

LIAL/ENV/23-24/1464

30-11-2023

To,

**The Additional Principal Chief Conservator of Forests (C)**  
Ministry of Environment, Forest and Climate Change,  
Kendriya Bhawan,  
5th Floor, Sector "H" Allganj Lucknow -226020  
Email - [roc2.lko-mef@nic.in](mailto:roc2.lko-mef@nic.in)

**Sub** : Half yearly Compliance report for Environment Clearance for Chaudhary Charan Singh International Airport (CCSIA)\*, Lucknow

**Ref** :

- Environment Clearance for "Proposed terminal building at Amousi Airport", Lucknow bearing MoEF letter F.No. 10-18/2007-IA.III vide letter dated 23rd May 2012.
- Environment Clearance granted for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow bearing MoEF letter No. F. No. 10-47/2017-IA.III vide letter dated 26th September 2018.
- EC transfer order for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow, Uttar Pradesh from Airport Authority of India (AAI) to Lucknow International Airport Limited (LIAL) bearing F. No. 10-47/2017-IA.III vide dated 17<sup>th</sup> June 2021.
- Name Change in Environmental Clearance for "Expansion of Lucknow Airport in respect of construction of new Integrated terminal building and allied facilities, Lucknow, Uttar Pradesh" bearing F. No. 21-43/2022-IA-III vide dated 2<sup>nd</sup> April 2022.
- Environment Clearance for Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow, to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL) vide EC identification no 7302 dated 15<sup>th</sup> December 2022

**Dear Sir,**

With reference to the above-said Environment Clearances, Lucknow International Airport Limited is hereby submitting the half yearly compliance report for the period of April 2023 to September 2023 in soft copy (e-mail communication).

Request for your kind consideration and acknowledgment.

Thank you,

Yours Sincerely,

**For Lucknow International Airport Limited**



**Darshan Singh**  
Chief Airport Officer

**Encl: As above**

**Lucknow International Airport Limited**  
(Formerly known as Adani Lucknow International Airport Ltd)  
First Floor Terminal-1,  
CCS International Airport Lucknow,  
Lucknow-226009  
Uttar Pradesh

**P.T.O.**

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**Email:** [adaniairports@adani.com](mailto:adaniairports@adani.com)  
**Website:** [www.lucknow.adaniairports.com](http://www.lucknow.adaniairports.com)

**CIN:** U63030GJ2019PLC109814

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



**Copy to:**

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

*Amr*

**Lucknow International Airport Limited**  
(Formerly known as Adani Lucknow International Airport Ltd)  
First Floor Terminal-1,  
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**CIN:** U63030GJ2019PLC109814

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

**adani**

Lucknow International Airport Limited

From: April 2023

To: Sep 2023

Status of the conditions stipulated in Environment Clearance

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

*for*

	Lucknow International Airport Limited	From: April 2023 To: Sep 2023
Status of the conditions stipulated in Environment Clearance		

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

The said EC has been transferred to Lucknow International Airport (LIAL) vide MoEF&CC vide letter no. F.No.10-18/2007-IA.III dated 16<sup>th</sup> February 2022. Copy of the same was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.

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Status of the conditions stipulated in Environment Clearance

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

Sr. No.	Conditions	Compliance Status as on 30 <sup>th</sup> Sep 2023
<b>A. Specific Conditions</b>		
<b>I. Construction Phase</b>		
i.	Consent for Establishment" shall be obtained from State Pollution Control Board under Air and Water Act and a copy shall be submitted to the Ministry before start of any construction work at the site	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
ii.	The fresh water requirement will be 347 KLD which is proposed to meet from existing two bore wells. The continuous drawl may reduce the yield. The proponent shall use the maximum quantity of treated wastewater to reduce the fresh water requirement. It is also suggested to provide the rain water harvesting pits to recharge the ground water.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
iii.	The Noise level model has been done for the DG set only, the proponent shall carry out Noise Modelling for aircraft operation, both during landing and take-off and shall submit the details within three months to the Ministry.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
iv.	The Entry and Exits for the nearby habitations shall be provided as demanded and committed in the public hearing.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
v.	Necessary architectural features of historical buildings located in and around Lucknow shall be incorporated in the design/interiors of the building.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
vi.	All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be submitted to MoEF prepared in a	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.

Status of the conditions stipulated in Environment Clearance

	matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to Regional Office of MoEF.	
vii.	The solid waste shall be properly collected, segregated and disposed as per the provision of Solid Waste. (Management and Handling) Rules, 2000.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
viii.	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical- health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
ix.	A First Aid Room will be provided in the project both during construction and operation of the project.	<b>Complied</b> A First Aid Room facility has been provided at Terminal-2.
x.	All the topsoil excavated during construction activities should be stored for use in horticulture/landscape development within the project site.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xi.	Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xii.	Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xiii.	Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate	<b>Complied</b>

Status of the conditions stipulated in Environment Clearance

	watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.	Construction activity has already been completed and project is commissioned and under operation.
xiv.	Installation and operation of DG set shall comply with the guidelines of CPCB.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xv.	The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environment (Protection) Rules prescribed for air and noise emission standards.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xvi.	The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xvii.	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operate only during non-peak hours.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xviii.	Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB / UPPCB.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xix.	Fly ash should be used a building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.



## Status of the conditions stipulated in Environment Clearance

xx.	Ready mixed concrete must be used in building construction.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxi.	Storm water control and its re-use as per CGWB and BIS standards for various applications.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxii.	Water demand during construction should be reduced by use of pre-mixed concrete; curing agents and other best practices referred.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxiii.	Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxiv.	Use of glass may be reduced by upto 40% to reduce the electricity consumption and load on air-conditioning. If necessary, use high quality double glass with special reflective coating in windows.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxv.	Roof should meet prescriptive. Requirement as per Energy Conservation Building Code by using appropriate thermal insulation material to fulfil requirement.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxvi.	Opaque wall should meet prescriptive requirement as per Energy. Conservation Building Code which is proposed to be mandatory for all air-conditioned spaces while it is aspirational for non-air-conditioned spaces by use of appropriate thermal insulation material-to fulfil requirement.	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.
xxvii.	The approval of the competent authority shall be obtained for structural safety of the buildings due to earthquake, adequacy of fire fighting equipments, etc. as –per	<b>Complied</b> Construction activity has already been completed and project is commissioned and under operation.



Status of the conditions stipulated in Environment Clearance

	National Building Code including protection measures from lightening etc.	
xviii.	Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.	<p><b>Complied</b></p> <p>Construction activity has already been completed and project is commissioned and under operation.</p>
xxix.	Under the provisions of Environment protection) Act, 1986, legal action shall be initiated against the -project proponent if it was found that construction of the project has been started without obtaining environmental clearance.	<p><b>Complied</b></p> <p>Construction activity has already been completed and project is commissioned and under operation.</p>
<b>II. Operation Phase</b>		
i.	Diesel power generating sets proposed as source of back up power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with Uttar Pradesh Pollution Control Board.	<p><b>Complied</b></p> <p>Power source for Airport Operation is Madhyanchal Vidyut Vitran Nigam Limited.</p> <p>However, for backup and other operational requirement, D.G sets have been installed, inline to Environment (Protection) Act, 1986 &amp; Consent to Operate from UPPCB received on 01.07.2002.</p> <p>Adequate stack height inline to safety norms and acoustic enclosure has been provided for DG sets. Photograph showing acoustic enclosure to DG set is attached as <b>Annexure - 1</b>.</p>
ii.	Noise should be controlled to ensure that it does not exceed the prescribed standards. During night-time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.	<p><b>Complied</b></p> <p>Following Noise control and mitigation measures are adopted at the site:</p> <ul style="list-style-type: none"> <li>Standard instrument arrival &amp; departure procedure is implemented to minimize the noise levels of aircrafts.</li> </ul>

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Status of the conditions stipulated in Environment Clearance

		<ul style="list-style-type: none"> <li>• Pilots are advised to carry out Continuous Descent approach.</li> <li>• Control on the vehicular noise level by maintaining speed &amp; vehicle conditions.</li> <li>• DG sets are provided with acoustic enclosures &amp; muffs.</li> </ul> <p>Regular Noise Monitoring at 06 locations along with Continuous 7 days Flight Path Noise Monitoring at 03 locations is being carried out by MoEF&amp;CC/ NABL approved laboratory.</p> <p>Environment Monitoring report, covering Noise Monitoring carried out during the compliance period (Apr 2023- Sep 2023) is attached as <b>Annexure-2</b>. Results at all locations have been observed within the prescribed norms. Same is also being submitted to State Pollution Control Board, along with other regulatory authorities, as a part of Half yearly compliance report.</p>
iii.	The green belt of the adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.	<p><b>Complied.</b></p> <p>Approx. 8 Hectare of Green Cover has been developed considering contextual and functional requirements, and overall environmental and landscape planning approach.</p> <p>Photographs of Green cover and list of species are attached as <b>Annexure-3</b>.</p>
iv.	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The borewell for: rainwater recharging should be kept at least 5	<p><b>Complied.</b></p> <p>Total 22 nos of Rainwater harvesting structures have been constructed in Air side and as well as in landside area.</p>

Status of the conditions stipulated in Environment Clearance

	mts above the highest ground water table.	
v.	The ground water level and its quality should be monitored regularly in consultation with Central Ground Water Authority.	<p><b>Complied</b></p> <p>Ground water monitoring has been carried out on Quarterly basis.</p> <p>Environment Monitoring report covering Ground Water analysis carried out during the compliance period (Apr 2023- Sep 2023) is attached as <b>Annexure 2</b>.</p>
vi.	Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.	<p><b>Complied.</b></p> <p>Traffic congestion near entry and exist point is being managed with the help of security and Traffic Police Department, and sufficient parking space has been managed all the time within the Airport premises.</p> <p>Traffic Management plan covering existing and New Integrated Terminal Building project was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p>
vii.	Energy-conservation measures like installation of CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Use CFLs and TFLs should be properly collected and disposed off/ sent for recycling as per the prevailing guidelines/rules of the regulatory authority to avoid mercury contamination. Use of solar panels may be done to the extent possible.	<p><b>Complied</b></p> <p>Various energy conservation measures like installation of LED lights, solar panels etc implemented at site.</p> <p>Inline to existing operations, Solar panels of total capacity of about 515 KV is installed.</p> <p>(Photographs attached as <b>Annexure-4</b>)</p>
viii.	Efforts should be made to use solar energy to the maximum extent possible.	<p><b>Complied</b></p> <p>Solar panels of total capacity of about 515 KV have been installed.</p>

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## Status of the conditions stipulated in Environment Clearance

		(Photographs of Solar Panels are attached as <b>Annexure-4</b> )
ix.	The building should have adequate distance between them to allow movement of fresh air and passage of natural light, air and ventilation.	<b>Complied</b> Construction of Terminal-1 and Terminal-2 building has already been done as per the approved master plan and in accordance with requirement. Both terminals are operational.
<b>B. General Conditions</b>		
i.	In the event of any change in the project profile a fresh reference shall be made to the Ministry of Environment and Forests.	<b>Complied.</b> Fresh EC for New Terminal (T3) has been granted as requirement.
ii.	This Ministry reserves the right to revoke this clearance, if any, of the conditions stipulated are not complied with to the satisfaction of this Ministry.	<b>Agreed to comply.</b> Point has been noted.
iii.	This Ministry or any other competent authority may stipulate any additional conditions subsequently, if deemed necessary, for environmental protection, which shall be complied with.	<b>Agreed to comply.</b> Point has been noted.
iv.	Full support should be extended to the officers of this Ministry's Regional Office at Lucknow and the offices of the Central and State Pollution Control Board by the project proponents during their inspection for monitoring purposes, by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.	<b>Agreed to comply.</b> Full support will be extended to the officers of this Ministry's Regional Office at Lucknow and the offices of the Central and State Pollution Control Board during their inspection for monitoring purposes.
v.	These stipulations would be enforced among others under the provisions of water (Prevention and Control of Pollution Act, 1974 the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and Municipal Solid Wastes	<b>Complied.</b>

Status of the conditions stipulated in Environment Clearance

	(Management and Handling) Rules, 2000 including the amendments and rules made thereafter.	
vi.	All other statutory clearances such as the approvals for storage of diesel, from Chief Controller of Explosives, Fire Department and Civil Aviation Department from height point of view, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities	<p><b>Complied.</b></p> <p>Fire NOC for operation Terminals- T1, T2 and newly under construction Terminal T-3 has been obtained. The copy of Fire NOC is attached as <b>Annexure-5</b></p> <p>Approval from Civil Aviation is attached as <b>Annexure-9</b>. Forest Clearance and Wildlife Clearance are not applicable because there is no involvement of Forest and Wildlife.</p>
vii.	The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <a href="http://www.envfor.nic.in">http://www.envfor.nic.in</a> . The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the Regional Office of this Ministry at Lucknow.	<p><b>Complied</b></p> <p>Copy of EC is available on MoEF&amp;CC website and can be seen by given below link:-  <a href="http://environmentclearance.nic.in/writereaddata/Form_1A/EC/05_Jul_2017_191733980YFJ59_F42ECLetter.pdf">http://environmentclearance.nic.in/writereaddata/Form_1A/EC/05_Jul_2017_191733980YFJ59_F42ECLetter.pdf</a></p>
viii.	Environmental clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.	<p><b>Agreed to comply.</b></p> <p>Point has been noted.</p>
ix.	Any appeal against this Clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under section 11 of	This point is not applicable.



Status of the conditions stipulated in Environment Clearance

	the National Environment Appellate Act, 1997.	
x.	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/Municipal Corporation, Urban_ Local Body –and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.	<b>Complied</b> Copy of Environment clearance uploaded at Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a>
xi.	The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically;- It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.- The criteria pollutant levels namely; SPM, RSPM, SO2, NOx (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.	<b>Complied.</b> EC compliance uploaded at Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a> Last Six-monthly Compliance Report for the period (Oct '22 –Mar'23) has been submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 31.05.2023. (Email Copy Attached as <b>Annexure-6</b> ). Environment display boards was installed at the Airport entry for information / awareness of public. Ambient Air Quality and DG stack emission is being carried out on regular basis and the results are being displayed on LED board. The photographs are attached as <b>Annexure-7</b> .
xii.	The project proponent shall also submit_ six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well _as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.	<b>Complied</b> Last Six-monthly Compliance Report for the period (Oct '22 –Mar'23) has been submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 31.05.2023. (Email Copy Attached as <b>Annexure-6</b> ).

*General*



Lucknow International Airport Limited

From: April 2023

To: Sep 2023

Status of the conditions stipulated in Environment Clearance

xiii.	The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.	<b>Complied.</b>  The Environment statement for the FY 2022-23 submitted vide letter reference number LIAL/CAO/ES/22-23/1410 dated 29 <sup>th</sup> September 2023 (Copy Attached as <b>Annexure-8</b> )  Environmental statement uploaded at Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a>
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	Lucknow International Airport Limited	From: Apr 2023 To: Sep 2023
Status of the conditions stipulated in Environment Clearance		

**Compliance Report of  
Environmental Clearance  
dtd. 26<sup>th</sup> Sept 2018  
For Construction of New  
Integrated Terminal Building  
and allied facilities**

*Amal*



	Lucknow International Airport Limited	From: Apr 2023 To: Sep 2023
Status of the conditions stipulated in Environment Clearance		

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

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

The Certificate of Incorporation consequent upon change of name from Adani Lucknow International Airport Limited (ALIAL) to Lucknow International Airport Limited has been issued by Ministry of Corporate Affairs vide dtd. 9th November 2021 and subsequently letter of change of name as Lucknow International Airport Limited has been granted by MoEF&CC vide letter no. F.No.21-43/2022-IA.III dated 2<sup>nd</sup> April 2022. Copy of the same was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.

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	<p>Lucknow International Airport Limited</p>	<p>From: Apr 2023 To: Sep 2023</p>
<p>Status of the conditions stipulated in Environment Clearance</p>		

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

Sr. No.	Conditions	Compliance Status as on 30 <sup>th</sup> Sep 2023
<p><b>A. Specific Conditions</b></p>		
<p>1.</p>	<p>As proposed, Environmental Clearance is for Expansion of Lucknow Airport in respect of construction of new integrated terminal building and allied facilities at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow District, Lucknow (U.P.) by M/s Lucknow Airport.</p>	<p><b>Agreed to comply.</b> The Environmental Clearance is for Expansion of Lucknow Airport in respect of construction of new integrated terminal building and allied facilities at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow District, Lucknow (U.P.) by M/s Lucknow International for which Environmental Clearance has been granted vide file reference number 10-47/2017-IA-III dated 26th Sept 2018.</p>
<p>2.</p>	<p>Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.</p>	<p><b>Complied.</b> Aerodrome license has been obtained vide reference no-2023/ASD/Renewal/0842 dated 04.10.2023. The copy of license is attached as <b>Annexure-9</b>.</p>
<p>3.</p>	<p>Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.</p>	<p><b>Complied.</b> Consent to Establish for construction of new integrated terminal building and allied facilities has been obtained vide letter dated 1st Feb 2019 vide reference number 36083/U PPCB/Lucknow(U PPCBRO)/CTE /LUCKNOW/2018. Also transfer of CTE has been obtained vide dated 21<sup>st</sup> Oct 2020.  Copy of CtE and CtE transfer order was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p>

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4	The Construction site should be adequately barricaded before the construction begins.	<p><b>Complied.</b></p> <p>Adequate barricade arrangements have been provided to keep the site isolated from surroundings. Photograph showing barricades are attached as <b>Annexure-10</b>.</p>
5.	Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.	<p><b>Complied.</b></p> <p>Compliance to the applicable points of MoEF&amp;CC GSR, 94(E) dated 25.01.2018 of MoEF&amp;CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities are being implemented as given below: -</p> <ol style="list-style-type: none"> <li>1. Environment Management plan for construction phase is being implemented at site.</li> <li>2. All the waste generated are stored at designated place within the site. Construction and Demolition waste generated are being used in filling low lying areas.</li> <li>3. Barricading has been provided along the construction site.</li> <li>4. Regular Water sprinkling is done to minimize the dust emission from the excavation, levelling, transportation, and stockpiling activities.</li> </ol> <p>Further, details are attached as <b>Annexure 11</b>.</p>
6	No diversion of natural drainage shall be done without prior permission from irrigation department.	<p><b>Complied.</b></p> <p>The project site does not have exposure to natural drainage. Hence no diversion is envisaged.</p>
7	Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.	<p><b>Complied.</b></p> <p>The compliance to the applicable points of MoEF&amp;CC GSR 94(E) dated 25.01.2018, are stated under condition no 5.</p> <p>Fugitive dust emission due to vehicular movement is being controlled by sprinkling of water at the site. Water is being sprinkled in stockpiling activities</p>



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		<p>like soil to keep it wet and control emission.</p> <p>Dust emissions at site are minimized by employing the use of covered vehicles for transportation of construction.</p> <p>Photographs showing Construction related Environment Management practices area attached as <b>Annexure-10</b>.</p>
8	<p>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.</p>	<p><b>Complied.</b></p> <p>All the vehicles delivering materials to the site are covered using impervious sheet to avoid spillage of material/dust.</p> <p>Photographs showing Construction related Environment Management practices area attached as <b>Annexure-10</b>.</p>
9	<p>The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.</p>	<p><b>Complied</b></p> <p>Regular Water sprinkling is being carried out to minimize the dust emission from the excavation, levelling, transportation, and stockpiling activities.</p> <p>Photographs showing Construction related Environment Management practices area attached as <b>Annexure-10</b>.</p>
10	<p>Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt.</p>	<p><b>Complied.</b></p> <p>Soil testing was carried out by reputed institute, and it was observed that the Soil is not suitable for greenbelt and hence being used for filling low lying areas. Presently, all excavated soil placed at designated area in project premises. Soil Analysis Report was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p> <p>Stockpiles are properly designed at site to ensure that emission and sediment runoff.</p>



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		Photographs showing Construction related Environment Management practices area attached as <b>Annexure-10</b> .
11	A detailed drainage plan for rain water shall be drawn up and implemented.	<b>Complied</b>  A detailed Rainwater harvesting plan has been designed and is being implemented. The rainwater system / drainage system consists of RCC drains, catch basins, piped drains for roof drainage and infiltration wells/ rainy wells at regular intervals for ground water recharging. 28 nos. infiltration wells of cylindrical shape with dimension of 4.5 m dia and 4.5 m have been built at the project site. The Plan showing Infiltration wells is attached as <b>Annexure-22</b> .
12	A drainage plan shall be drawn up and implemented to avoid flooding in low lying areas within the boundaries of the airport. The development of a water body within the premises or draining rain water to existing ponds outside the premises shall be examined to the satisfaction of the Central Ground Water Authority.	<b>Complied.</b>  In addition to details mentioned in compliance of condition no-11, A complete airport level drainage plan is prepared to address drainage issues both Airside & landside. Synopsis of Drainage plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022.
13	Natural drains within the project boundaries shall not be diverted or blocked or altered in any way. Wherever storm water drains are proposed to be connected to natural drains the same shall be only undertaken after permission from the irrigation department.	<b>Complied.</b>  Natural drain/nala is not available inside Airport Boundary.  In addition to details mentioned in compliance of condition no-11, Storm water drainage plan has been prepared. Synopsis of Drainage plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022. Storm water drainage plan is being implemented. The permission to connect storm water drain to natural nalla outside, has been obtained from concerned authority and attached as <b>Annexure-12</b> .

