Action By Airport Fire Service:

1) Action by Fire Control Room / Fire Watchtower:

A call to an aircraft accident at the airport will normally be received from ATC. However, when a call is received from any other source or an accident is observed by Fire Watch tower, following actions shall be initiated:

Press the crash bell followed by announcement on PA system, the details for the guidance and action by the fire crew on duty:

- Call sign (Flt. No.)
- Airline
- Type of aircraft.
- Sector
- Grid location of the site of accident.
- Time of accident
- Number of persons on board, if known.
- Quantity of fuel on board, if known.
- Additional information (if any)

(On duty official will inform ATC on R/T if the message of disaster is not originated from ATC).

2) Action by Fire Control Room:

On duty official in the Fire Control Room will ensure the following:

- Inform Sr. Manager (FS).
- Inform State Fire Service
- Sarojni Nagar Fire Station Control Room on hot line
- On telephone No.101
- PGI Fire Station
- Alambagh Fire Station
- CMO, Lucknow
- Balrampur Hospital
- Medical College Trauma Centre
- PGI Ambulance/108 Ambulance

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Airport Medical Centre
- Inform AGM (Tech) with the request to mobilize additional transport and Earth moving equipment like JCB, Tipper, Grader, and Bulldozer etc. as required.

Rendezvous point: Gate no.2 will serve as Rendezvous point where the City Fire Brigade and Ambulance Service will report.

i. Action by Duty Officer/ Shift In-charge (Fire Station)

On receipt of accident message from ATC/Watch tower or having observed the crash himself, he shall:

- a. Immediately ensure full-scale turn out to the scene of the accident without delay.
- b. Maintain continuous communication with ATC for obtaining clearance for reaching the site including entry to Runway/crossing of runway, if required, and keep ATC informed of all pertinent information from time to time.
- c. Ensure that Airport Rescue and Fire Fighting vehicles proceed via established shortest access routes to the site of the accident.
- d. Arrange to extricate persons from the aircraft and arrange immediate first aid and medical attention and to extinguish fire.
- e. While rescuing the injured cabin crew their identification and location in and around aircraft must be carefully observed and recorded.
- f. Location of passengers whether alive or dead should be recorded immediately during Rescue/removal operations. (Removal of injured persons for treatment must not be delayed for want of formalities with regard to the recordings as stated above.)

ii. Action by In-charge (FS):

On receipt of information about the accident, he shall ensure to reach the accident site as quickly as possible and take over charge from shift-In-charge. He will coordinate with the concerned agencies like CISF, DGCA and the airlines to

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

ensure prompt and efficient handling of the rescue services. He will also coordinate with Command Post for any requirement arising from time to time.

6. City Fire Service

- a) City Fire service shall deploy Water Tenders, Water Bowers, and Motor Pumps to report to the Rendezvous Point as designated by ATC. Appoint one liaison officer to report to the Rendezvous Point upon his arrival.
- b) Liaison Officer shall liaise with Rendezvous Point to ensure the arriving convoy of the City Fire Service resources proceeds directly to the crash site under the escort of a "Follow-Me" vehicle.
- c) Ensure the City Fire Service resources line up orderly at their pre-designated staging area and do not cause unnecessary traffic congestion on the road.

7. Action by In-Charge Terminal/ Duty Manager Terminal

He shall notify: -

- CAO
- CSO, LIAL
- Airline (including the M.L.U, IAF if military aircraft is involved)
- Ground Handling Agent.
- Immigration (if an International Flight is involved)
- Customs (if an International Flight is involved)
- Chief Security Officer, LIAL
- Instruct Customer Service Coordinators to make no further announcement for passengers to board the aircraft.
- Set up the Survivors Reception Centre, Friends Relative Reception Centre and Reunion Area quickly with the assistance of Customer Service Coordinators.
- Inform the Police Control Room and SSP
- Inform the hospitals (as listed)

(Refer Annex-01, for Telephone No.)

Duty Manager Terminal shall provide off-scene support until the EOC/CMC is established.

Airside Duty Manager shall ensure runway closure notification (if any) to concerned agencies.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

8. Chief Airport Officer (CAO)

Chief Airport officer shall notify CEO/COO and shall ensure that: -

- a) Head FS shall establish a COMMAND POST at the site, which shall include representative from AAI, Airside Operations, Security and Airline concerned. The command post shall establish two way communications with ATC and Emergency Operations Control Room. On arrival of DGCA investigator all actions at the crash site shall be in consultation and agreement with the investigator.
- b) Crisis Management Is notified to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre.
- c) Close Liaison with Crisis Management Centre and coordinate with Airport Operation Control Centre/ Apron control/Fire tower.

9. Engineer (Electrical)

- a) Shift Engineer shall notify Head E & M
- b) Shall put on standby one generator for lighting purposes during hours of darkness
- c) Shall isolate any exposed cables, lights etc. at the crash site.

10. Airport Medical Centre Will ensure the following: -

- a) Medical Officer/In-Charge Medical Centre shall inform Hospital, Ambulance Service and Chief Medical Officer, State
- b) Provide triage, medical and care functions
- c) Issue medical kits to panel doctors
- d) Coordinate health and medical response team efforts
- e) Transportation of critically injured to medical facilities
- f) Medical Officer shall coordinate the functions of all the medical services reporting at the airport
- g) Track and manage the casualty information such as number of injured, number of injured, number of dead and number of casualties sent to hospitals etc.
- h) Panel Doctors must upon activation, report to the designated Rendezvous Point for collection of emergency passes and white coats
- i) Airline Doctors must if contacted, proceed to the triage area at the crash site with their medical kits using their own transport.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

11. Action by CISF:

- a) On receipt of information, shall notify CISF In charge.
- b) CISF shall mobilize all its available security personnel, except for those needed to man the access gates, to the crash site.
- c) Facilitate the response and access of external resources into the airside or crash site by establishing free traffic lanes on ingress and egress roads for the emergency vehicles Rendezvous Point. Normal traffic should be routed away from or around the crash site.
- d) Establish an ambulance route to the Casualty Clearance Centre.
- e) Ensure that the crash site is cordoned off quickly and guarding it against unauthorized persons.
- f) Ensure no photo-taking without proper authorization.

12. State Police

- a) Airport SHO shall notify In-charge (Traffic Police) and In-charge (Airport)
- b) Mobilize the police officers at the crash site and arrange for reinforcement of police force, if necessary.
- c) Executive crowd control and traffic control regulation at and near the accident site to facilitate the response of rescue and fire-fighting crew and other supporting agencies/services.
- d) Take over the responsibility of securing and preserving the crash area, i.e. cordoning off and restricting access by unauthorized persons.
- e) Guarding the wreckage and preserving evidence including eye-witness accounts and photography.
- f) Ensure no photo taking by any unauthorized person without proper authorization.
- g) Provide full support to facilitate DGCA in their investigation.
- h) Arrange for medical examinations to be performed on surviving crew members.
- i) Arrange for post mortem examinations to be performed on deceased crew members and passengers.
- j) Cordon and take control of Body Holding AREA (BHA).
- k) Liaise with the hospitals for mortuary arrangements and take custody of dead bodies until they are released to their next-of-kin.
- l) Take custody of all articles and personal effects found at the crash site until they are handed over to airline concerned.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- m) Take custody of the flight data and cockpit voice recorders until they are handed over to DGCA.
- n) Cordon off all the cargoes carried onboard including DGR items, if any, until the arrival of Dangerous Good specialist.
- o) Inspector Traffic Police shall mobilize his officers to control and regulate the traffic at the city side/landside to facilitate the response of external agencies/services and to regulate the flow of ambulances.

13. Medical Examination of Flight Crew, Handling of Dead and Media Management

Medical Examination OF Flight Crew

- a) The flight crew must be segregated from the rest of casualties.
- b) If the Pilot and co-Pilot are Priority I casualties, they will, after stabilization, be immediately transferred to Hospital from the triage area. For this purpose, an ADVISORY CARD indicating the biochemical and toxicological examinations to be carried out shall be attached to the casualties prior to their transfer to the hospital.
- c) If the Pilot and Co-Pilot are Priority II / Priority III or uninjured casualties, the medical examinations and collection of blood and urine samples shall be carried out by the MEDICAL OFFICER at the Emergency Medical Centre.
- d) The samples of blood and urine collected must be handed over to Director (Air Safety), DGCA or his representatives.

Handling of Dead

- a) The obvious dead will be left at the crash site for investigation purposes. Upon clearance by the Director (Air Safety), DGCA, the bodies will be handed over to the Police. The police will take charge of the Body Holding Area, which is a part of the Casualty Clearance Centre set up. All the dead bodies including those who do not survive their injuries at the care holding areas will be brought to the Body Holding Area. At, the Body Holding Area, forensic team and other relevant specialists may conduct body identification and determination of cause of death.
- b) The Police will liaise with the hospitals for mortuary arrangements and in coordination with Mobile Command Post, arrange for the transportation of bodies and parts to the mortuaries as soon as possible.

14. City Side Management (Airport Security)

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Shall activate security staff for crowd control and traffic control at the city side, terminal building, and any other area.

15. Airport Security (CSO)

Shall assist Police and CISF wherever necessary as requested by these agencies.

16. Airline

- a) Airline concerned shall send airline representatives to the Mobile Command Post and the Assembly Area to assist with the collation and update of the casualty information, and transport of uninjured and casualties to the Survivors Reception Centre (SRC) which is next to Belt 1 in Terminal 2. Terminal Management will provide support in cordoning of the area and providing seating. Airline representative shall bring forms which are supposed to be filled and reconciled along with forms which will be filled in FRCC.
- b) Send airline representatives to Friends Relative Reception Centre (FRRC) next to arrival gates at Arrival forecourt of Terminal 2. Airline shall set up counters to fill forms which shall be sent to DTM office for reconciliation. Also, assist with the coordination and facilitation of the passengers and next-of-kin needs.
- c) Send airline representative at Re-Union centre situated at arrival hall (Visitor's area) of Terminal 2.
- d) Set up its own information counter at the Airline Office or Town Office.
- e) Provide passenger manifest to CMC, SRC, FRRC, RA and MCP.
- f) Provide information on Dangerous Goods on board to ARFF, if any.
- g) Liaise with the DM, ASO or Airport operation Control Centre (AOCC)/Apron control for mobilization of ground services equipment such as steps, coaches, etc.
- h) Liaise with the Immigration and Customs, if an international flight is involved, for expeditious clearance of its passengers and crew members as well as their baggage.
- i) Submit a copy of the verified passenger manifest to the designated ACS, clearly indicating the surviving passengers and dead.
- j) Submit a copy of the Immigration clearance document for its passengers (both surviving and non-surviving) to the designated ACS.
- k) Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin and are under police escort at all times.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- l) Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- m) Be responsible for the accountability of all its passengers - injured, uninjured, and dead.
- n) Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation.
- o) The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.
- p) Be responsible for quick removal of its disabled aircraft or wreckage after the investigation is completed and authorization from DGCA is received.

17. Ground Handling Agent

The Ground Handling Agent concerned shall activate its ground service staff and facilities such as passenger steps, coaches and aircraft towing equipment and shall coordinate with DM, ASO/ Apron Control for further deployment to the accident site as soon as possible or whenever required.

18. Media Management

- a) Corporate communication and his team shall take the lead to handle all press matters. They are LIAL's single point media interaction. They will be responsible for developing the overall information management plan, with emphasis on strategies to manage the information flow.
- b) Set up Airport Terminal and manned by LIAL Corporate communication team. It serves as an official source for the media to gather the most accurate and up-to-date information which the authorities can make available.
- c) The media centre located will be located at Community Centre which shall be guarded by the CISF and Police officers against unauthorized personnel throughout its operation. Only members of the press, free-lancer reporters and photographers wearing a valid pass issued by LIAL will be admitted to the Media centre or transported to the crash site.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- d) All press release, prior to their release, must be cleared by a committee comprising CAO, LIAL or his designated representatives, DGCA or his representatives and a senior executive from airline concerned. No officer of LIAL, except his representatives shall act as the media spokesperson on behalf of LIAL or shall feed any information to the media without prior approval from CAO, LIAL.

Termination

Termination of "CRASH ACTION" shall be decided by the Chairman of Emergency Operations Centre/Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (WITHIN THE VICINITY OF AIRPORT)

(Vicinity means area up to 5km on approach path and other areas up to 2.5 km around the airport boundary or in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.)

The ARFF Turnout Area is defined as the area covering outside the airport perimeter wall and in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.

Organisations/Units involved, and their roles and responsibilities are as follows: -

1. Action by ATC Control Tower shall:

- Inform WSO/ATC Briefing Unit
- Inform Airport Fire & Rescue Service with details City Fire Service
- Inform CISF Control Room
- Inform Apron control
- Inform the Police Control Room and SSP Concerned airlines
- Make proper log entries indicating the time and names of persons informed

2. Action by WSO: -

Inform Jt.GM (ATM) 9839309218

Inform District Magistrate, Lucknow

Inform following through SMS as the earliest: -need to discuss with ATC

Chairman, AAI 09999260104

Member (ANS)/ Member (OPS) 09910666368

ED (ATM) 09910211770

ED (OPS) 08826176167

GM (NR) 09560568484

RED, (NR) 09650711477

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

3. Action by Briefing Officer (ARO)

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room ;Briefing officer, IGI airport ; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

4. Action by Jt.GM (ATM)/DGM(ATM)

Inform following persons at New Delhi: -

RCC, New Delhi 011-25654061

DGCA, New Delhi 011-24620784, 24627830

Director of air safety, , New Delhi 011-24620272

Jt. D.G 011-24611504

D.D. AIR SAFETY 011-24620274

BCAS, New Delhi Control Room 011-23311443/23738394/23355167

5. Jt. G.M. (ATM) shall ensure that the concerned log / occurrence books are properly sealed and handed over to Director (Air Safety), DGCA

6. Airport Rescue and fire fighting

- a) Fire watch Tower/Fire Control Room I/C shall relay the "CRASH" message to the Fire stations and also inform Officer In charge of Fire Station. Fire Control Room In charge shall relay the "CRASH" message to City Fire Service/State Fire Service.
- b) Ensure designated fire crew and vehicles are dispatched to the location with the approval of Airport Director/Jt.GM (ATM)/ATC Officer to the crash site in the vicinity of the airport up to a radius of 8 km from the centre of the airport.

7. Action by Ground Fire Control Room I/C:

On receipt of aircraft accidents message on duty Ground Fire control Room I/C will initiate the following actions and ensure:

- Inform Sr Manager (FS), Station Fire In-charge.
- Inform Duty Manager, Airside Operations and DTM, Terminal Operations

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Inform the State Fire Service.
- Sarojini Nagar Fire Station.
- PGI Fire Station.
- Alambagh Fire Station.
- CMO, Lucknow.
- TSM Hospital, Amausi Lucknow
- Balrampur Hospital.
- Medical College Trauma Centre.
- PGI Ambulance, Ambulance 108 and 102

(Refer Annex-01, for Telephone No.)

8. Apron Control shall notify:

- In-Charge ASO

Terminal management shall notify: -

- CAO/ Head Operations
- CISF
- Airline (including the M.L.U, IAF if military aircraft is involved)
- Ground Handling
- Immigration (if an International Flight is involved)
- Customs (if an International Flight is involved)
- Police
- Director (Airworthiness), DGCA
- Bureau of Civil Aviation Security
- Aviation Services
- Communications
- CSO, LIAL

9. Chief Airport Officer

Chief Airport Officer shall notify CEO/COO and shall: -

1. Alert Crisis Management Group
2. Notify Terminal Manager to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre.
3. Liaise closely with Crisis Management Centre and coordinate with Airport Operation Control Centre.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

10. State Police

- a) Airport SHO shall notify in charge (Traffic Police) and In charge (Airport)
- b) Mobilise the police officers at the crash site and arrange for reinforcement of police force, if necessary.
- c) Executive crowd control and traffic control regulation at and near the accident site to facilitate the response of rescue and fire-fighting crew and other supporting agencies/services.
- d) Take over the responsibility of securing and preserving the crash area, i.e. Cordoning off and restricting access by unauthorized persons.
- e) Guarding the wreckage and preserving evidence including eye-witness accounts and photography.
- f) Ensure no photo taking by any unauthorized person without proper authorization.
- g) Provide full support to facilitate DGCA in their investigation.
- h) Arrange for medical examinations to be performed on surviving crew members.
- i) Arrange for post mortem examinations to be performed on deceased crew members and passengers.
- j) Cordon and take control of Body Holding AREA (BHA).
- k) Liaise with the hospitals for mortuary arrangements and take custody of dead bodies until they are released to their next-of-kin.
- l) Take custody of all articles and personal effects found at the crash site until they are handed over to airline concerned.
- m) Take custody of the flight data and cockpit voice recorders until they are handed over to DGCA.
- n) Cordon off all the cargoes carried onboard including DGR items, if any, until the arrival of Dangerous Good specialist
- o) Inspector Traffic Police shall mobilize his officers to control and regulate the traffic at the crash side/landside to facilitate the response of external agencies/services and to regulate the flow of ambulances.

11. Crash Side Management

- a) Shall activate security for crowd control and traffic control at the crash side, terminal building, and any other area.
- b) Shall activate security for crowd control and traffic control at the city side, terminal building, and any other area.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

12. Airport Security (CSO)

Shall assist city Police, Fire service, Ambulance Service and CISF wherever necessary as requested by these agencies.

13. Airline

- a) Airline concerned shall send airline representatives to the Mobile Command Post and the Assembly Area to assist with the collation and update of the casualty information, and transport of uninjured and casualties to the Survivors Reception Centre (SRC) which is next to Belt 1 in Terminal 2. Terminal Management will provide support in cordoning of the area and providing seating. Airline representative shall bring forms which are supposed to be filled and reconciled along with forms which will be filled in FRCC.
- b) Send airline representatives to Friends Relative Reception Centre (FRRRC) next to arrival gates at Arrival forecourt of Terminal 2. Airline shall set up counters to fill forms which shall be sent to DTM office for reconciliation. Also, assist with the coordination and facilitation of the passengers and next-of-kin needs.
- c) Send airline representative at Re-Union centre situated at arrival hall (Visitor's area) of Terminal 2.
 - Send a senior airline representative to the CMC to assist with high level decision making and dealing of media matters.
 - i. Set up its own information counter at the Airline Office or Town Office.
 - ii. Provide passenger manifest to CMC, SRC, FRRRC, RA and MCP.
 - iii. Provide information on Dangerous Goods on board, if any.
 - iv. Liaise with the Airport operation Control Centre (AOCC)/Apron control/Ground Handling Agent (GHA) for mobilization of ground services equipment.
 - v. Liaise with the Immigration and Customs, if an international flight is involved, for expeditious clearance of its passengers and crew members as well as their baggage.
 - vi. Submit a copy of the verified passenger manifest to the designated ACS, clearly indicating the surviving passengers and dead.
 - vii. Submit a copy of the Immigration clearance document for its passengers (both surviving and non-surviving) to the designated ACS.
 - viii. Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin, and are under police escort at all times.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- ix. Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- x. Be responsible for the accountability of all its passengers - injured, uninjured, and dead.
- xi. Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation.
- xii. The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.
- xiii. Be responsible for quick removal of its disabled aircraft or wreckage after the investigation is completed and authorization from DGCA is received.

14. Ground Handling Agent

The Ground Handling Agent concerned shall activate its ground service staff and facilities such as coaches and aircraft towing equipment and deploy them to the accident site as soon as possible.

The Ground Handling Agent concerned shall put on standby its ground service resources and wait for further instructions from Duty Manager, Airside Operations/ Apron Control.

Termination

Termination of "CRASH ACTION" shall be decided by the Chairman of Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (BEYOND THE VICINITY OF AIRPORT)

In case the aircraft accident occurs, beyond the vicinity of the airport, normally NO CFT from Airport Fire Service should be sent to the crash site.

1. Action by ATC Control Tower:

- WSO/ATC Briefing Unit
- Airport Fire & Rescue Service with details City Fire Service
- Inform CISF Control Room
- Inform Apron control
- Inform the Police Control Room and SSP Concerned airlines
- Make proper log entries indicating the time and names of persons informed

2. Action by WSO: -

- Inform Jt.GM(ATM)9839309218
- Inform District Magistrate, Lucknow 9454417557, 2623024
- Inform following through SMS as the earliest:-

Chairman, AAI	09810117431
Member (ANS)/Member(OPS)	09910666368
ED(ATM)	09910211770
ED(OPS)	08826176167
GM(NR)	09560568484
RED,(NR)	09650711477

3. Action by Briefing Officer (ARO)

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)- NR, &Operations Control Room ;Briefing officer, IGI airport; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

4. Action by Jt.GM (ATM)

Inform following persons at New Delhi: -

RCC, New Delhi 011-25654061
 DGCA, New Delhi 011-24620784, 24627830
 Director of air safety, New Delhi 011-24620272
 Jt. D.G 011-24611504
 D.D. AIR SAFETY 011-24620274
 BCAS, New Delhi 011-23311443/23738394/23355167

5. **Jt. G.M. (ATM)** shall ensure that the concerned log / occurrence books are properly sealed and handed over to Director (Air Safety), DGCA

6. Action by Airlines:

- a) Establish a Public Relation Cell in coordination with Terminal Operations, LIAL.
- b) Provide Copy of Passenger Manifest to CMC, SRC, FRRC, RA and MCP In coordination with AAI establish a mini morgue
- c) Inform CASO, ASG
- d) Provide all assistance to the kin/relatives of the passengers
- e) Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin, and are always under police escort
- f) Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- g) Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation
 Send a senior airline representative to the CMC to assist with high level decision making and dealing of media matters
- h) Set up its own information counter at the Airline Office or Town Office.
- i) The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.

