

# *Executive Summary*

## Executive Summary



The EIA Report has been divided into eleven chapters, which are as follows:

- Chapter 1: Introduction
- Chapter 2: Legal Policy
- Chapter 3: Project Description
- Chapter 4: Baseline Environment Condition
- Chapter 5: Environment Impact Assessment
- Chapter 6: Analysis of Alternatives
- Chapter 7: Additional Studies
- Chapter 8: Environment Management Plan
- Chapter 9: Mitigation and Enhancement Measures
- Chapter 10: Environment Monitoring Plan
- Chapter 11: Disclosure of the consultant

### 1.0 Introduction

The growth of any state's economy depends on the available natural resources and infrastructure facilities. The aviation infrastructure facilities create rapid transport system and play vital role in the economic development of the states by promoting trade and tourism globally. Development of such infrastructure at upcoming cities having abundant natural and human resources would serve as alternatives to the congested metropolitan cities for further growth and investments.

MIDC successfully bid the project under PPP component to IRB Infrastructure Developers who floated a SPV IRB Sindhudurg Airport Pvt. Ltd. (ISAPL) to develop & run the Greenfield airport. As per the Project Development Agreement executed between MIDC & ISAPL, ISAPL shall obtain all necessary clearances / approvals including Prior Environmental Clearance prior to start of execution works. To this effect ISAPL has appointed Feedback Ventures Pvt. Ltd. & GIS Enabled Environment and Neo-Graphic Centre to provide consultancy services obtaining various clearances including conducting of EIA studies and obtaining Prior Environmental Clearance from MoEF.

### 2.0 Project Area

Sindhudurg District with headquarters at Kudal is the Southern-most district of Konkan region of Maharashtra State. It is surrounded by Ratnagiri district in the north, state of Goa in the south, Kolhapur district in the east and the Arabian Sea in the west. It comprises of eight talukas and four Vidhan Sabha constituencies. The district has a population of 8,68,825 (2001 census).

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version: September 2010</b> <b>Revision No.: 04</b>
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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



Sindhudurg is well-connected to the major towns and cities like Mumbai and Goa by road and rail. There are seven railway stations in the district and the famous Konkan Railway passes through Sindhudurg. Rajapur and Kudal respectively are the nearest railheads on Konkan Railway. Sindhudurg by road is 510 kms from Mumbai via the Goa highway. NH-17 also passes through the district.

As per the Guidelines of New EIA Notifications 14<sup>th</sup> September 2006, a Form I alongwith Project Information Report had submitted to Ministry of Environment & Forests (MoEF), Govt. of India, New Delhi on 07/04/2010. The presentation on proposed Terms of Reference is awaited as per the meeting schedule of Expert Appraisal Committee.

## **3.0 Legal Policy**

### **Project Categorization**

The present EIA report has been prepared for the proposed Greenfield Airport Project at Sindhudurg, Maharashtra. According to the categorization mentioned in the New EIA Notification this project is grouped under Category A.

### **Environment Legislations**

The environmental regulations, legislations and policy guidelines and control that may impact the project are the responsibility of a variety of Government agencies. The principal environmental regulatory agency in India is Ministry of Environment and Forest (MoEF), New Delhi. MoEF formulates environmental policies and also accords environmental clearances for different projects.

Many State and Central legislations have a bearing on environment but laws on environment protection have been notified recently. These legal enactments can be broadly classified in terms of focus areas, viz. Pollution, natural resources and linkages between pollution and natural resources. The important environmental legislations related to environmental clearance of Greenfield Airport Project are as follows.

- Water (Prevention and Control of Pollution) Act 1974
- Air (Prevention and Control of Pollution) Act 1981
- Forest Conservation Act 1980
- Environment Protection Act 1986
- Environment Protection Rules 1989
- Forest (Conservation) Act 1980
- Forest (Conservation) Rules 1981
- Noise Pollution (Prevention & Control) Rules 2000

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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



## **4.0 Project Description**

### **Location**

The proposed site for development of Greenfield Airport is located near Kudal in Sindhudurg District of Maharashtra State. The proposed airport will be located at latitude 16°00' N and longitude 73°32' E. The general elevation is about 30 m from the eastern side and 65.5 m from the western end.

### **Project**

The selected site for proposed development of airport shall be developed in 271 hectares of land. The development of airport will require development of facilities on two fronts namely (i) airside and (ii) landside.

### **Airside Facilities**

#### **Runway**

The proposed runway length adopted is 3,450m. This length can accommodate aircraft such as A320-200 and B-737-900.