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14	Ground water abstraction and rain water recharge shall be as may be prescribed by the CGWA. A clearance of the CGWA shall be obtained in this regards.	<p><b>Complied.</b> Ground water NOC for 08 borewells from UPGWD has been obtained vide NOC no. NOC013831, NOC049436, NOC011670, NOC022941, NOC025484, NOC047829, NOC019832 and NOC046058 valid till 26.09.2026. The details are attached as <b>Annexure-21.</b> Water requirement will be met from UPGWD and through Nagar Nigam.</p>
15	Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment's.	<p><b>Complied.</b> Construction specific Environment Management Plan has been deployed at site  Adequate Noise control measures have been implemented like:-</p> <ul style="list-style-type: none"> <li>• Regular maintenance of heavy equipment as well as transport vehicles is being ensured to control noise emissions.</li> <li>• Ear plugs, ear muffs are provided to workers handling high noise equipment / stone cutting operations to protect them from high noise exposure.</li> </ul> <p>Environment Monitoring report covering Noise Monitoring near construction site for the period Apr 2023 to Sep 2023 is attached as <b>Annexure-2.</b></p>
16	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.	<p><b>Complied.</b> Regular Ambient Noise monitoring is being carried out near construction site and from the results, it is inferred that both day &amp; night results are below Standards.  Environment Monitoring report covering Noise Monitoring near construction site is attached as <b>Annexure-2.</b></p>
17	Solid inert waste found on construction sites consists of building rubble, demolition material,	<p><b>Complied</b></p>



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	concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be recycled/reused or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.	<p>Solid inert waste (Plastic, Glass, Metals etc) generated at construction sites are being disposed through Lucknow Nagar Nigam.</p> <p>All Construction and Demolition Waste, generated at site are being used for filling of low lying areas as per Construction and Demolition Waste Management Rules, 2016.</p> <p>Waste Management plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p>
18	Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. 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.	<p><b>Complied.</b></p> <p>Presently, the project is under Construction phase. Adequate stack height inline to safety norms and acoustic enclosure has been provided for DG sets. The photographs are attached as <b>Annexure-1</b>.</p> <p>As part of Consent to Establish of Integrated Master Plan, details of D.G. sets submitted to UP pollution control Board, for which Consent to Establish has been granted dated 18<sup>th</sup> Sep, 2023.</p>
19	Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.	<p><b>Agreed to Comply.</b></p> <p>Presently the project is under Construction phase. However, during operation phase, Spillage control plan will be implemented.</p>
20	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.	<p><b>Agreed to Comply.</b></p> <p>Spillage control plan has been developed. Secondary containment due to runoffs from fuel, oil and other material storage areas will not be mixed with the storm water lines and will be collected and treated before discharges. Spillage control plan has been submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no.</p>

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		LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022.
21	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.	<b>Agreed to comply.</b> Oil water separator will be installed at apron discharge drain prior to merging with airport drain.
22	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.	<b>Complied</b> A complete airport level drainage plan has been prepared to address drainage issues both Airside & Cityside. Synopsis of Drainage plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022.
23	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.	<b>Agreed to comply</b> Oil water separator will be installed at apron discharge drain prior to merging with airport drain.
24	Total water requirement from ground water shall not exceed 1245 KLD. Groundwater shall only be extracted with prior permission from CGWA.	<b>Agreed to comply</b> Ground water NOC for 08 borewells from UPGWD has been obtained vide NOC no. NOC013831, NOC049436, NOC011670, NOC022941, NOC025484, NOC047829, NOC019832 and NOC046058 valid till 26.09.2026. The details are attached as <b>Annexure-21.</b> Water requirement will be met from UPGWD and through Nagar Nigam.
25	Sewage Treatment Plant of 1950 KLD capacity based on MBBR Technology shall be provided to treat the wastewater generated from airport. Treated water will be reused for flushing, landscaping and HVAC cooling. As proposed the Airport will operate on zero liquid discharge principle.	<b>Being Complied.</b> Sewage Treatment Plant of 1950 KLD capacity including 3 modules of capacity 650 KLD each, based on MBBR Technology have been constructed. Treated water will be reused for flushing, landscaping and HVAC cooling. As



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		<p>proposed the Airport will operate on Zero liquid discharge principle. STP process, design drawing has been submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p>
26	<p>The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.</p>	<p><b>Being Complied</b></p> <p>As part of Construction phase, the solid wastes generated is segregated and disposed by vendor authorized through Lucknow Nagar Nigam.</p> <p>Waste management Plan for construction phase, has been developed and is being implemented.</p> <p>Waste Management plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p>
27	<p>Continuous online air monitoring system shall be in place for expansion project.</p>	<p><b>Complied.</b></p> <p>Continuous online air monitoring system (CAAQMS) has been installed. The details are attached as <b>Annexure-13</b>.</p>
28	<p>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.</p>	<p><b>Agreed to comply.</b></p> <p>Presently, the project is under Construction phase. However, during operation, noise barriers for ground-run bays, ear plugs for operating personnel will be implemented.</p> <p>Acoustic enclosures for DG sets have been provided.</p>
29	<p>During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for</p>	<p><b>Agreed to comply.</b></p> <p>Presently, the project is under Construction phase.</p> <p>Also, monitoring station for ambient air and noise levels are provided nearby villages; Rahimabad and Nadarganj. The reports are attached as <b>Annexure-2</b>.</p>



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	ambient air and noise levels shall be provided in the village nearest to the airport.	
30	An automatic ambient air quality monitoring station shall be provided, within the premises, to the satisfaction of the State Pollution Control Board and the data transferred to the Board.	<p><b>Complied.</b></p> <p>Continuous online air monitoring system (CAAQMS) has been installed. A letter in this regards submitted to Uttar Pradesh Pollution Control Board (UPPCB). The details are attached as <b>Annexure-13</b>.</p>
31	It shall be ensured that no part of the project causes any infringement on the rights of people dwelling in the surrounding areas.	<p><b>Complied</b></p> <p>Project is being developed as per applicable laws including Aviation rules and guidelines.</p>
32	Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized. The number of vehicles allowed in the area shall in no case exceed the parking facilities provided. The number of vehicles on roads within the premises shall not in any case exceed the numbers prescribed for class 'A' level of service by the Ministry of Road Transport.	<p><b>Complied</b></p> <p>Traffic Management plan has been prepared to overcome the problem of Traffic congestion near the entry and exit points from the roads adjoining.</p> <p>Traffic Management plan covering existing and New Integrated Terminal Building was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p> <p>A 3 + 3 lane road has been constructed towards entry of airport with help of Govt. It joins Shaheed path to Airport. Due to this road, the traffic congestion has been reduced on Kanpur Road.</p> <p>Due to Metro availability, no congestion near entry and exit points from the roads adjoining the airport.</p> <p>All parkings are inside airport only and no public space has been utilized. Approx. surface 393 parking have been developed. The photographs are attached as <b>Annexure-14</b>.</p> <p>Detailed traffic impact assessment management and traffic decongestion plan for Master Plan for CCSI Airport were prepared and incorporated as part</p>

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		of EIA report for which EC has been granted vide File no 7302 dated 15.12.2022.
33	Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.	<p><b>Agreed to comply.</b></p> <p>Traffic related measures are being implemented for vehicles during construction phase. The mitigation measures as mentioned in EIA Report will be implemented in Operation phase also.</p> <p>Traffic Management plan covering existing and New Integrated terminal Building was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p> <p>Detailed traffic impact assessment management and traffic decongestion plan for Master Plan for CCSI Airport were prepared and incorporated as part of EIA report for which EC has been granted vide File no 7302 dated 15.12.2022.</p>
34	Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.	<p><b>Complied</b></p> <p>Following Energy Conservation measures are being incorporated in proposed terminal building:</p> <ol style="list-style-type: none"> <li>1. High performance Insulating roof with system Insulation Property value of 0.27 w/m2 k. reducing the heat load.</li> <li>2. High performance insulating glass façade with Insulation Property value of less than 1.70 w/m2 k.</li> <li>3. Skylights for daylighting in departures.</li> <li>4. LED lighting fixtures with sensors.</li> <li>5. On site renewable power generation using rooftop solar panels.</li> <li>6. Energy efficient motors.</li> <li>7. Construction of New Integrated Terminal Building at CCS International airport is registered</li> </ol>

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		with GRIHA for 4 Star rating and GRIHA Registered Project Code - 17GR0124.
35	An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.	<b>Complied</b>  For existing operation, Disaster Management Plan/Aerodrome Emergency Plan is available and has been implemented and copy of the same has been submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022.
36	As proposed, no tree shall be felled/transplant. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. As proposed, 23.42 Ha area shall be provided for landscaping and green belt development.	<b>Agreed to comply</b>  Green Cover plan was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31 <sup>st</sup> May 2022. The green belt has been developed of approx. 8 ha area.
37	It shall be ensured that all open spaces in the project boundary are totally greened/ or tiled by perforated tiles to bind soil and ensure that dust emissions are minimized. This should, apart from other measures, form an integral part of the plan which you will draw up and implement for control of particulate dust pollution.	<b>Complied.</b>  Available open spaces in the project boundary are being landscaped to minimize dust emissions.  The photographs are attached as <b>Annexure-3.</b>
38	A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.	<b>Agreed to comply</b>  The project is in construction phase. CSR works will be carried out inline to applicability of section-135 of the Companies Act, 2013.
39	The company shall draw up and implement a corporate social	<b>Agreed to comply</b>

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	Responsibility plan as per the Company's Act of 2013.	The project is in construction phase. CSR works will be carried out inline to applicability of section-135 of the Companies Act, 2013.
40	<p>As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May 2018, and proposed by the project proponent, an amount of Rs. 3.46 Crores (@0.25% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as infrastructure creation for drinking water supply, sanitation, health, education, electrification including solar power, rainwater harvesting, soil moisture conservation works, avenue plantation, plantation in community land. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>	<p><b>Complied.</b></p> <p>CER funds are being allocated based on the year's financial budget, and accordingly CER activities will be planned and implemented in consultation with local administration. LIAL has submitted letter to District Magistrate for approval of activities to be cover surrounding the project site as a part of CER and permission from DM office received on dated 25.04.2022 to spend Rs. 90 Lakh in FY 2022-2023. Same is under process of implementation.</p> <p>Copy of letter and CER plan proposed for FY 22-23 was submitted as part of Six-monthly compliance report (October'21 to March'22) vide letter no. LIAL/EC/ENV/22-23/0866 dated 31<sup>st</sup> May 2022.</p> <p>During Apr 2023- Sep 2023, following activities were carried out under CER: -</p> <ol style="list-style-type: none"> <li>1. 25,000 nos. of Moringa were planted for Sustainable livelihood through Moringa Value chain development.</li> <li>2. Trainings were given to the Farmers.</li> <li>3. Farmer producer Cooperative society has been formed.</li> </ol> <p>The details are attached as <b>Annexure-15</b>.</p>
<b>B. GENERAL CONDITIONS</b>		
1	A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.	This point is not applicable.

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2	<p>The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.</p>	<p><b>Agreed to comply.</b></p> <p>Presently, the project is under construction phase.</p> <p>The funds for environmental protection measures will be kept in a separate account head and year wise expenditure and utilization report will be provide during operation phase.</p> <p>However, expanse incurred as part of construction phase EMP for the period Apr'23 to Sep'23 is around Rs. 36.59 Lakhs.</p>
3	<p>Officials from the Regional Office of MoEF&amp;CC, Lucknow who would be monitoring the implementation of environmental safeguards should be given full cooperation, facilities and documents/data by the project proponents during their inspection. A complete set of all the documents submitted to MoEF&amp;CC shall be forwarded to the APCCF, Regional Office of MoEF&amp;CC, Lucknow.</p>	<p><b>Agreed to comply.</b></p> <p>Full support will be extended to the officers of this Ministry's Regional Office at Lucknow and the offices of the Central and State Pollution Control Board during their inspection for monitoring purposes.</p>
4	<p>In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Ministry.</p>	<p><b>Complied.</b></p> <p>Fresh EC for master plan has been granted In line to our Master Plan requirement.</p>
5	<p>The Ministry reserves the right to add additional safeguard measures subsequently, if found necessary, and to take action including revoking of the environment clearance under the provisions of the Environmental (Protection) Act, 1986, to ensure effective implementation of the suggested safeguard measures in a time bound and satisfactory manner.</p>	<p><b>Agreed to comply.</b></p> <p>The point has been noted.</p>
6	<p>All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, the Forest Conservation Act, 1980 and the Wildlife (Protection) Act, 1972 etc. shall be</p>	<p><b>Complied</b></p> <p>Fire NOC for operation Terminals- T1, T2 and newly under conduction Terminal T-3 has been obtained.</p> <p>The copy of Fire NOC is attached as <b>Annexure-5.</b></p>



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	obtained, as applicable by project proponents from the respective competent authorities.	Approval from Civil Aviation is attached as <b>Annexure-9</b> . Forest Clearance and Wildlife Clearance is not applicable because there is no involvement of Forest and Wildlife.
7	These stipulations would be enforced among others under the provisions of the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and the EIA Notification, 2006.	<b>Complied.</b>
8	The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest and Climate Change at <a href="http://www.envfor.nic.in">http://www.envfor.nic.in</a> . The advertisement shall be made within Seven days from the date of receipt of the Clearance letter and a copy of the same shall be forwarded to the Regional Office of this Ministry at Lucknow.	<b>Complied.</b> The copy of EC is available on MoEF&CC website. The link is given below: -  <a href="http://environmentclearance.nic.in/onlineresearchnewrk.aspx?autoid=109928&amp;proposal_no=IA/UP/MIS/65954/2017&amp;typep=EC">http://environmentclearance.nic.in/onlineresearchnewrk.aspx?autoid=109928&amp;proposal_no=IA/UP/MIS/65954/2017&amp;typep=EC</a>
9	Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.	<b>Agreed to comply.</b>  This point is not applicable.
10	A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/ representations, if any, were received while processing the proposal. The clearance letter shall	<b>Complied</b>  Copy of EC is available on MoEF&CC website and can be seen through given below link:- <a href="http://environmentclearance.nic.in/onlineresearchnewrk.aspx?autoid=109928&amp;proposal_no=IA/UP/MIS/65954/2017&amp;typep=EC">http://environmentclearance.nic.in/onlineresearchnewrk.aspx?autoid=109928&amp;proposal_no=IA/UP/MIS/65954/2017&amp;typep=EC</a>



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	also be put on the website of the company by the proponent.	<a href="https://www.adani.com/ccsia-lucknow-airport/downloads">osal_no=IA/UP/MIS/65954/2017&amp;typep=EC</a> Copy of Environment Clearance uploaded at Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a>
11	The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO <sub>2</sub> , NO <sub>x</sub> (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.	<b>Complied.</b>  Last Six-monthly Compliance Report for the period (Oct '22 –Mar'23) has been submitted to Regional office of MoEF&CC, CPCB Zonal office, SPCB vide dated 31.05.2023. (Email Copy Attached as <b>Annexure-6</b> ). Same has been uploaded on company website and can be seen from through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a>  Environment display boards was installed at the Airport entry for information / awareness of public. Ambient Air Quality and DG stack emission is being carried out on regular basis and the results are being displayed on LED board. The photographs are attached as <b>Annexure-7</b> .
12	The environmental statement for each financial year ending 31 <sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions sand shall also be sent to the respective Regional Offices of MoEF&CC by e-mail.	<b>Complied.</b>  For existing operation, the Environment statement for the FY 2022-23 submitted vide letter reference number LIAL/CAO/ES/22-23/1410 dated 29 <sup>th</sup> September 2023 (Copy Attached as <b>Annexure-8</b> )  Environmental statement uploaded at Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a>



	Lucknow International Airport Limited	From: Apr 2023 To: Sep 2023
Status of the conditions stipulated in Environment Clearance		

**Compliance Report of Environmental Clearance dated. 15<sup>th</sup> Dec 2022  
For Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow, to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL)**

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Lucknow International Airport Limited

From: Apr 2023

To: Sep 2023

**Status of the conditions stipulated in Environment Clearance**

Chaudhary Charan Singh International (CCSI) Airport, Lucknow has been granted Environmental Clearance vide EC no. EC22B000UP138223, dated 15<sup>th</sup> Dec 2022 for Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow, to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

**TOTAL AREA BREAK UP**

Sr.No.	Zone	Area in Ha
1	Total Airside	343.76
2	Total Landside	113.34
	<b>Total Site Area</b>	<b>457.10</b>

**TOTAL AREA BREAK UP (AIRSIDE)**

Sr.No	Landuse (Airside)	Area in Ha
1	Runway	20.97
2	Taxiway & Apron	116.32
3	Hangars	2.25
4	Terminal	15.10
5	Cargo	5.87
6	Support Facilities and Utilities	13.80
7	Green And Open Area	151.21
8	Roads & Transportation	12.46
9	Carved Out Areas	5.77
	<b>Total - Airside</b>	<b>343.76</b>

**TOTAL AREA BREAK-UP (LANDSIDE)**

Sr.No.	Landside - Area Details	Ha
1	Support facilities and utilities	21.44
2	Green area	28.89
3	Roads & transportation	37.18
4	Carved out areas	8.57
5	Cargo	17.26
	<b>Total - Landside</b>	<b>113.34</b>

	Lucknow International Airport Limited	From: Apr 2023 To: Sep 2023
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**DETAILS OF TERMINAL DEVELOPMENT**

Sr. No.	Components	Total Area as per Ultimate Phase
1	Footprint	NITB (T3) & NTB (T4) 1,39,020 sqm
2	Built up	NITB (T3) & NTB (T4) 4,26,131 sqm

**Water Requirement, Wastewater Generation and STP**

Sr. No.	Components	Total (MLD)
1	Water Requirement	9.6
2	Wastewater generation	5.20
3	Sewage Treatment Plant (STP)	5.45

Out of 5.45 MLD capacity STP, 2.115 MLD capacity have been installed out of which 0.165 MLD is operation.