- j) Provide information on Dangerous Goods on board if any

7. Chief Airport Officer

Chief Airport Officer shall notify CEO/COO and shall: -

- a) Alert Crisis Management Group
- b) Notify Terminal Manager to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre. Activation of these centres shall be done by respective Airline/GHA in coordination with Terminal Management.
- c) Liaise closely with Crisis Management Centre and coordinate with Airport Operation Control Centre.

8. Terminal management shall notify

- a) CAO/ Head Operations
- b) CSO, LIAL
- c) CISF
- d) Airline (including the M.L.U, IAF if military aircraft is involved)
- e) Ground Handling
- f) Immigration (if an International Flight is involved)
- g) Customs (if an International Flight is involved)
- h) Police
- i) Director (Airworthiness), DGCA
- j) Bureau

9. State Police

(As detailed in previous chapter)

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

AIRCRAFT GROUND INCIDENT

(Aircraft Related Fires Occurring in Aircraft Movement Area):

An aircraft can catch fire whilst it is taxiing in the movement area or parked at an aerobridge or remote bay or can collide with other aircraft / vehicle / structure. Such a scenario can arise from a defect or malicious act, and may develop into a major disaster. The resources required to mitigate are thus identical to that of an aircraft crash on the airport. This chapter outlines the procedures to be adopted by the parties concerned under such circumstances.

When the aircraft on ground on fire is sighted by the Air Traffic Controller or the sighting is reported to the Air Traffic Control by any reliable source, the Air Traffic Control shall activate the Airport Rescue and Fire-fighting Services through the crash alarm/Omni line system and provide details of the aircraft fire or any incident. If the incident is of serious nature, then CFTs shall be asked to rush to the site.

1. Duty officer ATC shall inform Apron Control and WSO, who in turn will inform Jt. GM (ATM)

(The WSO shall continue with the action as detailed in previous chapter.)

The Sequence of Activation for "Aircraft on Ground Incident" shall be similar to that of "Aircraft Crash on the Airport". The use of the phrase "Aircraft on Ground Incident" is to give distinction and therefore avoid confusion between aircraft crash and aircraft on the ground on fire.

2. Action by Briefing Officer (ARO)

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room ;Briefing officer, IGI airport ; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

3. Action by Jt.GM (ATM)

Inform following persons at New Delhi: -

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

RCC, New Delhi 011-25654061

DGCA, New Delhi 011-24620784, 24627830

Director of air safety, New Delhi 011-24620272

Jt. D.G 011-24611504

D.D. AIR SAFETY 011-24620274

BCAS, New Delhi Control Room 011-23311443/23738394/23355167

4. Action by the Airport Fire Service

- a) Aircraft ground the incident Calls will normally be received from the Air Traffic Control Officer on duty. When, however a call is received from any other person, or an accident is observed, or there is reason to consider that one is imminent, the Aerodrome Fire Service will take action in the same manner as if the Air Traffic Control Officer had originated the call, and the Air Traffic Control Officer will be informed of the nature of the call and of the appliances sent.
- b) A full attendance of appliances will be made to all aircraft ground incidents.
- c) The Officer-In-Charge of the Aerodrome Fire Service will be responsible for all subsequent action by the service.

5. Action by Ground Fire Control Room:

On receipt of aircraft ground incident message on duty Fire control Room I/C will initiate the following actions and ensure:

- Apron Control
- Inform In-charge (FS),
- Inform the State Fire Service.
- Sarojini Nagar Fire Station.
- PGI Fire Station.
- Alambagh Fire Station.
- CMO, Lucknow.
- Airport Medical Centre Lucknow
- Balrampur Hospital.
- Medical College Trauma Centre.
- 10.PGI Ambulance , Ambulance 108 and 102

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

6. Action by the CISF

The Officer-In-charge of CISF will:

- Inform constables at the gates.
- CISF shall mobilize all its available security personnel, except for those needed to man the access gates, to the ground incident site.
- Facilitate the response and access of external resources into the airside or ground incident site by establishing free traffic lanes on ingress and egress roads for the emergency vehicles Rendezvous Point. Normal traffic should be routed away from or around the crash site.
- Establish an ambulance route to the Casualty Clearance Centre.
- Ensure that the ground incident site is cordoned off quickly and guarding it against unauthorized persons.
- Ensure no photo-taking without proper authorization.
- Render such other assistance as is possible.

Cancellation of Aircraft Ground Incident

Cancellation of Aircraft Ground Incident will be taken only after consultation with Aerodrome Fire Service Officer-In-charge.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Post-Accident Procedures and guidance on transition from emergency operations to normal operations

After fire suppression and survivor rescue have been completed, the following procedures should be observed:

Removal of bodies of fatally injured occupants remaining in wreckage after the fire has been extinguished or controlled should be accomplished only by or under the directive of responsible authority. Premature body removal has, in many cases, interfered with identification and destroyed pathological evidence required by medical examiner, coroner or authority having investigational jurisdiction.

If extraction of casualties from aircraft is necessary, the position and seat number in which the survivors were located in the aircraft should be recorded at the earliest opportunity. Where casualties are located at positions away from the wreckage, the positions should be marked by a stake with a label identifying the victim and the seat. In all cases the casualties should have an identifying label attached to them stating where they were found and in which seat. Similarly, personal belongings should remain attached. Apart from gaining information which may assist in the accident investigation, the careful recording of all these data may assist in the identification of casualties.

If circumstances permit, the area should be photographed for future reference prior to any body removal activity. Photographs are advantageous tools to aid investigators and should be given as soon as practicable to the appropriate agency having responsibility for the accident investigation.

The wreckage of an aircraft involved in an accident, including controls, shall not be disturbed (moved) until released for removal by the investigational authority having jurisdiction. If the aircraft, parts, or controls must be moved because they directly present a hazard to human life, efforts should be made to record their original condition, positions, and locations, and due care should be accorded to preserve all physical evidence. If circumstances permit, photographs should be taken showing the location and position of all major components marked on the ground. Head Operations shall be responsible for the compliance of above.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

On completion of the initial rescue operation, it is important that the rescue and fire-fighting personnel exercise as much care as possible to ensure their movements do not destroy evidence which may be of value in the investigation. For example, movement of ambulance and rescue and fire fighting vehicles should not be made along the wreckage trail if alternative access is possible.

The location of mail sacks and pouches should be observed and this information given to postal authorities. If necessary, the mail should be protected from further damage.

Aviation fuels and hydraulic fluids may cause dermatitis by contact with the skin. Rescue and fire-fighting personnel who have had these fluids spilled on them should wash thoroughly with soap and water as soon as possible. Wet clothing should be changed promptly.

RFFS to reach the Airport Fire Station immediately on completion of task and start replenishing the contingent with water, foam and other fire extinguishing media.

The SM (Fire) should coordinate with Duty Manager, Airside Operations/ Apron control regarding time required to replenish so that necessary NOTAM action can be initiated and other flight waiting for arrival and departures could be also advised accordingly.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

FIRES ON THE GROUND

(Fire Involving airport Buildings and Installations, i.e. Non aircraft Related Fires)

Fire may occur at any of the airport installations and buildings. If out of control, such a fire may cripple the key airport facilities and disrupt the normal airport operations. This chapter outlines the general procedures to be followed by the parties concerned during such a fire occurrence.

During a fire occurrence, however small it may appear to be, any person discovering it shall:-

- (a) Raise the fire alarm via the nearest manual call point and. If, no manual call point is available, raise the alarm by other available means.
- (b) Inform the Airport Rescue and Fire Fighting (ARFF) Services immediately of the exact location of the fire on EPABX telephone no 2411 or direct no 2433309

Giving the following details:

- i. Location of fire
- ii. Type of fire
- iii. Name of caller
- iv. Telephone number of caller

Operate a suitable fire extinguisher where readily available, or any water hose reel within range (* Note : attempt to put the fire using a fire extinguisher shall only be carried out if the fire is small (i.e. at incipient stage) and does not pose any danger to the operator). (Also take note that water shall not be used on fire involving liquid such as oil, petrol and kerosene, as well as on energized electrical equipment unless such equipment has been de-energized).

1. Action by Airport Fire Station

- a) The Fire Watch Tower/Fire Control Room shall activate the fire bell at least 10 seconds, followed by a PA broadcast of the “fire” message twice in succession.
- b) Inform ATC and dispatch CFT from the Fire Station to the reported fire location by the most expeditious route and commence fire -fighting and rescue operations.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- c) Inform Duty Manager, Airside Operations/ Apron Control who will further inform In-Charge ASO and In-Charge Terminal.

2. Action by Ground Fire Control Room I/C:

On receipt of Fires on the ground message on duty Ground Fire control Room I/C will initiate the following actions and ensure:

- a) Inform Fire Station In-Charge.
- b) Inform the State Fire Service if required.

Evacuation

- a) The concerned fire teams of the building shall initiate and direct the evacuation of the affected occupants if the conditions indicate such need prior to the arrival of the duty Officer or fire Officer-In-Command. The evacuation can be total or partial, depending on the severity of the fire and the extent of damage.
- b) Once the instructions for evacuation are made, all the occupants shall stop their work and leave the building immediately in a systematic and orderly manner via the shortest escape route.
- c) The detailed procedures for responding to fire outbreaks and for quick and safe evacuation of occupants in case of fire or other emergency are provided in the Fire Strategy Plan drawn up for the respective buildings.

3. Action By In charge Terminal

- Inform CAO
- CSO, LIAL
- Inform Head Operations
- Inform Chief Security Officer
- Inform Hospitals / Ambulance Services if required.
- CISF Control Room.

(Refer Annex-01, for Telephone No.)

When aircraft movements are expected, the Airport Fire Service attendance should continue to work at a domestic fire only so long as Fire Situation demands its retention. It should then, with the agreement of the OIC of the City Fire Service in attendance, return to Station as soon as possible to cover such expected aircraft movements.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

4. Action by CISF:

- Inform constables on gates of the location of the fire.
- Post guides to direct incoming fire appliances.
- Send on or more constables to control on lookers at the site of fire.
- Render such other assistance as is possible.
- Support security, crowd control and traffic control at the incident site
- Cordoning of ground incident site

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

DANGEROUS GOODS EMERGENCIES

Dangerous goods accident / incidents may occur:

- During an Aircraft crash in which the aircraft concerned is carrying dangerous goods.
- During the Full emergency in which the aircraft concerned is carrying dangerous goods.
- During the Fires on the ground in which the aircraft is carrying or in the process of loading/ unloading dangerous goods.
- When consignments of dangerous goods are damaged during loading or unloading from the aircraft or during delivery or collection from cargo terminals / warehouses/ within the airport.

Definition and classification of dangerous goods

“Dangerous goods are defined as articles or substances transported by air which is capable of posing a significant risk to health, property or environment when exposed or if the packing is in an unsafe condition”.

Such goods are classified under the following:

Class 1: Explosive

Class 2: Compressed and liquefied gases

Class 3: Flammable Liquids

Class 4: Flammable solids

Class 5: Oxidizing substances

Class 6: Poisonous / toxic substances

Class 7: Radioactive materials

Class 8: Corrosives

Class 9: Miscellaneous

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

When a dangerous goods accident / incident occurs on the ground, the organizations / units involved and their roles and responsibilities:

1. Airport Rescue and fire fighting

- Fire watch tower concerned shall upon receiving the information, immediately relay the message to the duty officer / officer in charge concerned and notify.
- Upon arrival the airport fire service personnel shall quickly control and contain the accident / incident until the arrival of local fire brigade.
- Rescue and fire-fighting personnel should familiarize themselves with the various distinctive diamond shaped dangerous goods labels.

2. Head Ops

- a) Head Ops shall notify Chief Airport Officer. Shall arrange EOC/crisis management centre to be set up and manned.
- b) This emergency situation involves the possible spillage of dangerous/hazardous material on a commercial, military or private aircraft in flight. The following action shall be taken:
- c) Upon notification from the pilot or other responsible person (s) the Fire Department will be notified by telephone- (Fire Watch Tower/Fire Control Room (Ground) on R/T or direct telephone. Inform the State Fire Service on-- 101 (Local Emergency Number) and a request for fire equipment will be placed.
- d) Upon landing the pilot will be directed to an isolation zone. Fire equipment and ARFF vehicle will remain up wind of the isolation zone.
- e) A perimeter will be established around the area with a 1500-foot minimum distance from the aircraft.
- f) Only rescue crews and authorized personnel will be permitted within the perimeter if radioactive smoke borne or wind carried particles are present.
- g) Close doors and windows of buildings in the area where blowing smoke borne or other particles are present.
- h) Determine if an actual spillage has occurred. If the radioactive container or hazardous material container is found to be unbroken, the alert will be cancelled. The material will be held in custody until proper disposal instructions are received.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- i) If a spillage has occurred, the Fire Department and the senior fire official on scene will take charge and become the incident commander. Fire Department shall direct all containment and cleanup operations.
- j) Inform the authority concerned within 48 hours of occurrence, followed by a report as per the requirement under the Environment (Protection) rules 1986, for all accidents / incidents involving hazardous chemical.

(Refer Annex-01, for Telephone No.)

3. Local fire service

Local fire service shall respond with the necessary resources needed for mitigating the dangerous goods accident / incident.

4. CISF Control Room

- a) Shall liaise with the Airport Fire Service and Local fire service on the requirement of CISF assistance at the scene.
- b) Assist the crowd control and regulation of traffic flow. Facilitate the response and access of external resources into the airside.
- c) Assist the cordoning of the area if the evacuation is required the CISF personnel shall help evacuate all the non-essential people and stop the movement from re-entering the accident / incident site.

5. Police

- a) The SHO concerned shall mobilize the police officers to the accident / incident site.
- b) Shall liaise with the Airport fire service and local fire service on the requirement of the police assistance at the scene.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

HANDLING OF RADIOACTIVE MATERIALS

In the event radioactive materials are suspected the following general procedures should be followed by ARFF:

- a) The nearest nuclear energy facility, hospital with a radiological unit, military base or Civil Defense organization should be required to dispatch immediately a radiological team to the accident site.
- b) If the dangerous goods accident / incident involving radioactive material occur in the airport shall liaise with following Persons:

Department of Atomic Energy, West Block-07, R.K. Puram, New Delhi-66.

Contact Person- Mr. S. Thangavel. Regional Director (NR) Contact No-011-26101450 (Office). Mobile- 9448760870

OR Director at Mumbai Mr. M.B.Verma 040-27766791

Precautionary measures for Rescue and fire-fighting:

- a) Only properly attired rescue and fire-fighting personnel should remain on the scene. All other persons should be kept as far from the scene as possible.
- b) The Airport fire service or Local fire service will set up a HOT zone (a recommended radial distance of 100 m) around the accident / incident site. Where applicable, a WARM zone about 100m (measured from the boundary of the HOT zone) will be cordoned. A transfer point between the HOT and WARM zones is to be clearly demarcated.
- c) All rescuers should assemble at the transfer point before proceeding towards the aircraft or the damaged radioactive consignment. The rescuers assigned to work in the HOT zone will be kept to a minimum and they shall be equipped with standard protective clothing and respiratory protection.
- d) However, there should not be any reduction in the effectiveness of rescue and fire-fighting operations.
- e) Rescuers and fire-fighting personnel should stay upwind and avoid the smoke, fumes and dust blowing from the accident / incident site.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

DISEMBARKATION OF PASSENGERS FROM AIRCRAFT DISABLED/ IMMOBILISED ON RUNWAY/TAXIWAY

As per Disabled Aircraft removal Plan

IN FLIGHT MASS CASUALTY

▪ **When?**

- a) In Part 1 of ICAO Annex 6, it is stipulated that the pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving his aircraft which results in serious injury or death to any person or substantial damage to the aircraft or property.
- b) Mass casualties onboard can arise from incidents such as aircraft encounter with air turbulence and food poisoning.

▪ **How?**

When the Air Traffic Controller is notified by the pilot of an incident where passengers onboard have suffered injuries or fallen sick during the flight, the Air Traffic Controller shall try to obtain from the pilot the number of injured/sick casualties onboard and immediately notify the following parties :-

- i. Tower Supervisor
- ii. Apron control

Apron control shall immediately inform the rest of the parties concerned with the necessary details including the parking bay to be assigned to the aircraft.

- If there are 15 injured/sick passengers or less, the resources within the airport are adequate to handle. If there are more than 15 injured/sick passengers, the external medical resources such as ambulances and hospitals may have to be enlisted.
- Inform Chief Airport Officer, Head Operations and on duty Managers.
- CISF Control Room.
- Shall proceed to set up SRC, FRRC, & RA, if the number of mass casualties is more than 15
- Shall inform operational In-charge

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Report to the action group
- Position one "Follow Me" vehicle at designated Rendezvous Point, if there are more than 25 injured/sick passengers onboard.

1. Airport Rescue and fire fighting

Inform Airport Fire Service In charge, (Station In-Charge)

2. Airport Medical Centre

- a) Medical Officer shall inform hospitals.
- b) Proceed to the Action Group at the assigned parking bay.
- c) Activate his medical team to provide treatment to injured/sick passengers.
- d) Call in the available ambulances to standby.
- e) If the number of mass casualties is more than 15, activate hospitals.
- f) Shall dispatch the two ambulances to the assigned parking bay where the aircraft will be parked to assist with the evacuation of the injured/sick passengers.

3. CISF Control Room

- a) On receipt of information, shall notify CISF Commandant- 2701 /9621677666
- b) Send a representative to report to the Action Group at the assigned parking bay.
- c) Facilitate the access of the external medical resources to the airside via rendezvous point.
- d) Mobilize its officers to the strategic locations at the landside to execute crowd control and traffic regulation in order to facilitate the response of the external medical resources

4. Police

- a) SHO shall notify In-charge (Traffic Police) and Police In-charge (Airport)
- b) Send a representative to report to the Action Group at the assigned parking bay.
- c) Mobilize the police officers to assist with traffic regulation at the landside.

5. Airline

- a) Airline concerned shall send airline representative to report to the Action Group at the assigned parking bay.
- b) Provide the necessary assistance and support for dealing with the injured/sick passengers.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- c) Liaise with Immigration and Customs for clearance of the injured/sick passengers and their baggage if an international flight is involved (Note: All uninjured passengers and their baggage will be cleared by normal channel)
- d) The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.

6. Ground Handling Agent

The Ground Handling Agent concerned shall provide the necessary ground support and assistance as directed by the Action Group in coordination with Apron Control.

Termination

Decision on termination of the In-Flight Mass Casualty operations will be made by the Chairman of the Action Group, once all injured/sick passengers are evacuated from the aircraft. The Head of the Action Group shall inform the Tower Supervisor of the termination.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

DISASTER MANAGEMENT PLAN

Natural Disasters

The natural disasters to which airport are likely to be subjected include thunder storms and seismic activities. Storms can bring high winds and rain which can jeopardize the safety of workers and passengers in open areas, as well as aircraft and other equipment on the ground. Depending on the intensity, such acts of nature may cause severe destruction to the aircraft, airport buildings and installations, and even loss of life. While nothing can be done to avert them, there are actions that can be taken at design stage to minimize the impact and expedite restoration of airport operations.

Disasters due to natural calamity could be as follows:

- a. Earthquake
- b. Storms/Cyclone
- c. Cloud burst/Lightning/Extreme weather conditions
- d. Fire

1. Action by Air Traffic Control:

Natural disasters whatever may be such as, earthquake, storms, eruption, warning will be declared by ATC after receiving the message from metrological department and inform:

- Fire Watch Tower /Fire Control Room on R/T or hot line or telephone 2411, direct 2433309 along with details of emergency likely to be effect at C.C.S.I airport.
- Apron Control
- Jt. GM (ATM)
- Declared "NOTAM" regarding the Natural disasters likely to be effect at C.C.S.I airport.

2. Action By DM, ASO/Apron control

- Inform Chief Airport Officer
- In-Charge ASO
- Inform Head Operations
- Inform Head Terminal
- Inform Head E&M

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

3. Action by Airport Fire Station

- a) Duty Officer, Fire station will ensure all Fire Crew mount on their earmarked vehicles and remain “ready” to proceed if required and also brief all the fire crew to maintain listening watch on R/T in their CFT for instructions and guidance. Fire Crew maintain full state of alertness and preparedness.
- b) On receipt of Natural disasters message, he shall announce on PA system with details of emergency likely to be effect at C.C.S.I airport and Nature of disasters.
- c) Remain in constant touch with ATC. Any instructions received from ATC, should be passed on to the Fire crew immediately. Maintain record on the occurrence book, of the action taken by him in sequence.

