



**Form-I**  
**&**  
**Proposed Terms of Reference (TOR)**  
**As per EIA Notification 2006 and its amendments thereafter**

**for**

**DEVELOPMENT OF CHENNAI GREENFIELD AIRPORT(CGA) AT  
PARANDUR NEAR CHENNAI IN TAMIL NADU, INDIA**

**Prepared for**

**TAMILNADU INDUSTRIAL DEVELOPMENT CORPORATION  
(TIDCO)**

**Prepared by**

**Louis Berger Consultants Pvt Ltd**



**APPENDIX I**  
**(See paragraph - 6)**  
**FORM I**

**I. Basic Information**

S.No.	Item	Details
1.	Name of the Project/s	Development of Chennai Greenfield Airport (CGA)
2.	S No. in the Schedule	7(a)
3.	Proposed Capacity/ Area/Length/ Tonnage/ to be handled/ Command Area/Lease Area/Number of Wells to be Drilled.	Development of Chennai Greenfield Airport (CGA) will be in an extent of 2172.73 Ha (5368.93 acres) with., <ul style="list-style-type: none"> <li>• Dual Runway – <ul style="list-style-type: none"> <li>07L / 25R – 4040m x 45m</li> <li>07R / 25L – 4040m x 45m</li> </ul> </li> <li>• RESA at both ends of area - 240m x 90m.</li> <li>• Runway Shoulders -7.5m on both sides</li> <li>• Taxiway – 52 M on both sides from centreline.</li> <li>• Terminal Building – <ol style="list-style-type: none"> <li>1. Passenger Terminal 1 = 3,45,758 Sqm</li> <li>2. Passenger Terminal 2 = 4,76,915 Sqm</li> <li>3. Passenger Terminal 3 = 5,05,495 Sqm</li> </ol> </li> <li>• Cargo Complex – 2,30,500 sqm</li> </ul>
4.	New /Expansion/Modification	New Greenfield International Airport
5.	Existing Capacity /Area, etc.	No
6.	Category of Project i.e. 'A' or 'B'	"A"
7.	Does It Attract the General Condition? If yes, please specify	No
8.	Does It Attract the Specific Condition? If yes, please specify	No
9.	Location	The Proposed Chennai Greenfield Airport (CGA) is located at Parandur near Chennai in Kanchipuram District, Tamil Nadu. Proposed Aerodrome Reference Point (ARP) Latitude - 12°57'29.57"N Longitude - 79°46'53.20"E Elevation - 76m
	Plot/Survey/Khasra No	The proposed project is a non-linear greenfield international airport project.
	Village	Name of the Taluk: Kancheepuram Name of the Village: <ol style="list-style-type: none"> <li>1. Paranthur – A Paranthur – B</li> <li>2. Valathur</li> <li>3. Podavur</li> <li>4. Nelvoy</li> <li>5. Thandalam</li> </ol>



		6. Madapuram 7. Thodur  Name of the Taluk: Sriperumbudur Name of the Village: 1. Singilipadi 2. Gunakarapakkam 3. Edaiyarpakkam 4. Akkammapuram 5. Eganapuram 6. Mahadevi Mangalam
	Tehsil	Kancheepuram, Sriperumbudur
	District	Kancheepuram
	State	Tamil Nadu
10.	Nearest Railway Station / Airport along with distance in Kms	<b>Railway Station:</b> Approx distance <ul style="list-style-type: none"> <li>• Kanchipuram Railway station – 8 Kms- SW</li> <li>• Tirumalpur Railway station – 14 Kms- W</li> </ul> <b>Airport:</b> Approx distance <ul style="list-style-type: none"> <li>• Chennai Airport -62 Km-E</li> <li>• Tambaram Airport -34.5 Km-SE</li> <li>• Arakkonam Airport 12 Km-NW</li> <li>• Tambaram Local Flying Area -29.6 Km-SE</li> </ul>
11.	Nearest Town, City, District Headquarters along with Distance in Kms	Nearest towns: <ul style="list-style-type: none"> <li>• Kanchipuram- 15 Kms</li> <li>• Chennai -54.53 Kms</li> </ul>
12.	Village Panchayats, Zilla Parishad, Municipal Corporation. Local Bodies (Complete Address with Phone Numbers to be given)	Please refer Table- 9
13.	Name of the Applicant	Managing Director, TIDCO
14.	Registered Address	Tamil Nadu Industrial Development Corp. Ltd,(TIDCO) 19-A, Rukmini Lakshmipathi Salai, Egmore, Chennai - 600 008.
15.	Address of Correspondence	
	Name	Managing Director, TIDCO
	Designation (Owner/Partner/CEO)	Managing Director, TIDCO
	Address	Tamil Nadu Industrial Development Corp. Ltd,(TIDCO) 19-A, Rukmini Lakshmipathi Salai, Egmore, Chennai - 600 008.
	Pin Code	600 008
	Email	cmd@tidco.com
	Telephone No.	044 -2855 4421
	Fax No.	044-2855 3729
16.	Details of Alternative Site Examined. If any location of these sites should be shown on a topo sheet.	Yes <ol style="list-style-type: none"> <li>1. Pannur: The site is located northeast of Sungavarchatram.</li> <li>2. Thiruporur: The site is located southeast of Chennai (between ECR and RG Road).</li> </ol>