#### **Taxiway**

A Half length parallel taxiway (1565 m) and the separation of runway and taxiway is 176m.

#### **Apron**

Total 15,000 m<sup>2</sup> is proposed for apron area which would be used for aircraft, general vehicle movements as well as parking purposes

All other airside facilities like GSE storage area, Fuel farm, Airport maintenance area, Catering facilities, Airport rescue and Fire fighting, Airside service road, meteorological facilities, Navigation and traffic control aids, Air traffic Control Tower will be set-up as per the stipulated guidelines.

### **Landside Facilities**

#### **Passenger Terminal Building**

The domestic passenger terminal is designed for the traffic requirements which are estimated as peak hour passenger (PHP) for the phase 1 (i.e 2013 to 2018) will be 400 passengers during the peak hour (200 arrivals and 200 departures).

### **Project Cost**

The total estimated cost of the proposed project is about 186 Cr excluding the cost of land.

### **Project Schedule**

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version: September 2010</b> <b>Revision No.: 04</b>
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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



The proposed development of Greenfield Airport at Sindhudurg is scheduled for a period of three years and is expected to be operational from 2013.

## **5.0 Baseline Environment Status**

The study for the present report was conducted during Pre-monsoon (March-April-May) season of year 2010.

### **Connectivity**

The project site is well connected to the major cities and towns. The District Head quarter Kudal is only 23 km away from the site and the famous Konkan railway passes through the project site at a distance of 23 km. Dabolim airport in Goa is the nearest airport situated at a distance of 130 km from the proposed airport site.

### **Topography**

The site is located on laterite plateau abutting sea on the west and Karli creek on the north. The profile of the land is undulating with shallow mounds and valley. There is no vegetation on land and it is not useful for agricultural purpose.

### **Geology**

The site comprises of hard strata of laterite rock. The terrain gently slopes from 78m AMSL on east end to 45 m AMSL on the west end. Lateritic formation exhibits typical coastal lateritic soil formation with hard lateritic rock at greater depths from existing ground level but at few locations may have lithomorphic clay at the surface.

### **Land use**

The present land use pattern of the study area (10 km radius of the project area) has been assessed on the basis of satellite imagery.

#### **Land-use of the Study Area (10 km Radius)**

<b>Land Type</b>	<b>Area in Km<sup>2</sup></b>	<b>Area in %</b>
Barren Land	5.58	1.8
Built-up Land	2.22	0.7
Char	0.98	0.3
Island	0.21	0.1
River & Water bodies	8.79	2.8
Salt pane	0.62	0.2
Scrub Land	82.23	26.2
Sea	80.23	25.6

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# DRAFT EIA REPORT of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



Land Type	Area in Km <sup>2</sup>	Area in %
Sea Shore	1.36	0.4
Agriculture Land	131.79	42.0
<b>Total</b>	<b>314.00</b>	<b>100.0</b>

## Meteorology

**Temperature:** It can be seen from the above table that the temperature recorded during the study period had a minimum reading of 21.7°C and a maximum of 42.2°C.

**Relative Humidity:** The relative humidity showed a minimum of 45.0% and maximum of 79.7% during the monitoring period.

**Wind Speed:** The average wind speed during the monitoring period was 2.4 m/s

**Wind Direction:** The predominant wind direction was observed from North-west and west.

**Rainfall:** The rainfall was observed during study period is 11.2 mm.

## Ambient Air Quality

The air quality monitoring has been carried out at ten different locations. Ambient air quality monitoring has been carried out with a frequency of two samples per week at three to four locations in a day.

The area generally has low levels of pollutants in ambient air, which is well within the National Ambient Air Quality Standards for residential or rural areas. This is due to the absence of any major pollution-generating source in the vicinity.

## Ambient Noise Level

The ambient noise levels equivalent for 1-hour duration at 9 different locations were recorded keeping in view with the traffic movement and other noise generating activities in the region. The hourly recorded noise level at various locations in the study area shows little fluctuations because of change in traffic movement. There are no domestic activities and industrial sources in the vicinity. The equivalent values of noise levels are 40.3 to 46.7 dB (A) during daytime and 38.0 dB to 42.3 dB (A) during night time, which are within the prescribed norms of CPCB.

## Water Environment

### Water Source

There is no existing source of fresh water in the study area. Nearest source of fresh water is Dhamapur Lake which is situated at 20 km from the site. MIDC has proposed to provide the water connectivity from the Dhamapur Lake to the boundary of the site.