4. Action by Terminal Duty Manager

On receipt of information, he will inform:

- Medical Officer & will remain in close touch with Apron Control/Duty Manager, Airside Operations till the time Natural disasters Standby is cancelled.

5. Action by Medical Officer

On receipt of the information, the Medical Officer will remain in the M.I. Room and be prepared.

Termination

Termination of “Natural Disasters” shall be decided but the Chairman of Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

RECORD AND REPORTS

The Air Traffic Control Tower, Airport Fire Service unit and Apron Control shall maintain a proper record of the following during Emergency:

- a) Message Sent.
- b) Message Received.
- c) Action Taken History of events.

The records shall be entered in the ATC Log Book and Airport Fire Service with respect to time clearly and the same is preserved.

On termination of emergency, a report shall be made and sent to Chief Airport officer, LIAL.

AIRPORT EMERGENCY EXERCISE AND REVIEW OF EMERGENCY PLAN

The following paragraphs are the extracts of ICAO Doc 9137, part 7, regarding Airport Emergency Planning. This Emergency Contingency Plan has been prepared based on guidelines provided by BCAS and DGCA. The actual emergency mock up exercise will be done based on ground realities and resources available with LIAL and other participating agencies which will be decided in the pre-exercise meetings. The review of this Emergency Plan shall be done only after each mock emergency exercise or after the real emergencies. Hence the development of this plan is left for future recommendations and comments of different participating agencies which will be coming from time to time.

Airport Emergency Exercise (Ref: ICAO Doc 9137):

Full Scale Emergency Exercise

Purpose:

The purpose of an airport emergency exercise is to ensure the adequacy of the following:

-

- Response of all personnel involved.
- Emergency plan and procedure; and
- Emergency equipment and communication.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

It is important that the Airport Emergency Plan shall be tested so as to correct as many deficiencies as possible and familiarize all personnel and agencies concerned with the airport environment, the other agencies and their role in the emergency plan.

The airport emergency plan provides the framework which enables airport and community fire protection, security, medical and other resources to join in an effective, coordinated response to airport emergencies. In addition, airport operators cannot truly have confidence in the airport's plan until they study it, revise it, study it again and test it. Testing is crucial for determining where serious gaps may exist in the plan. Testing the plan may afford emergency response personnel from the airport an opportunity to get to know each other and to know how other services operate. It may provide emergency response personnel from outside the airport an opportunity to meet airport personnel and to familiarize themselves with airport facilities, resources, traffic pattern, twilight and darkness and in various conditions of weather and visibility.

Type of Airport Emergency Exercises:

There are three methods of testing the airport emergency plan which should be conducted in the following schedule.

- a) Full-scale exercise: At least every two years
- b) Partial exercises: At least once each year that a full-scale exercise is not held or as required to maintain proficiency.
- c) Table-top exercise: At least once each six months, except during that six month period when a full-scale exercise is held.

Tabletop Exercise

The tabletop exercise is a test of the integration and capacity of emergency response resources without the expense and disruption of services incurred by a full-scale exercise. The exercise may be held as a co-ordination exercise prior to the full-scale exercise, or it may be held at intervening times in order to reconfirm procedures, policy, telephone numbers, radio, frequencies, and change in key personnel.

The tabletop exercise is the simplest type of drill to stage, requiring only a meeting room, a large scale map of the airport, and a senior representative of each participating unit in attendance. A probable accident location is selected on the map and each participant describes what actions their unit would take to respond. This exercise will quickly reveal

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

operational problems, such as terminology and areas of jurisdiction. These exercises should be held semi-annually, but not coincidental with other exercise.

Partial Emergency Exercises:

Partial emergency exercises may be required for some of the participating units in order to train new personnel, evaluate new equipment or techniques, or to comply with mandatory recurrent training requirements. These drills are economical because of their limited scope and can be repeated as often as required in order to maintain a high standard of proficiency. They may involve only one unit, such as rescue and fire-fighting services or medical, or a combination of several units as desired. These exercises should be held at least once each year that a full-scale exercise is not held to ensure that any deficiencies found during the full-scale airport emergency exercise have been corrected.

Full Scale Emergency Exercise:

The airport emergency plan should be subject to full-scale emergency exercises, to test all facilities and associated agencies at intervals not exceeding two years. The exercise should be followed by a full debriefing, critique and analysis. Representatives of all organizations which participate in the exercise should also actively participate in the critique.

The first step in planning full scale emergency exercise is to have the support of all airport and community authorities concerned. Departments and agency personnel to be considered are those listed in Organization page "5".

Objective:

In conducting an airport full scale emergency exercise, the first and most basic step airport and community emergency response planners and workers must decide is exactly what should be achieved. As funds and personnel are management to make plans to accomplish specific goals.

There are numerous objectives that can be set for an emergency exercise. For example, it may be desirable to hold an exercise at night to test the reactions of response personnel under night time conditions. Similarly, it may be desirable to test the ability of

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

local emergency response teams to react to the discovery of hazardous materials in the cargo of an aircraft.

Selecting an objective:

It is likely that more than one objective could be accomplished during an exercise. The pitfall in combining several objectives is that more may be set than can be achieved. As part of the objective setting effort, planners should limit the scope of the problems that will be explored or they run the risk of confusing and frustrating response personnel. Actual emergencies may create confusion and frustration, but confusion and frustration in training exercises will only produce a negative learning experience. This represents a missed opportunity for emergency planners and may decrease the ability of the community to respond in real emergencies.

Assessing results:

After the exercise, it should be possible to look back and see specific skills that were learned, new environmental conditions that were explored, communications systems that were tried out, additional mutual aid units that were integrated into the emergency plan, new equipment that was used, as well as other benefits or problems.

All agency heads must be thoroughly familiar with the airport emergency plan and must develop a plan for their individual departments in co-ordination with the general plan. The agency heads should meet regularly to develop an understanding of their agencies responsibilities and requirements in co-operation with other agencies.

A large passenger aircraft should be sought for the full scale emergency to add realism to the on airport exercise and to familiarize participants with the problems of removing casualties from aircraft. If an aircraft is not available, a bus / or similar large vehicle may be used.

The emergency exercise should be held in locations which will provide maximum realism while ensuring minimum disruption of the airport operations. Various scenarios can be used. The exercise may held either during the day or night on the airport, in the runway end safety area, or in the surrounding community. Scenarios include accidents involving:

- a) Aircraft / Structures
- b) Aircraft / Aircraft or

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

c) Aircraft / Ground vehicles

Since about 80% of all aircraft accident occur on the runway, the runway end safety areas, or the approach or take off areas, the majority of exercises should be held in the aforementioned locations. Where aircraft are not available, inclusion of small fires in the area can add realism for the fire services. Volunteer casualties should be moulded in order to provide realism for the medical responder.

At least 120 days prior to the scheduled full scale emergency exercise, the Airports Authority should hold a meeting of all key supervisory personnel of principal participating agencies. At this time, of the exercise should be outlined, a scenario formulated, work tasks assigned, and duties of all agencies and personnel defined. A suggested time schedule and checklist is as follows:

D - 120 days Supervisory personnel of participating agencies hold organizational meetings to outline aims, formulate the scenario, assign work tasks, and select emergency plan co-ordination.

D - 90 days First progress report on arrangements.

D - 70 days First meeting of all participating agencies (individual committee representatives);

D - 60 days complete arrangement for full-scale emergency exercise site or staging

Area written scenario;

D - 50 days training for moulage team begins. Second meeting of individual committee representatives). A moulage chairman can be selected from hospitals, R&FF personnel, Civil defence, military personnel etc.

D - 40 days Arrangement for transportation, feeding, stretcher bearers and volunteer workers completed.

D - 30 days Third meeting of individual committee representative. A preliminary "warm-up" communication exercise is held.

D - 21 days Fourth meeting of individual committee representatives' make-up for members who missed previous team training and arrangement for volunteer casualties completed.

D - 14 days Final meeting and briefing for all participants, including critique team.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

D - 07 days Final meeting of supervisory personnel to review.

D - 0 days The exercise.

D + 1 to 7days A critique following the exercise so that all participants may hear the observers' reports; and

D + 1 to 7days A critique following the exercise so that all participants may hear the observers' reports; and

D + 1 to 7days Supervisory personnel meet to review written critiques submitted by observers and participants; revise procedures exercise.

In preparing the scenario, the use of real names of aircraft operators and types of aircraft should be avoided. This will prevent any possible embarrassment to civil aviation companies or agencies.

In order to obtain the maximum benefit from a full-scale emergency exercise, it is important to review the entire proceedings. An observer critique team should be organized, comprised of members who are familiar with mass casualty accident proceedings. A team chairman should be appointed and should be present at all meetings. The team should be present at the final organizational meeting (seven days prior to the drill) and, in co-ordination into the exercise. Each member of the critique team should observe the entire exercise and complete the appropriate emergency drill critique forms. As soon as convenient after the exercise (not later than seven days), a critique meeting should be held so members of the team can present their observations and recommendations for improvement of the airport emergency plan procedures and associated airport emergency plan document.

----- GENERAL

Emergency Operations Centre & Mobile Command Post

A Mobile Command / Co-ordination post will be established at the scene of the accident by ARFF.

The responsibility of establishing Mobile Post is with the ARFF Services and the senior most person will be the In-charge of Mobile Command Post.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

CAO or his representative will initiate arrangements pending the arrival of the Regional Controller of Air Safety, DGCA / Police Officer to ensure the following:

- a) Crowd control
- b) Free movement of R&FF Appliances and personnel for rescue and fire-fighting operations
- c) Assistance to survivors
- d) Maintaining records of survivors and identification of casualties
- e) Arrangement of additional transport for dispatching casualties to hospital
- f) Preservation of evidence
- g) Guarding of aircraft wreckage
- h) Investigation of accident
- i) Removal of wreckage after clearance from Director of Airworthiness

Grid Maps

There are two Grid Maps for Lucknow Airport Grid Map 'A' and 'B'.

- a) Grid Map 'A' concerns only the airport operational area and;
- b) Grid Map 'B' concerns the area around 8 km radius of (ARP) C.C.S.I Airport

Rendezvous Point

- a) Airport Entry Gate No, '2' shall be the Rendezvous Point for reporting supporting agencies in case of aircraft emergencies occur Runway 27 side within the airport boundary.

Note: - Gate No, '2' is guarded by CISF to check the entry into the operational area. In case of emergency occur, External agencies viz.; Fire Vehicle and Ambulances can be sent to accident / incident site of their requirement with the help of Airside Operations, LIAL and ARFF Services.

In case of aircraft emergency occurs outside the airport boundary; External agencies viz.; State Fire Vehicle and Ambulances and other designated person, as per Emergency Plan shall directly report to accident /incident site with coordination with Airside Operations, LIAL and ARFF Services.

Triage and Medical Care

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

In the aftermath of an aircraft accident many lives may be lost and many injuries aggravated if immediate medical attention is not provided by trained rescue personnel. Survivors should be examined, given available emergency medical aid as required, and then promptly transported to appropriate medical facilities.

TRIAGE

‘Triage’ is the sorting and classification of casualties to determine the order of priority for treatment and transportation. Casualties should be classified into four categories:

Priority I : Immediate care

Priority II : Delayed care

Priority III : Minor care

Priority O : Deceased

Casualties should be moved to safe distance, 90 meters away, upwind from the accident site. The first qualified, medically trained person to arrive at the site must immediately begin initial triage. Medical diagnosis and treatment should be attempted at the scene of the accident. After stabilization, the casualties should be transported, if necessary, to medical facilities for further treatment.

CASUALTY IDENTIFICATION

Casualty Identification Tag should be used after sorting of casualties. Tags help to expedite the treatment of mass casualties in a triage situation and thus permit more rapid evacuation of the injured to medical facilities. Tags are marked with numerals and symbols indicating medical priority classify casualties as follows:

Priority I	Immediate care	Red colour tag; Roman numeral I	Rabbit Symbol
Priority II	Delayed care	Yellow colour tag; Roman numeral II	Turtle Symbol
Priority III	Minor care	Green colour tag; Roman numeral III	Ambulance with symbol

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Priority IV	Deceased	Black colour tag	Cross symbol
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Medical Care

- Stabilization of the seriously injured should be accomplished first at the accident site. The immediate transportation of the seriously injured before stabilization should be avoided.
- In accidents occurring on or adjacent to the airport, ARFF personnel are generally the first emergency personnel on the scene. It is imperative that seriously injured casualties be located and stabilized as quickly as possible.
- In cases where fire control or prevention does not require the efforts of all ARFF personnel should immediately commence casualty stabilization under the direction of the most trauma-trained individual on the scene. First response ARFF vehicle should carry initial supplies of casualty-care equipment, including artificial airways, compresses, bandages, oxygen and other related equipment used for the stabilization of smoke inhalation casualties and severe trauma. Sufficient oxygen should be available for use on ARFF personnel. However, oxygen should not be used in areas where fuel spills or fuel soaked clothing is present due to the explosion hazard.
- The first few minutes of medical treatment will aim at stabilizing the casualties until more qualified medical care is available. When specialized trauma team arrives, medical care will be more sophisticated (i.e. CPR- cardio-pulmonary resuscitation etc.) The triage procedure and subsequent medical care should be placed under the command of one authority, the designated Medical Coordinator, upon his arrival. Prior to his arrival, the command of triage should be assumed by the designee of the commanding RFF chief until relieved by the pre-designated medical coordinator.
- The medical coordinator has responsibility for medical aspects of the incident and should report directly to the one-scene commander. The medical coordinator's primary function will be administrative, not as a participant of the medical team treating the injured.

Care of priority I (immediate care) casualties:

This type of casualty includes:

- Major hemorrhages.
- Severe smoke inhalation.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- Asphyxiating thoraces and cervical-maxilla-facial injuries.
- Cranial traumata with coma and rapidly progressive shock.
- Compound fractures.
- Extensive burns (more than 30 per cent)
- Crush injuries.
- Any type of shock; and
- Spinal cord injuries

The following actions are recommended.

- First aid (clearing of the wind pipe, stopping of hemorrhages by means of hemostatic pads, and positioning the casualty in the recovery position)
- Resuscitation.
- Oxygen administration, except in areas of fuel or fuel-soaked clothing; and
- Placing the injured under shelter pending transportation.

Care of Priority II (Delayed care) casualties:

This type of casualty includes;

1. Non-asphyxiating thoracic trauma;
2. Closed fractures of the extremities;
3. Limited burns (less than 30 per cent)
4. Cranial trauma without coma or shock; and
5. Injuries to soft parts.

Care of casualties sustaining injuries which do not need immediate emergency medical treatment to sustain life can be delayed until Priority I casualties have been stabilized. Transportation of Priority II casualties will be performed following minimum on site care.

Care of Priority II (Delayed care) casualties:

This type of casualty includes minor injuries only. Certain accidents will occur where passengers have either minor or no injuries, or appear not to be injured. Because these casualties can interfere with other priorities and operations, it is important that they be

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

transported from the accident / incident site to the designated holding area where they should be re-examined.

It is important that provision be made for the care, comfort, and identification of Priority III casualties. This should be provided through airport operations, the aircraft operator (where involved), or international relief organization (Red Cross etc.) Specific treatment areas should be pre-designated for this purpose, such as an empty hangar, a designated area in a passenger terminal, a fire station or other available sites of adequate size (hotel, school etc.) Any such area selected should be equipped with heating or cooling systems, electric light and power, water, telephones and toilet facilities. A number of such pre-selected sites should be available so that, when an accident occurs, the most advantageous site can be selected based on both travel distance and space needs (number of casualties involved). All aircraft operator personnel and airport tenants should know the location of such designated facilities.

Control of the Flow of the Injured:

The injured should pass through four areas which should be carefully located and easily identified.

Collection area - location where initial collection of the seriously injured from the debris is accomplished. Need for the establishment of this area will be dependent upon the type of accident and the circumstances surrounding the accident site. Custody of casualties is normally transferred from the ARFF personnel to medical services at this point. In most cases, however, this transfer will occur at the triage area.

Triage area - the triage area should be located at least 90 meter upwind of the accident site to avoid possible exposure to fire and smoke. If necessary, more than one triage area may be established.

Care area - initially, there will be a single care area. Subsequently, this area should be subdivided into three sub-areas according to the three categories of injured, i.e. Immediate care (Priority I, Delayed care (Priority II) and Minor care (Priority III). Care areas can be colour coded for identification purposes (Red-Immediate, Yellow-Delayed, and Green-Minor care). The use of colour traffic cones, flags etc. may be used.

Transportation area - A transportation area for the recording, dispatching and evacuation of survivors should be located between the care area and the egress road. Only one transportation area is normally required. However, if there is more than one transportation area, it is essential to have communication between them.

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Mobile facilities for the stabilization and treatment of Priorities I and II casualties are recommended. Ideally, these facilities should be operational in less than thirty(30) minutes. Their design must therefore permit rapid conveyance to the site and rapid activation to receive casualties. These facilities should consist of:

- Conventional or resuscitation ambulances. A resuscitation ambulance is an ideal shelter for a Priority I casualty. The casualty may be treated there and subsequently conveyed directly to a hospital.
- Red tents to accommodate serious or extremely urgent cases. These facilities, with provisions for integrated heating and lighting, can be transported to the scene together with all the necessary medical equipment and
- Yellow tents to accommodate Priority II casualties. Transportable mobile hospitals or ambulances can be used for stabilization treatment for all casualties.

Care of Ambulatory Survivors:

General

The airport authority, aircraft operator (where involved) or other pre-designated agency selected for the purpose is responsible to:

Select the most suitable holding area for the particular emergency from those pre-designated in the airport emergency plan;

Provide for the transportation of the uninjured from the accident site to the designated holding area;

Arrange for doctor(s), nurse(s) or teams qualified in first aid to examine and treat the supposedly uninjured, especially for nervous traumatism (shock) and /or smoke inhalation, where pertinent;

Furnish a full passenger and crew manifest for accountability purposes;

Interview the uninjured and record their names, addresses, phone numbers, and where they can be reached for the next 72 hours;

Notify relatives or next of kin where deemed necessary;

Co-ordinate efforts with the designated international relief agency (Red Cross, etc.); and

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Prevent interference by unauthorized persons for those not officially connected with the operation in progress.

Prearrangement should be made for the immediate transportation by bus or by other suitable transports of the “walking injured” / ambulatory from the accident site to the designated holding area. This plan should be implemented automatically following notification of the emergency. A nurse or the person trained in first aid should accompany these people to the holding area. Each and every passenger and crew member should be examined for nervous traumatism (shock) and smoke inhalation.

Cold or inclement weather may require additional provisions for their protection and comfort. Occupants departing an aircraft using evacuation slides may be barefoot or without proper wearing apparel. Where the aircraft accident occurred in water or a marshy area, these people may be wet and uncomfortable. These problems should be anticipated by having supplies of clothing, footwear, and blankets readily available. It may be necessary to establish a special holding area which can supply warmth and clothing to prevent hypothermia, and be used for examination purposes, before these persons are transported to the designated ambulatory holding area.

International relief agencies and military establishments provide many of the aforementioned requisites.

DISABLED AIRCRAFT REMOVAL PLAN

Introduction

An aircraft may become immobilized at an airport for various reasons ranging from incidents such as a tire burst, an aircraft running off a runway or taxiway or major accident involving partial or complete disintegration of the aircraft. A disabled aircraft on or adjacent to the movement area is considered to be a major problem as the consequent diversion of flights results in high cost of operations to aircraft operators, loss of revenues to the airport and inconvenience to travelling public. Thus, expeditious removal of the disabled aircraft, especially when it interferes with the movement of other aircraft, is essential.

Responsibilities

Control of the actual lifting and removal of large aircraft is the responsibility of the registered owner or the operator concerned, although he may seek advice, where

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

necessary, from his insurance representative or the aircraft manufacturer. However, if the registered owner or operator is unable to remove the aircraft or is dilatory in doing so, Airports Authority of India shall have the authority to act for him with least delay. However, this does not imply that other than proper recovery procedures can be used for removal of the disabled aircraft. In case of small aircraft it may be possible for Airports Authority of India with the agreement of the registered owner or operator, to undertake the responsibility for removal of the aircraft. In any case, it is to be ensured that the disabled aircraft or its severed parts are left undisturbed and not tampered with or otherwise removed from the site without prior clearance from the Accident Investigating Authority and the aircraft owner / operator. Only after these clearances, the aircraft can be removed.

Coordinator

Head Operations/ In-Charge ASO, C.C.S.I Airport, Lucknow, shall be the coordinator for removal of the disabled aircraft.