		3. Padalam: The site is located 20 kilometres south of Chengalpattu.
17.	Interlinked Projects	No
18.	Whether Separate Application of interlinked project has been submitted?	No
19.	If yes date of submission	NA
20.	If no reason	Standalone greenfield International Airport Project
21.	Whether the proposal involves approval /clearance under: if yes, details of the same and their status to be given.	
	(a) The Forest (Conservation) Act 1980?	No
	(b) Wildlife (Protection) Act 1972?	No
	(c) The CRZ Notification, 1991?	No
22.	Whether there is any Government Order/Policy relevant/relating to site?	Yes. As per Government of Tamil Nadu, Industries, Investment Promotion and Commerce department Letter No.991/MIE.1/2019 dated 16.08.2022 and G.O.(Ms). No.210 dated 31.10.2023
23.	Forest Land Involved (Hectare)	No
24.	Whether there is any litigation pending against the project and /or land which the project is proposed to be set up >	Nil
	(a) Name of the Court?	
	(b) Case No.	
	(c) Order/directions of the Courts, if any and its relevance with the proposed project	



**(II) Activity**

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

S. No.	Information/ Checklist confirmation	Yes /No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information																								
1.1	Permanent or temporary change in land use, land cover or topography including increase in intensity of land use (with respect to revenue record)	Yes	<p>Permanent change in land use due to the proposed project is anticipated. Since the proposed project is a greenfield project; hence, it will have impact on land use.</p> <p>Total 2172.73 Ha (5368.93 acres) will be acquired for the proposed airport project. The current land use pattern of the proposed project is Water Bodies, Agriculture and Settlements.</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Ha</th> <th>% of Affected Coverage</th> </tr> </thead> <tbody> <tr> <td>Agriculture land (Irrigated)</td> <td>1031.21</td> <td>47.46%</td> </tr> <tr> <td>Agriculture land (Dry Land)</td> <td>355.22</td> <td>16.35%</td> </tr> <tr> <td>Built-Up Area (Road)</td> <td>29.60</td> <td>1.36%</td> </tr> <tr> <td>Govt/Poramboke Land</td> <td>173.00</td> <td>7.96%</td> </tr> <tr> <td>Water Bodies (Irrigation Tanks)</td> <td>576.74</td> <td>26.54%</td> </tr> <tr> <td>Built-Up Area (Village)</td> <td>6.96</td> <td>0.32%</td> </tr> <tr> <td><b>Total</b></td> <td><b>2172.73</b></td> <td><b>100.00%</b></td> </tr> </tbody> </table>	Type	Ha	% of Affected Coverage	Agriculture land (Irrigated)	1031.21	47.46%	Agriculture land (Dry Land)	355.22	16.35%	Built-Up Area (Road)	29.60	1.36%	Govt/Poramboke Land	173.00	7.96%	Water Bodies (Irrigation Tanks)	576.74	26.54%	Built-Up Area (Village)	6.96	0.32%	<b>Total</b>	<b>2172.73</b>	<b>100.00%</b>
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1.2	Clearance of existing land, vegetation and buildings?	Yes	<p>The current land use pattern of the proposed airport project is Water Bodies, Agriculture and Settlements. Hence, Clearance will be required.</p> <p>Approx. 1005 structures are likely to be affected. The detailed information will be provided during the EIA.</p>																								
1.3	Creation of new land uses?	Yes	<p>Total 2172.73 Ha (5368.93 acres) will be acquired for the proposed airport project. The current land use pattern of the proposed airport project is Water Bodies, Agriculture and Settlements.</p>																								
1.4	Pre-construction investigations e.g., bore hole, soil testing?	Yes	<p>Topographical Survey was conducted to obtain contour maps, and photo mosaic maps.</p>																								



