



**Government of India**  
**Ministry of Environment, Forest and Climate Change**  
**(Issued by the State Environment Impact Assessment**  
**Authority(SEIAA), KARNATAKA)**

To,

The Chief Airport Officer  
 MANGALURU INTERNATIONAL AIRPORT LIMITED  
 Adani Corporate House,  
 Shantigram, Near Vaishno Devi Circle,  
 S.G Highway, Khodiyar,  
 Ahmedabad,  
 Gujarat -382421

**Subject:** Grant of Environmental Clearance (EC) to the proposed Project Activity under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC) in respect of project submitted to the SEIAA vide proposal number SIA/KA/INFRA2/404084/2022 dated 23 Nov 2022. The particulars of the environmental clearance granted to the project are as below.

- |  |  |
|--|--|
| 1. EC Identification No.                   | <b>EC23B029KA183652</b>  |
| 2. File No.                                | SEIAA 13 CON 2023  |
| 3. Project Type                            | Expansion  |
| 4. Category                                | B  |
| 5. Project/Activity including Schedule No. | 7(a) Air ports   |
| 6. Name of Project                         | Proposed Expansion of Mangaluru International Airport (MIA) to enhance the Passenger Handling Capacity up to 22.5 MPPA & Cargo Handling Capacity up to 0.12 MTPA by M/s Mangaluru International Airport Limited (MIAL) |
| 7. Name of Company/Organization            | MANGALURU INTERNATIONAL AIRPORT LIMITED  |
| 8. Location of Project                     | KARNATAKA  |
| 9. TOR Date                                | N/A  |

The project details along with terms and conditions are appended herewith from page no 2 onwards.

Date: 26/05/2023

(e-signed)  
 Sri Vijay Mohan Raj V.,IFS  
 Member Secretary  
 SEIAA - (KARNATAKA)

*Note: A valid environmental clearance shall be one that has EC identification number & E-Sign generated from PARIVESH. Please quote identification number in all future correspondence.*

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## State Level Environment Impact Assessment Authority-Karnataka

(Constituted by MoEF, Government of India, under section 3(3) of E(P) Act, 1986)

No. SEIAA 13 CON 2023

To,

Chief Airport Officer,  
Mangaluru International Airport Limited,  
Mangaluru International Airport,  
Bajpe Main Road, P.O.Bajpe,  
Dhakshin Kannada, Mangaluru,

Sir,

Sub: Expansion of Mangaluru International Airport Project to enhance the passenger handling capacity upto 22.5 MPPA and cargo handling capacity upto 0.12 MTPA by M/s. Mangaluru International Airport Ltd - Issue of Environmental Clearance – Reg.

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This has reference to your online application dated 5<sup>th</sup> January 2023 bearing proposal No. SIA/KA/INFRA2/404084/2022 addressed to SEIAA, Karnataka and subsequent letters addressed to SEIAA/SEAC Karnataka furnishing further information seeking prior Environmental Clearance for the above project under the EIA Notification, 2006. The proposal has been appraised as per the procedure prescribed in the provisions of the EIA Notification, 2006 on the basis of the mandatory documents enclosed with the application viz., the Form 1, Form 1A, conceptual plans and the additional clarifications furnished in response to the observations of the SEAC, Karnataka.

2. It is inter-alia, noted that Mangaluru International Airport Limited (MIAL), have proposed for Expansion of Mangaluru International Airport Project to enhance the passenger handling capacity upto 22.5 MPPA and cargo handling capacity upto 0.12 MTPA on a plot area of 22,56,400 Sq.m The total built up area is 3,66,722 Sqm. Total parking space proposed is for 1,125 No's of Cars. Total water consumption is 3200 KLD (Fresh water + Recycled water). The total wastewater generated is 1610 KLD. The project proponent has proposed to construct Sewage Treatment plant with capacity of 1800 KLD. The project shall have DG sets of Ranging from 160KVA to 1250KVA, as alternative source of power supply. The total project cost is Rs. 2600 Crore

3. It is inter-alia noted that ToR was issued by MoEF & CC to this project vide letter No. 21-34-2022-IA-III dated 11<sup>th</sup> April 2022 for Expansion of Mangaluru International Airport Project to enhance the passenger handling capacity upto 22.5 MPPA and cargo handling capacity upto 0.12 MTPA



4. It is inter-alia, noted that M/s. Mangaluru International Airport Ltd got the EIA study conducted by ABC Techno Labs India Private Limited. Chennai, who has been accredited from NABET/QCI vide letter No. NABET/EIA/1922/RA 0155, dated 02.03.2020. And EIA report Submitted on 16.11.2022 to the SEIAA Karnataka, in terms of amendment to EIA Notification 2006, issued by MoEF & CC vide Notification No. S.O. 1886 (E) dated 20<sup>th</sup> April 2022.

5. Based on the information submitted by you, presentation made by you and your consultant, who have been accredited, the State Level Expert Appraisal Committee (SEAC) appraised the proposal in the meeting held on 28<sup>th</sup> February 2023 and has recommended for issue of Environmental Clearance.

6. The SEIAA Karnataka after due consideration of the relevant documents submitted by the project proponent, additional clarifications furnished in response to its observations and the recommendation of the SEAC have in their meeting held on 18<sup>th</sup> April 2023, decided to accord Environmental Clearance in accordance with the provisions of Environmental Impact Assessment Notification-2006 and its subsequent amendments, subject to strict compliance of the following terms and conditions: -

**I. Statutory Compliance.**

- i) The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1986, in case of the diversion of forest land for non-forest purpose involved in the project.
- ii) The proponent shall obtain clearance from the National Board for Wildlife, if applicable.
- iii) The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan / Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report. (incase of the presence of schedule-I species in the study area)
- iv) The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.
- v) The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
- vi) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- vii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.