**DG Set Details: -**

Sr. No.	Proposed & Total D.G Sets Nos.
1	1 x 160 = 160
2	7 x 630 = 4410
3	6 x 500 = 3000
4	2 x 400 = 800
5	2 x 200 = 400
6	3 x 315 = 945
7	4 x 750 = 3000
8	6 x 2000 = 12000
<b>Total</b>	<b>31 Nos. = 22715 kVA</b>

Airside and Landside facilities like Terminal, Apron, Taxiway, Turn pad, RESA, circulation parking along supporting facilities are being developed inline to Master Plan

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Lucknow International Airport Limited

From: Apr 2023

To: Sep 2023

Status of the conditions stipulated in Environment Clearance

Half yearly Compliance report for Environment Clearance for Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow, to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

Sr. No.	Conditions	Compliance Status as on 30 <sup>th</sup> Sep 2023
<b>A. Additional Conditions</b>		
1	PP to provide bacterial disinfection and coliform disinfection related tertiary system in STP for secondary use of water.	<b>Complied.</b> 1.95 MLD capacity STP including 3 modules of 0.65 MLD capacity based on MBBR technology has been constructed. The treated water will be used for horticulture, flushing and HVAC purposes. UV systems have been provided for bacterial and coliform disinfection related tertiary system in STP for secondary use of water. The photographs of UV system and drawing showing UV system is attached as <b>Annexure-16</b> .
2	Project proponent should ensure that there will be no use of "Single use of Plastic" (SUP).	<b>Complied.</b> Chaudhary Charan Singh Airport is Single Use Plastic (SUP) Free Airport. Campaigns were organized to spread awareness on no use of SUP. The details are attached as <b>Annexure-17</b> .
3	In compliance to Hon'ble Supreme Court order dated 13/01/2020 in IA no. 158128/2019 and 158129/2019 in Writ petition no. 13029/1985 (MC Mehta Vs. Gol and others) anti-smog guns shall be installed to reduce dust during excavation.	<b>Complied.</b> Two nos. of tuck mounted anti-smog guns have procured and deployed at the site to reduce dust emission. The photographs are attached as <b>Annexure-18</b> .
4	The proponent should provide the electric vehicle charging facility and allocate the safe and suitable place in the premises.	<b>Complied.</b> 1 no. Electric Vehicle charging station has been installed in landside. The photograph is attached as <b>Annexure-19</b> .
5	The project proponent should conduct the latest air quality monitoring and submit the report to the Department of Environment/UPPCB along with a	<b>Complied.</b> Ambient Air Quality monitoring was carried out at 06 nos. of location in and around the Airport through MoEF/NABL accredit laboratory. All parameters are

Status of the conditions stipulated in Environment Clearance

	detailed action plan for mitigation/prevention.	well within the limit as per NAAQS, 2009. The reports are enclosed as <b>Annexure-2</b> . Below mitigation measures have been adopted by CCSIA for Airport Pollution control measures: - Barricading has been provided along the construction site. Regular Water sprinkling is being done minimize the dust emission from the excavation, levelling, transportation, and stockpiling activities.								
<b>B. Standard Conditions</b>										
<b>I. Statutory compliance:</b>										
1.	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.	This point is not applicable, as no forest land is involved in the proposed expansion project.								
2.	The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.	This point is not applicable, as no Wildlife Sanctuary is involved in the proposed expansion project.								
3	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. (In case of the presence of schedule-I species in the study area).	<b>Agreed to comply.</b> The Site-Specific Conservation Plan for Peacock Schedule I species has been prepared and submitted as part of EIA report. It will be implemented further.								
4	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.	<b>Complied</b> Consent to Establish for development of Master Plan has been obtained dated 18.09.2023. The details are given below: -								
		<table border="1"> <thead> <tr> <th>S.No.</th> <th>Particulars</th> <th>Approved as CTE dated</th> <th>Approved as per EC dated</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	S.No.	Particulars	Approved as CTE dated	Approved as per EC dated				
S.No.	Particulars	Approved as CTE dated	Approved as per EC dated							

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Status of the conditions stipulated in Environment Clearance

		18.09.2023	15.12.2022
		13 MPPA	39 MPPA
		0.025 MTPA	0.25 MTPA
		The copy of Consent to Establish is attached as <b>Annexure-20</b> .	
5	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 ease of drawl of surface water required for the project.	<b>Complied.</b> Ground water NOC for 25 borewells has been obtained from UPGWD. The details are attached as <b>Annexure-21</b> . Water requirement will be met from UPGWD and through Nagar Nigam.	
6	Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.	<b>Complied.</b> Aerodrome license has been obtained vide reference no-2023/ASD/Renewal/0842 dated 04.10.2023. The copy of license is attached as <b>Annexure-9</b> .	
7	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	<b>Complied.</b> Power is being sourced from Madhyanchal Vidyut Vitran Nigam limited for Airport Operation. The copy of certificate is attached as <b>Annexure-22</b> .	
8	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.	<b>Complied.</b> Fire NOC for operation Terminals- T1, T2 and newly under construction Terminal T-3 has been obtained. The copy of Fire NOC is attached as <b>Annexure-5</b> .	
<b>II. Air quality monitoring and preservation:</b>			
1.	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 PM2.5 in reference to PM emission, and SO <sub>2</sub> and NO <sub>x</sub> in reference to SO <sub>2</sub> and NO <sub>x</sub>	<b>Complied.</b> Ambient Air Quality monitoring was carried out at 06 locations within and outside Airport through MoEF/NABL accredit laboratory. All parameters are well within the limit as per NAAQS, 2009. The reports are enclosed as <b>Annexure-2</b> . Below mitigation measures have been	

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Status of the conditions stipulated in Environment Clearance

	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°each), covering upwind and downwind directions.	adopted by CCSIA for Airport Air Pollution control measures: - Barricading has been provided along the construction site. Regular Water sprinkling is being done to minimize the dust emission from the excavation, levelling, transportation, and stockpiling activities.
2	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.	<b>Complied.</b> Adequate stack height inline to safety norms and acoustic enclosure has been provided for DG sets.  The photographs are attached as <b>Annexure-1.</b>
3	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.	<b>Complied.</b> The traffic management and traffic decongestion plan were prepared and submitted along with EIA report.

## Status of the conditions stipulated in Environment Clearance

4	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.	<b>Complied</b> Water is being sprinkled on soil and construction materials prior to any loading, unloading to control the dust emission. The photographs are attached as <b>Annexure-10</b> .
5	The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.	<b>Complied.</b> Excavation working area is being sprayed with water after operation to maintain the entire surface wet.
6	Excavated materials shall be handled and transposed in a manner that they do not cause any problems of air pollution.	<b>Complied.</b> Excavated material covered with tarpaulin sheet during transportation to avoid air pollution. The photograph is attached as <b>Annexure-10</b> .
7	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.	<b>Complied.</b> Soil/construction materials are being carried by the vehicle covered by impervious sheeting. The photograph is attached as <b>Annexure-10</b> .
<b>III. Water quality monitoring and preservation:</b>		
1	Run off from chemicals and other contaminants from air quality maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.	<b>Being Complied.</b> SOP is being followed for spill management. The details are attached as <b>Annexure-23</b> .
2	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.	<b>Agreed to comply.</b> Oil separation tanks and sedimentation basins will be provided to avoid containment in the event of a major spill during monsoon season.
3	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.	<b>Agreed to comply.</b> Oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structure will be provided.
4	Storm water drains are to be built for discharging storm water from the airfield to avoid flooding/water logging in project area. Domestic and industrial wastewater shall not be	<b>Being Complied.</b> Storm water drains are being built for discharging storm water from the airfield to avoid flooding/water logging in project area.



Status of the conditions stipulated in Environment Clearance

	allowed to be discharged into storm water drains.	Storm water drainage plan has been prepared. Airport is an Infrastructure, so there will be no Industrial wastewater. Only domestic wastewater will be generated, get treated through STP and treated wastewater reused in HVAC, flushing and plantation. Storm water drain details is attached as <b>Annexure-24.</b>
5	Rainwater harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rainwater 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.	<b>Complied.</b> As part of Terminal-3 development, the rainwater system / drainage system consists of RCC drains, catch basins, piped drains for roof drainage and infiltration wells/ rainy wells at regular intervals for ground water recharging. 28 nos. infiltration wells of cylindrical shape with dimensions of 4.5 m Dia and 4.5 m have been built at the project site. Desilting chamber and Micro filter before recharge have been provided to remove silt and suspended matter. However, as part of Master plan, It is proposed to develop a Rain water harvesting pond of approx. 91,007 Cum capacity and Underground Sump tanks of capacity 4368 cum. The map showing location of wells is attached as <b>Annexure-25.</b>
6	Total freshwater 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.	<b>Agreed to comply.</b> The point has been noted.
7	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.	<b>Complied.</b> For existing operation, Sewage Treatment Plant (STP) of 0.165 MLD based on SBT technology is being used to treat the sewage. The treated water after attaining is being used for horticulture. Also, 1.95 MLD capacity STP including 3 modules of 0.65 MLD capacity based on MBBR technology has been constructed. The treated water will be used for horticulture, flushing and HVAC

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## Status of the conditions stipulated in Environment Clearance

		<p>purposes. The layout plan of STP is attached as <b>Annexure-26</b>.</p> <p>The STP with a total capacity of 5.45 MLD will be developed in a phased manner as per master plan.</p>
8	<p>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.</p>	<p><b>Agreed to comply.</b></p> <p>Airport is an Infrastructure, so there will be no generation of Industrial effluent. However, domestic wastewater will be generated, treated through STP and used for horticulture, flushing and HVAC purposes.</p>
9	<p>A detailed drainage plan for rainwater shall be drawn up and implemented.</p>	<p><b>Complied.</b></p> <p>As part of Terminal-3 development, the rainwater system / drainage system consists of RCC drains, catch basins, piped drains for roof drainage and infiltration wells/ rainy wells at regular intervals for ground water recharging. 28 nos. infiltration wells of cylindrical shape with dimensions of 4.5 m Dia and 4.5 m have been built at the project site. Desilting chamber and Micro filter before recharge have been provided to remove silt and suspended matter.</p> <p>However, as part of Master plan, it is proposed to develop a Rain water harvesting pond of approx. 91,007 Cum capacity and Underground Sump tanks of capacity 4368 cum.</p> <p>The map showing location of wells is attached as <b>Annexure-25</b>.</p>
<b>IV. Noise monitoring and prevention:</b>		
1	<p>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.</p>	<p><b>Complied.</b></p> <p>Noise level monitoring was carried out at 06 nos. locations within and outside the Airport through MoEF/NABL accredited laboratory. All parameters are well within the limit as per prescribed norms. The reports are attached as <b>Annexure-2</b>.</p> <p>Noise reports are being submitted on Regional Officer of the Ministry as a part of six-monthly compliance reports.</p>
2	<p>Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed</p>	<p><b>Complied.</b></p> <p>Regular maintenance of vehicle and equipment on site is being carried out.</p>

## Status of the conditions stipulated in Environment Clearance

	limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.	Noise level monitoring was carried out at 06 nos. locations within and outside the Airport through MoEF/NABL accredited laboratory. All parameters are well within the limit as per prescribed norms. The reports are attached as <b>Annexure-2</b> .
3	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.	<b>Complied.</b> Currently, the project is in construction phase. Ear plugs will be provided to operators. However, Acoustic enclosure has been provided for DG sets.
4	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.	<b>Agreed to comply.</b> Currently, the project is in construction phase. However, Noise level monitoring was carried out at 06 nos. locations within and outside the Airport through MoEF/NABL accredited laboratory. All parameters are well within the limit as per prescribed norms.
5	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.	<b>Complied.</b> Noise level monitoring was carried out at 06 nos. locations within and outside the Airport through MoEF/NABL accredited laboratory. All parameters are well within the limit as per prescribed norms
<b>V. Energy Conservation measures:</b>		
1	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	<b>Complied.</b> Energy conservation measures like LED are being used for lighting the area. The photographs are attached as <b>Annexure-4</b> .
<b>VI. Waste management:</b>		
1	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).	<b>Complied.</b> Soil stockpile is being managed to minimize dust emission and sediment runoff.
2	The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.	<b>Complied.</b> The Autoclaved Aerated Concrete (AAC) blocks made of Fly Ash have been used in terminal building during construction.

## Status of the conditions stipulated in Environment Clearance

3	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.	<b>Complied.</b> The waste is being managed in line to Solid Waste Management Rules, 2016 and Construction and Demolition Waste Rules, 2016.
4	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.	<b>Complied.</b> Construction and demolition waste is being used for levelling of low-lying area and managed as per the Construction and Demolition Rule, 2016.
5	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.	<b>Complied.</b> As part of CTE Application, the wastes management plan has been prepared and submitted to Uttar Pradesh Pollution Control Board and final CTE received dated 18 <sup>th</sup> Sep 2023.
6	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	<b>Complied.</b> For existing, Solid waste is being managed as per Solid Waste Management Rules, 2016 as amended. The details are attached as <b>Annexure-27</b> .

	<p>Lucknow International Airport Limited</p>	<p>From: Apr 2023 To: Sep 2023</p>
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	<p>accordance to the Solid Waste Management Rules, 2016 as amended.</p>	
<p><b>VII. Green Belt:</b></p>		
<p>1</p>	<p>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.</p>	<p><b>Complied.</b> The green belt has been developed and maintained of approx. 8 ha area by Inhouse Expert Horticulture team. Further, as part of Master plan, green area will be developed as per Airport contextual plan. The photographs are attached as <b>Annexure-3</b>.</p>
<p>2</p>	<p>Top soil shall be separately stored and used in the development of green belt.</p>	<p><b>Agreed to comply.</b> Soil testing was carried out by a reputed institute, and it was observed that the Soil is not suitable for greenbelt and hence soil is being used for filling low lying areas.</p>
<p><b>VIII. Human health issues:</b></p>		
<p>1</p>	<p>Construction site should be adequately barricaded before the construction begins.</p>	<p><b>Complied.</b> Construction site is adequately barricaded. The photograph of site is attached as <b>Annexure-10</b>.</p>
<p>2</p>	<p>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</p>	<p><b>Complied.</b> As part of new Integrated terminal building (Terminal- T3), A 3 + 3 lane road has been constructed towards entry of airport with help of Govt. It joins Shaheed path to Airport. Due to this road, the traffic congestion has been reduced on Kanpur Road. Due to Metro availability, no congestion near entry and exit points from the roads adjoining the airport. All parkings are inside airport only and no public space has been utilized. Approx. surface 393 parking have been developed. The photographs are attached as <b>Annexure-13</b>. Further, as part of Overall Master Plan inline to requirement, detail Traffic Congestion Plan will be implemented and adequate parking (Surface and Multilevel).</p>



	<p>Lucknow International Airport Limited</p>	<p>From: Apr 2023 To: Sep 2023</p>
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3	<p>Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.</p>	<p><b>Agreed to comply.</b> Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room has been considered in design.</p>
4	<p>Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.</p>	<p><b>Complied.</b> For existing operation, the Disaster Management Plan and Airport Emergency Response Plan have been prepared and implemented. The copies of plans are attached as <b>Annexure-28</b>.</p>
5	<p>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, creche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.</p>	<p><b>Complied.</b> As part of construction plan, basic facilities like temporary housing along adequate facilities have been provided within site.</p>
6	<p>Occupational health surveillance of the workers shall be done on a regular basis.</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>

**IX. Corporate Environment Responsibility:**

1	<p>The project proponent shall comply with the provisions contained in this Ministry's OM vide F.No. 22-65/2017-IA.III dated 1<sup>st</sup> May 2018, as applicable, regarding Corporate Environment Responsibility.</p>	<p><b>Agreed to comply</b></p> <p>CER funds are being allocated based on the year's financial budget, and accordingly CER activities will be planned and implemented in consultation with local administration. LIAL has submitted letter to District Magistrate for approval of activities to be cover surrounding the project site as a part of CER and permission from DM office received on dated 25.04.2022 to spend Rs. 90 Lakh in FY 2022-2023. Same is under process of implementation.</p> <p>During Apr 2023- Sep 2023, following activities were carried out under CER: - 1. 25,000 nos. of Moringa were planted for Sustainable livelihood through Moringa Value chain development.</p>
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	<p>Lucknow International Airport Limited</p>	<p>From: Apr 2023 To: Sep 2023</p>
<p>Status of the conditions stipulated in Environment Clearance</p>		

		<p>2.Trainings were given to the Farmers. 3.Farmer producer Cooperative society has been formed. The details are attached as <b>Annexure-15</b>.</p>
<p>2</p>	<p>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 shareholders / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&amp;CC as a part of six-monthly report.</p>	<p><b>Complied.</b>  The copy of Environment, Social and Governance (ESG) policy and board resolution letter is attached as <b>Annexure-29</b>.</p>
<p>3</p>	<p>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.</p>	<p><b>Complied.</b>  A separate Environmental Cell both at the project and company head quarter level is available. The details are attached as <b>Annexure-30</b>.</p>
<p><b>X. Miscellaneous:</b></p>		
<p>1</p>	<p>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.</p>	<p><b>Complied.</b> The advertisement was published in Business Standard Hindi and English newspaper dated 20<sup>th</sup> December 2022. The details are attached as <b>Annexure-31</b>. The Environmental Clearance has been uploaded on Company website and can be seen through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a></p>

*guzh*

Status of the conditions stipulated in Environment Clearance

2	<p>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. 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.</p>	<p><b>Complied.</b> The copies of Environmental Clearance have been submitted to Heads of local bodies, Panchayats and Municipal Bodies. The acknowledgment copies are attached as <b>Annexure-32</b>.</p>
3	<p>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.</p>	<p><b>Complied.</b> Last Six-monthly Compliance Report for the period (Oct '22 -Mar'23) has been submitted to Regional office of MoEFCC, CPCB Zonal office, SPCB vide dated 31.05.2023. (Email Copy Attached as <b>Annexure-6</b>). Same has been uploaded on company website and can be seen from through below link: <a href="https://www.adani.com/ccsia-lucknow-airport/downloads">https://www.adani.com/ccsia-lucknow-airport/downloads</a></p>
4	<p>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.</p>	<p><b>Complied.</b> For existing operation, Environment statement for the FY 2022-23 submitted vide letter reference number LIAL/CAO/ES/22-23/1410 dated 29<sup>th</sup> September 2023. (Copy Attached as <b>Annexure-8</b>).</p>
5	<p>The criteria pollutant levels namely; PM 10, PM2.5, SO<sub>2</sub>, NO<sub>x</sub> (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.</p>	<p><b>Complied.</b> Ambient Air Quality is being carried out on regular basis and the results are being displayed on LED board. The photographs are attached as <b>Annexure-7</b>.</p>
6	<p>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</p>	<p><b>Agreed to comply.</b> The point has been noted. Also, Airport is a service provider, and no production/manufacturing is involved. The concession agreement is attached as <b>Annexure-33</b>.</p>

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	<p>Lucknow International Airport Limited</p>	<p>From: Apr 2023 To: Sep 2023</p>
<p>Status of the conditions stipulated in Environment Clearance</p>		

	<p>work and start of production operation by the project.</p>	
7	<p>The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>
8	<p>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&amp;CC).</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>
9	<p>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, 1586.</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>
10	<p>The Ministry/SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory. The Ministry/SEIAA reserves the right to stipulate additional conditions if found necessary.</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>
11	<p>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.</p>	<p><b>Agreed to comply.</b> Full support will be extended to the officers of this Ministry's Regional Office at Lucknow and the offices of the Central and State Pollution Control Board during their inspection for monitoring purposes.</p>
12	<p>The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention &amp; Control of Pollution) Ac, 1974, the Air (Prevention &amp; 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 Hon'ble The above conditions shall be</p>	<p><b>Agreed to comply.</b> The point has been noted.</p>

1/1



Lucknow International Airport Limited

From: Apr 2023

To: Sep 2023

Status of the conditions stipulated in Environment Clearance

	enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Ac, 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 Hon'ble Supreme Court of India / High Courts/NGT and any other Court of law relating to the subject matter.	
13	Any appeal against this DC 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.	This point is not applicable.