Action by Various Agencies

1. Action by ATC

As soon as an aircraft becomes disabled on or in the vicinity of the Airport, ATC shall:

Inform Fire Watch Tower/Fire Control Room R/T giving following details:

- a) Call sign and type of aircraft
- b) Aircraft operator
- c) Location of the disabled aircraft

2. Action by ATC Duty Officer/Assistant

Inform

- a. Apron Control
- b. Deputy General Manager (ATC)
- c. CISF Commandant
- d. CISF Control Room
- e. Inform the concerned Airlines / Aircraft Operator

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1 st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

3. Action by Apron Control

Inform

- a. In-Charge ASO
- b. In-Charge Terminal
- c. Concerned Airlines Operations

4. Action by Watch supervisory officer/ Tower Supervisor:-

- a) Regulate Air Traffic, as necessary and Take NOTAM action and Inform
- b) Concerned aircraft operator
- c) Air Safety directorate of DGCA
- d) Director of Airworthiness
- e) Controller of Airworthiness
- f) Regional Controller of Air Safety
- g) Inspect all areas prior to resumption of normal aircraft operations

5. Action By Terminal/ Airside Duty Manager

- a) Inform CAO/ Head Operations
- b) Take action, as may be desired, by Coordinator for disabled aircraft removal operations
- c) Arrange for photography of the site, as required
- d) Co-ordinate with and assist the aircraft accident investigation authority
- e) Inform Oil companies as required
- f) Position command post at site

(Refer Annex-01, - for Telephone No.)

6. The Duty Officer of Fire Station will ensure Following:

One CFT shall be dispatched to the site and remain on stand-by at the site, while defueling or removal of disabled aircraft operations are in progress.

7. Action by CISF:

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

- a) Ensure that the disabled aircraft site is cordoned off quickly and guarding it against unauthorized persons.
- b) CISF shall ensure that the disabled aircraft and its severed parts are left undisturbed and not tampered with or otherwise removed from the site without prior clearance from Accident Investigating Authority and the Aircraft owner / operator.
- c) Facilitate the response and access of external resources into the airside or disabled aircraft

8. Action by the Aircraft Operator

- a) Since the primary responsibility for removal of the disabled aircraft is that of the concerned aircraft operator, he shall make all possible efforts, with available resources, to commence removal operations at the earliest.
- b) In case specialised lifting equipment i.e. pneumatic lifting bags and jacks etc. are considered essential for removal operation, shall contact Air India which has specialised equipment positioned at Mumbai under the IATA pooling arrangement. The list of equipment available at Mumbai Airport and the officials, who should be contracted for making the equipment available, is at Appendix-1. Normally, this equipment should be airlifted from Mumbai to C.C.S.I. Airport within 24 hours.
- c) Charges for IATA recovery kit are to be borne by the requisitioning party, the details of which are at the end.
- d) Make arrangements to preserve, to the extent possible, the aircraft and its parts, Cargo, mail, baggage and all records.

8. Aircraft operator's representative shall be required to:-

- a) Implement the operator's aircraft removal plan in coordination with DM, ASO/ Apron Control
- b) Meet the Coordinator to develop and comprehensive plan for removal of the aircraft
- c) Consult, as required, the aircraft airframe and engine manufacturers or other experienced aircraft operator representatives
- d) Participate in the removal operation critique

9. Action by Oil Company

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

The oil company shall defuel the aircraft if required, while taking all necessary safety precautions.

10. Action by the coordinator of Disabled Aircraft removal operations

If required, convene a meeting of the concerned agencies to adopt the most appropriate methodology for removal of disabled aircraft and draw a broad action plan, which should cover:

- a) Escort routes for movement of vehicles / equipment between the gates and the site of disabled aircraft
- b) Defueling to lighten the mass of the aircraft
- c) Use of available equipment with local aircraft operators and AAI MT section
- d) Requirement and availability of equipment from outside agencies
- e) Whether conditions, particularly when crane-lifting or airbag operations are necessary
- f) Maintenance of security at the site.
- g) Lighting of the site
- h) Arrange to maintain a chronological summary of the removal operation
- i) Have photographs of the removal operation taken where possible
- j) Assign responsibilities, as required, to various officers of LIAL and other agencies
- k) Participate in the removal operation critique

11. Action by E & M Dept of LIAL

- a) Civil department shall arrange labour and materials, if required, for road making or other duties.
- b) Electrical department shall arrange to shift portable generator to the site, if required, for lighting the area.
- c) Officers of Civil & Electrical shall participate in removal operation critique.

12. Access Gates for Entry of Equipment From Outside

- a) Gate No. 2 (near M.T Workshop)
- b) 09 Crash Gate (Kanpur Road).

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

List of Agencies for Convening Meeting to Discuss Action Plan for Removal of Disabled Aircraft

- a. ATS, Airports Authority of India
- b. In-Charge ASO, LIAL
- c. Aircraft owner / operator
- d. Airport Security
- e. Representative of DGCA
- f. Fuel companies
- g. Air India
- h. Indian Air Force (If an IAF aircraft is involved)

List of Equipment available with outside agencies

- a) Khalsa Crane Services Transport Nagar

(Material Handling Equipment & Services)

Available Equipment- Heavy Crane, Forklift. Hoist. Pallet Truck. Material Handling Equipment

Phone No-9415402241, 9839050150

F-18, Transport Nagar, Lucknow - 226012

- b) Shakitman Crane Service Faizabad Road

Phone No-9984124799

Semera Village, Faizabad Road, Lucknow - 283126

- c) **Bharat Diesels Latouche Road**

Phone No-0522 - 2267335, 9415102482, 9005580000

110/56, Naya Gaon East, Banerjee Street, Harinth, Latouche Road, Lucknow - 226018

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

Annexure-01

As on 04/05/2018

Contact List

S.No	Name of person	Telephone Numbers	Mobile Numbers
1.	CAO, LIAL		9833301377
2.	Head Operations, LIAL		9602488881
3.	CSO, LIAL		9560698370
4.	Head, Airside Operations, LIAL		6359922136
5.	Head, Terminal Operations, LIAL		9538882275
6.	Duty Manager, Airside Operations		6358860145
7.	Apron Control		6358860145
8.	Duty Manager Terminal		8004935404 9455004381

S.No	Name of person/Agency	Telephone Numbers	Mobile Numbers
9.	Jt.GM(CNS)	2201, 2437594	7408412314
10.	Jt.GM(ATM)	2301, 2436923	9839309218
11.	Jt.GM(Electrical)	2526	9455335336
12.	DGM(ATM)	2309	Saurbh Saran
13.	CISF Sr. Commandant	2701	9001066669
14.	CISF Control Room	2709, 2438861	
15.	Fire Station In-Charge	2438003	9450003436
16.	State Fire Service	101	
17.	Chief fire Officer (State Fire), Lko	2614444	9454418344
18.	Fire Station Sarogini Nagar	Hotline	9454418656
19.	Fire Station Hazratgang	2622222	9454418642
20.	Fire Station Alambagh		9454418648
21.	Fire Station PGI	2668111	9454418645,46
22.	Police Control Room	100	9454458171
23.	SSP Police	2625983(O) 2625984(R)	9454400290
24.	CO Krishna Nagar	2470095	9454401490
25.	SP EAST	2611165	9454401087
26.	Police Station Sarogini Nagar	2436600	9454403869
27.	Police Station Hazratgang	6453103	9454403853
28.	Police Station Alambagh	2459892	9454403838
29.	Police Station Krishna Nagar	24739181	9454403858
30.	Station Manager Air India	2435401(APM), 4026292(CITY)	9839076868

AIRPORT EMERGENCY RESPONSE PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01, 1st Feb 2021
		Revision No: 01
		Revision Date: 02.03.2022

	Station Manager Indigo	2433268	9890475777
31.	Station Manager Go-Air	2433400	8853098001
32.	Station Manager Saudia	2439270	9695777744
33.	Station Manager Oman Air	2439154, 2439178	9828273333
34.	Station Manager Vistara	2434414, 2434413	7754946999
35.	Station Manager Ground Handling Agent Indo Thai	2433930	7607694555
36.	Director, State C/A UP Govt.	2436504, 2435365,	8449430089
37.	Controller of Air-worthiness	2435402, 2437590	9968095163
38.	Director, Met Dept.	2435406	9453019406
39.	Customs, Lucknow Airport	2439897, 2431876	9451248155
40.	Immigration, Lucknow Airport	9838032032, 2431746	8090001866
41.	CMO Lucknow		9839027171
42.	Balrampur Hospital	2627551	7408404687
43.	Ambulance	108, 102	8601802254
44.	Medical College Trauma Centre	2258426, 2258425	
45.	Lok Bandhu Hospital	2425818	

S.No	Name of person	Telephone Number-Office	Fax	E-Mail
1	Director (Air Safety) DGCA	9911360971	011-24620272	aneesh.dgca@nic.in
2	Regional Safety Officer	9911579981		

LUCKNOW INTERNATIONAL AIRPORT LIMITED



Chaudhary Charan Singh International Airport, Lucknow

DISASTER MANAGEMENT PLAN

Issue 01, Feb 2021

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Disaster Management Plan

Doc No.: LIAL / DMP/ PLN / 01

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The contents and other supporting documents / procedures mentioned in this Manual shall be applicable to the LIAL.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
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Activity	Name and position	Signature	Date
Prepared by	Mr. Rajesh Tiwari		15.02.2022
Reviewed by	Mr. Bhupender Singh		15.02.2022
Approved by	Mr. Balvir Singh Bhatia		15.02.2022

Lucknow International Airport Limited.

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DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Table of Contents


RECORD OF AMENDMENTS	5
CHAPTER-1	6
Introduction.....	6
CHAPTER-2.....	7
Document Preparation and Publication	7
CHAPTER-3.....	8
Record of Amendments	8
CHAPTER-4	8
Scope of Disaster Management Plan.....	8
CHAPTER-5.....	9
Plan Objective.....	9
CHAPTER-6	10
Action Plan.....	10
CHAPTER-7	19
ROLES AND RESPONSIBILITIES IN CASE OF DISASTER.....	19
7.1 Action by Air Traffic control.....	19
7.2 Action by Apron Control	20
7.3 Action by Head Operations or his representative	20
7.4 Action by WSO.....	21
7.5 Action by Jt.GM (ATM) /DGM (ATM-SQMS).....	21
7.6 Action by Airport Fire Services.....	22
List of Equipment.....	29
CHAPTER-9	30
Chapter - 10.....	31
Intervention levels for various actions of Relief & Rescue teams.....	31
CHAPTER -11	32
First Responder's Response	33
CHAPTER - 12.....	35
Infrastructure to be developed/upgraded	35

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER -13.....	36
Alert System and Reporting	36
CHAPTER -14.....	37
Co-Ordination of Emergency Response.....	37
CHAPTER-15.....	40
Preparedness Level.....	40
Training:.....	40
CHAPTER-16.....	42
Incident Command.....	42
Incident Command System	42
Chapter - 17	44
Logistic Supports and Exercises.....	44
CHAPTER-18.....	46
Evacuation Plan.....	46
CHAPTER - 19.....	47
MEDIA MANAGEMENT	47
CHAPTER - 20	47
Term Planning	47
List of equipment Available with outside agencies	49
Chapter - 21	50
CONTACT DETAILS	50
Abbreviations	60

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022

RECORD OF AMENDMENTS

S. No	Amend No.	Summary of Amendment(s)	Page No.	Effective Date	Entered by (Name & Sign)
01	01	Change of Accountable Executive		15.02.2022 2	Rajesh Tiwari 

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER-1

Introduction

The disaster would imply, “an occurrence arising with little or no warning with cause of threatens, serious disrupt on of life and perhaps cause death injury to large number of people and required therefore a mobilization of efforts in excess of that normally provided by the statutory emergency service”. This means that additional efforts would be needed to meet disasters which may directly or indirectly affect the aircraft operation. The disasters which may be occurred at C.C.S.I Airport are broadly categorized under three headings.

Natural: Earthquake, Cyclones, Floods etc.

Manmade: Chemical, Biological, Nuclear, Radiological, Aircraft crash etc.

Hybrid: Floods, Epidemics etc.

The C.C.S.I Airport may be affected in the disaster like Earthquake, Cyclones, Chemical, Biological, Nuclear, Radiological, Aircraft crash, Epidemics etc. "Disaster Management" means a continuous and integrated process of planning, organizing, coordinating, and implementing measures which are necessary or expedient for:

- Prevention of danger or threat of any disaster
- Mitigation or reduction of risk of any disaster or its severity or consequence
- Capacity-building
- Preparedness to deal with any disaster
- Prompt response to any threatening disaster situation or disaster
- Assessing the severity or magnitude of effects of any disaster
- Evacuation, rescue, and relief
- Rehabilitation and reconstruction
- Rapid control and containment of the hazardous situation
- Minimizing the risk and impact of an even accident
- Effective rehabilitation of the affected persons, and prevention of damage to property.

Disaster preparedness and management plan is an integral part for airport projects. This is important for effective management of an emergency to minimize losses to people, property and both at and around the airport.

An airport like any other installation is prone to a range of natural and manmade disaster depending upon its geographical location and threat perception. Therefore, in order to mitigate the effect of such disasters and restore the

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

normalcy at the earliest on the airport, it is essential to put in place a plan for comprehensive preparedness and response for handling anticipated disasters at the airport. In the disaster management planning is done to contain the effects of identified failure scenarios.

CHAPTER-2

Document Preparation and Publication

This Disaster Management Plan for the C.C.S.I Airport has been prepared by encompassing the guidelines of Fire Order no-14 of AAI.

This Disaster Management Plan is prepared by the Head (Fire Services), on behalf of Head Operations and Chief Airport Officer will be sent for approval of SDMA and DGCA. The Chief Airport Officer, LIAL is responsible to publish and maintain this Plan.

Head (Fire Service), LIAL on behalf of Head Operations and Chief Airport Officer, C.C.S.I Airport LIAL, will ensure that the policies and procedures as approved by UPSDMA are incorporated in this plan.

Committee Members of Disaster Management:

- a) Chief Airport Officer, LIAL
- b) Head Operations (Ops), LIAL
- c) In-charge Airside, ALAIL
- d) In-charge Terminal, LIAL
- e) Chief Security Officer ,LIAL
- f) Head Fire Services, LIAL
- g) ATS In-charge, AAI
- h) UP Gov Representative.
- i) SDMA Representative.
- j) Senior Police Officer (S.S.P.)
- k) Commandant (CISF)
- l) Ministry of Civil Aviation representative
- m) DGCA representative
- n) Concerned Airline representatives
- o) Any other agencies required for proper handling of the disaster

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER-3

Record of Amendments

Head (FS) is responsible for incorporating amendment to the Airport Disaster Management Plan. This includes inserting new chapters or chapter amendments in a timely manner and complying with any instructions on amendment advice. The user of this plan will be responsible for verifying the currency of documentation in the plan. Holders of hard copies of plan are responsible for ensuring that the plan is kept up to date.

Amendment No	Date amended	Amended by

Effective date of an instruction is indicated at the foot of the page. New edition will be indicated by date at the foot of the page with the help of Document ID.

CHAPTER-4

Scope of Disaster Management Plan

The National Disaster Management Act, 2005 further requires all the state governments to establish SDMAs/State Executive Committees (SECs), and also create Disaster Management Authorities (DMA) to create an infrastructure for the disaster mitigation. The Disaster Management Act, 2005 also mandates every Ministry / Department of Govt. of India to prepare a Disaster Management Plan as per the NOMA guidelines.

The purpose of a DMP is to spell out the procedures for coordinating the response of different agencies and services, both on and off the airport, to cope with various aircraft related and non-aircraft related emergencies anticipated at the airport. There are 15 guideline docs. On various topics which needs to be studied and their significant points are to be incorporated in the Disaster Management Plan for the respective airport to the maximum extent possible.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER-5

Plan Objective

Objective of Disaster Management Plan are given below:

- To protect and minimize the loss of lives and property/infrastructure from disasters.
- To minimize the suffering of people due to disaster.
- To minimize the disaster risk and vulnerability of people and infrastructure in the airport.
- Promote a culture of prevention and mitigation through curriculum revision, Information Education Communication (IEC) awareness campaigned plans at all level mocks drills & communicating hazards.
- To build the capacity of all stakeholders in the airport to cope with the disaster add promote community-based disaster management.
- Mainstreaming disaster management concerns into development planning procedures
- Develop efficient disaster response/relief mechanism in the airport.
- To provide clarity on roles and responsibilities for all stakeholders concerned with disaster management.
- Commence recovery program as an opportunity to build better in case of a future disaster by incorporating stakeholders in the program.

The objective of disaster response is to carry out following tasks, all within the constraints of available resources:

- Mitigation of accidents at source
- Prevention of deterministic health effects in individuals
- Providing first-aid and treatment of injuries
- Reducing the probability of stochastic effects in the population
- Reduction of psychological impact on the population
- Protection of environment and property

CHAPTER-6

Action Plan

This Airport Disaster Management Plan shall detail the action plan as per the guidelines of SDMA.

This shall include the following aspects:

Activities			Responsibility
Earthquake			
1	Prevention	Earthquake resistant design and construction of Public utility structure	LIAL
		Periodical Inspection and maintenance of building	Civil maintenance
		Monitoring of seismic activities	IMD
2	Mitigation	Campaign for Earthquake safety tips	Concerned section
		Identification and removal of unsafe buildings/ structure	Concerned section
		Departmental action plan(SOP)	Concerned section
3	Preparedness	Routine drills/training, inspection/testing of all rescue and fire-fighting equipment	Fire Service
		All periodical exercises	Air traffic management / Terminal & Airside Management/Fire services
		Runway inspection	ATC
4	Response	Maintaining Alert crew all the time for quick response.	Concerned Section
		Fire-fighting / rescue/medical assistance.	Fire services in coordination with ATC& Apron control
		Speedy and safe evacuation	Concerned section
		Providing transport Facilities	Airlines/ MT section/ Responding agencies
		Assist other responding agencies	Concerned section/ Security Manager
		Inform to COR and other related agencies	Chief Airport Officer or his representative
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital/ lighting	Airlines/ Terminal management/ emergency medical services/HR /Finance section

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
		Providing Water/food		Terminal management/HR	
		Providing transport Facilities		Airlines/ IDT section/Responding agencies	
6	Rehabilitation and Reconstructi on	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL	
		Developing policies and practices to avoid similar situations in future		Concerned section	
Cyclone					
1	Prevention	Forecasting and warning alerts		IMD	
		Building design as per standards to resist wind/water		Relevant technical authority	
		Proper drainage system		Relevant technical authority	
		Improvement of building sites by raising the ground level to protect against water and storm surges.		Relevant technical authority	
		Communication and utility lines should be located away from the Coastal area or installed underground.		Relevant technical authority	
		Maintenance of fire appliances/rescue equipment.		Fire Services/MT	
2	Mitigation	Declaration of weather/storm standby		ATC	
		Runway inspection		Apron control	
		Identification and removal of unsafe buildings / structure		Concerned section	
		Departmental action plan(SOP)		Concerned section	
3	Preparedness	Pre monsoon/cyclone meeting for preparedness		Chief Airport Officer or his representative	
		Maintaining Alert crew all the time for quick response.		Concerned Section	
4	Response	Fire-fighting / rescue/medical assistance.		Fire services incoordination with ATC and Apron control	
		Speedy and safe evacuation		Concerned section	
		Providing transport Facilities		Airlines/ MT section	
		Assist other responding agencies		Concerned section	
		Inform to COR and other related agencies		Chief Airport Officer or his representative	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
5	Relief	Rescue operation		Fire services /City fire brigade/ responding Rescue team	
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital /Lighting		Airlines/ Terminal management emergency medical services/HR Finance section	
		Providing Water/food		Terminal management /HR	
		Providing transport Facilities		Airlines/ MT section/Responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL	
		Developing policies and practices to avoid similar situations in future		Concerned section	
Aircraft crash inside the Airport					
1	Prevention	Inspection / maintenance of Navigation aids		CNS/Electrical	
		Runway inspection		Apron Control	
		Weather status		IMD	
		Follow up Air Traffic rules (Annex 2, 11, Doc 444)		ATC	
		Markings/Lightings guidelines as per CAR and Annex 14		ATC/Civil/Electrical	
		Serviceability of communication facilities		CNS	
		Serviceability of Aircraft		Concerned Airline	
2	Mitigation	Declaration of Emergency		ATC	
		Departmental action plan (SOP)		Concerned section	
3	Preparedness	Routine drills training, inspection/testing of all rescue and fire-fighting equipment		Fire Service	
		All periodical exercise		Air traffic management/Terminal & Airside Management/Fire services	
		Maintaining Alert crew all the time for quick response.		Concerned Section	
4	Response	File-fighting / rescue/medical assistance.		Fire services in coordination with ATC	
		Speedy and safe evacuation		Fire service	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
		Providing transport Facilities	Airlines/ MT section		
		Assist other responding agencies	Concerned section		
		Inform to COR and other related agencies.	Chief Airport Officer or his representative		
		Security of Accident site	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital blighting	Airlines/ Terminal management/ emergency medical services/HR / Finance section		
		Providing Water/food	HR / Concerned Airlines		
		Providing transport Facilities	Airlines/ MT section responding agencies		
6	Rehabilitation and Reconstruction	Identification of suitable project	Concerned section		
		Project dealing and approval	Relevant technical authority		
7	Recovery	Rebuilding infrastructure	Relevant technical authority		
		Claim for Insurance	LIAL/ Concerned Airlines		
		Investigation, developing policies and practices to avoid similar Situations in future.	Concerned section/agency		
Aircraft crash outside Airport within Response Area					
1	Prevention	Inspection / maintenance of Navigation aids	CNS/Electrical		
		Follow up Air Traffic rules (Annex 2, 11, Doc 444)	ATC		
		Weather status	IMD		
		Serviceability of communication facilities	CNS		
		Serviceability of Aircraft	Concerned Airline		
2	Mitigation	Declaration of Emergency	ATC		
		Departmental action plan (SOP)	Concerned section		
3	Preparedness	Routine drills training, inspection/ testing of all rescue and fire-fighting equipment	Fire Service		
		All periodical exercise	Air traffic management/Terminal& Airside Management/Fire services		