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# DRAFT EIA REPORT of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



## Water Quality

Water samples were collected from five locations for groundwater and four locations for surface water.

### Ground Water

It was found that the pH of the groundwater is little alkaline, ranging from 6.1 to 7.2 (below desirable limit). The TDS values were in the range of 26 to 91 mg/l. The hardness values were in the range of 8 to 36 mg/l and the calcium and magnesium were in the range of 1.6 to 11.2 mg/l and 0.97 to 1.94 mg/l respectively. The Chloride, alkalinity, nitrates and sodium were all found within the limits IS 10500 standard. The heavy metals such as Arsenic, Cadmium, Chromium, Lead and Mercury, were all found below detection limits, whereas low concentrations of iron, copper and zinc were found within standards. In general, the ground water can be used for other purposes after necessary disinfection.

### Surface Water

The pH of the surface water samples ranges from 6.8 to 7.1. The TDS value is within limit. Sulphate, nitrate values were found within the limits (Tolerance limit: 2296:1982).

The heavy metals such as Arsenic, Cadmium, Chromium, Lead and Mercury are all found below detection limits, whereas low concentrations of iron and copper are found within drinking water standards.

## Ecological Environment

The Terrestrial Ecological data were collected from Forest offices and other secondary sources. Though some endangered species were reported to be found in the project area, none were observed / reported during the study period.

## Social Environment

The numbers of households of villages in the study area within the 10 km radius are 9953 with average family size of 4.6 persons. This indicates the family size is not very big in the area and there is a predominance of nuclear families. The literacy rate in the study area is 74.66% compare to the female literacy rate which is only 35.50%.The area has 5.94% of Scheduled Caste and only 0.11% of Scheduled Tribe population.

## 6.0 Environment Impact Assessment

### Impact during Construction Phase

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version:</b> September 2010
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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra

The impact during construction will be localized and short term with permanent changes in use of surrounding land as compared to the current conditions. Impact will be primarily related to the civil works and less intensive impact is expected during erection of the equipment and trial operation. Except for change in land use all other environment impacts will be temporary in nature.



## **Impact during Operation Phase**

### **Air Environment**

The operation of proposed airport envisages impact on air environment through the increased number of passengers and associated road traffic that will come and go out of the airport area and air pollutants generating out of the DG sets. However, the impact due to increased number of passengers and associated road traffic is found negligible as insignificant number of vehicle is expected to increase due to the proposed activity and location of the project is away from any major urban activity.

Mathematical Model is run after considering the operation of DG set as a continuous operation. However, this is very remote possibility of DG Set operation for whole day. From the observation of the modeling results it was found that a very minor increment in the pollution load of the area is expected due to the operation of the DG set.

### **Noise Environment**

During the operational stage of the airport the possible impact on noise could be from the aircrafts, vehicles and DG sets, pumps etc.

### **Water Environment**

During the operation phase, the quantity of wastewater generated will be treated in sewage treatment plant (STP) located within site. Hence there will be zero discharge to the municipal sewer from the airport.

### **Social Environment**

#### **Positive Impacts on Infrastructure**

The operation of the project provide value addition to the existing infrastructure facility in the project area such as Airport, increased public transport, water supply, telecommunications etc.

#### **Employment**

The proposed project shall generate ample scope of direct and indirect employment. With the generation of direct employment in the Airport and in the IT sector, it is expected that around 2-2.5 lakhs indirect employment will be generated mainly in Hospitality-Hotels, Catering services, Transportation, Security service, Courier Service, Office Stationary Supply, Telecom etc.

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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



## **7.0 Alternative Analysis**

Alternatives were continuously assessed throughout the process. Feasibility study consultants did a detailed study on selection of airport alignment based upon the prevailing wind direction and orientation of the airstrip and then a final alignment of airstrip has been selected.

## **8.0 Additional Studies**

The additional study that will be done is Public Hearing and Consultation.