S. No.	Information/ Checklist confirmation	Yes /No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information	
			The Initial obstacle Limitation Surface (OLS) Survey was conducted in June 2023.	
1.5	Construction works?	Yes	Construction of Chennai Greenfield Airport (CGA) at Parandur will start after obtaining necessary Environmental Clearance.	
1.6	Demolition Works?	Yes	Residential and Commercial buildings situated within the proposed project boundary may be demolished.	
1.7	Temporary sites used for construction works or Housing of Construction workers?	Yes	Temporary construction camps will be provided for project office, construction workers with all supporting infrastructures like toilet facilities, septic tanks, medical facility, and recreation centres etc. in an environmentally acceptable manner.	
1.8	Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations	Yes	Project activity will involve earth work, cut, and fill etc. Quantity of Cut & Fill: Cut - 10420.13 Cum Fill - 72053184.6 Cum Cut & Fill would be one of the activities to be carried out during construction phase. The productive topsoil layer will be preserved for reuse in landscaping, slope turfing and plantation as well as for rehabilitation of plant sites.	
1.9	Underground works including mining or tunnelling.	No	No underground works including mining or tunnelling will be required for the proposed development work.	
1.10	Reclamation Works?	Yes	Reclamation work of the identified borrow areas will be required for the proposed development work.	
1.11	Dredging?	No	No dredging will be required at the proposed development work.	
1.12	Offshore structures?	No	Not applicable	
1.13	Production and manufacturing processes?	No	Not applicable	
1.14	Facilities for Storages of goods or materials?	Yes	Temporary structures for storage of raw materials for construction will be erected within the earmarked site. Construction materials, machinery and vehicles will be stored in the earmarked storage yard/ parking places.	
1.15	Facilities for treatment or disposal of solid waste or liquid effluents?	Yes	During construction phase of proposed development work, sewage treatment facilities of adequate capacity will be provided for disposal of sewage at construction labor camp.	During operation Phase 1: 2.28 MLD, Phase 2: 5.79 MLD, Phase 3: 9.73 MLD and Phase 4: 12.68 MLD Approx. SBR treatment technology of 3 MLD for each phase will be installed for treatment of sewage generated



S. No.	Information/ Checklist confirmation	Yes /No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
			Construction debris will be disposed suitably in environmentally sound manner. from the proposed facilities of Airport.
1.16	Facilities for long term housing of operational workers?	No	The construction work will be for limited time and temporary labour camps will be established, so facilities for long term housing of operational workers will not be required.
1.17	New road, rail or sea traffic during construction or operation?	Yes	Proposed project is a new greenfield airport and new approach road shall be constructed to cater to the increased traffic for access to the airport. During construction phase, minimal increase in road and rail traffic is anticipated due to transportation of construction materials to the site.
1.18	New road, rail, air water borne or other transport infrastructure including new or altered routes and stations, ports, airports etc?	Yes	A new approach road will be established to connect proposed terminal building with Highway and to transport the construction materials to the site.
1.19	Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?	No	Only existing transport routes will be used to transport the construction materials to the site.  If necessary, temporary arrangement will be made during construction for traffic movement in the site.
1.20	New or diverted transmission lines or pipelines?	Yes	Utilities like electric poles, transformers, telephone cables etc. will be shifted with the permission of concerned departments before beginning of the construction activity.  The affected utilities will be relocated in co-ordination with concerned departments/agencies.
1.21	Impoundment, damming, culverting, realignment, or other changes to the hydrology of watercourses or aquifers?	Yes	Natural drainage will be maintained by providing culverts and by undertaking other suitable mitigation measures.
1.22	Stream crossings?	Yes	Two existing water channels pass through the project area from east to west. A large water body called Nelvoy Eri was observed in the southern part of the Project site. 576.74Ha i.e., 26.54% of the Project site is Irrigation Tanks/water bodies and will be affected by the proposed development activities and allied works of the Airport.  Palar River is 21 Kms away from the boundary of proposed airport.