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
		Familiarization of response area	Airport Fire Service		
		Maintaining Alert crew all the time for quick response.	Concerned Section		
4	Response	Firefighting / rescue/medical assistance.	Fire services in coordination with ATC/ City Fire Brigade/other responding agencies		
		Speedy and safe evacuation	Fire services / City Fire Brigade/other responding agencies		
		Providing transport Facilities	Airlines/ MT section /other responding agencies		
		Assist other responding agencies	Concerned section		
		Inform to COR/GSDMA and other related agencies	Chief Airport Officer or his representative		
		Security of Accident site as per AEP	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital /lighting	Airlines/ Terminal management emergency medical services/Other responding agencies		
		Providing Water/food	HR / Concerned Airlines		
		Providing transport Facilities	Airlines/ MT section/responding agencies		
6	Rehabilitation and Reconstruction	Identification of suitable project	Concerned Authority		
		Project dealing and approval	Relevant technical authority		
7	Recovery	Rebuilding infrastructure	Relevant technical authority		
		Claim for Insurance	LIAL / Concerned Airlines		
		Investigation, developing policies and practices to avoid similar situations in future.	Concerned section/section/another agency		
CHEMICAL DISASTER					
1	Prevention	Advanced notification to the airport, if DG in cargo.	Consigner		
		Storage and Handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and doc	Airlines, Cargo		

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
		9284.			
		Periodical Inspection and maintenance of building.	Cargo		
		Permission of Central Govt.	Airlines, Cargo		
		Protection of environment and property	Concerned agencies		
2	Mitigation	Campaign for Chemical safety tips.	Concerned section		
		Identify and isolate the affected area	Terminal Management/ CISF/ Fire/ Concerned Agencies		
		Periodical inspection and audit of Cargo building.	Concerned section		
		Prohibit eating, drinking and smoking in the incident area	Concerned sections		
		Preparation of DM plan for oil depot.	Concerned oil Industries.		
3	Preparedness	Routine drills/training, inspection / Testing of all rescue and fire-fighting equipment	Fire Service		
		All periodical exercise as per fire order	Air traffic management/Terminal Management/Fire services		
4	Response	Maintaining Alert crew all the time for quick response	Concerned Section		
		Firefighting / rescue/medical assistance.	Fire services in coordination with ATC		
		Established AOCC	Chief Airport Officer or his representative		
		Speedy and safe evacuation	Concerned section		
		Providing transport Facilities	Airlines/ MT section/responding agencies		
		Assist other responding agencies	Concerned section/Security Manager		
		Inform to COR/DDMO(collector/DRO)	Chief Airport Officer or his representative		
		Security of Accident site as per AEP	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital/lighting	Airlines/ Terminal management emergency medical services/HR / Finance section		
		Providing Water/food	HR		

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
		Providing transport Facilities	Airlines/ MT section/ Responding agencies
6	Rehabilitation and Reconstructi on	Identification of suitable project	Concerned section
		Project dealing and approval	Relevant technical authority
		Rebuilding infrastructure	Relevant technical authority
7	Recovery	Claim for Insurance	LIAL/Airlines/Oil Industries
		Developing policies and practices to avoid similar situations in future	Concerned section
BIOLOGICAL DISASTER			
1	Prevention	Prevention of deterministic health effects in individual	Concerned sections
		Maintain Good Housekeeping.	Concerned sections
2	Mitigation	Identify and isolate the affected area	Terminal Management/CISF/ Fire
		Campaign for Biological safety tips.	Concerned section
		Inform to COR, GSDMA and related agencies immediately.	Chief Airport Officer or his representative
		Inspect the airport premises immediately when suspected, with specialized agencies.	Chief Airport Officer or his representative /Terminal Management
		Prohibit eating, drinking, and smoking in the incident area	Concerned sections
3	Preparedness	Lectures and trainings on Biological Disaster handling	Training Centre
		Use of Monitoring instruments and safety equipment.	Responding agencies
		Study Contingency Plans	Concerned sections
		Maintain alert crew	Terminal Management Fire Service
		All periodical exercise as per fire order	Air traffic management Terminal Management Fire services
4	Response	Sealing/Security of Affected site as per AEP	CISF
		Maintaining Alert crew all the time for quick response.	Concerned Section
		Firefighting / rescue/medical assistance.	Fire services in coordination with ATC/Special rescue team
5	Relief	Established AOCC	Chief Airport Officer or his representative

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
		Speedy and safe evacuation	Concerned section/special rescue team
		Providing transport Facilities	Airlines/ MT section responding agencies
		Maintain Law and Order	Concerned section/Police/Other Agencies
6	Rehabilitation	Assist other responding agencies	Concerned section/Security Manager
		Inform to COR/DDMO (collector/DRO)/ Local Authorities	Chief Airport Officer or his representative
		Security of Accident site	CISF
7	Recovery	Developing policies and practices to avoid similar situations in future	Concerned section
RADIOLOGICAL/NUCLEARDISASTER			
1	Prevention	Advanced notification to the airport, if DG in cargo.	Consigner
		Permission of Central Govt.	Airlines, Cargo
		Storage and handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and doc 9284.	Airlines, Cargo
		Protection of environment and property	Concerned agencies
2	Mitigation	Campaign for Radiological and Nuclear safety tips.	Concerned section
		Identify and isolate the affected area	Terminal Management/CISF/ Fire
		Prohibit eating, drinking, and smoking in the incident area	Concerned sections
		Inform to COR, GSDMA and related agencies immediately.	Chief Airport Officer or his representative
		Inspect the airport premises immediately when suspected, with specialized agencies.	Chief Airport Officer or his representative/Terminal Management Specialized team.
3	Preparedness	Periodical exercise as per fire order	Air traffic management / Terminal Management/Fire services
4	Response	Maintaining Alert crew all the time for quick response.	Concerned Section
		Firefighting / rescue/medical assistance.	Fire services in coordination with ATC/ Special rescue team
		Established AOCC	Chief Airport Officer or his

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
				representative	
		Speedy and safe evacuation		Concerned section/special rescue team	
		Providing transport Facilities		Airlines/ MT section/ responding agencies	
		Maintain Law and Order		Concerned section/Police/Other Agencies	
		Assist other responding agencies		Concerned section/Security Manager	
		Inform to COR/DDMO(collector/DRO)/ Local Authorities		Chief Airport Officer or his representative	
		Security of Accident site		CISF	
5	Relief	Rescue operation		Fire services /City fire brigade / responding Special rescue team	
		Relocation of passengers/causality to temporary shelter/hospital as per safety procedure		Airlines/ Terminal management emergency medical services/Special rescue team/COR	
		Providing Water, food, bed, hygiene related facility etc.		HR/ COR	
		Providing transport Facilities		Airlines/ MT section/ responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL/Airlines/Oil Industries	
		Developing policies and practices to avoid similar situations in future		Concerned section	
		Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL/Airlines/Concerned Agencies	
EPIDEMICS					
1	Prevention	Prevention of deterministic health effects in individual		Concerned sections	
		Prevent poor sanitary conditions which may contaminate food and water		Concerned sections	
		Protect the environment buildings from breeding conditions for the insect vector		Chief Airport Officer or his representative	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
		Maintain Good House-keeping	Concerned sections
2	Mitigation	Structuring the health services at airport	Chief Airport Officer or his representative
		Medical inspection for arriving passengers	Medical team
		Check up and diagnose the victims	Medical team
		Identify and isolate the affected area	Terminal Management/CISF/ Fire
		Prohibit eating, drinking and smoking	Concerned sections
		Use PPE while handling passengers/ person/visitors	Concerned section
3	Preparedness	Campaigns for Epidemic safety tips	Concerned section
		Inspect the airport premises immediately when suspected, with specialized agencies	Chief Airport Officer or his representative /Terminal Management
		Use of Monitoring instruments and safety equipment	Responding agencies
4	Response	Improving the sanitary condition wherever observed	Concerned section/Civil/Terminal
		Follow disposal procedure of waste, disinfecting the water source	Concerned section
		Assist other responding agencies	Concerned section/ security Manager
5	Relief	Relocate the passengers to a safe and hygienic area.	Airlines/ Terminal management/ Medical team
		Arrange for hygienic Water/food/sanitation facilities	HR
6	Rehabilitation and Reconstruction	Reduction of psychological impact	Chief Airport Officer or his representative
7	Recovery	Developing policies and practices to avoid similar situations in future	Concerned section

CHAPTER-7

ROLES AND RESPONSIBILITIES IN CASE OF DISASTER

7.1 Action by Air Traffic control

In case of a disaster, the Duty Officer, ATC will put on the

- Siren - for general alert to all the agencies working at the airport.
- Crash bell/Fire bell - to alert the fire station for fire and rescue operation.
- Declares Emergency depending on the situation, on R/T or Hot Line or Phone directly connected to Fire control room

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Inform fire control room to dispatch at the affected site
- Inform Apron control and request a Runway inspection

When full emergency is declared the following information shall be included by ATC to Fire control room:

- Flight No.
- Type of aircraft.
- Name of owner of aircraft
- Number of occupants.
- Nature of trouble.
- Runway to be used and subsequent change of runway.
- Expected time of arrival.

ATC offices will inform

- Apron Control
- Approach Radar
- ACC/WSO
- Jt.GM (ATC)
- Met duty officer

7.2 Action by Apron Control

Apron control shall inform:

- IN charge (Terminal)
- In-charge Airport Security (CISF)
- Chief Airport Officer
- Will monitor the movement and progress of safety services and their activities.
- Inform Civil Hospital, Balrampur Hospital & SGPGI
- Informs listed doctors to reach the crash site as per the procedure
- Inform City Police (hot line)
- If required by Airport Safety services call City Fire brigade on hotline or another assistance required
- Take NOTAM action, if required in coordination with WSO.

7.3 Action by Head Operations or his representative

1. Activate Emergency information counters (EIC)

Place: Terminal Manager Office, International/Domestic Building

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Members:

- In-charge Terminal or his representative, C.C.S.I. Airport
- Concerned Airlines
- Airport Security
- Representative of the other agencies, in case of disastrous situation

2. Help Tower/ACC/Fire services and apron control in crash/disaster handling

When fire or disastrous situation is under control proceed to site with two-way communication with ATC.

3. Become on-scene Commander & coordinate with airlines for transfer of casualties to hospitals in case of crash within LIAL jurisdiction. For other disaster LIAL shall assist responding agencies on their arrival.
4. Coordinate site operations with all responding agencies, Police, Fire Ambulances, Hospitalization, record of head-counts wreckage, cordoning coordination with ATC, public help counter. For disaster beyond the control of LIAL, LIAL shall assist responding agencies.
5. Support in resumption of ATC operations and guarding of wreckage, investigations etc as per the procedure.

7.4 Action by WSO

- Inform Delhi FIC
- Director of Air Safety /DGCA
- ED (ATM)
- BCAS Delhi
- Take NOTAM action & resumption of ATC operations according to the nature and situation of disaster
- Originate signal & report to all concerned
- Cancellation of NOTAM
- Guide ATC for sorting out the air Traffic

7.5 Action by Jt.GM (ATM) /DGM (ATM-SQMS)

- Reach in Control Tower at the earliest and assess the situation for more help for RFFS and responding agencies
- Inform collector/Commissioner of Police
- Ensure all actions are taken by Tower/ACC/TML
- Keep Chief Airport Officer informed about the gravity of situation and effect on operations.
- Coordinate TM operations/security on the crash site
- Investigations, Photography, etc. & restoration of ATC operations

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Seal the records.
- Make arrangement for video Photography.

7.6 Action by Airport Fire Services

The primary function of the Fire Services is rescue & fire fighting in any disasters. It is important to upgrade their functions to include appropriate response to disasters, zonation, mobile decontamination, search and rescue and evacuation. If the situation is worst and beyond the capability of AFS, a specialized rescue team may be called and AFS will assist them.

These functionaries will be tested at vulnerable locations by conducting mock-drills. Different capacity development measures will be undertaken based upon the lessons learnt from these mock-drills.

- Level of Protection provided at airports for Airport Rescue and Fire Fighting (ARFF) purposes according to the designated category of the airport as per the ICAO standard to be maintained in coordination with ATC with respect to the severity of the disaster.
- Compliance of ICAO, DGCA & AAI Fire Orders.
- Fire prevention and protection of ATC Tower, Terminal Building, Technical Building, Cargo and other Airport infrastructures.
- The Airport Fire Service conducts various emergency exercises Full Scale Emergency Exercise, Partial Exercise, Building evacuation Drill, Mock Drill etc. in coordination with ATC.
- Fire investigation and analysis.
- Mutual aid fire-fighting & Rescue operations with other fire safety assistance services like City Fire Brigade & other responding agencies in case of any Disasters within or outside the Airport premises.
- Ambulance services provide to the aircraft passengers.

7.6.1 Action by Fire Watch Tower:

The crew present in the Watch Tower will continue to assist the Fire Control room and ATC. He will also constantly watch the aircraft movement in the operational area, vehicle movement in the area and any consequences of natural disaster.

7.6.2 Action by Fire Control Room:

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Fire Control Room is the heart of RFFS of airport and is manned by a person who is very well in coordination with ATC on R/T or walkie-Talkie. All messages from ATC are passed to Fire Control Room on Hot line or Walkie-Talkie or phone.

In case of crash message received either from watchtower or from ATC or from any other source, he will -

- Record immediately the details
- Inform shift In-charge /Duty Officer Fire
- Inform Head {Fire}
- Make announcement on PA system

CRASH! CRASH! CRASH!

GRID Position -----location -----

Within the airport or outside the airport or specific location in case of other disaster.

Further details will be passed on Walkie-Talkie that will be acknowledged by I/C CFT-1, I/C CFT-2, and I/C CFT-3. In-charge CFT 1 will keep continuous in touch with ATC for runway crossing route instructions, Grid Position and the other vehicles will follow or proceed specific location for specific task.

In-charge CFT 1 will report to ATC;

- (a) On reaching the site
- (b) When Fire or any other disastrous situation under Control
- (c) Or more help required if disaster or not able to handle the situation.
- (d) Significant occurrences
- (e) Full report - on crash or any other disaster

Meanwhile Fire control room will inform to all non-duty AFS staff for alerting.

7.6.3 Action by Shift In-charge:

1. He will be in command of the RFFS of airport as well as of the city fire brigade services if the fire occurred inside the airport or within response area for Aircraft crash. For other disaster AFS shall assist the responding agencies. He will be on-scene-commander and will continue coordinating with other agencies on the crash site like Public help, Police, Airline operator, management of triage area,

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

causalities, priority of causalities dispatch to hospitals etc. till the arrival of Head (FS).

2. When some other senior officer/Head Ops arrives on the scene and takes over charge of crash site, the RFFS when no more required on site will return back to Fire Station. For other disaster LIAL shall assist the responding agencies

3. Activate Rendezvous Point: Airport Gate No-02.

4. Arrange for salvage operation and remain standby for giving/receiving assistance (when airport or city or both are affected in disaster)

5. Arrange standby crew and equipment for additional task, if any (when airport or city or both are affected in disaster)

6. Arrange command post at airport.

7. Head (Fire Services) will carry out roll call, assess the status of Fire crew/vehicles and replenish requirement & declare category available & inform ATC.

8. Head (Fire) & Shift In-charge will fill up the required report forms & submit to Head Ops at the earliest.

7.6.4 Action by In-charge Terminal

He will be In-charge of the emergency information center & responsible.

To collect information from crash site through Apron control or fire control room on injured & survivors

- Collect passengers manifesto from airlines
- Obtain information about hospitalized passengers
- Call State Police Sarojani Nagar/Krishnagar for law & order.
- Make arrangement & function as In-charge of E-I-C
- Receive and make arrangement the outside help incoming such as doctors, Ambulances, Fire brigade, Police, relatives and direct them to appropriate site or hospitals
- Coordinate Customs/Immigration in case the International flight involved
- Coordinate with ATC and Fire Station
- Inform contact number to Door darshan
- Make arrangement for press briefing by Chief Airport Officer/Corporate communication

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

7.6.4 Action by Chief Airport Officer

- Keep informed the following: COR/Collector/UPSDMA
- He will obtain clearance from DGCA for the removal of wreckage and permit ATC to activate Disabled aircraft removal Plan in case of aircraft related disaster.
- Press/Media Briefing: Prepare a press brief & meet the media & press as deemed fit. Chief Airport Officer/ Corporate communication is the official spokes persons of LIAL and nobody else.

7.6.5 Actions by In-charge Airport Security and CISF:

As soon as information is received about Crash/Accident and any disaster inside the airport:

- Inform all gates to allow entry of Fire brigade /Ambulance and doctors and other responding agencies to the incident site.
- Dispatch one squad or mobile or any other vehicle to site. Do not cross-runway without ATC permissions, in case of operational area.
- Cordon the Crash site/assist the fire & rescue operations.
- Assist for evacuation.
- Guard the bag and baggage and other property on the site in coordination of police.
- He shall coordinate with Traffic police to keep the Traffic lanes free for the movement of ambulances on the city side.

7.6.6 Action by City Police:

As all access control etc. within the airport is the responsibility of Airport Security (CISF) even then the city police will be informed and they shall arrive at the crash site.

The duties of Police if disaster occurred inside the airport:

- Assists the airport security & fire brigade at crash site.
- Maintain law and order
- Traffic Control to & from the airport in order to facilitate the carriage of injured to hospitals.
- Prepare a list of passengers as per their requirement.
- Take care of any VIP passenger if on board and his security etc.
- Allow customs & immigration activities under their control.
- Help the airport management and Airlines to handle the situation.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Police authorities may dispose of the dead bodies of passengers in accordance with their procedures and in consultation with Airlines/owner of the aircraft concerned.

If Aircraft accident occurred outside the boundary

- The Superintendent of Police dispatches a police squad to the site.
- This squad on reaching will take over supervision of the site.
- Prevent public interference with rescue operations
- Guard property, bag and baggage and aircraft
- Maintain law & order & facilitate transportations of casualties
- Protect the wreckage and trail of aircraft till the investigations are over & wreckage taken over by the concerned airline.
- Assist outside responding agencies.

7.6.7 Action by City Fire Services:

- Reach at the Rendezvous point or disaster site of the airport as soon as possible and co-ordinate/Assist with Airport Fire Services for further action.
- In case of fire, start fire-fighting with suitable media when called to do so by Airport Fire Service and also take care of surrounding environment.
- Search and identify the risk and nullify the sources.
- To search and evacuate the affected population from the site of the disaster by using their available special equipment etc.

7.6.8 Role and Responsibility of Airlines Operator:

- Provide all the manifests to LIAL & Public information counter and send his representative to the Terminal Manager office, domestic terminal.
- Collect & produce all the details of POB, male & females, VIP's Indians, foreigners & nationalities.
- Arrange transport and coaches for dead, survivors & injured for hospitals.
- Arrange attendants for the hospitals where passengers are hospitalized their admission & whereabouts, liaisons etc & other requirements.
- Liaise with hospitals for medical of involved bodies & survivors.
- Immediately send representatives to the crash site, Fire Station Control Room and Casualty Centre.
- In case radioactive material/ammunition/explosives etc. are carried on board as cargo, it shall be immediately informed to ATC & Fire Brigade and

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

act according to the procedure. Dispatch Technical/Engineering staff to the crash site or aircraft related disaster site to assist rescue of Victims and cutting the Electrical Connections against Fire Hazard.

- Arrange to establish Public Relations Cell in Terminal Building for the convenience of the next of kin/relative of the affected passengers.
- Deploy special category of staff at various locations to look after the survivors of the crashed aircraft including the catering requirements.
- Immediately dispatch copies of flight Passenger Manifest through Head Ops LIAL to Control Tower.
- Notify the Head Ops LIAL at Public Relation Cell in Terminal Building with a request to arrange necessary announcements on PA system/display.
- Concerned airline representative must be available at the Fire Station or disaster site to maintain proper accountability of the casualties and their disposal.
- On receipt of this information the same should be relayed by the coordinator to the following agencies:
 - Tower, AAI
 - Head Ops/Terminal Manager, ALAIL
 - Director of Air Safety, CAD
 - Airport Fire station (Refer annexure No. I for Telephone No)
- Organize transportation of crewmembers, if alive, for immediate blood urine collection.
- The affected airlines will arrange to take charge of the baggage of all the victims and survivors in co-ordination with the Customs and Police authorities after obtaining clearance from the Director of Air Safety/Inspector of Accident.
- The airline representatives will assist the next of kin/relatives of the dead/injured passengers to visit mini-morgue/hospital to identify their respective relations and welfare requirements.
- Will immediately arrange for wooden coffin along with the transport facility for the dead bodies, in co-ordination with the Police authorities.
- Segregate and seal all documents pertaining to the involved flight crew and aircraft.