## **9.0 Environment Management Plan**

The airport management will implement sound Environment Management Plan (EMP), which will make environment protection an essential requirement. Prediction of the potential environmental and social impact arising due to development activities are considered as the heart of EIA process. An equally essential element of this process is to develop measure to eliminate, offset, or reduce adverse impacts to acceptable levels and enhance the beneficial ones during implementation and operation of the projects. The integration of the project planning is done by clearly defining the environment requirements within an Environment Management Plan (EMP). The Management Action Plan aims at controlling pollution at the source level to the maximum possible extent with the available and affordable technology followed by treatment measures before they are discharged. Specifically, the EMP monitors and manages environmental aspects and issues of the project during operation phase by:

- Identifying potential environmental impacts;
- Recommending mitigation measures for the negative impacts;
- Identifying opportunities for enhancement measures;
- Providing an organizational framework for operating Environment Management System and other functions of the project by assigning roles and responsibilities for environmental monitoring and management;
- Formulating Environmental Management Plan, which specify mitigation, monitoring activities and indicators to be attached to Annual and periodic activity plans for project implementation

## **10.0 Mitigation Measures**

Mitigation is the implementation of measures designed to reduce the undesirable effects of a proposed project on the environment. As companies and individuals we all have an important role to play in protecting the environment.

## **11.0 Environmental Mitigation Measures for Construction Phase**

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version:</b> September 2010
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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



In order to prevent the environmental impacts that are envisaged during the construction phase of the proposed airport the following mitigation measures will be adopted.

## **Mitigation Measures towards construction safety**

The safety of labors is one of the prime important measures that is required for construction process. Following safety measures shall be undertaken for the proposed construction of airport. Following safety measures shall be undertaken for the proposed construction of Airport.

- Prior to construction, the site should be inspected for the presence of all sources of hazardous substances in the site should be located.
- All excavation will be properly surrounded and marked with paint in order to alert the passerby
- Work areas, walkways, and equipment shall be kept clear of loose materials, tools, and scraps.
- Proper instructions to use hand and power tools shall be kept clear of loose materials, tools and scraps
- Spills such as grease, water, or oil shall be cleaned up as soon as possible. Any delay could result in an accident
- All electrical equipment and machinery shall be properly grounded.

## **Mitigation Measures for Land Contamination**

- Designed storage place shall be provided for storage of materials on non earthen floors and shade
- Designated fuel storage & handling place shall be provided with spill management infrastructure to protect the land from contamination due to fuel seepages and spills.
- Solid waste collection, transportation facilities shall be provided for the wastes generated during construction stage.

## **Mitigation Measures for Air Pollution**

Air Quality around the project site will have adverse impact during construction stage. Various construction activities related to loose materials may cause generations of fugitive dust adversely affect the air quality of the surrounding area of the project site.

To minimize such impacts following measures shall be taken:

- The raw material handling yard will be located as per the predominant wind direction, in such a way that the fugitive dust generated from site will be primarily contained within the construction site only.
- The raw material handling yard will be suitably enclosed so as to generate minimum air borne dust.
- All the loose materials either stacked or transported shall be provided with suitable covering such as tarpaulin cover etc.

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version:</b> September 2010
<b>Consultants:</b> Feedback Ventures Pvt. Ltd. GIS Enabled Environment and Neo Graphic Centre	<b>Revision No.:</b> 04

# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra



- Sprinkles are used for suppressing the dust generated due to several construction activities.
- To minimize the occupational health hazard, mask shall be provided to the workers who are engaged in areas where dust generation is anticipated.

## **Mitigation Measures for Noise pollution**

The expected noise levels shall be in the range of 75 dB(A) during peak construction hours. To ensure these following measures shall be taken

- All the construction activities shall be carried out during the daytime
- All the construction machinery that will be hired shall have in built acoustic enclosure so as to minimize the noise generation.
- To prevent any occupational hazard, ear muff/ ear plug shall be given to the workers working around operating plant and machinery emitting high noise levels
- Use of plant or machinery emitting high noise shall not be allowed during night
- Acoustic shield for noisy plant and machinery

In the development of green field airport, a dedicated green area has been earmarked. Landscaping of the areas within the premises of airport and approach road to airport shall be taken up during the construction period and during that time the landscaping the top soil that has been restored shall be used.

## **Mitigation Measures for Water Pollution**

- During the construction phase, runoff from the construction site shall not be allowed to stand or enter into the roadside or nearby drain.
- Adequate measures shall be taken to collect such run off and either shall be reused or disposed at the designated construction waste disposal location.
- There shall be separate piping for storm and process water so that the process water can be treated before discharging to nearby nalla or streams.
- Sewage generated from construction site shall be transported at regular intervals to the disposal sites to avoid groundwater contamination. The contractor shall make arrangement for disposal of sewage from these camps. The discharge shall be processed through septic tank and soak pit.
- Temporary treatment facility for process water to maintain the discharge standard to natural water body.