## List of Annexures

Annexure – 1	DG set with acoustic Enclosure
Annexure – 2	Environmental Monitoring Reports
Annexure – 3	Photographs of Green Cover and list of species
Annexure – 4	LED light installation and Solar PV installation Photographs
Annexure – 5	Fire NOC
Annexure – 6	EC Compliance Acknowledgment
Annexure – 7	Display Board Photographs
Annexure – 8	Env. Statement Report Acknowledgment
Annexure – 9	Approval From Civil Aviation
Annexure – 10	Photographs showing Environment Management at Construction Sites
Annexure – 11	Compliance to the applicable points of MoEF&CC GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities
Annexure – 12	Permission from Nagar Nigam
Annexure – 13	Photographs of CAAQMS and letter to UPPCB for location of CAAQMS
Annexure – 14	Photograph of New Road and Car Parking
Annexure – 15	CER Details
Annexure – 16	Details of UV system
Annexure – 17	Details of Single Use Plastic (SUP) Awareness
Annexure – 18	Photograph of Antismog Guns
Annexure – 19	Photograph of EV Charging Station
Annexure – 20	Copy of Consent to Establish
Annexure – 21	Copy of Water NOC granted from UPGWD
Annexure – 22	Certificate of adequacy of available power from the Madhyanchal Vidyut Vitran Nigam Limited
Annexure – 23	Copy of Spillage Management Plan

<b>Annexure - 24</b>	<b>Storm Water Drainage Details</b>
<b>Annexure - 25</b>	<b>Map showing location of Infiltration/Rainy Wells</b>
<b>Annexure - 26</b>	<b>STP Layout</b>
<b>Annexure - 27</b>	<b>Solid Waste Management Details</b>
<b>Annexure - 28</b>	<b>Copy of Airport Emergency Response Plan</b>
<b>Annexure - 29</b>	<b>Environment, Social and Governance (ESG) Policy and Board Resolution Letter</b>
<b>Annexure - 30</b>	<b>Environment Cell</b>
<b>Annexure - 31</b>	<b>Copy of EC advertisement</b>
<b>Annexure - 32</b>	<b>Acknowledgment Copy of EC Letter submission to Local Bodies</b>
<b>Annexure - 33</b>	<b>Concession Agreement</b>

# **ANNEXURE - 1**



Lucknow International Airport Limited

From : April'2023

To : September'2023

Annexure 1 – DG set with acoustic Enclosure



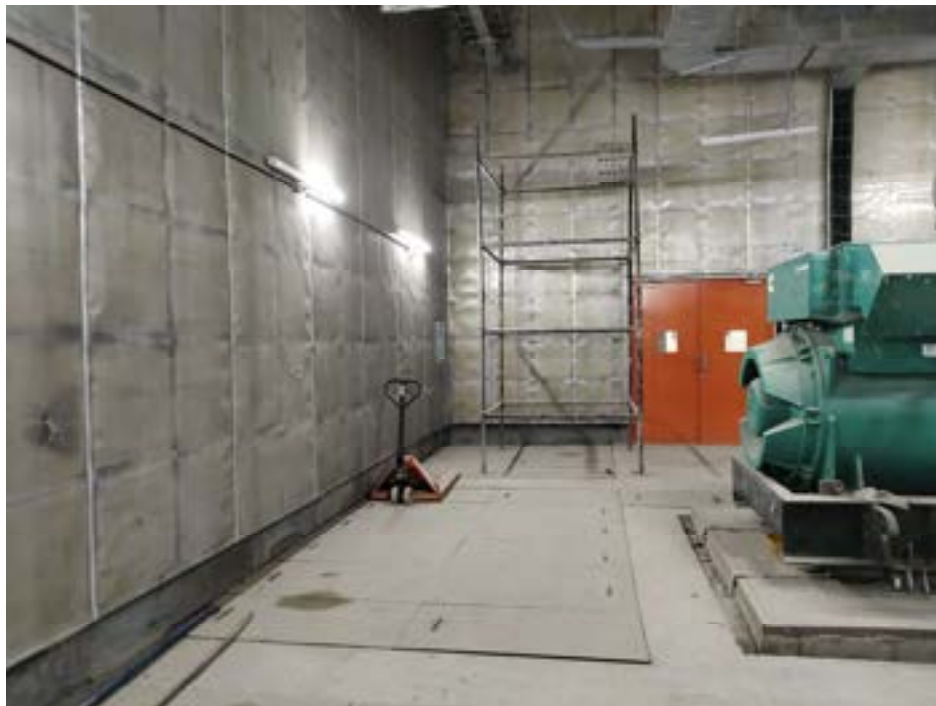


Lucknow International Airport Limited

From : April'2023

To : September'2023

Annexure 1 – DG set with acoustic Enclosure



# **ANNEXURE - 2**



April-2023

# Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**



VIMTA LABS LIMITED,  
142,IDA, PHASE-II,CHERLAPALLY,  
HYDERABAD-500051,TELANGANA STATE  
[www.vimta.com](http://www.vimta.com).[www.env@vimta.com](mailto:www.env@vimta.com)

# AMBIENT AIR QUALITY

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/001  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>April 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-1	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
Date of Sampling					
13.04.2023	40.4	60.2	17.4	22.5	0.437
15.04.2023	37.9	63.9	14.7	20.3	0.461
17.04.2023	41.9	71.0	16.4	27.4	0.449
19.04.2023	33.1	77.2	15.3	25.7	0.417
26.04.2023	36.6	79.0	18.2	27.0	0.486
28.04.2023	43.4	68.9	15.3	23.3	0.430
<b>Minimum</b>	<b>33.1</b>	<b>60.2</b>	<b>14.7</b>	<b>20.3</b>	<b>0.417</b>
<b>Maximum</b>	<b>43.4</b>	<b>79.0</b>	<b>18.2</b>	<b>27.4</b>	<b>0.486</b>
<b>Mean</b>	<b>38.9</b>	<b>70.0</b>	<b>16.2</b>	<b>24.4</b>	<b>0.447</b>
<b>98%ile</b>	<b>43.3</b>	<b>78.8</b>	<b>18.1</b>	<b>27.4</b>	<b>0.484</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ1: Top of The Fire Station-Airside:26.762645, 80.885795.



**Dr. Subba Reddy Mallampati**  
**Dy. Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/002  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **April 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
13.04.2023	40.2	70.1	12.4	22.4	0.408
15.04.2023	37.2	72.0	11.7	26.6	0.416
17.04.2023	33.6	67.5	12.1	21.3	0.429
19.04.2023	31.9	63.2	15.2	23.1	0.460
26.04.2023	38.6	71.0	14.0	21.6	0.465
28.04.2023	43.2	63.9	16.3	20.6	0.477
<b>Minimum</b>	<b>31.9</b>	<b>63.2</b>	<b>11.7</b>	<b>20.6</b>	<b>0.408</b>
<b>Maximum</b>	<b>43.2</b>	<b>72.0</b>	<b>16.3</b>	<b>26.6</b>	<b>0.477</b>
<b>Mean</b>	<b>37.5</b>	<b>68.0</b>	<b>13.6</b>	<b>22.6</b>	<b>0.443</b>
<b>98%ile</b>	<b>42.9</b>	<b>71.9</b>	<b>16.2</b>	<b>26.3</b>	<b>0.476</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS – AAQ2: Top of SCADA Building:26.766749, 80.885418.



**Dr. Subba Reddy Mallampati**  
Dy. Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/003  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>April 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO,
Sample collected by	Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
13.04.2023	36.2	73.4	12.4	20.3	0.412
15.04.2023	41.4	68.8	14.1	22.1	0.423
17.04.2023	45.2	71.4	13.8	17.3	0.333
19.04.2023	33.9	75.2	15.0	18.1	0.424
26.04.2023	44.2	66.9	11.9	19.1	0.363
28.04.2023	40.7	69.2	13.0	22.4	0.401
<b>Minimum</b>	<b>33.9</b>	<b>66.9</b>	<b>11.9</b>	<b>17.3</b>	<b>0.333</b>
<b>Maximum</b>	<b>45.2</b>	<b>75.2</b>	<b>15.0</b>	<b>22.4</b>	<b>0.424</b>
<b>Mean</b>	<b>40.3</b>	<b>70.8</b>	<b>13.4</b>	<b>19.9</b>	<b>0.393</b>
<b>98%ile</b>	<b>45.1</b>	<b>75.0</b>	<b>14.9</b>	<b>22.4</b>	<b>0.424</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS – AAQ3: Near Terminal-1 uilding:  
26.764931, 80.881793.



**Dr. Subba Reddy Mallampati**  
Dy. Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/004  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023


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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **April 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-4	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
13.04.2023	47.2	63.1	13.7	23.8	0.429
15.04.2023	37.1	73.8	15.3	30.5	0.400
17.04.2023	36.9	64.5	17.4	24.1	0.405
19.04.2023	43.1	69.3	16.2	28.4	0.449
26.04.2023	40.8	58.9	12.6	25.8	0.410
28.04.2023	37.4	72.2	11.8	27.3	0.450
<b>Minimum</b>	<b>36.9</b>	<b>58.9</b>	<b>11.8</b>	<b>23.8</b>	<b>0.400</b>
<b>Maximum</b>	<b>47.2</b>	<b>73.8</b>	<b>17.4</b>	<b>30.5</b>	<b>0.450</b>
<b>Mean</b>	<b>40.4</b>	<b>67.0</b>	<b>14.5</b>	<b>26.7</b>	<b>0.424</b>
<b>98%ile</b>	<b>46.8</b>	<b>73.6</b>	<b>17.3</b>	<b>30.3</b>	<b>0.450</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ4: project Office :26.766851, 80.877135



**Dr. Subba Reddy Mallampati**  
Dy. Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/005  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **April 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-5	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
13.04.2023	37.2	62.0	12.6	17.6	0.366
15.04.2023	35.3	64.7	15.2	13.5	0.420
17.04.2023	39.7	60.2	13.5	16.8	0.408
19.04.2023	35.2	77.0	12.7	20.6	0.415
26.04.2023	40.7	74.1	14.5	19.5	0.394
28.04.2023	36.4	65.0	13.8	18.9	0.402
<b>Minimum</b>	<b>35.2</b>	<b>60.2</b>	<b>12.6</b>	<b>13.5</b>	<b>0.366</b>
<b>Maximum</b>	<b>40.7</b>	<b>77.0</b>	<b>15.2</b>	<b>20.6</b>	<b>0.420</b>
<b>Mean</b>	<b>37.4</b>	<b>67.2</b>	<b>13.7</b>	<b>17.8</b>	<b>0.401</b>
<b>98%ile</b>	<b>40.6</b>	<b>76.7</b>	<b>15.1</b>	<b>20.5</b>	<b>0.420</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ5: Rahimabad:26.745255, 80.881463



**Dr. Subba Reddy Mallampati**  
Dy. Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/006  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **April 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-6	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
13.04.2023	38.9	64.2	13.3	15.7	0.432
15.04.2023	40.8	60.3	11.7	19.6	0.405
17.04.2023	37.2	71.0	13.9	15.7	0.391
19.04.2023	45.6	58.6	11.5	20.3	0.415
26.04.2023	38.5	72.0	12.2	17.1	0.410
28.04.2023	40.7	63.9	14.5	18.9	0.375
<b>Minimum</b>	<b>37.2</b>	<b>58.6</b>	<b>11.5</b>	<b>15.7</b>	<b>0.375</b>
<b>Maximum</b>	<b>45.6</b>	<b>72.0</b>	<b>14.5</b>	<b>20.3</b>	<b>0.432</b>
<b>Mean</b>	<b>40.3</b>	<b>65.0</b>	<b>12.9</b>	<b>17.9</b>	<b>0.405</b>
<b>98%ile</b>	<b>45.1</b>	<b>71.9</b>	<b>14.4</b>	<b>20.2</b>	<b>0.430</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ6: Nadarganj:26.762061, 80.868314



**Dr. Subba Reddy Mallampati**  
Dy. Manager-Environment



AMBIENT NOISE LEVEL

**ISSUED TO:**

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

Report Number : VLL/VLS/23/01512/007  
Issued Date : 2023.05.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING**

Frequency Of Sampling : Monthly Once in Each Location  
Time Weighted Average : 24 Hours  
Method of Analysis : IS:9989  
Month of Monitoring : **April 2023**  
Test Required : L-Day and L-Night  
Sample collected by Vimta labs ltd

**TEST REPORT**

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	17.04.2023	67.3	61.7
2	Top of SCADA Building	15.04.2023	64.7	53.2
3	Near Terminal-1 Building	13.04.2023	63.8	51.8
4	Project office	19.04.2023	63.2	54.1
5	Rahimabad	26.04.2023	51.8	43.0
6	Nadarganj	28.04.2023	53.0	41.5
<b>Noise Standards for Airport Zone</b>			<b>70.0</b>	<b>65.0</b>

GPS – 1. Top of the Fire Station (Air Side): 26.762645,80.885795  
2. Top of SCADA Building : 26.766842, 80.88594  
3. Near Terminal-1 Building : 26.765092,80.88119  
4. Project office : 26.766909, 80.87707  
5. Rahimabad : 26.745483,80.881809  
6. Nadarganj :26.762069,80.868413



**Dr. Subba Reddy Mallampati**  
**Dy. Manager-Environment**

May-2023

# Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**



VIMTA LABS LIMITED,  
142,IDA, PHASE-II,CHERLAPALLY,  
HYDERABAD-500051,TELANGANA STATE  
[www.vimta.com](http://www.vimta.com).[www.env@vimta.com](mailto:www.env@vimta.com)

# **AMBIENT AIR QUALITY**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/001  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

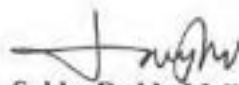
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING  
TOP OF THE FIRE STATION-AIRSIDE**

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>May 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-1	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	33.8	51.5	13.8	17.0	0.403
03.05.2023	30.7	57.3	12.6	15.8	0.429
08.05.2023	35.3	62.3	12.8	21.9	0.415
11.05.2023	25.9	52.5	13.2	18.3	0.385
15.05.2023	30.0	58.2	14.6	17.2	0.408
17.05.2023	36.2	60.4	13.2	18.8	0.398
22.05.2023	22.2	57.8	17.4	22.8	0.322
25.05.2023	23.6	51.8	15.1	21.2	0.318
29.05.2023	35.0	55.3	11.1	16.0	0.403
<b>Minimum</b>	<b>22.2</b>	<b>51.5</b>	<b>11.1</b>	<b>15.8</b>	<b>0.318</b>
<b>Maximum</b>	<b>36.2</b>	<b>62.3</b>	<b>17.4</b>	<b>22.8</b>	<b>0.429</b>
<b>Mean</b>	<b>30.3</b>	<b>56.3</b>	<b>13.8</b>	<b>18.8</b>	<b>0.387</b>
<b>98%ile</b>	<b>36.1</b>	<b>62.0</b>	<b>17.0</b>	<b>22.7</b>	<b>0.427</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ1: Top of The Fire Station-Airside:26.762645, 80.885795.



**Dr. Subba Reddy Mallampati**  
Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/002  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

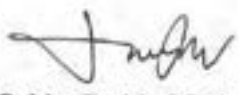
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING  
TOP OF SCADA BUILDING**

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **May 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	33.6	56.2	8.8	16.9	0.374
03.05.2023	30.0	49.2	9.6	18.2	0.384
08.05.2023	27.0	51.6	8.5	15.6	0.395
11.05.2023	24.7	56.6	13.1	18.6	0.428
15.05.2023	32.0	50.8	10.4	15.4	0.431
17.05.2023	36.0	57.3	14.2	16.1	0.378
22.05.2023	19.0	45.3	12.0	18.2	0.386
25.05.2023	23.5	57.7	10.4	15.8	0.431
29.05.2023	28.2	54.3	11.0	19.6	0.414
<b>Minimum</b>	<b>19.0</b>	<b>45.3</b>	<b>8.5</b>	<b>15.4</b>	<b>0.374</b>
<b>Maximum</b>	<b>36.0</b>	<b>57.7</b>	<b>14.2</b>	<b>19.6</b>	<b>0.431</b>
<b>Mean</b>	<b>28.2</b>	<b>53.2</b>	<b>10.9</b>	<b>17.2</b>	<b>0.402</b>
<b>98%ile</b>	<b>35.6</b>	<b>57.6</b>	<b>14.0</b>	<b>19.4</b>	<b>0.431</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS - AAQ2: Top of SCADA Building:26.766749, 80.885418.

  
**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/003  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

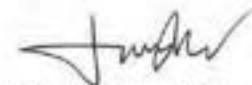
Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>May 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO,
Sample collected by	Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	29.6	56.8	8.8	14.8	0.378
03.05.2023	32.5	52.7	12.0	17.6	0.391
08.05.2023	28.5	49.1	10.2	11.8	0.299
11.05.2023	26.7	52.3	12.9	13.6	0.392
15.05.2023	27.4	55.8	8.3	13.6	0.329
17.05.2023	33.5	51.6	10.9	17.9	0.369
22.05.2023	26.2	54.2	8.1	18.7	0.371
25.05.2023	17.7	46.5	12.3	16.4	0.278
29.05.2023	24.2	55.5	9.2	17.2	0.382
<b>Minimum</b>	<b>17.7</b>	<b>46.5</b>	<b>8.1</b>	<b>11.8</b>	<b>0.278</b>
<b>Maximum</b>	<b>33.5</b>	<b>56.8</b>	<b>12.9</b>	<b>18.7</b>	<b>0.392</b>
<b>Mean</b>	<b>27.4</b>	<b>52.7</b>	<b>10.3</b>	<b>15.7</b>	<b>0.354</b>
<b>98%ile</b>	<b>33.3</b>	<b>56.6</b>	<b>12.8</b>	<b>18.6</b>	<b>0.392</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS – AAQ3: Near Terminal-1 uilding:  
26.764931, 80.881793.



**Dr. Subba Reddy Mallampati  
Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/004  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

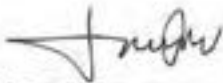
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING  
PROJECT OFFICE**

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : May 2023  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-4	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	37.5	54.4	10.1	18.3	0.395
03.05.2023	29.9	47.3	13.2	24.2	0.368
08.05.2023	30.3	55.8	13.8	18.6	0.371
11.05.2023	35.9	59.7	14.1	23.9	0.318
15.05.2023	34.2	50.2	9.0	20.3	0.376
17.05.2023	30.2	54.2	9.7	16.3	0.328
22.05.2023	20.3	46.8	12.1	22.8	0.387
25.05.2023	24.5	50.8	9.4	20.5	0.379
29.05.2023	30.6	59.4	10.6	16.4	0.355
<b>Minimum</b>	<b>20.3</b>	<b>46.8</b>	<b>9.0</b>	<b>16.3</b>	<b>0.318</b>
<b>Maximum</b>	<b>37.5</b>	<b>59.7</b>	<b>14.1</b>	<b>24.2</b>	<b>0.395</b>
<b>Mean</b>	<b>30.4</b>	<b>53.2</b>	<b>11.3</b>	<b>20.1</b>	<b>0.364</b>
<b>98%ile</b>	<b>37.2</b>	<b>59.7</b>	<b>14.1</b>	<b>24.2</b>	<b>0.394</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS - AAQ4: project Office :26.766851, 80.877135

  
**Dr. Subba Reddy Mallampati**  
Manager-Environment



**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/005  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

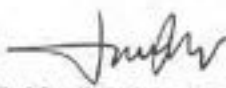
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING  
RAHIMABAD**

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : May 2023  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-5	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	30.6	53.3	9.0	12.1	0.332
03.05.2023	28.1	58.1	13.1	9.0	0.388
08.05.2023	33.1	51.5	9.9	11.3	0.374
11.05.2023	28.0	56.8	10.6	16.1	0.383
15.05.2023	25.4	48.2	10.9	13.0	0.360
17.05.2023	29.2	58.4	11.7	14.4	0.370
22.05.2023	20.0	54.5	8.6	12.9	0.413
25.05.2023	23.0	50.7	11.7	16.0	0.408
29.05.2023	26.5	49.6	8.2	18.0	0.383
<b>Minimum</b>	<b>20.0</b>	<b>48.2</b>	<b>8.2</b>	<b>9.0</b>	<b>0.332</b>
<b>Maximum</b>	<b>33.1</b>	<b>58.4</b>	<b>13.1</b>	<b>18.0</b>	<b>0.413</b>
<b>Mean</b>	<b>27.1</b>	<b>53.5</b>	<b>10.4</b>	<b>13.7</b>	<b>0.379</b>
<b>98%ile</b>	<b>32.7</b>	<b>58.4</b>	<b>12.9</b>	<b>17.7</b>	<b>0.412</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS - AAQ5: Rahimabad:26.745255, 80.881463

  
**Dr. Subba Reddy Mallampati**  
Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/03289/006  
Issued Date : 2023.06.08  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