7.6.9 Role and Responsibility of Indian Meteorological department:

It undertakes observations, communications, forecasting and weather services. Also can use INSAT for weather monitoring and communicate to the concerned agencies.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Keep watching continuously the weather condition during disastrous situation to alert various agencies and to avoid worst situation which will be occurred due to pre disaster.

7.6.10 Role and Responsibility of QRMT:

QRMTs consist of RSOs, medical doctors, nurses and paramedical staff would be equipped with monitoring instruments/equipment, PPEs, decontamination agents, other materials, critical care vans with resuscitation and life support system.

District health authority will constitute Quick Reaction Medical Teams (QRMT) for:

- Pre-hospital medical care
- To assist the specialized teams of NDRF through COR in providing necessary help in decontamination, triage and administration of de-cooperating agents, basic and advanced life support etc.
- QRMTS will form part of the regular mock-drill/simulation exercise or table top exercise.
- People affected with acute haemopoietic, gastrointestinal, coetaneous and CNS syndrome which requires special care would be shifted to the nearest Radiation Injury Treatment Centre. Names, addresses, destinations, and telephone numbers of those individuals are to be recorded who cannot be persuaded to stay at the incident scene.
- The civic authorities will make arrangements for dead body identification and management.
- The airport may provide assistance to the UPSDIA and other DM agencies by making available its resources to the DM agencies at all levels for the purpose of responding promptly and effectively to any impending disaster or subsequent to a disastrous event.

7.6.11 Role and Responsibility of COR

- On recommendation, State Govt. may declare disaster.
- To coordinate an effective emergency response and relief on occurrence of disaster.
- Prepare, review and update State level emergency plans and guidelines and ensure that the district level plans are prepared, revised and updated.
- Develop an appropriate relief implementation strategy for the State in consultation with the Authority, taking into account the unique circumstances of each district and deficiency in institutional capacity and resources of the State.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Provide directions to the Collector and the local authority having jurisdiction over the affected area to provide emergency relief in accordance with disaster management plans to minimize the effects of disaster.

7.6.12 Role and Responsibility of the Collector

- Facilitate and, coordinate with, local Government bodies to ensure that the pre and post disaster management activities in the district (including C.C.S.I Airport) are carried out.
- Assist community training awareness programs and the installation of emergency facilities with the support of local administration, non-governmental organizations, and the private sector.
- Take appropriate actions to smoothen the response and relief activities to minimize the effect of disaster.
- Recommend COR and State Government for declaration of disaster.

CHAPTER-8

List of Equipment

The equipment available at the time of Disaster will be from Fire Services, MT section, and all the concerned airlines.

S.no	Equipment
1.	Crash Fire Tenders
2.	Ambulances

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

3.	Ladder
4.	Ropes
5.	Hydraulic power pack-spreader, cutter, jack
6.	Power driven saw (concrete, Metal, Wood)
7.	Breathing Apparatus set
8.	
9.	Fire Extinguishers
10.	
11.	Inflatable Lifting Bag
12.	Oxygen cylinder
13.	Stretchers
14.	First-Aid Boxes
15.	Ceiling Hook
16.	MT vehicles & Equipment
17.	Airlines Vehicles B Equipment
18.	Helmet with vision visor
19.	Gum Boots/Safety Shoes
20.	Gloves (Rubber/Asbestos)
21.	Fireman Axe
22.	Quick Release Knife
23.	Distress Signal Unit (OSU)
24.	Walkie-Talkies
25.	Mega Phone
26.	Towins Chains
27.	Hammer
28.	Crow Bar
29.	

CHAPTER-9

List of Contingency plans and Standard Operating Procedures available at CCSI airport

Contingency Plans	Standard Operating Procedures
Crash / Accident Airport Emergency Procedure	Air Side Management and Air Traffic Services

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022
Disaster Management Plan	Safety Rules & Regulations Handbook for Airside	
Bomb Threat Contingency Plan	SOP for maintenance Personnel at C.C.S.I Airport	
Contingency Plan for handling Hijack situation and other acts of unlawful interference at CCSI Airport	Safety Assessment of SOPs	
Contingency Plan for Handling of Non-Scheduled Int'l Aircraft Forced-to-Land Disabled Aircraft Removal Plan	Handling of WIP flights	
Contingency Procedure for degraded mode of ATS operation at C.C.S.I Airport, Lucknow.	Disposal of Bio-Medical Waste	
Dangerous Goods Handling Plan	Fuel / Oil Spillage	
Evacuation Plan — Terminal 1 & 2		
Evacuation Plan (Fire) - ATS bldg.	Wildlife Hazard Management	
	Testing of Fire Alarm System	

Chapter - 10

Intervention levels for various actions of Relief & Rescue teams

Intervention levels are defined as per the level of disaster:

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

L concept has been developed to define different levels of disasters at C.C.S.I Airport in order to facilitate the responses and assistances to States and Districts.

L0 level denotes normal times which will be utilized for close monitoring, documentation, prevention and preparatory activities at C.C.S.I Airport. Training on search and rescue, rehearsals, evaluation and inventory updation for response activities will be carried out during this time.

L1 level specifies disaster that can be managed at the C.C.S.I Airport, District level, however, the State will remain in readiness to provide rescue and relief assistance, if needed.

L2 level disaster situations are those, which require rescue and relief assistance and active participation of the District and State, mobilization of its resources for management of disasters.

L3 level disaster situation is in case of large scale disaster where the State and District authorities have been overwhelmed and require assistance from the Central Government for reinstating the State and District machinery as well as for rescue, relief, other response and recovery measures.

CHAPTER -11

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

First Responder's Response

This Airport Disaster plan specifies the jobs of all the functionaries who have assigned roles during the disasters. Actions shall be balanced and commensurate with the level of severity and shall not create unnecessary anxiety and panic among the people.

Broadly,

- First-aiders (Fire Fighting & Rescue Services) will perform the actions involving mobilizing and operating the incident command, overseeing victim triage,
- CISF will cordon the site, managing and controlling the perimeter,
- ATC & Terminal Management will provide notification & activation of the special teams, provide traffic and access control.

Terminal Management in co-ordination with Airlines will provide protection to at-risk and special population, providing resources support and requests for assistance, providing public information, and outreach and communication activities.

LIAL will hand over the scene to UPDMA and other specialized agencies which will be sent by COR and on their arrival, LIAL will continue to play the supporting role.

Whereas the airport emergency services are capable of providing greater response in case of other disasters, in case of Biological, Nuclear & radiological emergencies, only the essential activities mentioned below are carried out in the proximity of the incident site prior to the arrival, or consultation with the qualified professionals:

- Alert the staff, passengers and general public (if so required) by sounding the emergency siren and making an emergency announcement.
- Inform the local police, City Fire Station, DDMA, SDMA, ERC and medical authorities as per the pre coordinated Airport DM Plan
- Identify and isolate the affected area. In case of an explosion, seal off the inner zone of 400 m radius from the blast site as 'No Entry Area' except for emergency measures. For a suspected RDD incident, an initial inner-cordoned area (safety parameter) of 400 m is recommended. This will be extended based on actual radiological monitoring, beyond the initial area,

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

to a place where the actual dose rate is 100 Micro Gm/hr. at 1 m from the ground.

- Establish and supervise an access and de-contamination point as near as possible to the safety perimeter (upwind, inside the safety perimeter) where the ambient dose rate is close to background Position in the upwind direction of the incident especially where fire is present.
- Restrict entry to the area of the incident.
- The area downwind direction of the fire, especially if smoke and ash are involved, will be cleared of people, even if they are residents.
- Perform life-saving rescue and emergency first aid for serious injured. If radioactive contamination is suspected, the rescue will be carried out by taking extreme safety of rescuer. If situation out of control then wait for the specialized team which will be equipped with CBRN equipment.
- While responding to any fire, fire personnel will be cautioned that radioactive material may be present by ATC.
- Keep to an absolute minimum, any contact with radioactive material and suspected contamination material. Clothing and tools used at the scene will be disposed off as radioactive material with the help of special CBRN team and do not attempt to move or clean up any material involved.
- Prohibit eating, drinking and smoking in the incident area.
- Identify assembly points for persons trapped in affected areas. Evacuate the persons to the assembly points.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER - 12

Infrastructure to be developed/upgraded

Infrastructure pertaining to communication network, transport and sheltering common to all disaster response mechanism must be ensured available all the time or readily available when required.

The following basic infrastructure will be developed / upgraded:

- Standardized and reliable PPE in number sufficient to meet the requirements of all first responders.
- Portable, simple to operate, and rugged field detection equipment which has high sensitivity and specificity. LIAL's first responders which in all probability will reach at the site before other agencies like Police, NDRF etc. should have some simple portable monitoring instruments which will warn them as they approach the radiation source (say a blast of RDD).
- Specialized HAZMAT vehicle for the collection, detection and speedy field characterization.
- The development of mobile decontamination facility.
- Mobile command vehicle should be available at C.C.S.I Airport.

CHAPTER -13

Alert System and Reporting

The Emergency Response Plan (ERP) will have an adequate mechanism for proper planning and coordination with different responders, emergency functionaries and logisticians. It is important to have an inbuilt alert system that will activate the definitive specialized response. For this purpose, a well-rehearsed and standardized alert system will be evolved. Communication and Networking act as a key for an effective response to any disaster.

The information network will also include effective communication network to quickly analyze and identify contaminants at the incident site.

Alert Mechanism-Early warning and Reporting

Earthquakes	IMD,ISR
Cyclones	IMD
Drought	Agriculture Department
Epidemics	Health & Family Welfare Department
Industrial & Chemical Accidents	Industry, Labor & Employment Department, DISH
Radiological/ Nuclear	Specialized CBRN team (in NDRF)
Aircraft crash / Airport Fire	ATC, Fire & Emergency Services, other agency

Early Warning Detection & Monitoring:

Detection and monitoring is the responsibility of UPDMA. Mechanism for detection and monitoring may be deployed for specific hazards at the airport.

CHAPTER -14

Co-Ordination of Emergency Response

The response to any disaster must be implemented with clear division of responsibilities and clear lines of communication among the various organizations involved, in order to avoid delay and confusion.

Sr No.	Organization/ Agencies/ Services	Key Function/Responsibility
1	LIAL - Airport Fire Service	<p>Aircraft rescue and fire-fighting operation</p> <ul style="list-style-type: none"> • Pre accident / Post-accident fire protection • Support for triage activities • Evacuate injured passengers to hospitals • Support for structural fire-fighting and evacuation • Support for mitigation of Disasters like earthquake, accidents/ incidents, cyclone etc. • Support to Disaster management team. • Provide standby Fire vehicle as and when required.
2	Airside Management/ Operations	<ul style="list-style-type: none"> • Activate key officials and ground handling agent concerned • Muster airline's and ground handling agent's resources • Provide and direct ground service supports • Provide inputs to air traffic control in regard to runway and taxiway closure • Coordinate aircraft recovery and salvage operation
3	Terminal Management	<ul style="list-style-type: none"> • Activate key officials and other external agency/services such as hospitals, panel doctors, ambulance services, bureau of civil aviation security, immigration and customs • Activate the Emergency Response and Interaction Centre (ERIC) Group • Setup the Emergency Co-ordination Centre (ECC), Survivors Reception Centre (SRC), Friends and Relative Reception Centre (FRRC) and Reunion Area (RA) • Passengers facilitation and business recovery at terminal buildings • Support terminal building evacuation

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
4	Civil/Electrical Engineering	<ul style="list-style-type: none"> • Provide technical support and assistance • Support recovery efforts 	
5	Chief Airport Officer, C.C.S.I Airport	Media management Facilitate press releases and organization of press conferences	
6	Air Traffic Services	<ul style="list-style-type: none"> • Activation and Termination of Crash Action, Full Emergency, Local standby, etc. • Air traffic management including issuing NOTAM (Notice To Airmen) 	
7	Police	As soon as information about crash received the Superintendent of Police will swiftly dispatch a police squad to the site. This squadron reaching will take over supervision of the site will: <ul style="list-style-type: none"> • Prevent public interference with rescue operations • Assisting law & order & facilitate transportation so casualties • Protect the wreckage and trait of aircraft till the investigations are over & wreckage taken over by the concerned airline. • Guarding of aircraft wreckage and preservation of evidence at the accident site including eye-witness accounts and photography • Custody of flight data and cockpit voice recorders. cargo's onboard including dangerous goods, and baggage/passenger belongings • Investigation and management of dead bodies including the identity establishment, mortuary arrangements and release of the bodies. 	
8	All Airlines operators	<ul style="list-style-type: none"> • Support overall crisis mitigation efforts e.g. accountability of passengers, management of Next of Kin, aircraft accident investigation, etc. • Support media management • Passenger and Next of Kin facilitation • Facilitate reunions of survivors and Next of Kin • Prepare and provide passenger and cargo manifests. • Report the aircraft accident or serious incident to the authorities concerned as stipulated under Aircraft Rules, 1937, Part X investigation of Accidents. • Salvage/removal of crashed or disabled aircraft. 	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
9	Ground Handling Agent	Provide ground service staff and facilities including passenger steps, coaches, and aircraft towing Equipment.	
10	Director General of Civil Aviation (DGCA)	<ul style="list-style-type: none"> • Set standards and directions for dealing with all aviation related emergencies. • Aircraft accident/incident investigation • Authorize release of dead bodies, cargoes on board including dangerous goods, baggage, and removal of Crashed/disabled aircraft. 	
11	Airport CISF	<p>Dispatch a mobile or a squad to site. This group of CISF after reaching the site will perform similar actions as laid down till arrival of state police. e.g.:-</p> <ul style="list-style-type: none"> • Cordon the aircraft/incident premises, area Guard property, bag & baggage • Maintain law & order • Assist fire & rescue operations. 	
12	State Fire & Emergency Services	The state Fire & Emergency Services are crucial immediate responders during any disaster and play a vital role in saving lives and property immediately after a disaster.	
13	COR	<ul style="list-style-type: none"> • COR has a primary responsibility of coordinating an effective emergency response and relief on the occurrence of a disaster. • Prepare, review and update State level emergency plans and guide lines and ensure that the district level plans are prepared, revised and updated. • Develop an appropriate relief implementation strategy for the State in consultation with the Authority, taking into account the unique circumstances of each district and deficiency in institutional capacity and resources of the State. • Provide directions to the Collector and the local authority having jurisdiction over the affected area to provide emergency relief in accordance with disaster management plans to minimize the effects of disaster. 	
14	NOMA	It is the apex body for Disaster Management is headed by the Prime Minister and has the responsibility for laying down policies, plans and guidelines for DM and co coordinating their enforcement and implementation for ensuring timely and effective response to disasters.	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
			Revision No: 01
			Revision Date: 15.02.2022
15	Airport Operations Coordination Committee (AOCC)	The AOCC can act as the focal point to address the airport related needs and requirements of all the DM agencies Involved in relief operations	

CHAPTER-15

Preparedness Level

Training:

Regular training would be provided to all personnel who have a role in planning and operational response to an emergency.

The training objectives are:

- To familiarize personnel with the contents and manner of implementation of the plan and its procedures;
- To train personnel in the performance of the specific duties assigned to them in the plan and in the applicable implementation procedures.
- To keep personnel informed of any changes in the plan and the Implementing procedures.
- To maintain a high degree of preparedness at all levels of the Emergency Response Organization.
- Train new personnel who may have moved within the facility Organization: Test the validity, effectiveness, timing and content of the plan; and
- Update and modify the plan on the basis of experience acquired through Exercises and drills.

Mock Drills and Exercises:

Mock drills constitute another important component of emergency preparedness and refer to the re-enactment, under the assumption of a Mock scenario of the implementation of response actions to be taken during an emergency.

Mock drills and integrated exercises have the following objectives.

- To test, efficacy, timing, and content of the plan and implementing Procedures
- To ensure, that the emergency organization personnel are familiar with their duties and responsibilities by demonstration;
- Provide hands-on experience with the procedures to be implemented during emergency; and

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Maintain emergency preparedness.

The frequency of the drills would vary depending on the severity of the hazard. However, drills would be conducted once in a two year. Scenarios may be developed in such a manner as to accomplish more than one event objective. Drills and exercises will be conducted as realistically as is reasonably practicable. Planning for drills and exercises would include:

Basic objectives:

- Dates, times and places; Participating organizations.
- Events to be simulated.
- Approximate schedule of events.
- Arrangements for qualified observers; and
- An appropriate critique of drills/exercises with participants.

Evaluation of drill and exercises would be carried out which include comments from the participants and observers. Discrepancies noted by the drill observers during the drill shall be pointed out.

The individual responsible for conducting the drill or exercise would prepare a written evaluation of the drill or exercise. The evaluation would include assessments and recommendations on:

- Areas that require immediate correction.
- Areas where additional training is needed;
- Suggested modifications to the plan or procedures; and
- Deficiencies in equipment, training, and facilities.
- Records of drills, exercises, evaluations, and corrective actions would be duly maintained

Documentation:

The serviceability Status of safety vehicles, tools & equipment, communicational facilities, air traffic related facilities etc. are to be checked and documented. Also, the proficiency reports of all the sections are to be documented.

- Records of drills, exercises, evaluations and corrective actions would be duly maintained by all concerned sections.
- Incident, Accident returns shall be documented.
- Training, meeting with other responding agencies to be documented.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Airport familiarization of outside rescue team to be carried out and documented.
- Participation of outside responding agencies in full scale mock up exercise and to be documented.
- MOU between C.C.S.I Airport and City Fire Brigade to be documented and updated as and when required.
- Directions from Ministry of Home Affairs, National Disaster Management Authority, Government of India, etc. can be implemented by documentation.
- Lessons learnt from any disaster event in other states and countries.
- Recommendations from all departments in their Annual DM Report also be considered on review.
- Updation of DM plan periodically or as when required.

CHAPTER-16

Incident Command

Incident Command System

- The incident command system and its procedures are designed in such a way that information can be promptly assessed and relayed to concerned parties.
- Immediate dissemination of information contributes to quick response and effective decision-making during emergency.
- Being the main coordination and control point for all disaster specific efforts the Incident command system is the place of decision-making, under unified command.

The Primary function of Incident command system is:

- Receive, monitor and assess disaster information
- Keep track of available resources
- Monitor, assess, and track response units and resources requests
- Manage resource deployment for optimal usage.
- Make policy decision and proclaim local emergencies as needed.
- Provide direction and management for operations through Standard operations guide (SOG), set priorities and establish strategies.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Coordinate operations of all responding units, including law enforcement, fire, medical, logistics etc.
- Augment comprehensive emergency communication from incident command system to any field operation when needed or appropriate.
- Maintain security and access control.
- Provide recovery assistance in response to the situations and available resources
- Keep seniors, subordinates and tenant officials informed
- Keep local jurisdictions and other agencies informed.
- Operate a message center to log and post all key disaster information.
- Develop and disseminate public information warnings and instructions.
- Provide information to the news media.

Mobile Command Post:

The MCP will be deployed to the accident site by the Airport Fire Service and be positioned at a distance of not less than 10m upwind from the aircraft.

The MCP will be headed by Chief Airport Fire Service and In-charge Airside. When it is beyond the office hours, Duty Fire In charge (Shift-In- Charge) shall proceed to manage the MCP for the first hours until In-charge Airside operations/ Duty Manager Airside or Chief Airport Fire Service arrives.

Functions of the Mobile Command Post include:

- Establish communication
- Establish contact with other responding agencies which report at the crash site.
- Establish a staging area for all ground services equipment such as Tow tractors, passenger steps, and coaches reporting to the crash site.
- Establish an Assembly Area for the uninjured survivors.
- Secure and provide any assistance required by the doctors at the Triage Area.
- Arrange speedy evacuation of injured casualties to the hospitals.
- Liaise with the airline concerned to transport the uninjured and casualties; and Maintain and update a record of casualty evacuation status including: Number of casualties evacuated from the aircraft; and Number of casualties evacuated to the Emergency Medical Centre, hospitals and Survivors Reception Centre.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

The effectiveness of Mobile command post to be observed in Full scale mock up exercise with respect to their functions. Any deficiency observed in the drill, will be corrected in future exercises.

At present mobile command vehicle is not available at C.C.S.I Airport.

Chapter - 17

Logistic Supports and Exercises

Logistics management is the process of planning, preparing, implementing, and evaluating all logistics functions that support an operation or activities. Resources are described by kind and type. All local resources must be committed before assistance is requested from neighboring jurisdictions, district, states or the central government.

A catastrophic event may severely hinder the ability of the local government to respond because many of the local government's staff members may also be adversely affected and its facilities may no longer be available; communications may be severely disrupted; the number of people needing assistance may be very large, debris, high water, blocked roads, etc. may impede movement; equipment loss and other factors may impair functional capabilities. However, the logistical support of resources is an extremely critical factor in the successful management of disaster response and recovery efforts.