- viii) All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable, by project proponents from the respective competent authorities.

## **II. Air quality monitoring and preservation**

- i) The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g.  $PM_{10}$  and  $PM_{2.5}$  in reference to PM emission, and  $SO_2$  and  $NO_x$  in reference to  $SO_2$  and  $NO_x$  emissions) within and outside the airport area at least at four locations (one within and three outside the plant area at an angle of  $120^\circ$  each), covering upwind and downwind directions.
- ii) Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
- iii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
- iv) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
- v) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- vi) Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
- vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

## **III. Water quality monitoring and preservation**

- i) Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
- ii) Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
- iii) 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.



- iv) Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
- v) Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
- vi) Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
- vii) Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression
- viii) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
- ix) A detailed drainage plan for rain water shall be drawn up and implemented.

#### **IV. Noise monitoring and prevention**

- i) Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
- ii) Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- iii) 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.
- iv) 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.
- v) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

#### **V. Energy Conservation measures**

- i) 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.

#### **VI. Waste Management**

- i) 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).
- ii) The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.

- iii) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Rules, 2016.
- iv) Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.
- v) The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:
  - a. Trash collected in flight and disposed at the airport including segregation, collection and disposed.
  - b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
  - c. Wastes arising out of maintenance and workshops
  - d. Wastes arising out of eateries and shops situated inside the airport complex.
  - e. Hazardous and other wastes
- vii. 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. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
- vi) A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- vii) 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.

## **VII. Green Cover**

- i) Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.
- ii) Top soil shall be separately stored and used in the development of green belt.

## **VIII. Public Hearing and Human health issues**

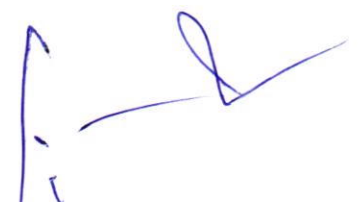
- i) Construction site should be adequately barricaded before the construction begins.
- ii) Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
- iii) Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.



- iv) Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- v) 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.
- vi) Occupational health surveillance of the workers shall be done on a regular basis.

#### **IX. Corporate Environment Responsibility**

- i) The project proponent shall comply with provision contained in OM vide F.No. 22-65/2017-IA.III dated 20<sup>th</sup> October 2020, of the Ministry of Environment, Forest and Climate Change as applicable, regarding Corporate Environment Responsibility and shall execute the action plan of Conversion of airport owned conventional vehicles operated on fossil fuels to Electric vehicles & Infrastructures for EV Charging Stations, Carbon Neutrality (Carbon credit purchase offset, Refrigerant transition from R22 to R32, Conversion to ABC stored pressure Fire extinguisher and others activities) and Other activities in the field of Education, Health, Sustainable Livelihood, Community Infrastructure & Skill development within 10 kms of the project area, as submitted vide letter dated 16.05.2023.
- ii) The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest / wildlife norms / conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or stakeholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
- iii) A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly to the head of the organization. The project proponent enter into an agreement with the prospective buyers/ tenants to ensure that they maintain the cell and take care of all environment concerns during the operation phase of the project. In addition, sufficient fees should be levied so as to raise a corpus fund to maintain the Environment cell.
- iv) Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry of Environment, Forest and Climate Change/Regional Office along with the Six Monthly Compliance Report.
- v) Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.





## **X. Miscellaneous**

- i) The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
- ii) The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
- iii) The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
- iv) The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
- v) The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
- vi) The criteria pollutant levels namely; PM 10, PM2.5, SO2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- vii) The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
- viii) The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- ix) The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
- x) No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
- xi) Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
- xii) The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- xiii) The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- xiv) The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data / information/monitoring reports.



- xv) The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Honble Supreme Court of India / High Courts/NGT and any other Court of Law relating to the subject matter.
- xvi) Any appeal against this EC 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.
- xvii) In case of any material supported by documents/ court orders which is contrary to the claim of the applicant and material facts produced, the SEIAA reserves the right to withdraw the EC at any point of time.
- xviii) The PP shall comply with the submissions made during appraisal and to comply with the observations of MoEF&CC in CCR.

**XI. Additional Condition**

1. Assured water supply, commensurate with the ultimate occupancy envisaged in the project, shall be ensured before commencement of the project.
2. The project proponent shall provide adequate electrical charging stations/booth for charging E Vehicles commensurate with its usage.
3. The PP shall strictly adhere to the local Planning Authority Bye-Laws.

Yours faithfully,

(Vijay Mohan Raj V)  
Member Secretary,  
SEIAA, Karnataka.

**Copy to:**

1. The Secretary, Ministry of Environment, Forests and Climate Change, Indira Paryavaran Bhavan, Jor Bagh Road, Aliganj, New Delhi – 110 003.
2. The Commissioner, Bruhat Bengaluru Mahanagara Palike (BBMP), N.R. Square, Bangalore – 560 002.
3. The Member Secretary, Karnataka State Pollution Control Board, Bengaluru.
4. The APCCF, Regional Office, Ministry of Environment & Forests (SZ), Kendriya Sadan, IV Floor, E & F wings, 17<sup>th</sup> Main Road, Koramangala II Block, Bengaluru – 560 034.
5. Guard File.