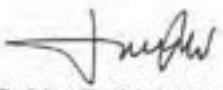
**SAMPLE PARTICULARS : AMBIENT AIR QUALITY MONITORING  
NADARGANJ**

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : May 2023  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-6	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
01.05.2023	32.3	55.5	9.7	10.2	0.398
03.05.2023	33.6	53.7	9.6	15.1	0.373
08.05.2023	30.6	62.3	10.3	10.2	0.357
11.05.2023	38.4	52.0	9.4	15.8	0.383
15.05.2023	31.9	63.3	8.6	11.6	0.376
17.05.2023	33.5	57.3	12.4	14.4	0.343
22.05.2023	18.6	54.0	8.0	10.9	0.392
25.05.2023	23.3	51.6	12.3	15.0	0.392
29.05.2023	20.8	44.1	9.3	10.8	0.404
<b>Minimum</b>	<b>18.6</b>	<b>44.1</b>	<b>8.0</b>	<b>10.2</b>	<b>0.343</b>
<b>Maximum</b>	<b>38.4</b>	<b>63.3</b>	<b>12.4</b>	<b>15.8</b>	<b>0.404</b>
<b>Mean</b>	<b>29.2</b>	<b>54.9</b>	<b>10.0</b>	<b>12.7</b>	<b>0.380</b>
<b>98%ile</b>	<b>37.6</b>	<b>63.1</b>	<b>12.4</b>	<b>15.7</b>	<b>0.403</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS - AAQ6: Nadarganj:26.762061, 80.868314

  
**Dr. Subba Reddy Mallampati**  
Manager-Environment

**AMBIENT NOISE LEVEL**

**Vimta Labs Limited**

Registered Office  
 142, IDA Phase II, Cherlapally  
 Hyderabad-500 051, Telangana, India  
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**M/S.LUCKNOW INTERNATIONAL AIRPORT LIMITED,  
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 AIRPORT),  
 AMAUSI, LUCKNOW,  
 UTTARPRADESH-226009**

Report Number : VLL/VLS/23/03289/007  
 Issued Date : 2023.06.08  
 P. Order Ref : 5700324133  
 P.O. Date : 12.04.2023

Page 1 of 1

**SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING**

Frequency Of Sampling : Monthly Once in Each Location  
 Time Weighted Average : 24 Hours  
 Method of Analysis : IS:9989  
 Month of Monitoring : May 2023  
 Test Required : L-Day and L-Night  
 Sample collected by Vimta labs ltd

**TEST REPORT**

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	08.05.2023	65.9	58.3
2	Top of SCADA Building	03.05.2023	63.2	51.7
3	Near Terminal-1 Building	01.05.2023	61.0	52.6
4	Project office	11.05.2023	59.5	52.2
5	Rahimabad	15.05.2023	52.7	42.7
6	Nadarganj	17.05.2023	51.4	42.1
<b>Noise Standards for Airport Zone</b>			<b>70.0</b>	<b>65.0</b>

GPS – 1. Top of the Fire Station (Air Side): 26.762645,80.885795  
 2. Top of SCADA Building : 26.766842, 80.88594  
 3. Near Terminal-1 Building : 26.765092,80.88119  
 4. Project office : 26.766909, 80.87707  
 5. Rahimabad : 26.745483,80.881809  
 6. Nadarganj :26.762069,80.868413

**Dr. Subba Reddy Mallampati  
 Manager-Environment**

# **PATHWAY NOISE MONIOTROING**

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UTTAR PRADESH-226009

Report Number : VLL/VLS/23/03289/017  
Issued Date : 2023.06.08  
P. Order Ref : 5700309099  
P.O. Date : 13.05.2022

Page 1 of 1

**SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING**

Frequency Of Sampling : Quarterly Seven days Continuously in each Location  
Time Weighted Average : 24 Hours  
Method of Analysis : IS:9989  
Month of Monitoring : May 2023  
Test Required : L-Day and L-Night  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code	FPN-1		
Name of the Location	Shyam Nagar		
GPS Coordinates	26° 45'38.05"N 80°52'6.04"E		
Distance from Airport compound wall in meters--	350		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 02 <sup>nd</sup> May 2023	53.1	42.5	51.0
Day-2: 03 <sup>rd</sup> May 2023	50.6	41.4	48.3
Day-3: 04 <sup>th</sup> May 2023	52.1	43.0	50.2
Day-4: 05 <sup>th</sup> May 2023	51.8	41.7	49.1
Day-5: 06 <sup>th</sup> May 2023	53.3	42.4	51.0
Day-6: 07 <sup>th</sup> May 2023	52.9	41.9	50.1
Day-7: 08 <sup>th</sup> May 2023	51.0	42.3	48.7

**Dr. SubbaReddy Mallampati**  
Manager-Environment

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AMAUSI, LUCKNOW,  
UTTAR PRADESH-226009**

Report Number : VLL/VLS/23/03289/018  
Issued Date : 2023.06.08  
P. Order Ref : 5700309099  
P.O. Date : 13.05.2022

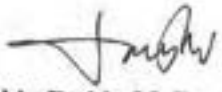
Page 1 of 1

**SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING**

Frequency Of Sampling : Quarterly Seven days Continuously in each Location  
Time Weighted Average : 24 Hours  
Method of Analysis : IS:9989  
Month of Monitoring : May 2023  
Test Required : L-Day and L-Night  
Sample collected by Vimta labs ltd

**TEST REPORT**

<b>Location Code</b>	<b>FPN-2</b>		
<b>Name of the Location</b>	<b>Omaxe City</b>		
<b>GPS Coordinates</b>	<b>26° 45'39.23"N 80°54'59.80"E</b>		
<b>Distance from Airport compound wall in meters→</b>	<b>85</b>		
	<b>Results-d(B)A</b>		
<b>Date of Monitoring</b>	<b>L-Day</b>	<b>L-night</b>	<b>L-equivalent</b>
Day-1: 10 <sup>th</sup> May 2023	52.6	43.0	50.5
Day-2: 11 <sup>th</sup> May 2023	51.6	42.3	49.2
Day-3: 12 <sup>th</sup> May 2023	52.2	41.8	48.8
Day-4: 13 <sup>th</sup> May 2023	53.0	42.9	51.1
Day-5: 14 <sup>th</sup> May 2023	51.8	41.5	49.7
Day-6: 15 <sup>th</sup> May 2023	50.4	40.6	48.6
Day-7: 16 <sup>th</sup> May 2023	52.8	43.1	50.2

  
**Dr. SubbaReddy Mallampati**  
Manager-Environment

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UTTAR PRADESH-226009**

Report Number : VLL/VLS/23/03289/019  
Issued Date : 2023.06.08  
P. Order Ref : 5700309099  
P.O. Date : 13.05.2022


Page 1 of 1

**SAMPLE PARTICULARS : FLIGHT PATH AREA NOISE LEVEL MONITORING**

Frequency Of Sampling : Quarterly Seven days Continuously in each Location  
Time Weighted Average : 24 Hours  
Method of Analysis : IS:9989  
Month of Monitoring : May 2023  
Test Required : L-Day and L-Night  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code	FPN-3		
Name of the Location	Near Bijnor road		
GPS Coordinates	26° 45'42.09"N 80°55'28.97"E		
Distance from Airport compound wall in meters--	895		
	Results-d(B)A		
Date of Monitoring	L-Day	L-night	L-equivalent
Day-1: 23 <sup>rd</sup> May 2023	53.4	41.5	51.1
Day-2: 24 <sup>th</sup> May 2023	52.7	43.2	50.0
Day-3: 25 <sup>th</sup> May 2023	51.3	42.9	49.3
Day-4: 26 <sup>th</sup> May 2023	52.6	40.7	47.9
Day-5: 27 <sup>th</sup> May 2023	50.2	42.9	48.0
Day-6: 28 <sup>th</sup> May 2023	51.7	43.1	49.1
Day-7: 29 <sup>th</sup> May 2023	50.8	41.7	47.6

  
**Dr. SubbaReddy Mallampati**  
Manager-Environment



**Vimta Labs Limited**

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UTTARPRADESH-226009

Report Number : VLL/VLS/23/03289/025  
Issued Date : 2023.06.08  
P. Order Ref : 5700309099  
P.O. Date : 13.05.2022

Page 1 of 1

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

Frequency Of Sampling : Quarterly Once for Each DG Set  
Type of Measurement : SPOT NOISE  
Month of Monitoring : May 2023  
Test Required : Sound Pressure Levels in Off and On Conditions  
Sample collected by Vimta labs ltd

**TEST REPORT**

Sr.No	DG Set Code& Capacity	Sampling Date	Location of DG Installed	Sound Pressure Level in dB(A)		
				Inside the DG Room In Leq dB(A)	1 m away from the DG Room In Leq dB(A)	Insertion Loss In Leq dB(A)
01	DG Set-1 750 KVA	20.05.2023	SCADA Power House	100.5	73.0	27.5
02	DG Set-2 750 KVA			99.6	72.4	27.2
03	DG Set-3 750 KVA			100.9	71.8	29.1
04	DG Set-4 750 KVA	22.05.2023		100.4	72.5	27.9
05	DG Set-5 750 KVA			101.8	73.7	28.1
06	DG Set-1 320 KVA	22.05.2023	DGCA office	99.8	70.5	29.3
07	DG Set-2 320 KVA		99.6	72.1	27.5	
08	DG Set-1 200 KVA	24.05.2023	ATC Technical Block	95.4	69.4	26.0
09	DG Set-2 200 KVA		97.9	70.8	27.1	
10	DG Set-1 200 KVA	26.05.2023	MSSR Building	98.2	71.4	26.8
11	DG Set-1 320 KVA	24.05.2023	CCR Office	97.7	70.6	27.1
12	DG Set-2 320 KVA		98.0	71.6	26.4	
<b>DG Noise Standard up to 1000 KVA</b>				<b>75.0</b>		

**Dr. SubbaReddy Mallampati**  
Manager-Environment

June-2023

## Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**

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# **AMBIENT AIR QUALITY**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/001  
Issued Date : 2023.07.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>June 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-1	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
Date of Sampling					
02.06.2023	25.6	46.3	11.6	15.1	0.389
06.06.2023	28.4	52.4	13.7	17.2	0.345
08.06.2023	29.1	45.7	11.4	20.0	0.372
13.06.2023	23.6	49.0	14.3	19.7	0.404
15.06.2023	27.1	53.9	13.2	15.3	0.394
19.06.2023	30.2	50.3	14.3	18.5	0.383
21.06.2023	25.6	47.5	15.4	20.9	0.308
27.06.2023	21.3	45.3	13.5	19.4	0.408
29.06.2023	28.4	51.0	12.5	14.1	0.389
<b>Minimum</b>	<b>21.3</b>	<b>45.3</b>	<b>11.4</b>	<b>14.1</b>	<b>0.308</b>
<b>Maximum</b>	<b>30.2</b>	<b>53.9</b>	<b>15.4</b>	<b>20.9</b>	<b>0.408</b>
<b>Mean</b>	<b>26.6</b>	<b>49.0</b>	<b>13.3</b>	<b>17.8</b>	<b>0.377</b>
<b>98%ile</b>	<b>30.0</b>	<b>53.7</b>	<b>15.2</b>	<b>20.8</b>	<b>0.407</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS - AAQ1: Top of The Fire Station-Airside:26.762645, 80.885795.



**Dr. Subba Reddy Mallampati**  
Manager-Environment

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Report Number : VLL/VLS/23/05417/002  
Issued Date : 2023.07.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO<sub>2</sub> - IS:5182 P2; and  
NO<sub>2</sub> - IS:5182 P-6  
Month of Monitoring : **June 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs lid

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.06.2023	26.7	52.7	11.6	18.3	0.359
06.06.2023	28.1	45.8	10.7	15.8	0.369
08.06.2023	30.6	48.1	9.6	17.0	0.411
13.06.2023	27.7	51.4	12.6	16.2	0.371
15.06.2023	29.7	47.3	11.5	14.5	0.416
19.06.2023	25.7	50.8	12.8	13.7	0.363
21.06.2023	32.1	41.8	13.1	17.3	0.371
27.06.2023	21.7	43.8	11.5	13.4	0.416
29.06.2023	25.9	50.8	12.1	18.1	0.387
<b>Minimum</b>	<b>21.7</b>	<b>41.8</b>	<b>9.6</b>	<b>13.4</b>	<b>0.359</b>
<b>Maximum</b>	<b>32.1</b>	<b>52.7</b>	<b>13.1</b>	<b>18.3</b>	<b>0.416</b>
<b>Mean</b>	<b>27.6</b>	<b>48.1</b>	<b>11.7</b>	<b>16.0</b>	<b>0.385</b>
<b>98%ile</b>	<b>31.9</b>	<b>52.5</b>	<b>13.1</b>	<b>18.3</b>	<b>0.416</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS - AAQ2: Top of SCADA Building:26.766749, 80.885418.



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

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UTTARPRADESH-226009

Report Number : VLL/VLS/23/05417/003  
Issued Date : 2023.07.05  
P. Order Ref : 5700324133  
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Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **June 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO.  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.06.2023	25.5	52.5	10.4	12.9	0.348
06.06.2023	29.1	49.2	9.2	14.8	0.376
08.06.2023	23.6	46.2	8.8	11.5	0.315
13.06.2023	24.4	48.8	9.7	15.0	0.287
15.06.2023	22.5	51.5	10.3	11.7	0.315
19.06.2023	27.6	48.1	12.0	15.3	0.332
21.06.2023	23.3	46.5	10.1	12.5	0.357
27.06.2023	25.4	43.0	8.4	14.4	0.309
29.06.2023	21.3	51.2	11.3	15.3	0.268
<b>Minimum</b>	<b>21.3</b>	<b>43.0</b>	<b>8.4</b>	<b>11.5</b>	<b>0.268</b>
<b>Maximum</b>	<b>29.1</b>	<b>52.5</b>	<b>12.0</b>	<b>15.3</b>	<b>0.376</b>
<b>Mean</b>	<b>24.7</b>	<b>48.6</b>	<b>10.0</b>	<b>13.7</b>	<b>0.323</b>
<b>98%ile</b>	<b>28.9</b>	<b>52.3</b>	<b>11.9</b>	<b>15.3</b>	<b>0.373</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS - AAQ3; Near Terminal-1 building:  
26.764931, 80.881793.



**Dr. Subba Reddy Mallampati**  
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AMAUSI, LUCKNOW,  
UTTARPRADESH-226009**

Report Number : VLL/VLS/23/05417/004  
Issued Date : 2023.07.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **June 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-4	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.06.2023	33.8	49.3	11.2	15.3	0.362
06.06.2023	30.1	51.8	14.3	18.3	0.353
08.06.2023	26.5	52.3	13.4	20.0	0.356
13.06.2023	29.3	46.7	12.6	17.3	0.332
15.06.2023	20.5	54.2	10.1	15.5	0.308
19.06.2023	27.5	50.8	11.2	16.1	0.313
21.06.2023	25.3	43.3	9.7	16.2	0.352
27.06.2023	21.8	52.6	10.5	18.1	0.364
29.06.2023	27.7	48.3	11.7	17.8	0.371
<b>Minimum</b>	<b>20.5</b>	<b>43.3</b>	<b>9.7</b>	<b>15.3</b>	<b>0.308</b>
<b>Maximum</b>	<b>33.8</b>	<b>54.2</b>	<b>14.3</b>	<b>20.0</b>	<b>0.371</b>
<b>Mean</b>	<b>26.9</b>	<b>49.9</b>	<b>11.6</b>	<b>17.2</b>	<b>0.346</b>
<b>98%ile</b>	<b>33.2</b>	<b>53.9</b>	<b>14.2</b>	<b>19.7</b>	<b>0.370</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS - AAQ4: project Office :26.766851, 80.877135

**Dr. Subba Reddy Mallampati  
Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/005  
Issued Date : 2023.07.05  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: <b>June 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs lid	

**TEST REPORT**

Location Code:AAQ-5	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.06.2023	27.7	49.0	10.4	13.2	0.398
06.06.2023	32.5	45.1	12.5	15.6	0.356
08.06.2023	26.7	52.5	10.1	14.2	0.339
13.06.2023	25.7	50.8	9.7	11.7	0.368
15.06.2023	22.5	43.9	11.3	12.8	0.346
19.06.2023	26.9	49.3	12.8	15.8	0.355
21.06.2023	30.5	54.1	10.5	14.6	0.341
27.06.2023	24.3	47.2	9.6	13.9	0.393
29.06.2023	23.6	45.3	10.1	16.3	0.369
<b>Minimum</b>	<b>22.5</b>	<b>43.9</b>	<b>9.6</b>	<b>11.7</b>	<b>0.339</b>
<b>Maximum</b>	<b>32.5</b>	<b>54.1</b>	<b>12.8</b>	<b>16.3</b>	<b>0.398</b>
<b>Mean</b>	<b>26.7</b>	<b>48.6</b>	<b>10.8</b>	<b>14.2</b>	<b>0.363</b>
<b>98%ile</b>	<b>32.2</b>	<b>53.8</b>	<b>12.8</b>	<b>16.2</b>	<b>0.397</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ5: Rahimabad:26.745255, 80.881463



**Dr. Subba Reddy Mallampati  
Manager-Environment**



**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/006  
Issued Date : 2023.07.05  
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P.O. Date : 12.04.2023

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **June 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-6	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.06.2023	27.5	57.2	11.1	13.1	0.357
06.06.2023	30.9	50.3	10.7	12.7	0.322
08.06.2023	28.3	58.8	11.4	14.2	0.342
13.06.2023	35.7	48.6	10.5	13.4	0.382
15.06.2023	29.6	56.1	12.5	15.5	0.361
19.06.2023	30.8	53.9	9.7	12.0	0.328
21.06.2023	24.1	50.5	10.3	13.1	0.377
27.06.2023	20.6	48.2	8.7	11.7	0.341
29.06.2023	23.1	40.6	10.4	12.2	0.382
<b>Minimum</b>	<b>20.6</b>	<b>40.6</b>	<b>8.7</b>	<b>11.7</b>	<b>0.322</b>
<b>Maximum</b>	<b>35.7</b>	<b>58.8</b>	<b>12.5</b>	<b>15.5</b>	<b>0.382</b>
<b>Mean</b>	<b>27.8</b>	<b>51.6</b>	<b>10.6</b>	<b>13.1</b>	<b>0.355</b>
<b>98%ile</b>	<b>34.9</b>	<b>58.5</b>	<b>12.3</b>	<b>15.3</b>	<b>0.382</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ6: Nadarganj:26.762061, 80.868314



**Dr. Subba Reddy Mallampati**  
Manager-Environment

**AMBIENT NOISE LEVEL**

**Vimta Labs Limited**

Registered Office  
142, IDA Phase II, Cherlapally  
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**ISSUED TO:**

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(CHAUDHARY CHARAN SINGH INTERNATIONAL  
AIRPORT),  
AMAUSI, LUCKNOW,  
UTTARPRADESH-226009**

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P. Order Ref : 5700324133  
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Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING**

Frequency Of Sampling : Monthly Once in Each Location  
Time Weighted Average : 24 Hours  
Method of Analysis : IS:9989  
Month of Monitoring : June 2023  
Test Required : L-Day and L-Night  
Sample collected by Vimta labs ltd

**TEST REPORT**

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	06.06.2023	64.2	57.1
2	Top of SCADA Building	08.06.2023	61.8	52.2
3	Near Terminal-1 Building	13.06.2023	63.2	55.1
4	Project office	19.06.2023	60.1	53.3
5	Rahimabad	15.06.2023	53.2	43.1
6	Nadarganj	21.06.2023	52.0	41.8
<b>Noise Standards for Airport Zone</b>			<b>70.0</b>	<b>65.0</b>

GPS – 1. Top of the Fire Station (Air Side): 26.762645,80.885795  
2. Top of SCADA Building : 26.766842, 80.88594  
3. Near Terminal-1 Building : 26.765092,80.88119  
4. Project office : 26.766909, 80.87707  
5. Rahimabad : 26.745483,80.881809  
6. Nadarganj :26.762069,80.868413

  
**Dr. Subba Reddy Mallampati**  
Manager-Environment

# **GROUND WATER QUALITY**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/012  
Issued Date : 2023.07.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 2