Organization and Assignment of Responsibilities: The provision of effective logistics support can be very complex and especially challenging in a catastrophic event, so volunteer staffing should be identified, trained and exercised/employed in advance of a catastrophic disaster. At a minimum, the EOC Logistics Section staffing should include a:

1. Logistics/Resource Management Section Chief –Chief Airport Officer (CAO)
2. Deputy Section Chief- as designated by CAO
3. Services and support Branch Chief: All concerned section head

A truly catastrophic event is not disaster business as usual. For example, personnel who are normally identified to perform the Logistics Section staffing may be too busy doing other things during a catastrophic event to effectively cover logistics and resource management functions as well. To perform this function appropriately, Management Section may need to organize into two or more unite /sub units:

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- At C.C.S.I Airport, Communication unit shall be responsible to provide communication facilities to all sections and outer agencies. No matter whether the disaster occurs inside or outside C.C.S.I Airport.
- At C.C.S.I Airport, First aid room is available at International Terminal Building. In case of disaster, outside medical team will report to rendezvous point and subsequently escorted by fire staff to Disaster site. First aid room In-charge shall assist them for all, medical activities.
- If disaster occurred at C.C.S.I Airport, supply of food, shelter etc. will be done by Airlines/ Terminal management/ HR / Finance section. Local volunteer agencies can also be the part of it.
- Points of Distribution System (PODS) operations will be established at C.C.S.I Airport for deployment; recovery, redeployment; reutilization; and disposition of materials, equipment, supplies, fuel and services; demobilization; and documenting all transactions. To accomplish this, CAO will constitute committee for smooth and safe handling the situation.
- Support includes facilities and space for logistics staging areas, points of distribution, warehousing, base camps etc. will be decided by CAO at the time of forming committee.
- Logistics will develop the traffic plan and coordinate the prioritizing, planning, ordering, sourcing, and acquisition for transportation resources and services; developing time-phasing plans and movement coordination and tracking; may terminal transfer operations at staging sites; overnight storage for vehicles, maps and directions for responding personnel, emergency towing and repairs, designating fuel, oil, and water depots, and coordinating with law enforcement to help ensure deliveries at the right places and times. At C.C.S.I Airport MT In-charge will look after the above activities in coordination with CAO, Terminal manager and other support team.
- Operations conducts evacuation operations, but logistics may help with providing transportation assets for special needs citizens and those without transportation, helping provide for mass movement needs such as vans, buses, aircraft, trucks, etc., and emergency route refueling and temporary repairs for those with vehicles; helping coordinate voluntary entities provide first aid and mass care support such as in transit temporary sheltering, rest area management, food and water, human services, transport and security; as well as facilities identification and management for destination mass care sites for citizens displaced by ordered evacuation, or by self-evacuation due to emergency/disaster events.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

C.C.S.I Airport will assist to all support agencies for all above activities. Formed committee / concerned section will take care of these.

CHAPTER-18

Evacuation Plan

Prompt evacuation of casualties may be required to be carried out from the incident site, and of people living or working in the vicinity of the site who are likely to get exposed or come under severe threat of contamination, during a chemical attack. The evacuation plans will be prepared and categorized in two broad groups:

- a) Evacuation from the incident site
 - If any emergency including CBRN occurred at (T1, T2, & ATS) buildings, the evacuation of occupant shall be done as per Evacuation plan.
 - If there is a bomb threat at airport partial or full evacuation shall be done as per Bomb Threat Contingency Plan available at C.C.S.I Airport.
- b) Evacuation of the Community under Possible Threat of a disaster
 The evacuation planning will include information of the defined route, the availability of NBC filter-fitted ambulances (in case of CBRN Disasters) with specialized paramedical staff, 24 Hrs. available at T1 & T2 building and specialized facilities available with earmarked hospitals, keeping in view the prevalent and forecasted meteorological conditions and level of contamination.

Some components of the civil aviation authorities need to be upgraded and equipped with modern facilities for the management of enhanced need of evacuating a large number of casualties.

The support zone, casualty collection center and ambulance parking area will be provided with collective protection. Prompt removal of victims from the hot zone shall be ensured. Casualties from the hot zone of the incident site will be transported to the designated earmarked health care facility after providing BLS, necessary triage and decontamination procedures.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

CHAPTER - 19

MEDIA MANAGEMENT

DM plan will have an appropriate mechanism for effective communication with the public through media management.

CAO or Corporate Communication shall prepare a press brief & meet the media & press as deemed fit. Chief Airport Officer is the official spokes persons of AAIAL and nobody else.

CHAPTER - 20

Term Planning

All identified activities under the action plan for disaster management are implemented under the following three types of Term Planning as listed below:

- a) Short-Term Plan (0-3 Years)
- b) Medium-Term Plan (0-5 Years)
- c) Long-Term Plan (0-8 Years)

a) Short-Term Plan (0-3 Years)

It incorporates disaster specific risk reduction measures.

- MOU between C.C.S.I Airport and City Fire brigade.
- Periodical Inspection and maintenance of building
- Monitoring of all disaster alert warnings by IMD
- Maintenance of safety service vehicles/ rescue equipment etc.
- Inspection / maintenance of Navigation aids
- Runway inspection
- Aerodrome surface marking/Lightings as per standards
- Serviceability of Aircraft
- Advanced notification to the airport, if DG in cargo.

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Storage and Handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and Doc 9284.
- Protection of environment and property
- Prevention of deterministic health effects in individual
- Maintain Good Housekeeping.
- Developing policies and practices to avoid similar situations in future.
- Implementation of financial strategy for allocation of funds for various projects.
- Provision for temporary decontamination facilities and sensitization programme for the airport community about self-decontamination procedures.
- Testing various elements of the emergency plan through table-top exercises and mock- drills
- Overall capacity development including human and resource development, training, education and knowledge management. Special training should be conducted at training Centre.

b) Medium-Term Plan (OW Years)

- Public utility structure design as per standards
- All engineering works as per standards.
- Equipping first responders with all material logistics and backup support.
- Identifying infrastructure needs for formulating mitigation plans.
- Establishment of physical and collective protection, detection technologies, decontamination agents and associated manpower.
- Imparting adequate knowledge on various types of disasters, their properties, possible modes of dispersal, use of PPE etc. Special training should be conducted at training center.
- Knowledge on various types of CBRN agents etc., different modalities and methods of decontamination and sources of their availability and principles of triage for CBRN casualties. Special training should be conducted at training Centre.
- Imparting adequate knowledge on various types of chemical agents including TICs/TIMS, GW agents etc., their properties, possible modes of dispersal, use of PPE, different modalities and methods of decontamination and sources of their availability, principles of triage for chemical casualties.
- Awareness programmers for first aid and self-decontamination procedures.
- Continuation and updation of HRD activities.
- Frangible structures in operational area

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

- Testing of DM plan in Mock exercise.

c) Long-term Plan (0-8 Years)

- Disaster resister design and construction of public utility structure.
- Identification and removal of unsafe buildings /structure. Reconstructed, if needed.
- Secure communication network for first responders; build redundancy in communication networks by in-built repeaters optimally positioned for incident communication, and a self- healing grid for telecommunication and other utility networks.
- Development of simulation models for testing the efficacy of plans for continuous improvement at training centre.

List of equipment Available with outside agencies

1. Khalsa Crane Services Transport Nagar

(Material Handling Equipment & Services)

Available Equipment's- Heavy Crane, Forklift. Hoist. Pallet Truck.
Material

Handling Equipment Phone No-0522 - 2438376

F-18, Transport Nagar, Lucknow — 226012

2. Shakitman Crane Service

Faizabad Road Phone No-9984724799

Semera Village, Faizabad Road, Lucknow — 283126

3. Bharat Diesels

Latouche Road

Phone No-0522 - 2230074

110/56, Naya Gaon East, Banerjee Street, Harinth, Latouche Road,
Lucknow- 226018

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

In the event radioactive materials are suspected the following general procedures should be followed:

The nearest nuclear energy facility, hospital with a radiological unit military base or civil defense organization should be required to dispatch immediately a radiological team to the accident site.

If the dangerous goods accident / incident involving radioactive material occur in the airport shall liaise with following Persons.

Department of Atomic Energy, Weal Blocko7, R.K.Puram, New Delh1-66.

Contact Person- Mr. C.L.Bhairam. Regional Director (NR) Contact No-011-26101450 (Office). Mobile-09868501123 or Dr.Pradip Kumar, Mobile: 9869270285

or Dr. D.N.Sarma. Director at Mumbai

Mobile-09869427151.

Annex -01

Chapter - 21

CONTACT DETAILS

NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)

**DISASTER
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

Force Head Quarters

Name	Designation	Address	Telephone No.	Fax No.	E-Mail
Shri S N Pradhan (IPS)	Director General	Directorate General, NDRF, 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi-110001	011-23438020 011-23438119	011-23438091	dg.ndrf@nic.in
Shri Amrendra Kumar Sengupta (IPS)	Inspector General	-- Do --	011-23438021	011-23438091	ig.ndrf@nic.in
Ms Nishtha Upadhyay	Financial Advisor	-- Do --	011-24368148	011-23438091	--
Mr Mohsen Shahedi	Deputy Inspector General (Proc/Prov)	-- Do --	011-23438022	011-23438091	dgprov-narf@nic.in
Shri Manoj Kumar Yadav	Deputy Inspector General (Trg/Pro /Academy/NCDC/East & North East Sector)	--Do--	011-23438140	011-23438091	dig es nard@nic.in
--	Deputy Inspector General (Estt/ Ops / North-West Sector)	--Do--	011-23438023	011-23438091	dig ns nard@nic.in
Shri K K Singh	Deputy Inspector General (Adm/Works/South Sector)	-- Do --	011-23438185	011-23438091	dig ss nard@nic.in
Shri V V N Prasanna Kumar	Commandant (PROC/PROV/NDRR)	-- Do --	011-23438183	011-23438091	--
Dr. Amit Murari	CMO (SG)	-- Do --	011-23438091	011-23438091	cmo-narf@gov.in
Shri Daulat Ram Chaudhary	Second-in-Command (DDO)	--Do--	--	011-23438091	--
Shri Upendra Pratap Singh	Deputy Commandant (ADM)	--Do--	--	011-23438091	dg.ndrf@nic.in
Shri Pranshu Srivastava	Deputy Commandant (Trg)	--Do--	011-23438138	011-23438091	dg.ndrf@nic.in
Shri Rakesh Ranjan	Deputy Commandant (OPS)	--Do--	011-23438024	011-23438091	dg.ndrf@nic.in
Shri Surendra Kumar	Deputy Commandant (Engineer)	--Do--	--	011-23438091	--
Shri Deepak Bamoria	DC (IT/COMH/PRO)	--Do--	011-23438024	011-23438091	deep.dak@gov.in
Shri Bhawan Singh	AC(ADM & SO to DG)	--Do--	011-23438118	011-23438091	ac.adm.ndrf@nic.in
Shri S Raghavindra	AC/MIN	--Do--	011-23438091	011-23438091	ag.ndrf@nic.in
Control Room	--	--Do--	011-23438091 011-23438138	011-23438091	dg.ndrf@nic.in

**DISASTER
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

NDRF Units

Name	Designation	Address	Telephone No.	Cell No.	Mobile No.	Unit Control Room No.	Email
Sh. Hitender Pati Singh (Kandari)	Commandant	1st BN NDRF Patgaon PO - Azara Dist. Kamrup Metro. Guwahati-781017	0361- 2540027	0361-2549080	-	0361- 2540264 07637011337 09435117245	assam01-ndrf[at]nic[dot]in
Sh. Misht Upadhyay	Commandant	2nd BN NDRF (Near RR) Camp Haringhata Mohamur, Nadia (West Bengal) Pin - 741245	033- 25875532	033-25875032	-	033- 25875032 09474061104 09474118775	wb02-ndrf[at]nic[dot]in
Sh. Jacob Kisidda	Commandant	3rd BN NDRF, PO- Mundal, Cuttack - Odisha Pin - 754013	0671- 2879715	0671-2879711	-	0671- 2879711 09427551614	or03-ndrf[at]nic[dot]in
Ms. Rekha Nandiyar	Commandant	4th BN NDRF, PO - Suraksha Campus Akkonam, Dist. Vellore Tamilnadu- 631162	04177- 248265	04177-248594	-	04177- 248594 09442140268	in04-ndrf[at]nic[dot]in
Sh. Anupam Shrivastava	Commandant	5th BN NDRF, Supurbane Taluka, Dist - Maval Pune (Maharashtra) Pin - 412109	02114- 247010	02114-247006	-	02114- 247000 09422315828	mah05-ndrf[at]nic[dot]in
Sh. A. V. Twari	Commandant	6th BN NDRF, Jarod Camp, Teh- Wagodra, Vadodra, Pin - 391510	02668- 274470	02668-274245	-	02668- 274245 09723632165	guj06-ndrf[at]nic[dot]in
Sh. Rav Kumar Ranota	Commandant	7th BN NDRF Bhivwala Road, Bhatinda (Punjab) Pin 151001	0164- 2246030	0164 - 2246570	-	0164- 2246193 0164- 2246570	pun07-ndrf[at]nic[dot]in
Sh. P.K.Twari	Commandant	8th BN NDRF, Kamla Nehru Nagar Ghaziabad (UP) Pin - 201002	0120- 2766013	0120 - 27666012	-	0120- 2766515 09412221035	up08-ndrf[at]nic[dot]in
Sh. Vijay Sinha	Commandant	9th BN NDRF, Biketa Panna, Bihar Pin - 801103	06115- 253942	06115-253836	-	06115- 253939 08644415050 09525752125	bihar-ndrf[at]nic[dot]in
Mr. Zahid Rizvi	Commandant	10th BN NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863- 2293173	0863-2293050	-	0863- 2293050 08333069568	ap10-ndrf[at]nic[dot]in
Sh. A.K.Singh	Commandant	11th BN NDRF, Sanskritik Sankul, Masbooi Alam Road, Varanasi, UP - 221002	0542- 2501201	0542 - 2501101	-	0542- 2501101 08004831410	up11ndrf[at]gov[dot]in
Sh. Rajesh Thakur	Commandant	12th BN NDRF, Tanagar, Arunachal Pradesh 791112	0380- 2277108	0380-2277106	-	0380- 2277104 09485235464	ar12[dot]ndrf[at]gov[dot]in

**DISASTER
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

Name of RRC	Landline Number	Mobile Number
NDRF RRC, Port Blair, Andaman	03192289174	09442112269
NDRF RRC, Adayar, Chennai	04424420269	09442112269
NDRF RRC, Vizag Steel Plant, Vishakhapatnam, Andhra Pradesh	—	08333068565 08333068560
NDRF RRC, Fire Station Mahadevapura, Bengaluru, Karnatka	—	09482978719 09482978715
NDRF RRC, Shaikpet Sport Complex, Hyderabad, Telangana	04023565666	08333068536 08333068547

Contact Us

▪ **Postal Address:**

NDMA Bhawan
A-1, Safdarjung Enclave
New Delhi - 110029

[View on Map](#)

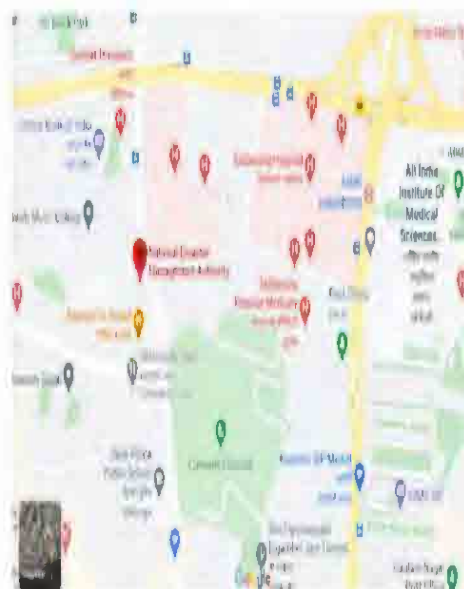
Telephones:

+91-11-26701700 (Mon-Fri - 9:30AM-6:00PM)

Control Room; +91-11-26701728 (Mon-Fri 24X7)

Fax; +91-11-26701729

E-mail: controlroom@ndma.gov.in



**DISASTER
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

Contact Details of NDMA Officers

Position	Office	Fax	Mob	Email
Dr. Pradeep Kumar, IAS, Secretary I/C	011-26701710	011-26701716		secretary@ndma.gov.in
PPS	011-26701711,	011-26701716		
Mr. D S Butola PA	011-26701713			-
Lt Gen (Retd) N C Marwah, PVSM, AVSM, Member	011-26701775	011-26701783		marwahnc.ndma@nic.in
Smt Seetha Maheshi, PS to Member	011-26701721	011-26701783		seetham.ndma@nic.in
Shri Vijaya Kumaran PA to Member	011-26701782	011-26701783		
Dr. D N Sharma, Member	011-26701738	011-26701767		dns Sharma@ndma.gov.in
Sh. Sanjay Kukreja Sr. PPS to Member	011-26701761	011-26701767		
Shri Kamal Kishore, Member	011-26701740	011-26701754		kkishore@ndma.gov.in

**DISASTER
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

Contact Us - National Disaster Management Authority

Sh. S K Gulati PPS to Member	011-26701751	011-26701754		
Shri Basudev Rajbhar PA to Member	011-26701753			

JOINT SECRETARIES

Name	Office	Fax	Mob.	E-mail id
Sh. Ramesh Kumar Ganta, IAS JS (Admin)	011-26701718	011-26701864		jsadm@ndma.gov.in
Ms. G V Lakshmi PPS	011-26701884			
JS (Mitigation)	011-26701718	011-26701864		mitigation@ndma.gov.in
PPS/PA	011-26701864			
Brig. Ajay Gangwar Advisor (Ops & Communication)	011-26701886	011-26701742		advopscomn@ndma.gov.in
Sh. Himanshu Awasthi, PA	011-26701765			
Dr. V. Thirupugazh, Joint Secretary (Policy & Plan)	011-26701777	011- 26701816		jspp@ndma.gov.in
Ms. Indira, PA	011- 26701747			
M. Sanjay Singh, PA	011- 26701816			

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Name	Office	Fax	Mob.	E-mail id
Shri Ravinesh Kumar FA	011-26701709	011-26701715		fa@ndma.gov.in
Sh. Bharat Bhushan, PPS	011-26701712			

Name	Office	Fax	Mob.	E-mail id
Anurag Rastogi JA (IT & Comm)	011-26701743			jaitcomn@ndma.gov.in
Col Amit Khosla JA (CBT)	011-26701880			
Lt Col Rahul Devrani JA (RR)	011-26701815			rahuldevrani.1201@gov.in
Dr. Pawan Kumar Singh JA (OPS)	011-26701788			ja.ops@ndma.gov.in
Pushkar Singh JA (MP & P)	011-26701798			jampp@ndma.gov.in

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Contact Us - National Disaster Management Authority

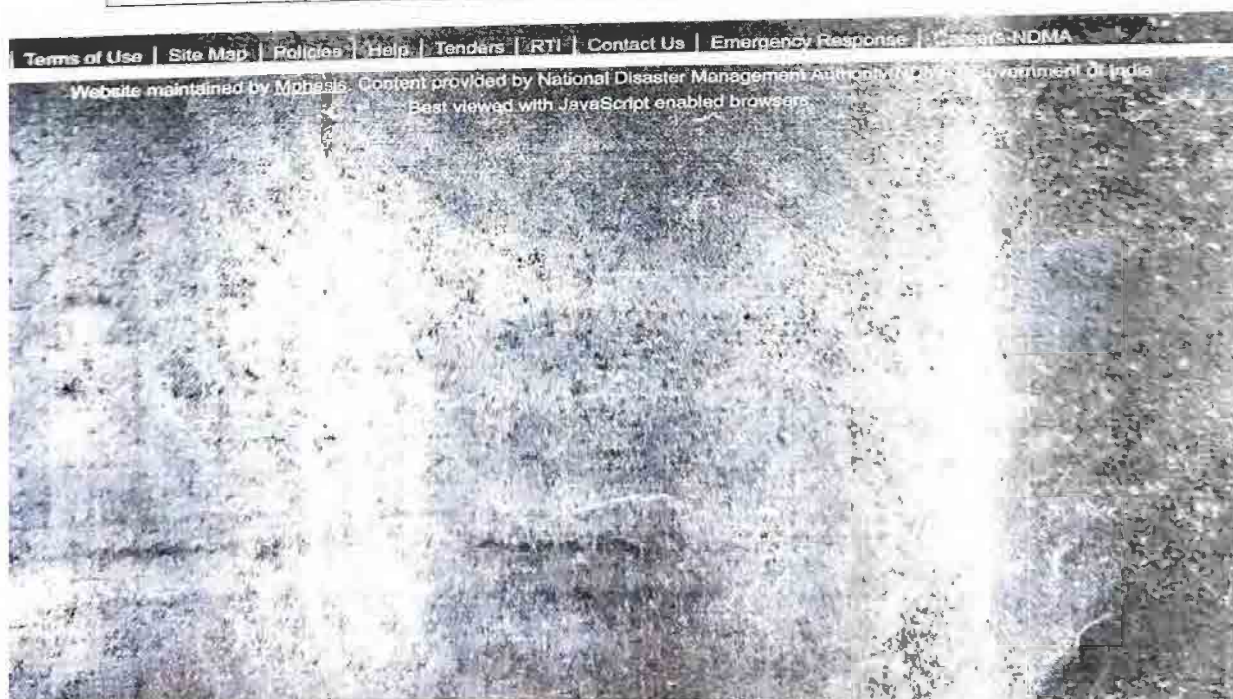
Vijay Singh Nemiwal JA (Mitigation)	011-26701815			nemiwal.v@gov.in
Alice Kujur, Director (PP)	011-26701733			dspp@ndma.gov.in
Dir (Finance)	011-26701778			
Yogeshwar Lal, Director (Admin)	011-26701833			yogeshwarlal@ndma.gov.in
Bhupinder Singh, Director (PR & AG)	011-26701878	011-26701878		awareness@ndma.gov.in