## **Mitigation Measure for Top Soil**

Due to construction work, soil excavation shall be involved for terminal building and airport catering, offices etc. The soil will be collected separately and preserved in stacks with side slopes not

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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra

exceeding 1:5. The topsoil will be preserved separately in a stack covered by tarpaulin so that it can be used for backfilling purposes. Topsoil will be reused for horticultural areas.



## **Waste Management in the Construction Phase**

During the construction phase, construction quantity of construction waste such as earth, debris, etc. will be generated. Stacking and disposal of such material shall be in such a way that it shall not disturb the surrounding land use and shall be disposed off at the secure disposal site.

## **Emergency Measures**

The emergency measures are adopted to avoid any failure in the system such as lights, fire, means of escape, ventilation shafts, and accidents during flight landing and takeoff, accidental spillage etc. The aim of emergency action Plan is to identify areas, population and structures likely to be affected due to catastrophic event of accident. The action plan should also include preventive action, notification, warning procedures and co-ordination among various relief authorities.

## **12.0 Environmental Mitigation Measures for Operational Phase**

### **Air Pollution Control in Operational Phase**

- Maintenance room to be provided in Apron for checking the aircraft function, which will ensure that the emission from aircraft do not harm the surrounding environment.
- The stack height for DG sets shall be provided as per CPCB norms to ensure that there shall be proper dispersion of gases without increase in the ground concentration.
- Sprinkle attached with vehicles for dust suppression during maintenance of airport pavement.
- Green belt development shall be done through landscaping

### **Rainwater Harvesting**

For collecting storm water, a drainage network has been incorporated in the project planning and design stage. Separate network has been designed for Rooftop rainwater from the terminal building, its retail area. The collected rain water shall be used for rain water harvesting and ground water recharge. The rain water harvesting shall be used for landscaping.

### **Solid Waste Management in operation Phase**

The project will use effective sustained eco-friendly waste management systems that will have no negative on the environment and also protect the air crafts from bird hazards.

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<b>Consultants:</b> Feedback Ventures Pvt. Ltd. GIS Enabled Environment and Neo Graphic Centre	<b>Revision No.:</b> 04

# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra

It is estimated that during the operation year there shall be around 100 tonnes/day of solid waste generation. Such generation of waste shall be mostly from passengers, visitors, airport staff, restaurant and from other retail areas, business shops. For the collection of solid waste adequate number of separate coloured bins shall be provided in the airport. Additionally some litter bins shall be provided outside the airport terminal building and in the parking areas.

The waste as collected from these bins shall be collected through mechanical vehicles having hydraulic arrangements. The collected waste will then be transported to the transfer station proposed for the integrated township sufficiently away from the airport (approx. 5km). From this transfer station the waste shall be handed over to the municipality.

## **Control of Noise in Operation Phase**

Barrier wall shall be provided along the airport border with modern absorbing materials to reduce the noise from landing/take off and ground running of aircraft engine to ensure that outside the boundary of the airport the sound level should not exceed 55dB(A). The arrangement for noise management in airport is as follows:

- Established of signboards at significant points within the Airport premises for minimizing noise from vehicles
- Providing acoustic enclosure for DG sets.
- The sensitive receptors, like workers/maintenance staff located near the DG sets will be provided with ear plugs and ear muffs, so as to lower the probability of damage to hearing
- Proposed greenbelt of room facing the traffic flow will attenuate the noise generated by passing vehicular movement.

## **Mitigation towards soil Contamination**

- Infrastructure like spillage collection chamber, concrete floor shall be provided at places of fuel farms and other chemical handling areas to ensure minimum spillage of oil or chemicals thereby reducing contamination of soil.
- Spent oil from DG sets shall be stored and mounted in concrete floors.

## **13.0 Environment Monitoring Plan**

The monitoring programme consists of (i) performance indicators (ii) reporting formats and (iii) necessary budgetary provisions. All environmental monitoring shall be carried out at locations to be specified by the supervision consultant or engineer of the Project Implementation Unit (PIU). Environmental monitoring is basically required as a control tool to check the operational efficiency of environmental mitigation measures & effective functioning of EMP.

The objectives of environmental monitoring plan are:

- To ensure effective implementation of the environmental mitigation, infrastructures and EMP

<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version:</b> September 2010
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# **DRAFT EIA REPORT** of Proposed Greenfield Airport in Sindhudurg District, Maharashtra

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- To comply with all applicable environment-Health-Welfare legislation
- To modify the mitigation measures or implementing additional measures, if required.



<b>Project Proponent:</b> IRB Sindhudurg Airport Pvt. Ltd.	<b>Version: September 2010</b> <b>Revision No.: 04</b>
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