**SAMPLE PARTICULARS : Ground Water**

Frequency Of Sampling : One Grab sample in a Quarter  
Month of Sampling : **June 2023**  
Quantity Collected for Analysis : 5 Liter  
Type of Container used for sampling : HDPE Plastic Container-3 L  
Amberlite Glass Container-2 L  
Test Required : As per IS 10500:2012  
Sample Collected On : 27.06.2023  
Analysis Start Date : 29.06.2023  
Analysis Completion Date : 06.07.2023  
Sample collected by Vimta Labs Ltd.,

**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	WTP Near Pump House (Bore well-1) GW1	WTP Near Pump House (Bore well-2) GW2	Near DGCA (Bore well-1) GW3	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.69	7.55	7.71	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 <sup>rd</sup> (2510B)	469	427	452	\$
6	Turbidity	NTU	IS 3025 (Part 10)	1	1	1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	292	263	277	500(2000)
8	Total Hardness (as CaCO <sub>3</sub> )	mg/l	IS 3025 (Part-21)	170	159	161	200(600)
9	Total Alkalinity as CaCO <sub>3</sub>	mg/l	IS 3025 (Part-23)	153.6	146.6	166.4	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	38.1	36.5	40.8	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	18.3	16.5	14.4	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	<0.01	<0.01	<0.01	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	38.8	30.2	28.4	250(1000)
15	Sulphates (as SO <sub>4</sub> )	mg/l	IS 3025 (part-24)	18.2	16.4	13.3	200(400)
16	Fluorides (as F)	mg/l	APHA 23 <sup>rd</sup> (4500)	0.3	0.6	0.4	1.0(1.5)

Note: \$ - Limits not specified;

NR - No Relaxation

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

  
**Dr. SubbaReddy Mallampati**  
Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/012  
Issued Date : 2023.07.06  
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P.O. Date : 12.04.2023

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**SAMPLE PARTICULARS : Ground Water**

**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	WTP Near Pump House (Bore well-1) GW1	WTP Near Pump House (Bore well-2) GW2	Near DGCA (Bore well-1) GW3	Limits as per IS 10500 : 2012
17	Nitrates (as NO <sub>3</sub> )	mg/l	APHA 23 <sup>rd</sup> (4500)	7.3	6.6	5.5	45(NR)
18	Sodium as Na	mg/l	APHA 23 <sup>rd</sup> (3500 Na)	26.4	23.1	28.2	5
19	Potassium as K	mg/l	APHA 23 <sup>rd</sup> (3500 K)	5.3	3.2	2.8	5
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27,3)	<0.02	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.003	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 <sup>rd</sup> 3125	0.05	0.04	0.06	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.17	0.15	0.21	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55):	<0.01	<0.01	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.001	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 <sup>rd</sup>	Absent	Absent	Absent	Absent
36	E. Coil	-	IS 15185: 2016	Absent	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	Absent	10

Note: 5 - Limits not specified;

NR - No Relaxation

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



**Dr. SubbaReddy Mallampati**  
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UTTAR PRADESH-226009

Report Number : VLL/VLS/23/05417/013  
Issued Date : 2023.07.06  
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P.O. Date : 12.04.2023

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**SAMPLE PARTICULARS : Ground Water**

Frequency Of Sampling : One Grab sample in a Quarter  
Month of Sampling : **June 2023**  
Quantity Collected for Analysis : 5 Liter  
Type of Container used for sampling : HDPE Plastic Container-3 L  
Amberlite Glass Container-2 L  
Test Required : As per IS 10500:2012  
Sample Collected On : 27.06.2023  
Analysis Start Date : 29.06.2023  
Analysis Completion Date : 06.07.2023  
Sample collected by Vimta Labs Ltd.,

**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room (Bore well-1) GW4	Near Auto Parking area (Bore well-1) GW5	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.43	7.33	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable
5	Conductivity	µS/cm	APHA 23 <sup>9f</sup> (2510B)	484	503	5
6	Turbidity	NTU	IS 3025 (Part 10)	1	1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	302	318	500(2000)
8	Total Hardness (as CaCO <sub>3</sub> )	mg/l	IS 3025 (Part-21)	181	179	200(600)
9	Total Alkalinity as CaCO <sub>3</sub>	mg/l	IS 3025 (Part-23)	164.2	171.2	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	39.3	34.5	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	20.0	22.7	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	<0.01	<0.01	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	35.6	39.2	250(1000)
15	Sulphates (as SO <sub>4</sub> )	mg/l	IS 3025 (part-24)	20.4	17.3	200(400)
16	Fluorides (as F)	mg/l	APHA 23 <sup>1d</sup> (4500)	0.5	0.4	1.0(1.5)

Note: 5 - Limits not specified;

NR - No Relaxation

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

**Dr. SubbaReddy Mallampati**  
Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/05417/013  
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P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

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**SAMPLE PARTICULARS : Ground Water**

**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	Near CCR Room (Bore well-1) GW4	Near Auto Parking area (Bore well-1) GW5	Limits as per IS 10500 : 2012
17	Nitrates (as NO <sub>3</sub> )	mg/l	APHA 23 <sup>rd</sup> (4500)	4.9	6.2	45(NR)
18	Sodium as Na	mg/l	APHA 23 <sup>rd</sup> (3500 Na)	25.6	30.7	5
19	Potassium as K	mg/l	APHA 23 <sup>rd</sup> (3500 K)	4.3	3.5	5
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27.3)	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 <sup>rd</sup> 3125	0.04	0.07	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.18	0.14	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	<0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 <sup>rd</sup>	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	10

Note: S - Limits not specified;

NR - No Relaxation

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



**Dr. SubbaReddy Mallampati  
Manager-Environment**



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UTTAR PRADESH-226009

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**SAMPLE PARTICULARS : Ground Water**

Frequency Of Sampling : One Grab sample in a Quarter  
Month of Sampling : **June 2023**  
Quantity Collected for Analysis : 5 Liter  
Type of Container used for sampling : HDPE Plastic Container-3 L  
Amberlite Glass Container-2 L  
Test Required : As per IS 10500:2012  
Sample Collected On : 27.06.2023  
Analysis Start Date : 29.06.2023  
Analysis Completion Date : 06.07.2023  
Sample collected by Vimta Labs Ltd.,

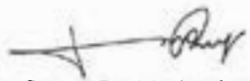
**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	Residential Colony-1 GW6	Residential Colony-2 GW7	Limits as per IS 10500 : 2012
1	pH	-	IS 3025 (Part-11)	7.55	7.60	6.5 – 8.5 (NR)
2	Colour	Hazen	IS:3025 (Part 4):1983	Colourless	Colourless	5(15)
3	Taste	-	IS 3025 (Part 7 & 8):	Agreeable	Agreeable	Agreeable
4	Odour	-	IS 3025 (Part 5)	Agreeable	Agreeable	Agreeable
5	Conductivity	uS/cm	APHA 23 <sup>rd</sup> (2510B)	411	387	5
6	Turbidity	NTU	IS 3025 (Part 10)	1	1	1(5)
7	TDS	mg/l	IS 3025 (Part 16)	257	238	500(2000)
8	Total Hardness (as CaCO <sub>3</sub> )	mg/l	IS 3025 (Part-21)	146	142	200(600)
9	Total Alkalinity as CaCO <sub>3</sub>	mg/l	IS 3025 (Part-23)	149.7	133.1	200(600)
10	Calcium (as Ca)	mg/l	IS 3025 (part-40)	28.1	30.8	75(200)
11	Magnesium (as Mg)	mg/l	IS 3025 (Part-46)	18.6	16.0	30(100)
12	Free residual Chlorine	mg/l	IS:3025 (Part 26, 1.2)	<0.1	<0.1	0.2(1)
13	Boron (as B)	mg/l	IS:13428:2005	<0.01	<0.01	0.5(1)
14	Chlorides (as Cl)	mg/l	IS 3025 (Part 32)	26.1	30.2	250(1000)
15	Sulphates (as SO <sub>4</sub> )	mg/l	IS 3025 (part-24)	14.3	12.3	200(400)
16	Fluorides (as F)	mg/l	APHA 23 <sup>rd</sup> (4500)	0.5	0.3	1.0(1.5)

Note: 5 - Limits not specified;

NR - No Relaxation

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

  
**Dr. SubbaReddy Mallampati**  
Manager-Environment

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P.O. Date : 12.04.2023

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**SAMPLE PARTICULARS : Ground Water**


**TEST REPORT**

Sr.No	Parameter	UoM	Method of Testing	Near Community Center (Bore well-1) GW6	Nursery Area Bore Well GW7	Limits as per IS 10500 : 2012
17	Nitrates (as NO <sub>3</sub> )	mg/l	APHA 23 <sup>rd</sup> (4500)	3.8	4.7	45(NR)
18	Sodium as Na	mg/l	APHA 23 <sup>rd</sup> (3500 Na)	24.8	21.8	5
19	Potassium as K	mg/l	APHA 23 <sup>rd</sup> (3500 K)	4.1	2.6	5
20	Phenolic Compounds	mg/l	IS:3025 (Part 43)	<0.001	<0.001	0.001(0.002)
21	Cyanides(as CN)	mg/l	IS:3025 (Part 27.3)	<0.02	<0.02	0.05 (NR)
22	Anionic Detergents	mg/l	IS:13428:2005	<0.02	<0.02	0.2 (1.0)
23	Mineral Oil	mg/l	IS 3025 (Part 39):	<0.01	<0.01	0.5 (NR)
24	Cadmium (as Cd)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.003	<0.003	0.003 (NR)
25	Total Arsenic (as As)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.01 (0.05)
26	Copper (as Cu)	mg/l	IS:3025 Part 2:2004	<0.01	<0.01	0.05 (1.5)
27	Lead (as Pb)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.01 (NR)
28	Manganese (as Mn)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.1 (0.3)
29	Iron (as Fe)	mg/l	APHA 23 <sup>rd</sup> 3125	0.05	0.06	0.3(NR)
30	Total Chromium (as Cr)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.01	<0.01	0.05(NR)
31	Selenium (as Se)	mg/l	IS:15303:2003	<0.01	<0.01	0.01(NR)
32	Zinc (as Zn)	mg/l	IS:3025 Part 2:2004	0.22	0.16	5(15)
33	Aluminum (as Al)	mg/l	IS:3025 (Part 55)	<0.01	0.01	0.03(0.2)
34	Mercury (as Hg)	mg/l	APHA 23 <sup>rd</sup> 3125	<0.001	<0.001	0.001(NR)
35	Pesticides	µg/l	APHA 23 <sup>rd</sup>	Absent	Absent	Absent
36	E. Coil	-	IS 15185:: 2016	Absent	Absent	Absent
37	Total Coliforms	MPN/100	IS:15185:2016	Absent	Absent	10

Note: S - Limits not specified;

NR - No Relaxation

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

  
**Dr. SubbaReddy Mallampati**  
Manager-Environment

July-2023

# Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**



VIMTA LABS LIMITED,  
142,IDA, PHASE-II,CHERLAPALLY,  
HYDERABAD-500051,TELANGANA STATE  
[www.vimta.com](http://www.vimta.com).[www.env@vimta.com](mailto:www.env@vimta.com)

# AMBIENT AIR QUALITY

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/001  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>July 2023</b>
Test Required	: PM10, PM2.5, SO2, NO2 and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-1	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
03.07.2023	24.2	45.2	12.4	16.3	0.362
07.07.2023	25.6	49.8	11.8	15.6	0.324
10.07.2023	31.2	55.2	10.7	18.4	0.351
13.07.2023	27.2	46.4	12.9	17.2	0.394
17.07.2023	25.3	50.8	11.8	13.7	0.373
20.07.2023	27.3	45.8	14.5	17.2	0.362
25.07.2023	31.5	44.9	14.0	16.8	0.296
28.07.2023	29.4	48.2	12.6	18.8	0.387
<b>Minimum</b>	<b>24.2</b>	<b>44.9</b>	<b>10.7</b>	<b>13.7</b>	<b>0.296</b>
<b>Maximum</b>	<b>31.5</b>	<b>55.2</b>	<b>14.5</b>	<b>18.8</b>	<b>0.394</b>
<b>Mean</b>	<b>27.7</b>	<b>48.3</b>	<b>12.6</b>	<b>16.8</b>	<b>0.356</b>
<b>98%le</b>	<b>31.5</b>	<b>54.6</b>	<b>14.4</b>	<b>18.7</b>	<b>0.393</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ1: Top of The Fire Station-Airside:26.762645, 80.885795.



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/002  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>July 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
03.07.2023	23.4	47.8	12.3	16.4	0.344
07.07.2023	25.1	42.8	10.2	14.7	0.324
10.07.2023	22.8	50.2	12.1	15.9	0.383
13.07.2023	25.5	47.0	11.7	17.4	0.404
17.07.2023	29.7	45.5	12.8	15.3	0.367
20.07.2023	24.5	48.7	11.9	14.1	0.335
25.07.2023	28.3	45.2	12.2	16.2	0.343
28.07.2023	25.7	40.1	10.9	13.8	0.374
<b>Minimum</b>	<b>22.8</b>	<b>40.1</b>	<b>10.2</b>	<b>13.8</b>	<b>0.324</b>
<b>Maximum</b>	<b>29.7</b>	<b>50.2</b>	<b>12.8</b>	<b>17.4</b>	<b>0.404</b>
<b>Mean</b>	<b>25.6</b>	<b>45.9</b>	<b>11.8</b>	<b>15.5</b>	<b>0.359</b>
<b>98%ile</b>	<b>29.5</b>	<b>50.0</b>	<b>12.7</b>	<b>17.3</b>	<b>0.401</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS – AAQ2: Top of SCADA Building:26.766749, 80.885418.



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/003  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and NO2 - IS:5182 P-6
Month of Monitoring	: <b>July 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO,
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
03.07.2023	23.8	49.7	9.6	14.2	0.297
07.07.2023	27.7	47.3	10.9	13.9	0.358
10.07.2023	28.1	44.3	10.4	12.7	0.303
13.07.2023	26.4	46.9	11.8	14.8	0.307
17.07.2023	23.3	44.1	9.5	13.1	0.297
20.07.2023	22.8	50.8	11.2	14.4	0.314
25.07.2023	26.5	42.8	9.3	13.8	0.324
28.07.2023	24.1	45.4	10.3	12.5	0.291
03.07.2023	<b>22.8</b>	<b>42.8</b>	<b>9.3</b>	<b>12.5</b>	<b>0.291</b>
<b>Minimum</b>	<b>28.1</b>	<b>50.8</b>	<b>11.8</b>	<b>14.8</b>	<b>0.358</b>
<b>Maximum</b>	<b>25.3</b>	<b>46.4</b>	<b>10.4</b>	<b>13.7</b>	<b>0.311</b>
<b>Mean</b>	<b>28.0</b>	<b>50.6</b>	<b>11.7</b>	<b>14.7</b>	<b>0.353</b>
<b>98%le</b>	23.8	49.7	9.6	14.2	0.297
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS – AAQ3: Near Terminal-1 uilding:  
26.764931, 80.881793.



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/004  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **July 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-4	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
03.07.2023	26.5	52.7	12.1	14.4	0.334
07.07.2023	27.9	47.3	11.4	15.1	0.326
10.07.2023	24.3	49.2	12.8	16.6	0.335
13.07.2023	32.6	51.4	11.9	14.2	0.311
17.07.2023	30.2	50.3	13.1	17.3	0.347
20.07.2023	23.1	52.3	10.7	16.8	0.292
25.07.2023	28.1	42.6	12.2	18.5	0.331
28.07.2023	25.4	46.2	11.7	15.6	0.304
03.07.2023	<b>23.1</b>	<b>42.6</b>	<b>10.7</b>	<b>14.2</b>	<b>0.292</b>
<b>Minimum</b>	<b>32.6</b>	<b>52.7</b>	<b>13.1</b>	<b>18.5</b>	<b>0.347</b>
<b>Maximum</b>	<b>27.3</b>	<b>49.0</b>	<b>12.0</b>	<b>16.1</b>	<b>0.323</b>
<b>Mean</b>	<b>32.3</b>	<b>52.6</b>	<b>13.1</b>	<b>18.3</b>	<b>0.345</b>
<b>98%ile</b>	26.5	52.7	12.1	14.4	0.334
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ4: project Office :26.766851, 80.877135

  
**Dr. Subba Reddy Mallampati**  
**Manager-Environment**



**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/005  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **July 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-5	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
03.07.2023	30.2	45.3	12.1	14.3	0.368
07.07.2023	26.8	53.4	11.3	13.8	0.330
10.07.2023	27.9	47.2	12.4	15.2	0.322
13.07.2023	33.7	56.3	11.6	14.1	0.378
17.07.2023	27.1	47.6	10.1	14.9	0.344
20.07.2023	25.7	51.3	10.8	13.5	0.329
25.07.2023	28.6	46.5	9.8	12.2	0.352
28.07.2023	25.1	44.9	11.1	14.8	0.367
<b>Minimum</b>	<b>25.1</b>	<b>44.9</b>	<b>9.8</b>	<b>12.2</b>	<b>0.322</b>
<b>Maximum</b>	<b>33.7</b>	<b>56.3</b>	<b>12.4</b>	<b>15.2</b>	<b>0.378</b>
<b>Mean</b>	<b>28.1</b>	<b>49.1</b>	<b>11.2</b>	<b>14.1</b>	<b>0.349</b>
<b>98%le</b>	<b>33.2</b>	<b>55.9</b>	<b>12.4</b>	<b>15.2</b>	<b>0.377</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ5: Rahimabad:26.745255, 80.881463



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/006  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: <b>July 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-6	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
Date of Sampling					
03.07.2023	23.8	49.2	10.2	12.8	0.327
07.07.2023	28.1	54.2	11.3	14.2	0.344
10.07.2023	32.4	56.9	10.5	13.6	0.316
13.07.2023	33.4	50.5	9.9	14.6	0.368
17.07.2023	25.4	48.7	11.7	13.7	0.339
20.07.2023	27.4	52.6	11.3	15.1	0.309
25.07.2023	34.2	47.7	12.3	14.3	0.358
28.07.2023	26.3	53.4	10.8	12.6	0.312
<b>Minimum</b>	<b>23.8</b>	<b>47.7</b>	<b>9.9</b>	<b>12.6</b>	<b>0.309</b>
<b>Maximum</b>	<b>34.2</b>	<b>56.9</b>	<b>12.3</b>	<b>15.1</b>	<b>0.368</b>
<b>Mean</b>	<b>28.9</b>	<b>51.7</b>	<b>11.0</b>	<b>13.9</b>	<b>0.334</b>
<b>98%ile</b>	<b>34.1</b>	<b>56.5</b>	<b>12.2</b>	<b>15.0</b>	<b>0.367</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ6: Nadarganj:26.762061, 80.868314

  
**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

AMBIENT NOISE LEVEL

**ISSUED TO:**

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

Report Number : VLL/VLS/23/07349/007  
Issued Date : 2023.08.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

**SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING**

Frequency Of Sampling	: Monthly Once in Each Location
Time Weighted Average	: 24 Hours
Method of Analysis	: IS:9989
Month of Monitoring	: <b>July 2023</b>
Test Required	: L-Day and L-Night
Sample collected by Vimta labs ltd	

**TEST REPORT**

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	10.07.2023	62.1	55.9
2	Top of SCADA Building	07.07.2023	59.3	51.7
3	Near Terminal-1 Building	03.07.2023	64.4	53.3
4	Project office	13.07.2023	58.3	52.0
5	Rahimabad	17.07.2023	52.5	42.7
6	Nadarganj	20.07.2023	51.7	43.2
<b>Noise Standards for Airport Zone</b>			<b>70.0</b>	<b>65.0</b>

- GPS – 1. Top of the Fire Station (Air Side): 26.762645,80.885795  
2. Top of SCADA Building : 26.766842, 80.88594  
3. Near Terminal-1 Building : 26.765092,80.88119  
4. Project office : 26.766909, 80.87707  
5. Rahimabad : 26.745483,80.881809  
6. Nadarganj :26.762069,80.868413

**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

August-2023

# Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**



VIMTA LABS LIMITED,  
142,IDA, PHASE-II,CHERLAPALLY,  
HYDERABAD-500051,TELANGANA STATE  
[www.vimta.com](http://www.vimta.com).[www.env@vimta.com](mailto:www.env@vimta.com)

# AMBIENT AIR QUALITY

**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/001  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5-IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **August 2023**  
Test Required : PM10, PM2.5, SO2, NO2 and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-1	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	27.1	52.1	14.2	17.8	0.339
04.08.2023	28.9	46.3	10.6	13.7	0.357
07.08.2023	25.1	48.1	14.3	19.1	0.328
10.08.2023	30.5	53.2	11.7	14.2	0.287
14.08.2023	28.2	46.7	13.6	15.2	0.350
17.08.2023	30.6	49.3	10.7	13.2	0.395
22.08.2023	24.6	49.6	13.5	18.3	0.273
24.08.2023	28.1	51.7	11.4	16.9	0.403
28.08.2023	26.3	46.2	13.2	14.3	0.342
31.08.2023	30.4	53.8	11.5	15.1	0.318
<b>Minimum</b>	<b>24.6</b>	<b>46.2</b>	<b>10.6</b>	<b>13.2</b>	<b>0.273</b>
<b>Maximum</b>	<b>30.6</b>	<b>53.8</b>	<b>14.3</b>	<b>19.1</b>	<b>0.403</b>
<b>Mean</b>	<b>28.0</b>	<b>49.7</b>	<b>12.5</b>	<b>15.8</b>	<b>0.339</b>
<b>98%ile</b>	<b>30.6</b>	<b>53.7</b>	<b>14.3</b>	<b>19.0</b>	<b>0.402</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS – AAQ1: Top of The Fire Station-Airside:26.762645, 80.885795.