S. No.	Information/ Checklist confirmation	Yes /No	Details thereof (with approximate quantities/ rates, wherever possible) with source of information
1.23	Abstraction or transfers of water from ground or surface waters?	Yes	Approx. 1188 KLD is likely to be needed for construction, which will be met from private tankers or surface water.  During operation phase, approximately Phase 1: 0.85 MLD, Phase 2: 2.15 MLD, Phase 3: 2.85 MLD and Phase 4: 4.70 MLD will be required, which will be met through surface water after permission from the concerned authority.
1.24	Changes in water bodies or the land surface affecting drainage or run-off?	Yes	To maintain the natural flow of Rivers, cross drainage structures as per the site requirements will be provided.
1.25	Transport of personnel or materials for construction, operation or decommissioning?	Yes	For construction phase of the project about 8000 persons will be deployed depending upon quantum of work at one point of time. Transport of personnel or materials for construction will be from local area. Transport of materials will be from approved sources with permission from concerned authorities.
1.26	Long-term dismantling or decommissioning or restoration works?	No	No such activity is required at the proposed site as the proposed development work will take place in vacant land.  Approx. 1005 structures need to be demolished during the construction.
1.27	Ongoing activity during decommissioning which could have an impact on the environment?	No	No decommissioning activity at the proposed development work at Airport.
1.28	Influx of people to an area in either temporarily or permanently?	Yes	For construction phase of the project about 8000 persons will be deployed depending upon quantum of work at any point of time. Transport of personnel or materials for construction will be from local area.
1.29	Introduction of alien species?	No	No such possibility is envisaged due to construction and operation phase of the proposed project.
1.30	Loss of native species or genetic diversity?	No	No such possibility is envisaged due to construction and operation phase of the proposed project.
1.31	Any other actions?	No	Not applicable