NCRMP

Name	Office	Fax	Mob.	E-mail
Dr. Pradeep Kumar IAS, Project Director	011-26701777 011-26701791 (PPS) 011-26714321			pd.ncrmp@gov.in
Shri. Samir Kumar, BRES Dy. Project Director	011-26701792			dgd.ncrmp@gov.in
Shri Ashok Kumar Sarkar, Project Accountant cum Admn. Officer	011-26701744			aom.ncrmp@gov.in

NDMA CONTROL ROOM

Name	Office	Fax	Mob.	E-mail
Control Room	011-26701728 011-1078	011- 26701729	9868891901 9868101685	controlroom@ndma.gov.in ndmacontrolroom@gmail.com



DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

Note - Print Margin Should be Top-7, Bottom-5, Left-5, Right-5 and Scale- Shrink To Fit

S.No	Name of IPS Officer	Rank	Post Held/ Unit	CUG / Mobile No.	Office No.	Email Id
1	KALANIDHI NAITHANI	SP	SSP/LUCKNOW	9454400290	0522- 2628965	ssplkw up@nic.in
2	VIKRANT VIR	SP	SP(RA)/LUCKNOW	9454401083		
3	SUKIRTI MADHAV	SP	ADDL.SP (NORTH)/LUCKNOW	9454458038	-	
4	AMIT KUMAR-II	SP	ADDL.SP (TG)/LUCKNOW	9454401086	-	
5	ABHISHEK VERMA	ASP	ASP(U/T)/LUCKNOW	9454405156	-	
6	IRAJ RAJA	ASP	ASP (U/T)/LUCKNOW	9411825169	-	

S.No	Name of IPS/PPS Officer	Post Held/ Unit	Posted As (Post In District)	CUG / Mobile No.	Office No.	Email Id
1	ASHTABHUJA PD SINGH	ADDL.SP(CRIME)/LUCKNOW		9454401986	-	
2	RUCHITA CHAUDHARY	ADDL.SP(SEcurity)/SECURITY HIGH COURT		9454458186	-	
3	SURESH CHANDRA RAWAT	ADDL.SP(EAST)/LUCKNOW		9454401087	0522- 2611165	
4	VIKAS CHANDRA TRIPATHI	ADDL.SP(WEST)/LUCKNOW		9454401088	0522- 2622217	
5	POORNENDU SINGH	ADDL.SP(TAFFIC)/LUCKNOW		9454401085	0522- 2235879	
6	DEVESH KUMAR SHARMA	ADDL.SP(PROTOCOL)/LUCKNOW		9454401084	0522- 2627831	
7	DURGESH KUMAR SINGH	DSP/LUCKNOW			-	

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

8	ANIL KUMAR YADAV	DSP/LUCKNOW	9454401496	0522- 2241222
9	DURGA PRASAD TEWARI	DSP/LUCKNOW	9454401491	0522- 2255200
10	ABHAY KUMAR MISHRA	DSP/LUCKNOW	9454401495	0522- 2625143
11	AVNISHWAR C. SRIVASTAVA	DSP/LUCKNOW	9454401499	0522- 2349793
12	AMIT KUMAR RAI	DSP/LUCKNOW	9454401497	0522- 2221702
13	LAL PRATAP SINGH	DSP/LUCKNOW	9454401490	0522- 2470795
14	SANJEEV KUMAR SINHA	DSP/LUCKNOW	9454401489	0522- 2453016
15	DEEPAK KUMAR SINGH	DSP/LUCKNOW	9454401186	-
16	SWATANTRA KUMAR SINGH	DSP/LUCKNOW	9454401494	0522- 2324930
17	MISS TANU UPADHYAY	DSP/LUCKNOW	9454405234	-
18	SYED NAIMUL HASAN	DSP/LUCKNOW	9454405153	-
19	SAMIKSHA PANIGY MISS	DSP/LUCKNOW	9454401501	-
20	DR. BEENU SINGH	DSP/LUCKNOW	9454401500	-
21	SHESHMANI PATHAK	DSP/LUCKNOW	9454401492	-
22	SANTOSH KUMAR SINGH-III	DSP /LUCKNOW	9454401498	0522- 2389207



**Mahila Samman
Prakoshtha**
9454401149



DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

DM Office Officials

Name	Designation	Email	Address	Phone	Room No.
Sh.Kaushal Raj Sharma	District Magistrate	dmluc(at)nic(dot)in	Room No.49 DM office Qaisar Bhag Lucknow	9415005000	49
ADM E	ADM E	Adme(dot)lu- up(at)gov(dot)in	Room No.48 DM office Qaisar Bhag Lucknow	9415005002	48

IMPORTANT TELEPHONES

Annex -02

SL NO	Name of the Important Persons/Agencies	Telephone Numbers		
		Telephone Office	Fax	Email ID
01	Chairman AAI	01124632930	01124641088	chairman@aai.aero
02	Member (OPS)	01124651400	01124610233	memberops@aai.aero
03	Member (ANS)	01124631969	01124629567	memberans@aai.aero
04	Executive Director (ATM)	01124631684 09910666368	01124611078	edatm@aai.aero
05	Executive Director (OPS)	01124621628, 09971666759	01124621623	edopsaai@aai.aero
06	R.E.D.(NR)	011-25652343,	01125656451	red_nr@aai.aero
07	General Manager (PS), CHQ	011-24651296 09868277208	011-24651296	gmfire@aai.aero
08	Director (Air Safety), DGCA	09911360971		
09	Regional Safety Officer	09911579981		
10	Ops Control Room.CHQ	011-24610843,	011-26493963	opsctrl@aai.aero

IMPORTANT TELEPHONES

SL. No	Name of the Important Persona/Agencies	Telephone plumbers	Mobile Numbers
01	Chief Airport Officer		6359922122
02	Jt.GM(CNS)	2201,2437504	7408412314
03	Jt.GM(ATM)	2301,2436923	9839309218
04	DGM(ATM-SQMS)	2309,2438003	7408563222
05	DGM(Civil)		8005147366
06	AGM Airport)	2611,2626	7408240999
07	AGM(Electrical)		9935672806
08	On Duty Airport Manager	2611,2626, 2431 143	

DISASTER MANAGEMENT PLAN		LUCKNOW INTERNATIONAL AIRPORT LIMITED		Issue No & Date: 01	
				Revision No: 01	
				Revision Date: 15.02.2022	
09	CISF Commandant	2701	9621677666		
10	CISF Control Room	2438861			
11	Airport Fire Station In-Charge	2438003	9628918075		
12	State Fire Service	101			
13	Chief fire Officer (state Fire) Lko	2614444	9454418344		
14	Fire Station Sarogini Nagar	Hot Line	9454418656		
15	Fire Station I-lazratgang	2622222	9454418642		
16	Fire Station Alambagh	2455555,	9454418648		
17	Fire Station PGI	26081 11,	0454418848		
18	Police Control Room	100, 2629989			
19	DIC Police	2825983to)262598 4(R)			
20	CO Krishna Nagar	9454401490			
21	SP EAST	2611165;	9454401087		
22	Police Station Sarogini Nagar	2436600			
23	Police Station Hazratgang	2622555			
24	Police Station Alambagh	2451205			
25	Police Station I rishna Nagar	2470606			
26	Station Manager Air India	2838600,2638400	98390M976		
27	Station Manager, Jet Airways	2434010,2431750	2300522		
28	Station Manager Spice Jet	9554285264			
20	Station Manager Indigo	9839239687			
30	Station Manager Go-Air	8853098001			
31	Station Manager Soudia	9695777744			
32	Station Manager Oman Air	9935079882			
33	S.M Ground Handling Agent Indo Thai	7607684555			
34	Jl.Director, State C/A UP Govt.	243756,2430504	2206135 (R)		
35	Controller of Air-worthiness	2435402,2437590	2435778 (R)		
30	Director, Met Dept.	2435407,94512428 72	2436783 (R)		
37	Customs, Lucknow Airport	2438018,99567867 12	2431878 (R)		
38	Immigration, Lucknow Airport	2431746,8090001 866			

Abbreviations

LIAL- Lucknow International Airport Limited
 CAO-Chief Airport Officer
 DM ---Disaster Management
 NDMA— National Disaster Management Authority
 NDRF ---National Disaster Response Force
 SDMA ----State Disaster Management Authority

DISASTER MANAGEMENT PLAN	LUCKNOW INTERNATIONAL AIRPORT LIMITED	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

DDMA— District Disaster Management Authority
 NEC --National Executive Committee
 GOI— Government of India
 ICAO—International Civil Aviation Organization
 IATA— International Air Transport Association
 BCAS---Bureau of Civil Aviation Security
 IDNDR—International Decade for Natural Disaster Reduction
 IMD---- Indian Meteorological Department
 CBRN ----Chemical, Biological, Radiological and Nuclear
 NCMC ----National Crisis Management Committee
 MHA ----Ministry of Home Affairs
 UTs— Union Territories
 DGCA---Directorate General of Civil Aviation
 MoCA- - Ministry of Civil Aviation
 RDD Radiological Dispersal Devices
 IND ----improvised Nuclear Services
 CPMFs-- Centre Para Military Forces
 CMG---- Crisis Management Group
 NASARM —National Aeronautical Search and Rescue Manual
 AEP -----Airport Emergency Plan
 UN -----United Nations
 IDNDR -----International Decade for Natural Disaster Reduction

-----END OF DOCUMENT-----

ANNEXURE – 28

Annexure 28- Green Cover plan

Green Cover Plan

Green belt/landscape will be developed after completion of all major civil works, and overall environmental and landscape planning approach. The proposed green space & landscape development is planned considering Bird menace, height restriction and restriction in operation areas. Below is the view of plantation plan.



ANNEXURE – 29

कार्यालय जिलाधिकारी, लखनऊ

प्रेषक,

जिलाधिकारी,
लखनऊ।

सेवा में,

मुख्य हवाई अड्डा अधिकारी,
मैसर्स लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड
(पूर्व में अडानी लखनऊ इंटरनेशनल एयरपोर्ट लि0),
फर्स्ट-फ्लोर टर्मिनल-01,
चौधरी चरण सिंह इंटरनेशनल एयरपोर्ट, अमौसी
लखनऊ।

पत्रांक संख्या-144 /जी0ए0/256/2022

दिनांक 25/4/22

विषय: मैसर्स लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड, लखनऊ द्वारा सी.ई. आर. (कॉरपोरेट पर्यावरण दायित्व) के अंतर्गत कार्य कराये जाने के सम्बंध में।

महोदय,

उपरोक्त विषयक लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड (पूर्व में अडानी लखनऊ इंटरनेशनल एयरपोर्ट लि0), लखनऊ उ0प्र0 के पत्रांक संख्या-एलआईएल/सीईओ/लखनऊ/सीईआर/2021-22/0689 दिनांक 30 दिसंबर 2021 जो जिलाधिकारी, लखनऊ को सम्बोधित है का संदर्भ ग्रहण करने का कष्ट करें। उक्त के सम्बन्ध में लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड द्वारा पर्यावरण नीति के अनुरूप सी.ई.आर. (कॉरपोरेट पर्यावरण दायित्व) के तहत जनपद में विभिन्न क्षेत्रों में कुछ आवश्यक कार्य कराए जाने का प्रस्ताव दिया गया है और तदनुसार कार्य कराये जाने हेतु अनुमोदन प्रदान करने की आपेक्षा की गयी है। उक्त के सम्बन्ध में प्रस्तावित गतिविधियों के आशय और सक्षिप्त विवरण निम्नानुसार वर्णित है:-

"As per the MoEF&CC OM dated 1st May 2018, Project proponent are required to spend 0.25 percentage of their total project Cost, as CER, inline to the Office Memorandum.

The Project cost of development of New Integrated Passenger Terminal Building i.e. Rs. 1383 Crores. It is required to spend 3.46 Crore (0.25 % of 1383 Crores) towards CER Activities over a period of time. As mentioned under the Environmental clearance of New Integrated Passenger Terminal Building F.No. 10-47/2017-IA-III dated 26th September 2018, condition no XL "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 Rs. 3.46 Crores (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as infrastructure creation for drinking water supply, sanitation, health, education, electrification including solar power, rainwater harvesting, soil moisture conservation works, avenue plantation, plantation in community land. 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."

उपरोक्त को ध्यान में रखते हुए, वित्तीय वर्ष 2022-23 के लिए लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड, लखनऊ द्वारा निम्नलिखित गतिविधियों के लिए कुल ₹0 90.0 लाख खर्च करने का प्रस्ताव किया

गया है जिनका विवरण निम्नानुसार है:-

लखनऊ हवाई अड्डा के लिए प्रस्तावित सी.ई.आर.				
कॉर्पोरेट पर्यावरण दायित्व के लिए कुल प्रस्तावित निवेश			346 लाख रुपए	
वित्तीय वर्ष 2022 के लिए अनुमोदित बजट			90 लाख रुपए	
क्रमांक	मदें	मात्रा	दर	राशि (रुपयों में)
01	स्वयं सहायता समूहों के माध्यम से निकटवर्ती गाँवों में सहजन का वृक्षारोपण			4500000
a.	वृक्षारोपण लागत (50 एकड़ क्षेत्र, 200 लाभार्थी)	50	42000	2100000
b.	सुखाने की लागत (500 किग्रा क्षमता) सौर	1	500000	500000
c.	पल्वराइज़र मशीन	1	450000	450000
d.	शिफ्टर मशीन	1	150000	150000
e.	काटने की मशीन	1	120000	120000
f.	अन्य लागतें (क्षेत्र परीक्षण/प्रदर्शन)	1	200000	200000
g.	उपकरण (मेज पर रहने वाला कंप्यूटर, प्रोजेक्टर, प्रिंटर, कैमरा)	1	240000	240000
h.	जनशक्ति लागत	1	240000	240000
i.	तकनीकी सहायता खर्च	1	500000	500000
02	सेनिटरी नैपकीन वेंडिंग मशीन हेतु अवसंरचना का निर्माण	10	67500	675000
	परियोजना क्षेत्र के 10 कि.मी. के दायरे में स्थित गाँवों एवं सरकारी/नगर निगम कन्या हाई स्कूलों/इंटर कॉलेजों में 10 सेनिटरी नैपकीन वेंडिंग मशीनों की स्थापना			
03	ठोस अपशिष्ट प्रबंधन हेतु अवसंरचना का निर्माण	75	31000	2325000
	चिल्लावाँ, रहीमाबाद, भक्तिखेड़ा गाँवों पर बड़े आकार के कूड़ेदान उपलब्ध करवाना			
04	फसल एवं चारे की पैदावार बढ़ाने के लिए किसान जागरूकता कार्यक्रम	6	250000	1500000
	कुल योग			9000000

गतिविधियों के बारे में संक्षिप्त विवरण :

1-स्वयं सहायता समूहों के माध्यम से निकटवर्ती गाँवों में सहजन का वृक्षारोपण:-

परियोजना: ग्रामीण समुदाय में आजीविका सुरक्षा और रोजगार के विकास के लिए सहजन आधारित कृषि प्रणाली को बढ़ावा देना।

परियोजना के उद्देश्य:-

- 1- व्यावसायिक खेती के लिए मोरिंगा (सहजन) की कुलीन किस्मों की नर्सरी विकसित करना।
 - 2- सीमांत और छोटे किसानों के बीच कृषि/एमपी फसलों के साथ एकीकृत करने के लिए।
 - 3- मोरिंगा के न्यूट्रास्यूटिकल मूल्य और उनके मूल्य वर्धित उत्पादों के बारे में जागरूकता पैदा करना।
 - 4- मोरिंगा आधारित कृषि-प्रौद्योगिकी के बारे में किसानों में जागरूकता पैदा करना।
 - 5- उत्पादकों और खरीदारों के साथ विपणन संबंध स्थापित करना।
- लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड ने उपरोक्त परियोजना पर कुल धनराशि रु0 45 लाख खर्च करने का प्रस्ताव रखा गया है।

2-सेनिटरी नैपकीन वेंडिंग मशीन हेतु अवसंरचना का निर्माण

- परियोजना क्षेत्र के 10 कि.मी. के दायरे में स्थित गाँवों एवं सरकारी/नगर निगम कन्या हाई स्कूलों/इंटर कॉलेजों में 10 सेनिटरी नैपकीन वेंडिंग मशीनों की स्थापना का प्रस्ताव रखा गया है।
- लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड ने उपरोक्त परियोजना पर कुल धनराशि रु0 6.75 लाख खर्च करने का प्रस्ताव रखा गया है।

3-ठोस अपशिष्ट प्रबंधन हेतु अवसंरचना का निर्माण


- नगर निगम, लखनऊ के सहयोग से चिलावां, रहीमाबाद, भक्तिकेश गाँवों में बड़े आकार (1000 लीटर क्षमता) के कूड़ेदान उपलब्ध कराया जाना प्रस्तावित किया गया है।
- लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड ने उपरोक्त परियोजना पर कुल धनराशि रु0 23.25 लाख खर्च करने का प्रस्ताव रखा गया है।

4-फसल एवं चारे की पैदावार बढ़ाने के लिए किसान जागरूकता कार्यक्रम

- किसान प्रशिक्षण कार्यक्रमों के तहत महिला किसानों को 05 बैच में प्रशिक्षित किया जाएगा। प्रत्येक बैच में 20 सदस्य होंगे और व्यावहारिक ज्ञान प्रदान करने के लिए एक क्षेत्र का दौरा किया जाएगा।
- लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड ने उपरोक्त परियोजना पर कुल धनराशि रु0 15 लाख खर्च करने का प्रस्ताव रखा गया है।


परियोजना पर कुल धनराशि (क्रम संख्या--1+2+3+4=रु0 लाख में(45+6.75+23.25+15)=रु0 90.0 लाख मात्र।

उपरोक्तानुसार प्रस्तावित विवरण के अनुसार लखनऊ इंटरनेशनल एयरपोर्ट लिमिटेड, लखनऊ द्वारा प्रस्तावित गतिविधियां सी0ई0आर0 (कार्पोरेट पर्यावरण दायित्व) के तहत कार्य कराये जाने की अनुमति प्रदान की जाती है।


24/4/24
(अभिषेक प्रकाश)
जिलाधिकारी,
लखनऊ

प्रतिलिपि:- निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

- 1-अपर जिलाधिकारी (नगर पूर्वी), लखनऊ।
- 2-क्षेत्रीय अधिकारी, उ0प्र0 प्रदूषण नियंत्रण बोर्ड, लखनऊ।


जिलाधिकारी,
लखनऊ

ANNEXURE – 30

प्रारूप-घ (संलग्नक-3) Provisional Certificate

यूआईडी संख्या: UPFS/2019/3220/LCK/LUCKNOW/149/JD

दिनांक: 13-02-2019

प्रमाणित किया जाता है कि मैसर्स **AIRPORT AUTHORITY OF INDIA** (भवन/प्रतिष्ठान का नाम) पता **67.CCS INTERNATIONAL AIRPORT LUCKNOW, KANPUR ROAD, LUCKNOW** तहसील - **SAROJNINAGAR** जिसमें तलों की संख्या **2** एवं बेसमेंट की संख्या **1** है जिसकी ऊँचाई **30.00 mt.** तथा प्लॉट एरिया **364730 sq.mt** है। भवन का अधिभोग **AIRPORT AUTHORITY OF INDIA** (भवन स्वामी/ अधिभोगी अथवा कम्पनी का नाम) द्वारा किया जायेगा। इनके द्वारा अग्नि निवारण एवं अग्नि सुरक्षा के समस्त प्राविधानों का समायोजन एन0बी0सी0 एवं तत्सम्बन्धी भारतीय मानक ब्यूरो के आई0एस0 मानकों की संस्तुतियों के अनुरूप किया गया है। इस भवन को प्राविजनल अनापत्ति प्रमाण पत्र (एन0बी0सी0 की अधिभोग श्रेणी) **Assembly** के अन्तर्गत इस शर्त के साथ दिया जा रहा है कि प्रस्तावित भवन में सभी मानकों का अनुपालन किया जायेगा तथा भवन के निर्माण होने के उपरान्त तथा भवन के अधिभोग से पूर्व अग्नि एवं जीवन सुरक्षा प्रमाण पत्र (Fire & Life Safety Certificate) प्राप्त किया जायेगा।

निर्गत किये जाने का दिनांक: **21-02-2019**

स्थान: **LUCKNOW**

हस्ताक्षर-

निर्गमन अधिकारी-



Digitally Signed By
(J.K. SINGH)

[E85D61AD0F8A2BD94F73AB2AA750DCA0A3BD50BB]
21-02-2019