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/002  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **August 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	27.3	50.7	10.9	14.1	0.317
04.08.2023	22.8	40.4	11.5	15.9	0.366
07.08.2023	24.9	48.1	10.7	13.6	0.356
10.08.2023	23.2	44.6	13.0	14.5	0.382
14.08.2023	27.1	48.4	11.4	13.5	0.340
17.08.2023	22.2	46.3	13.2	15.3	0.353
22.08.2023	25.5	48.1	10.8	13.9	0.316
24.08.2023	23.4	37.7	12.2	16.2	0.392
28.08.2023	21.8	43.2	11.5	15.4	0.352
31.08.2023	26.5	48.2	10.5	14.5	0.338
<b>Minimum</b>	<b>21.8</b>	<b>37.7</b>	<b>10.5</b>	<b>13.5</b>	<b>0.316</b>
<b>Maximum</b>	<b>27.3</b>	<b>50.7</b>	<b>13.2</b>	<b>16.2</b>	<b>0.392</b>
<b>Mean</b>	<b>24.5</b>	<b>45.6</b>	<b>11.6</b>	<b>14.7</b>	<b>0.351</b>
<b>98%le</b>	<b>27.1</b>	<b>50.3</b>	<b>13.2</b>	<b>16.1</b>	<b>0.390</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS – AAQ2: Top of SCADA Building:26.766749, 80.885418.



**Dr. Subba Reddy Mallampati  
Manager-Environment**



**Vimta Labs Limited**

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**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/003  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **August 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO,  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	28.1	46.5	11.4	13.3	0.318
04.08.2023	23.6	52.3	9.7	12.0	0.281
07.08.2023	25.4	49.0	12.2	14.2	0.280
10.08.2023	29.7	50.4	10.6	12.9	0.340
14.08.2023	26.2	42.3	11.3	14.6	0.282
17.08.2023	24.5	48.3	10.0	12.5	0.339
22.08.2023	26.5	47.5	11.1	15.3	0.301
24.08.2023	27.4	48.9	9.1	13.6	0.324
28.08.2023	24.3	43.6	12.5	14.5	0.287
31.08.2023	29.5	50.8	11.4	12.8	0.317
<b>Minimum</b>	<b>23.6</b>	<b>42.3</b>	<b>9.1</b>	<b>12.0</b>	<b>0.280</b>
<b>Maximum</b>	<b>29.7</b>	<b>52.3</b>	<b>12.5</b>	<b>15.3</b>	<b>0.340</b>
<b>Mean</b>	<b>26.4</b>	<b>48.0</b>	<b>10.9</b>	<b>13.6</b>	<b>0.307</b>
<b>98%ile</b>	<b>29.7</b>	<b>52.0</b>	<b>12.4</b>	<b>15.2</b>	<b>0.340</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS – AAQ3: Near Terminal-1 uilding:  
26.764931, 80.881793.



**Dr. Subba Reddy Mallampati**  
Manager-Environment

**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/004  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: <b>August 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-4	RESULTS (µg/m <sup>3</sup> )				
	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	28.6	49.2	10.3	12.1	0.307
04.08.2023	25.6	44.9	12.7	16.3	0.318
07.08.2023	26.4	52.1	11.4	14.3	0.308
10.08.2023	30.3	49.0	13.2	15.4	0.329
14.08.2023	32.3	53.2	11.7	14.2	0.320
17.08.2023	20.8	49.9	12.0	15.4	0.310
22.08.2023	30.2	45.5	10.8	16.2	0.304
24.08.2023	23.1	43.8	13.0	14.5	0.322
28.08.2023	28.1	50.5	11.6	15.2	0.308
31.08.2023	30.7	47.1	10.8	13.5	0.275
<b>Minimum</b>	<b>20.8</b>	<b>43.8</b>	<b>10.3</b>	<b>12.1</b>	<b>0.275</b>
<b>Maximum</b>	<b>32.3</b>	<b>53.2</b>	<b>13.2</b>	<b>16.3</b>	<b>0.329</b>
<b>Mean</b>	<b>27.6</b>	<b>48.5</b>	<b>11.8</b>	<b>14.7</b>	<b>0.310</b>
<b>98%ile</b>	<b>32.0</b>	<b>53.0</b>	<b>13.2</b>	<b>16.3</b>	<b>0.328</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ4: project Office :26.766851, 80.877135



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/005  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling	: Weekly Twice
Time Weighted Average	: 24 Hours
Sampling & Analysis Method	: PM10-IS:5182 P-23; and PM2.5-IS:5182P-24
Month of Monitoring	: <b>August 2023</b>
Test Required	: PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>2</sub> and CO
Sample collected by Vimta labs ltd	

**TEST REPORT**

Location Code:AAQ-5	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	27.5	50.0	11.6	15.8	0.345
04.08.2023	29.1	57.7	10.1	13.5	0.288
07.08.2023	30.8	51.9	11.5	14.0	0.309
10.08.2023	25.6	48.1	10.4	13.6	0.327
14.08.2023	34.3	52.3	11.9	15.4	0.321
17.08.2023	29.0	48.2	12.8	14.2	0.351
22.08.2023	31.5	51.3	11.6	13.7	0.276
24.08.2023	28.4	48.4	9.9	14.1	0.290
28.08.2023	26.6	53.2	12.5	15.3	0.310
31.08.2023	31.8	45.5	11.6	13.6	0.318
<b>Minimum</b>	<b>25.6</b>	<b>45.5</b>	<b>9.9</b>	<b>13.5</b>	<b>0.276</b>
<b>Maximum</b>	<b>34.3</b>	<b>57.7</b>	<b>12.8</b>	<b>15.8</b>	<b>0.351</b>
<b>Mean</b>	<b>29.5</b>	<b>50.7</b>	<b>11.4</b>	<b>14.3</b>	<b>0.314</b>
<b>98%ile</b>	<b>33.9</b>	<b>56.9</b>	<b>12.7</b>	<b>15.7</b>	<b>0.350</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ5: Rahimabad:26.745255, 80.881463



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

**ISSUED TO:**

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

Report Number : VLL/VLS/23/09470/006  
Issued Date : 2023.09.06  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **August 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-6	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
02.08.2023	25.9	52.1	8.8	13.4	0.300
04.08.2023	27.1	50.3	12.6	15.4	0.338
07.08.2023	34.5	45.6	11.4	13.6	0.289
10.08.2023	31.1	48.1	11.2	15.8	0.277
14.08.2023	27.5	51.6	10.3	13.2	0.312
17.08.2023	35.2	50.2	12.6	16.0	0.327
22.08.2023	28.3	46.6	10.9	12.8	0.331
24.08.2023	24.0	51.0	12.1	13.8	0.330
28.08.2023	32.1	49.3	10.9	14.2	0.345
31.08.2023	28.2	55.4	11.5	13.3	0.316
<b>Minimum</b>	<b>24.0</b>	<b>45.6</b>	<b>8.8</b>	<b>12.8</b>	<b>0.277</b>
<b>Maximum</b>	<b>35.2</b>	<b>55.4</b>	<b>12.6</b>	<b>16.0</b>	<b>0.345</b>
<b>Mean</b>	<b>29.4</b>	<b>50.0</b>	<b>11.2</b>	<b>14.2</b>	<b>0.317</b>
<b>98%ile</b>	<b>35.1</b>	<b>54.8</b>	<b>12.6</b>	<b>16.0</b>	<b>0.344</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ6: Nadarganj:26.762061, 80.868314



**Dr. Subba Reddy Mallampati**  
**Manager-Environment**

AMBIENT NOISE LEVEL

September-2023

## Environmental Monitoring Test Reports



**Project Proponent:**

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

**Consultant:**



VIMTA LABS LIMITED.,  
142,IDA, PHASE-II,CHERLAPALLY,  
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[www.vimta.com](http://www.vimta.com).[www.env@vimta.com](mailto:www.env@vimta.com)

**ISSUED TO:**

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

Report Number : VLL/VLS/23/10841/002  
Issued Date : 2023.10.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **September 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-2	RESULTS (µg/m <sup>3</sup> )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
05.09.2023	21.9	48.4	13.7	16.7	0.402
08.09.2023	25.6	44.9	11.2	12.8	0.328
11.09.2023	27.9	50.2	12.8	14.7	0.372
15.09.2023	29.3	52.7	13.1	17.7	0.392
18.09.2023	26.3	46.1	14.1	13.7	0.344
22.09.2023	24.7	49.3	13.3	14.4	0.369
26.09.2023	23.4	43.4	13.6	16.5	0.377
28.09.2023	24.2	40.7	12.3	15.2	0.408
Minimum	21.9	40.7	11.2	12.8	0.328
Maximum	29.3	52.7	14.1	17.7	0.408
Mean	25.4	47.0	13.0	15.2	0.374
98%ile	29.1	52.4	14.0	17.6	0.407
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>
- GPS – AAQ2: Top of SCADA Building:26.766749, 80.885418.

**Dr. Subba Reddy Mallampati**  
Manager-Environment

**Vimta Labs Limited**

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

Report Number : VLL/VLS/23/10841/003  
Issued Date : 2023.10.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10 - IS:5182 P-23; PM2.5 - IS:5182P-24; SO2 - IS:5182 P2; and  
NO2 - IS:5182 P-6  
Month of Monitoring : **September 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO,  
Sample collected by Vimta labs lid

**TEST REPORT**

Location Code:AAQ-3	RESULTS( $\mu\text{g}/\text{m}^3$ )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
05.09.2023	24.4	49.7	10.2	12.9	0.351
08.09.2023	26.3	45.4	8.6	14.5	0.281
11.09.2023	27.5	41.8	11.3	13.3	0.324
15.09.2023	28.5	47.7	13.2	16.1	0.295
18.09.2023	23.7	50.8	9.4	13.4	0.318
22.09.2023	25.8	44.3	12.8	15.4	0.353
26.09.2023	22.3	42.8	9.8	12.2	0.345
28.09.2023	25.2	46.4	12.1	13.1	0.312
<b>Minimum</b>	<b>22.3</b>	<b>41.8</b>	<b>8.6</b>	<b>12.2</b>	<b>0.281</b>
<b>Maximum</b>	<b>28.5</b>	<b>50.8</b>	<b>13.2</b>	<b>16.1</b>	<b>0.353</b>
<b>Mean</b>	<b>25.5</b>	<b>46.1</b>	<b>10.9</b>	<b>13.9</b>	<b>0.322</b>
<b>98%ile</b>	<b>28.4</b>	<b>50.6</b>	<b>13.1</b>	<b>16.0</b>	<b>0.353</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

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

GPS - AAQ3: Near Terminal-1 uilding:  
26.764931, 80.881793.

**Dr. Subba Reddy Mallampati  
Manager-Environment**



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(CHAUDHARY CHARAN SINGH INTERNATIONAL  
AIRPORT),  
AMAUSI, LUCKNOW,  
UTTARPRADESH-226009**

Report Number : VLL/VLS/23/10841/004  
Issued Date : 2023.10.07  
P. Order Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **September 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-4	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
05.09.2023	24.8	51.4	11.7	14.6	0.294
08.09.2023	27.3	48.6	10.5	15.8	0.291
11.09.2023	22.6	49.3	11.1	14.3	0.304
15.09.2023	30.7	44.7	12.5	16.3	0.290
18.09.2023	28.3	50.8	10.7	16.4	0.321
22.09.2023	21.5	52.7	9.2	13.1	0.332
26.09.2023	23.1	47.4	9.6	14.8	0.311
28.09.2023	25.8	41.7	11.3	15.2	0.314
Minimum	21.5	41.7	9.2	13.1	0.290
Maximum	30.7	52.7	12.5	16.4	0.332
Mean	25.5	48.3	10.8	15.1	0.307
98%ile	30.4	52.5	12.4	16.4	0.330
NAAQ Standard	60	100	80	80	2

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS – AAQ4: project Office :26.766851, 80.877135

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UTTARPRADESH-226009**

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P.O. Date : 12.04.2023

Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : **September 2023**  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-5	RESULTS (µg/m <sup>3</sup> )					
	Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
	05.09.2023	30.2	47.3	10.4	13.3	0.325
	08.09.2023	28.2	44.6	9.5	14.2	0.298
	11.09.2023	29.3	52.7	10.8	11.3	0.344
	15.09.2023	25.5	53.6	11.6	14.9	0.378
	18.09.2023	23.1	49.4	8.9	13.8	0.382
	22.09.2023	27.1	50.2	11.2	12.4	0.354
	26.09.2023	30.5	51.3	9.1	14.2	0.311
	28.09.2023	25.7	48.5	10.9	12.8	0.363
	<b>Minimum</b>	<b>23.1</b>	<b>44.6</b>	<b>8.9</b>	<b>11.3</b>	<b>0.298</b>
	<b>Maximum</b>	<b>30.5</b>	<b>53.6</b>	<b>11.6</b>	<b>14.9</b>	<b>0.382</b>
	<b>Mean</b>	<b>27.5</b>	<b>49.7</b>	<b>10.3</b>	<b>13.4</b>	<b>0.344</b>
	<b>98%ile</b>	<b>30.5</b>	<b>53.5</b>	<b>11.5</b>	<b>14.8</b>	<b>0.381</b>
	<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in µg/m<sup>3</sup> except CO is mg/m<sup>3</sup>  
GPS – AAQ5: Rahimabad:26.745255, 80.881463

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UTTARPRADESH-226009**

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Page 1 of 1

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

Frequency Of Sampling : Weekly Twice  
Time Weighted Average : 24 Hours  
Sampling & Analysis Method : PM10-IS:5182 P-23; and PM2.5-IS:5182P-24  
Month of Monitoring : September 2023  
Test Required : PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>2</sub> and CO  
Sample collected by Vimta labs ltd

**TEST REPORT**

Location Code:AAQ-6	RESULTS ( $\mu\text{g}/\text{m}^3$ )				
Date of Sampling	Particulates Matter as PM <sub>2.5</sub>	Particulates Matter as PM <sub>10</sub>	Sulphur Dioxide as SO <sub>2</sub>	Nitrogen Dioxide as NO <sub>2</sub>	CO Carbon Monoxide
05.09.2023	25.9	52.1	8.8	13.4	0.300
08.09.2023	27.1	50.3	12.6	15.4	0.338
11.09.2023	30.5	45.6	11.4	13.6	0.289
15.09.2023	31.1	48.1	11.2	15.8	0.277
18.09.2023	27.5	51.6	10.3	13.2	0.312
22.09.2023	29.3	50.2	12.6	16.0	0.327
26.09.2023	28.3	46.6	10.9	12.8	0.331
28.09.2023	24.0	51.0	12.1	13.8	0.330
<b>Minimum</b>	<b>24.0</b>	<b>45.6</b>	<b>8.8</b>	<b>12.8</b>	<b>0.277</b>
<b>Maximum</b>	<b>31.1</b>	<b>52.1</b>	<b>12.6</b>	<b>16.0</b>	<b>0.338</b>
<b>Mean</b>	<b>28.0</b>	<b>49.4</b>	<b>11.2</b>	<b>14.3</b>	<b>0.313</b>
<b>98%ile</b>	<b>31.0</b>	<b>52.0</b>	<b>12.6</b>	<b>16.0</b>	<b>0.337</b>
<b>NAAQ Standard</b>	<b>60</b>	<b>100</b>	<b>80</b>	<b>80</b>	<b>2</b>

- All the above values are expressed in  $\mu\text{g}/\text{m}^3$  except CO is  $\text{mg}/\text{m}^3$   
GPS – AAQ6: Nadarganj:26.762061, 80.868314

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 UTTARPRADESH-226009**

Report Number : VLL/VLS/23/10841/007  
 Issued Date : 2023.10.07  
 P. Order Ref : 5700324133  
 P.O. Date : 12.04.2023

Page 1 of 1


**SAMPLE PARTICULARS : AMBIENT NOISE LEVEL MONITORING**

Frequency Of Sampling : Monthly Once in Each Location  
 Time Weighted Average : 24 Hours  
 Method of Analysis : IS:9989  
 Month of Monitoring : **September 2023**  
 Test Required : L-Day and L-Night  
 Sample collected by Vimta labs ltd

**TEST REPORT**

Sr.No	Name of the Location	Date of Monitoring	L-day	L-night
			dB(A)	
1	Top of the Fire Station (Air Side)	11.09.2023	63.9	52.6
2	Top of SCADA Building	08.09.2023	58.3	48.5
3	Near Terminal-1 Building	05.09.2023	59.3	51.4
4	Project office	15.09.2023	60.8	53.3
5	Rahimabad	22.09.2023	53.1	42.2
6	Nadarganj	18.09.2023	52.7	41.4
<b>Noise Standards for Airport Zone</b>			<b>70.0</b>	<b>65.0</b>

GPS – 1. Top of the Fire Station (Air Side): 26.762645,80.885795  
 2. Top of SCADA Building : 26.766842, 80.88594  
 3. Near Terminal-1 Building : 26.765092,80.88119  
 4. Project office : 26.766909, 80.87707  
 5. Rahimabad : 26.745483,80.881809  
 6. Nadarganj :26.762069,80.868413

  
**Dr. Subba Reddy Mallampati**  
 Manager-Environment

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AMAUSI, LUCKNOW,  
UTTAR PRADESH-226009**Report Number : VLL/VLS/23/10841/012  
Issue Date : 2023.10.07  
P.O. Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO <sub>2</sub> , Nitrogen dioxides as NO <sub>2</sub> , Ozone (O <sub>3</sub> ), Carbon monoxide (CO), Ammonia (NH <sub>3</sub> ), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C <sub>6</sub> H <sub>6</sub> ) and Benzo (A) Pyrene (BaP).
Sampling Date :	2023-09-21
Analysis Starting Date :	2023-09-23
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF THE FIRE STATION-AIR SIDE

**TEST REPORT**

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m <sup>3</sup>	IS-5182(P-23)	53.2	100
2	Particulate Matter as PM2.5	µg/m <sup>3</sup>	IS-5182(P-24)	27.5	60
3	Sulphur dioxide as SO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-02)	14.5	80
4	Nitrogen dioxide as NO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-06)	18.3	80
5	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	Method-411	11.5	100
6	Carbon monoxide (CO)	mg/m <sup>3</sup>	IS-5182 (Part-10)	0.389	02
7	Ammonia (NH <sub>3</sub> )	µg/m <sup>3</sup>	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m <sup>3</sup>	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	06
10	Nickel (Ni)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	20
11	Benzene (C <sub>6</sub> H <sub>6</sub> )	µg/m <sup>3</sup>	ASTM D 3686-95	BDL	05
12	Benzo (A) Pyrene (BaP)	ng/m <sup>3</sup>	USEPA 8270D	BDL	01