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





S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates wherever possible) with source of information data																																														
2.1	Land especially undeveloped or agricultural land (ha)	Yes	Totally 2172.73 Ha (5368.93 acres) will be acquired for the proposed airport project. The current land use pattern of the proposed airport project is Water Bodies, Agriculture and Settlements.																																														
2.2	Water (expected source & competing users) unit: KLD	Yes	<p>Approx. 1188 KLD is likely to be needed for construction, which will be met from private tankers or surface water.</p> <p>During operation phase, approximately Phase 1: 0.85 MLD, Phase 2: 2.15 MLD, Phase 3: 2.85 MLD and Phase 4: 4.70 MLD will be required, which will be met through surface water after permission from the concerned authority.</p>																																														
2.3	Minerals (MT)	No	Not Applicable																																														
2.4	Construction material-stone, aggregates, and /soil (expected source-MT)	Yes	<table border="1"> <thead> <tr> <th>Item</th> <th>Unit</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>Aggregate</td> <td>MT</td> <td>10246858</td> </tr> <tr> <td>Soil</td> <td>MT</td> <td>47319980</td> </tr> <tr> <td>Sand</td> <td>MT</td> <td>4824185</td> </tr> <tr> <td>Cement</td> <td>MT</td> <td>1172649</td> </tr> <tr> <td>Bitumen</td> <td>MT</td> <td>88037</td> </tr> <tr> <td>Steel</td> <td>MT</td> <td>130368</td> </tr> <tr> <td>High Tensile</td> <td>MT</td> <td>2061</td> </tr> <tr> <td>Structural Steel</td> <td>MT</td> <td>105110</td> </tr> <tr> <td>Water</td> <td>KL</td> <td>10889618</td> </tr> </tbody> </table> <p><b>Source</b></p> <p>Bitumen - Tiruvallur - 26 km</p> <p>Steel- Salem Steel Plant - 303 Km</p> <p>Cement:</p> <table border="1"> <thead> <tr> <th>S. No</th> <th>Name of cement company</th> <th>Location</th> <th>Approximate Lead</th> </tr> </thead> <tbody> <tr> <td colspan="4">State: Tamil Nadu</td> </tr> <tr> <td>1</td> <td>Madras Cements Ltd</td> <td>Salavakkam</td> <td>44 km</td> </tr> <tr> <td>2</td> <td>Ultra Tech Cement Factory</td> <td>Arakkonam</td> <td>20 km</td> </tr> </tbody> </table>	Item	Unit	Quantity	Aggregate	MT	10246858	Soil	MT	47319980	Sand	MT	4824185	Cement	MT	1172649	Bitumen	MT	88037	Steel	MT	130368	High Tensile	MT	2061	Structural Steel	MT	105110	Water	KL	10889618	S. No	Name of cement company	Location	Approximate Lead	State: Tamil Nadu				1	Madras Cements Ltd	Salavakkam	44 km	2	Ultra Tech Cement Factory	Arakkonam	20 km
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			<table border="1"> <tr> <td>3</td> <td>The Ramco Cements Limited</td> <td>Pallipuram</td> <td>44 km</td> </tr> </table> <p>The materials shall be procured by the contractor as per local laws/agreement with owner after obtaining the prior clearances from statutory authorities.</p>	3	The Ramco Cements Limited	Pallipuram	44 km
3	The Ramco Cements Limited	Pallipuram	44 km				
2.5	Forests and Timber (source- MT)	No	For proposed airport project, no forest resources will be utilized for the project execution.				
2.6	Energy including electricity and fuels (source, competing users) Unit: fuel (MT), energy (MW)	Yes	<p><b>Primary:</b> The estimated power requirement for the proposed Airport after completion of the construction works is about 100 MVA which will be sourced from TANGEDCO.</p> <p><b>Secondary:</b> 7,832.5 kVA is the Generators Power Requirement, during operation phase, 4 No of 2000 kVA capacity and 2 No standby will be installed for emergency power generation during grid power failure.</p> <p>Quantity of High-Speed Diesel (HSD) will depend on the operation of DG Sets and construction equipment. At any point of time, only 50 KL of HSD will be stored in underground tank.</p>				
2.7	Any other natural resources (Use appropriate standard units)	No	No				

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

S.No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
3.1	Use of substances or materials, which are hazardous (as per MSIHC rules) to human health or the environment (flora, fauna, and water supplies)	Yes	<p>Bitumen and fuel shall be stored, used and handled as per Hazardous and other wastes (Management and Transboundary Movement) Rules,2016.</p> <p>Used oil from the DG sets will be given to authorized recyclers. However, the DG sets will be used only in case of power failure.</p>
3.2	Changes in occurrence of disease or affect disease vectors	No	Sanitary facilities shall be provided in camps for workers. Regular



S.No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
	(e.g. insect or water borne diseases)		cleaning, spraying of disinfectants or bleaching powder around camp areas will be done. COVID protocols will be followed at site.
3.3	Affect the welfare of people e.g., by changing living conditions?	Yes	<p>The proposed project will be helpful for travellers, visitors, tourists and welfare of local people by providing better, rapid and safe transport facilities in the local region.</p> <p>The project will also create direct and indirect employment opportunities significantly during construction and operation phase.</p> <p>Therefore, the overall impact on living conditions of people will be positive.</p>
3.4	Vulnerable groups of people who could be affected by the project e.g., hospital patients, children, the elderly etc.	Yes	Few structures for vulnerable groups will get affected due to the proposed Airport.
3.5	Any other cause	No	Not applicable

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

S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data		
4.1	Spoil, overburden or mine wastes	No	No such waste will be generated from the construction of the proposed airport.		
4.2	Municipal waste (domestic and or commercial wastes)	Yes	<table border="0"> <tr> <td style="vertical-align: top;"> <p>During construction phase, approx. 4 TPD of solid waste will be generated at labour camp situated nearby the project site.</p> <p>Municipal waste generated from labour camps and by workers will be collected, segregated and disposed after</p> </td> <td style="vertical-align: top;"> <p>During operation phase, approx. 48 TPD of municipal solid waste will be generated which will be disposed as per Solid Waste Management Rules, 2016.</p> </td> </tr> </table>	<p>During construction phase, approx. 4 TPD of solid waste will be generated at labour camp situated nearby the project site.</p> <p>Municipal waste generated from labour camps and by workers will be collected, segregated and disposed after</p>	<p>During operation phase, approx. 48 TPD of municipal solid waste will be generated which will be disposed as per Solid Waste Management Rules, 2016.</p>
<p>During construction phase, approx. 4 TPD of solid waste will be generated at labour camp situated nearby the project site.</p> <p>Municipal waste generated from labour camps and by workers will be collected, segregated and disposed after</p>	<p>During operation phase, approx. 48 TPD of municipal solid waste will be generated which will be disposed as per Solid Waste Management Rules, 2016.</p>				



S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
			segregation as per provisions of Solid Waste Management Rules, 2016.
4.3	Hazardous waste (as per Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016)	Yes	<p>Containers containing paint residue mainly during construction phase and waste oil generated from DG sets will be collected in drums and handed over to State Pollution Control Board approved waste oil recyclers.</p> <p>Any spillage of lubricant/ bitumen/ oil in construction area shall be disposed as per Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.</p> <p>During operation phase, approx. 8 TPD (Final Phase) of Hazardous waste will be generated which will be disposed as per Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.</p>
4.4	Other industrial process wastes	No	No, industrial process wastes will be generated from the proposed airport project.
4.5	Surplus product	No	No, surplus products will be generated from the proposed airport project.
4.6	Sewage sludge or other sludge from effluent treatment	Yes	<p>The septic tanks and Soak pits will be constructed in camp site during construction phase of the project.</p> <p>During operation phase, waste sludge generated from the proposed STP will be used as manure in landscaping.</p>
4.7	Construction or demolition wastes	Yes	The construction and demolition wastes will be disposed as per the construction and demolition waste Rules, 2016.
4.8	Redundant machinery or equipment	No	No Redundant machinery and equipment will be left at site and if any, will be sold out to the scrap vendors after necessary approval.
4.9	Contaminated soils or other materials	No	However, any spillage of lubricant/ bitumen/ oil in construction area shall be disposed as per Hazardous



S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
			and Other Wastes (Management and Transboundary Movement) Rules, 2016
4.10	Agricultural wastes	No	Maximum percentage of horticulture waste, such as dried leaves, flowers etc. shall be utilized as manure
4.11	Other solid wastes	No	<p>No other solid wastes are anticipated at the project site.</p> <p>Topsoil generated during construction of the project area will be collected and used for plantation.</p> <p>Waste generated during construction phase will be managed in the following way:</p> <p><b>Municipal Waste:</b> Disposal of municipal waste as per Solid Wastes Rules, 2016.</p> <p><b>Hazardous Waste:</b> Waste oil generated from maintenance of construction equipment's will be given to CPCB/ MoEF&amp;CC approved waste oil recyclers.</p> <p><b>Construction and Demolition Waste:</b> Demolition waste will be used for filling in construction area as per Construction and Demolition Waste Management Rules, 2016.</p>

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

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
5.1	Emissions from combustion of fossil fuels from stationery or mobile sources	Yes	All the vehicles, machinery, DG sets under operation shall have regular maintenance and will be operated with controlled devices to reduce the emission levels. Such impact is temporary in nature and will persist only up to construction period only.



			The Hot mix Plant, Stone Crushers, Batch mix Plants, WMM Plants, etc. will be fitted with suitable emission control devices and will conform to the emission standards as stipulated by the CPCB. NOC, CTE, CTO would be obtained by the Contractor from concerned TNPCC wherever applicable.
5.2	Emissions from production processes	No	This project is for construction of transportation infrastructure facility.
5.3	Emissions from materials handling including storage or transport	Yes	Fugitive dust emission will be occurring from storage, transportation and handling of construction materials like aggregates, cement, earth, sand etc. during construction period. Vehicles carrying construction materials will be covered by the tarpaulin. Other appropriate mitigation measures such as water sprinkling will be adopted in the construction and storage areas towards suppression of fugitive dust emission.
5.4	Emissions from construction activities including plant and equipment	Yes	Emission of Gaseous pollutants and Particulate Matter is envisaged from operation of DG sets/HMP/Batch mix/Stone crusher plants. Dust generation due to construction activity is also anticipated at plant operation and construction zones.  All the construction plants and equipment's will be installed sufficiently away from habitation by following the siting criteria norms. Stone crusher units, Hot mix plant, Batch mix plant will be fitted with suitable dust suppression system such as scrubbers, cyclones, dust bags, etc. and will be regularly maintained. Regular water sprinkling will be carried out to suppress dust generation from construction zones and allied sites.
5.5	Dust or odours from handling or materials including construction materials, sewage and waste	Yes	All the temporary construction camps will be provided with septic tanks followed by soak pits. Time-to-time disinfection of area, will be done for the abatement of odour.



			Camp site waste shall be collected in waste pits and disinfectants would be used time to time to reduce odour. Also, the solid waste collected, will be disposed to nearby Municipality waste yards at regular intervals with approval from the concerned authorities.
5.6	Emissions from incineration of waste	No	No incineration of waste envisaged.
5.7	Emission from burning of waste in open air (e.g., slash materials, construction debris)	No	No burning of waste envisaged.
5.8	Emissions from any other sources	Yes	Air emissions due to aircraft take off, landing, taxiing and from apron parking are other existing sources of air emissions. Emissions from vehicular movement during construction and operation phases.

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

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
6.1	From operation of equipment e.g. engines, ventilation plant, crushes	Yes	From construction equipment and DG sets, 70 to 85 dB (A) noise levels may be generated. Adequate mitigation measures, silencers, muffler, acoustic enclosures, will be provided to control the noise levels.
6.2	From industrial or similar processes	No	No industrial processes will be involved during construction/operation phase.  From hot mix plant and construction equipment, noise levels of about 70 dB (A) will be generated.  Adequate mitigation measures, silencers, muffler, acoustic enclosures, will be provided to control the noise levels.
6.3	From construction or demolition	Yes	Noise will be generated from heavy earthmoving machinery during construction process.  During construction activities, approx. 70 to 85 dB (A) noise may be generated temporarily. Adequate mitigation measures, silencers, muffler, acoustic enclosures, will be provided to control the noise levels.



S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
6.4	From blasting or piling	No	No blasting will be carried out.
6.5	From construction or operational traffic	Yes	Noise and vibration are inevitably associated with construction and operational traffic. However, no significant rise in construction traffic is anticipated. The regular maintenance of vehicles and machinery will be done during construction phase.  The vehicles during operation phase will have enough space for movement and there will no traffic congestion during operation. Also, the time for travel will reduce drastically.
6.6	From lighting or cooling systems	No	Not applicable
6.7	From any other sources	Yes	Noise will be generated during take-off, landing, and taxing of aircraft.

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

S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
7.1	From handling, storage, use or spillage of hazardous materials.	No	Approx 50 KL of HSD will be temporarily stored at the proposed airport site for operation of DG sets.  No such risk is involved as no hazardous substances or material (as per Manufacture, Storage and import of Hazardous Chemical Rules (MSIHC) rules) will be handled, stored or used at the project site. All the hazardous waste generated will be sent to MoEF&CC approved recyclers.
7.2	From discharge of sewage or other effluents to water or the land (expected mode and place of discharge)	No	During construction, sewage shall be disposed through septic tank followed by soak pit. During operation phase, sewage obtained from airport area and from other sources within the project boundary will be treated by in-house STP and will be used for green belt maintenance.





S. No.	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
7.3	By deposition of pollutants emitted to air into the land or into water	No	The dust generation will take place due to material handling and earth works at construction site. These emissions are neutral in nature and will settle down in the immediate vicinity hence no impact is anticipated. During operation, no deposition of pollutants anticipated.
7.4	From any other sources	No	--
7.5	Is there a risk of long-term build-up of pollutants in the environment from these sources?	No	No such impact is anticipated.

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

S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
8.1	From explosions, spillages, fires etc from storage, handling, use or production of hazardous substances.	No	No explosive, flammable and hazardous substance or material will be handled, stored or used at the project site as it will be sent to MoEF&CC approved vendors. Adequate construction safety measures will be taken during the construction and operation phase of proposed airport project.
8.2	From any other causes?	Yes	Emergencies during Aircraft landing and take-off, traffic movement inside Airport and short circuit at terminal building.
8.3	Could the project be affected by natural disasters causing environmental damage (e.g., floods, earthquake, landslides, cloudburst etc)?	No	There is little possibility of the project getting affected by natural disasters, e.g., floods, earthquakes, cloudburst etc.

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

S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
9.1	Lead to development of supporting, utilities, ancillary		The proposed project is aimed to provide better, safe and rapid



S. No	Information /Checklist confirmation	Yes/No	Details thereof (with approximate quantities / rates. Wherever possible) with source of information data
	development or development stimulated by the project, which could have impact on the environment e.g. <ul style="list-style-type: none"> <li>Supporting infrastructure (roads, power supply, waste or wastewater treatment, etc)</li> <li>Housing development</li> <li>Extractive industries</li> <li>Supply industries</li> <li>Other</li> </ul>	Yes	transport facilities for the local people. Any such new development activity within or nearby the project boundary will be as per applicable siting criterion.
9.2	Lead to after-use of the site, which could have an impact on the environment.	No	The proposed international airport project would be a permanent development.
9.3	Set a precedent for later developments.	Yes	Faster transportation and communication means will set precedence for development in the project area
9.4	Have cumulative effects due to proximity to other existing or planned projects with similar effects.	No	No cumulative effect is anticipated due to the proposed airport project.

**(III) Environmental Sensitivity**

S. No.	Areas	Name/ Identity	Aerial distance (within 15 Km.) proposed project location boundary
1.	Areas protected under international conventions, national or local legislation for their ecological, landscape, cultural or other related value	No	The proposed project doesn't have any ESZ within 15kms radius of boundary.
2.	Areas which are important or sensitive for ecological reasons- Wetlands, watercourse or other water bodies, coastal zone, biosphere, mountains, forests	Yes	Parandur lake, a man-made tank with an area of 201 Ha is present adjacent i.e., 1.4 Kms from the project boundary.
3.	Areas used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration	No	There are no Eco sensitive areas within 15 km distance from the site thus wildlife clearance is not required.
4.	Inland, coastal, marine or underground waters	No	--
5.	State, National boundaries	No	Nil within 15km radius from the project site



S. No.	Areas	Name/ Identity	Aerial distance (within 15 Km.) proposed project location boundary
6.	Routes or facilities used by the public for access to recreation or other tourist, pilgrim area	No	--
7.	Defence Installations	No	--
8.	Densely populated or built-up area	Yes	The proposed project is approx. 10km from Kanchipuram town.
9.	Areas occupied by sensitive man-made land uses (hospitals, schools, places of worship, community facilities)	Yes	Few Houses, School, places of worship and community facilities are located within the project boundary, if affected, structures will be relocated as per the suitability under the provisions of RFCTLARR act, 2013.
10.	Areas containing important, high quality or scarce resources (Ground water resources, surface resources, forestry, agriculture, fisheries, tourism, minerals)	No	--
11.	Areas already subjected to pollution or environmental damage (those where existing legal environmental standards are exceeded)	No	Within or nearby the project boundary, no particular area is seen as an area with major environmental damage.
12.	Areas susceptible to natural hazard which could cause the project to present environmental problems (earthquake, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions).	No	The project area falls in Zone III.

"I hereby given undertaking that the data and information given in the application and enclosures are true to the best of my knowledge and belief and I am aware that if any part of the data and information submitted is found to be false or misleading at any stage, the project will be rejected and clearance given, if any to the project will be revoked at our risk and cost."

Yours faithfully,

  
for Managing Director

Date: 30.04.2024

Place: Chennai, Tamil Nadu