## Remarks:

Carbon Monoxide detectable Limit 10µg/m<sup>3</sup>  
Lead Detectable Limit 0.01µg/m<sup>3</sup>  
Arsenic and Nickel Detectable Limit 2ng/m<sup>3</sup>  
Benzene Detectable Limit 2 µg/m<sup>3</sup>  
B(a)P Detectable Limit 0. 2ng/m<sup>3</sup>**Dr. SubbaReddy Mallampati  
Manager-Environment**

**ISSUED TO**

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

Report Number : VLL/VLS/23/10841/013  
Issue Date : 2023.10.07  
P.O. Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO <sub>2</sub> , Nitrogen dioxides as NO <sub>2</sub> , Ozone (O <sub>3</sub> ), Carbon monoxide (CO), Ammonia (NH <sub>3</sub> ), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C <sub>6</sub> H <sub>6</sub> ) and Benzo (A) Pyrene (BaP).
Sampling Date :	2023-09-21
Analysis Starting Date :	2023-09-23
Sampling Duration (minutes)	1440
Sampling Location :	TOP OF SCADA BUILDING

**TEST REPORT**

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m <sup>3</sup>	IS-5182(P-23)	50.1	100
2	Particulate Matter as PM2.5	µg/m <sup>3</sup>	IS-5182(P-24)	26.6	60
3	Sulphur dioxide as SO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-02)	13.2	80
4	Nitrogen dioxide as NO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-06)	16.0	80
5	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	Method-411	12.3	100
6	Carbon monoxide (CO)	mg/m <sup>3</sup>	IS-5182 (Part-10)	0.371	02
7	Ammonia (NH <sub>3</sub> )	µg/m <sup>3</sup>	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m <sup>3</sup>	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	06
10	Nickel (Ni)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	20
11	Benzene (C <sub>6</sub> H <sub>6</sub> )	µg/m <sup>3</sup>	ASTM D 3686-95	BDL	05
12	Benzo (A) Pyrene (BaP)	ng/m <sup>3</sup>	USEPA 8270D	BDL	01

**Remarks:**

Carbon Monoxide detectable Limit 10µg/m<sup>3</sup>  
Lead Detectable Limit 0.01µg/m<sup>3</sup>  
Arsenic and Nickel Detectable Limit 2ng/m<sup>3</sup>  
Benzene Detectable Limit 2 µg/m<sup>3</sup>  
B(a)P Detectable Limit 0. 2ng/m<sup>3</sup>



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Report Number : VLL/VLS/23/10841/014  
Issue Date : 2023.10.07  
P.O. Ref : 5700324133  
P.O. Date : 12.04.2023

Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO <sub>2</sub> , Nitrogen dioxides as NO <sub>2</sub> , Ozone (O <sub>3</sub> ), Carbon monoxide (CO), Ammonia (NH <sub>3</sub> ), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C <sub>6</sub> H <sub>6</sub> ) and Benzo (A) Pyrene (BaP).
Sampling Date :	2023-09-21
Analysis Starting Date :	2023-09-23
Sampling Duration (minutes)	1440
Sampling Location :	Near Terminal-1 Building

**TEST REPORT**

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m <sup>3</sup>	IS-5182(P-23)	47.3	100
2	Particulate Matter as PM2.5	µg/m <sup>3</sup>	IS-5182(P-24)	26.6	60
3	Sulphur dioxide as SO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-02)	12.8	80
4	Nitrogen dioxide as NO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-06)	15.3	80
5	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	Method-411	10.2	100
6	Carbon monoxide (CO)	mg/m <sup>3</sup>	IS-5182 (Part-10)	0.336	02
7	Ammonia (NH <sub>3</sub> )	µg/m <sup>3</sup>	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m <sup>3</sup>	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	06
10	Nickel (Ni)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	20
11	Benzene (C <sub>6</sub> H <sub>6</sub> )	µg/m <sup>3</sup>	ASTM D 3686-95	BDL	05
12	Benzo (A) Pyrene (BaP)	ng/m <sup>3</sup>	USEPA 8270D	BDL	01

**Remarks:**

Carbon Monoxide detectable Limit 10µg/m<sup>3</sup>  
Lead Detectable Limit 0.01µg/m<sup>3</sup>  
Arsenic and Nickel Detectable Limit 2ng/m<sup>3</sup>  
Benzene Detectable Limit 2 µg/m<sup>3</sup>  
B(a)P Detectable Limit 0.2ng/m<sup>3</sup>

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**UTTAR PRADESH-226009**

Report Number : VLL/VLS/23/10841/015  
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Page 1 of 1

Sample Name :	Ambient Air Quality Monitoring
Test Required :	Particulate Matter(PM10), Particulate Matter(PM2.5), Sulphur dioxide as SO <sub>2</sub> , Nitrogen dioxides as NO <sub>2</sub> , Ozone (O <sub>3</sub> ), Carbon monoxide (CO), Ammonia (NH <sub>3</sub> ), Lead (Pb), Arsenic (As), Nickel (Ni), Benzene (C <sub>6</sub> H <sub>6</sub> ) and Benzo (A) Pyrene (BaP).
Sampling Date :	2023-09-21
Analysis Starting Date :	2023-09-23
Sampling Duration (minutes)	1440
Sampling Location :	Near Project Office

**TEST REPORT**

Sr. No	Test parameters	UoM	Method of Testing	Results	NAAQS Limits
1	Particulate Matter as PM10	µg/m <sup>3</sup>	IS-5182(P-23)	49.6	100
2	Particulate Matter as PM2.5	µg/m <sup>3</sup>	IS-5182(P-24)	28.3	60
3	Sulphur dioxide as SO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-02)	12.4	80
4	Nitrogen dioxide as NO <sub>2</sub>	µg/m <sup>3</sup>	IS-5182 (Part-06)	14.3	80
5	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	Method-411	11.6	100
6	Carbon monoxide (CO)	mg/m <sup>3</sup>	IS-5182 (Part-10)	0.346	02
7	Ammonia (NH <sub>3</sub> )	µg/m <sup>3</sup>	Indophenol Blue Method	BDL	400
8	Lead (Pb)	µg/m <sup>3</sup>	IS-5182 (Part-22)	BDL	01
9	Arsenic (As)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	06
10	Nickel (Ni)	ng/m <sup>3</sup>	IS-5182 (Part-22)	BDL	20
11	Benzene (C <sub>6</sub> H <sub>6</sub> )	µg/m <sup>3</sup>	ASTM D 3686-95	BDL	05
12	Benzo (A) Pyrene (BaP)	ng/m <sup>3</sup>	USEPA 8270D	BDL	01


**Remarks:**

Carbon Monoxide detectable Limit 10µg/m<sup>3</sup>  
Lead Detectable Limit 0.01µg/m<sup>3</sup>  
Arsenic and Nickel Detectable Limit 2ng/m<sup>3</sup>  
Benzene Detectable Limit 2 µg/m<sup>3</sup>  
B(a)P Detectable Limit 0. 2ng/m<sup>3</sup>

**Dr. SubbaReddy Mallampati**  
**Manager-Environment**



# **ANNEXURE - 3**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
Annexure 3 – Photographs of Green Cover and list of species		





Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

**Annexure 3 – List of plant Species**

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

# **ANNEXURE - 4**



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

Annexure 4 – LED light installation and Solar PV installation Photographs



# **ANNEXURE - 5**

# प्रारूप-छ (संलग्नक-6)

## अग्नि सुरक्षा प्रमाणपत्र (पूर्णता (कम्प्लीशन) अनापत्ति प्रमाणपत्र)

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

दिनांक: **17-10-2020**

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

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

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

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

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

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

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

हस्ताक्षर (निर्गमन अधिकारी)  
(मुख्य अग्निशमन अधिकारी)



Digitally Signed By  
(VIJAY KUMAR SINGH)

[546A902FE4D42A5123E8A8F277613D624EF16119]

23-10-2020



# प्रारूप-छ (संलग्नक-6)

## अग्नि सुरक्षा प्रमाणपत्र (पूर्णता (कम्प्लीशन) अनापत्ति प्रमाणपत्र)

पुनर्बीबी संख्या: UPPS/2021/33866/LCK/LUCKNOW/2024/CPO

दिनांक: 11-07-2021

प्रस्तुत किया गया है कि यहाँ ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2 (NPI) प्रीतम का पड़ोस CHAUDHARI CHARAN SINGH INTERNATIONAL AIRPORT, AMAUSI, LUCKNOW स्थली - SAROJIANAGAR, पता प्लॉट 88900.00 sq.mt., कुल सड़क प्लॉट 22578.30 (बर्न स्ट्रीट), सड़क की चौड़ाई - 30फीट

खण्ड/एरिया	सुरक्षित स्थान में सड़क की चौड़ाई	सुरक्षित की चौड़ाई	टिप्पणी
TERMINAL 2	2	1	18.50 mt.

है। ध्यान दें कि अधिभोग यहाँ ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2 द्वारा किया जा रहा है। इसके द्वारा ध्यान में ली गई विधायक एवं अग्नि सुरक्षा समझौते, एम्पलीडमेंट एवं सल्लेखी भारतीय मानक ब्यूरो के अंतर्गत के अनुसंधान ध्यान में शामिल कराए गए हैं। अग्नि सुरक्षा अधिभोग अधिकारी द्वारा दिनांक 15-07-2021 को पता सड़क/ध्यान सड़क के उद्दिष्टों से ABHISHEK JAYSAWAL 8795747000 के साथ किया गया। ध्यान में अधिसूचित अग्नि सुरक्षा समझौते यहाँ के अनुसंधान अधिसूचित नहीं है। अतः उपरोक्त ध्यान को अग्नि सुरक्षा समझौते (कॉन्सिडरिंग स्टॉपिडिंग) एम्पलीडमेंट की अधिसूचना के अंतर्गत दिनांक 16-07-2021 से 15-07-2024 तक 3 वर्षों के लिए इस सड़क के साथ निहित किया जा रहा है कि ध्यान में निम्नलिखित स्थिति सभी अधिसूचना समझौते का अनुसंधान कराए हुए विधायक बनाए रखा जाएगा। ध्यान में शामिल की गई अधिसूचना समझौते में सभी नहीं करने के कारण किसी भी प्रकार के लिए यहाँ ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2 अधिभोग पूर्ण रूप से विधायक होना/होने। निहित अग्नि सुरक्षा समझौते का अधिसूचना निर्धारित समझौते के अन्तर्गत न करने के लिए अग्नि सुरक्षा समझौते बना ही किया गया है। इसके लिए यहाँ ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED - TERMINAL - 2 अधिभोग पूर्ण रूप से विधायक होना/होने।

उक्त प्रमाणपत्र जारी कर दिया जा रहा है। प्रमाणपत्र जारी करने का निर्णय प्रमाणपत्र जारी नहीं होने। उक्त प्रमाणपत्र जारी करने के अधिकार अधिभोग अधिकारी को सौंपे जा रहे हैं।

हस्ताक्षर (निमित्त अधिकारी)  
**(मुख्य अधिभोग अधिकारी)**



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

734481099424241228866274LUCKNOW/UP/11/21

15-07-2021

निहित किया जाने का दिनांक : 16-07-2021  
 PPI / LUCKNOW

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

यूआईडी संख्या: UPFS/2023/96574/LCK/LUCKNOW/4764/JD

दिनांक: 29-09-2023

प्रमाणित किया जाता है कि मेसर्स **CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT** (भवन/प्रतिष्ठान का नाम)धरती **TERMINAL 3, CCS INTERNATIONAL AIRPORT CAMPUPUS,KANPUR ROAD,LUCKNOW** तहसील - **SAROJANI NAGAR**, प्लॉट एरिया **364730 sq.mt** , कुल कवरेज एरिया **109890.0** (वर्ग मीटर), ब्लाकों की संख्या - **1** जिसमें

ब्लॉक/टावर	प्रत्येक ब्लॉक में तलों की संख्या	बेसमेंट की संख्या	ऊँचाई
TERMINAL 3 AND SERVICE YARD	2	1	29.50 mt.

है। भवन का अधिभोग मेसर्स **CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT** द्वारा किया जा रहा है। इनके द्वारा भवन में अग्नि निवारण एवं अग्नि सुरक्षा व्यवस्थाएं एन0बी0सी0 एवं तत्संबंधी भारतीय मानक ब्यूरो के आई0एस0 के अनुसार भवन में स्थापित करायी गयी व्यवस्थाओं का निरीक्षण द्वारा दिनांक **30-09-2023** को भवन स्वामी/भवन स्वामी के प्रतिनिधि श्री **SHASHI KUMAR** के साथ किया गया। भवन में अधिस्थापित अग्नि सुरक्षा व्यवस्थाएं मानकों के अनुसार अधिस्थापित पायी गयीं। अतः प्रश्नगत भवन को अग्नि सुरक्षा प्रमाणपत्र (फायर सफ्टी सर्टिफिकेट) एन0बी0सी0 की अधिभोग बेणी **Assembly** के अन्तर्गत वैधता तिथि **01-10-2023** से **30-09-2026** तक **3** वर्षों के लिए इस शर्त के साथ निर्गत किया जा रहा है कि भवन में नियमानुसार स्थापित सभी अधिशमन व्यवस्थाओं का अन्वक्षण करते हुए क्रियशील बनायी रखा जायेगा। भवन में स्थापित की गयीं अधिशमन व्यवस्थाओं में पायी गयीं कमी के कारण किसी भी घटना के लिए मेसर्स **CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT** अधिभोगी पूर्ण रूप से जिम्मेदार होगा/होगे। निर्गत अग्नि सुरक्षा प्रमाणपत्र का नवीनीकरण निर्धारित समयवधि के अन्दर न कराये जाने पर निर्गत अग्नि सुरक्षा प्रमाणपत्र स्वतः ही निरस्त मान लिया जावेगा, जिसके लिए मेसर्स **CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT** अधिभोगी पूर्ण रूप से जिम्मेदार होगा/होगे।

**Note :** अधिशमन अधिकारी/ मुख्य अधिशमन अधिकारी द्वारा प्रेषित स्थलीय भौतिक निरीक्षण संस्तुति आख्या व अपलोडिड मानचित्रों के आधार पर यह अनापत्ति प्रमाण पत्र केवल अधिशमन विभाग के मानकों के अन्तर्गत निर्गत किया जा रहा है, अन्य विभाग यथा सत्ता प्राधिकारी अपने मानकों के अन्तर्गत निर्गत करें।

*"यह प्रमाण-पत्र आपके द्वारा प्रस्तुत अभिलेखों , गणनाओं के आधार पर निर्गत किया जा रहा है । इनके अन्तर्गत पता जाने पर निर्गत प्रमाण-पत्र मान्य नहीं होगा । यह प्रमाण-पत्र अग्नि / भवन के स्थापित / अधिभोग को प्रमाणित नहीं करता है ।"*

निर्गत किये जाने का दिनांक : **01-10-2023**  
स्थान : **LUCKNOW**

हस्ताक्षर (निर्गमन अधिकारी)



Digitally Signed By  
(Aman Sharma)

(8626485507407889000E1F7D7C5607A3579263D40)

01-10-2023

# **ANNEXURE - 6**

## Rampratap Singh

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**From:** Rampratap Singh  
**Sent:** Wednesday, May 31, 2023 3:06 PM  
**To:** 'roc.lko-mef@nic.in'  
**Cc:** 'mefcc.ia3@gmail.com'; 'monitoring-ec@nic.in'; 'ms@uppcb.in'; 'rolucknow@uppcb.in'; 'roc.lkomef@nic.in'; 'cpcb.lucknow@gmail.com'; doeuplko@yahoo.com; Amol Wadanere; Azharuddin Kazi; Shalin Shah; Gaurav Sharma; Abinash Kumar Bhaiya; Rahul Bhatkoti; cao lucknowairport  
**Subject:** Half Yearly EC Compliance October'2022 to March'2023 LIAL  
**Attachments:** EC Compliance Report October 2022- March 2023.pdf

Dear Sir/Ma'am,

Lucknow International Airport Limited (LIAL) formally known as Adani Lucknow International Airport Ltd. is hereby submitting the Half Yearly EC compliance report for period of October'2022 to March'2023.

Thanks and Regards,  
Rampratap Singh  
Associate Manager  
Env. & Sustainability

**Lucknow International Airport Ltd.**

Office:T-3 Project Office, Near Amausi Metro Station

Mob 09521200957 | [rampratap.singh@adani.com](mailto:rampratap.singh@adani.com)


**adani**

Growth  
with  
Goodness

Our Values: Courage | Trust | Commitment



# **ANNEXURE - 7**

	<p>Lucknow International Airport Limited</p>	<p>From : Apr'2023 To : Sep'2023</p>
<p>Annexure 7- Photograph of Display Board</p>		



# **ANNEXURE - 8**



Office Copy

Ref No. LIAL/CAO/ES/23-24/ 1410

Date: 26.09.2023

To,

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

**Sub:** Environmental Statement for the financial year ending 31<sup>st</sup> March 2023 for "Chaudhary Charan Singh International Airport" Lucknow, by M/s Lucknow International Airport Limited (LIAL)

Ref:

- i. Consolidated Consent to Operate and Authorization (CCA) vide letter no. 155571/ UPPCB/ Lucknow (UPPCBRO)/ CTO/both/ LUCKNOW/ 2022 Dated 01/07/2022.

Dear Sir,

With reference to the above mentioned subject and reference, please find enclosed Environmental Statement in Form V prescribed under Rule 14 of the Environment (Protection) Rules 1986, for Chaudhary Charan Singh International (CCSI) Airport, Lucknow for the financial year ending 31<sup>st</sup> March 2023.

Kindly consider above submission and acknowledge.

Thank you,

Yours Sincerely,

For, M/s Lucknow International Airport Limited



**Rahul Bhatkoti**  
Chief Airport Officer  
CCS International Airport

डाक प्राप्ति रसीद  
प्राप्ति दिनांक 29-9-23  
प्राप्तकर्ता के हस्ताक्षर.....  
उत्तर प्रदेश प्रदूषण नियंत्रण बोर्ड, लखनऊ

Encl: As above.

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

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

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

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

Rosey  
29/9/23



**Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited**

**FORM V**  
(See Rule 14)

**Environmental Statement for the period from 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023**

**PART - A**

- (i) Name and address of the Owner/  
Occupier of the Industry Operation or  
Process : Mr. Rahul Bhatkoti  
Chief Airport Officer  
Lucknow International Airport Ltd. (LIAL)  
First Floor Terminal 1, CCS International Airport  
Lucknow, Lucknow-226009, Uttar Pradesh, India
- (ii) Industry Category : Red-Large  
Primary (STC Code) : NA  
Secondary (STC Code) : NA
- (iii) Production Capacity : No production as Airport is an Infrastructure
- (iv) Year of Establishment : Commercial Date of Operation (COD):  
2<sup>nd</sup> Nov 2020
- (v) Date of last Environment Statement  
submitted : 30<sup>th</sup> September 2022

**PART - B**

**Water and Raw Material Consumption**

**(i) Water Consumption (in m<sup>3</sup>/day)**

Water Consumption	1001.3
Process	NA
Domestic & cooling	1001.3

*Final*

## Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited

Details of Water Consumption for the period of April 2022 to March 2023 are enclosed as **Annexure – 1**.

Details	Process water consumption per unit of products	
	During the previous financial year (2021-22)	During the current financial year (2022-2023)
NA	NA	NA

\*Lucknow International Airport Limited (LIAL), being an Airport Operator, does not have any manufacturing or production.

### (ii) Raw Material Consumption

Name of Raw Material	Name of Products	Consumption of Raw Material per Unit of output	
		During the previous financial year (2021-22)	During the current financial year (2022-2023)
Not applicable	Not applicable	Not applicable	Not applicable

\*Lucknow International Airport Limited (LIAL), being an Airport Operator, does not have any manufacturing or production.

## PART – C

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

Pollutants	Quantity of pollutants discharged (mass/day)		Concentrations of pollutants in discharges (mass/volume)		Percentage of variation from prescribed standards with reasons
	Parameters	Avg. Mass Kg/Day	Parameters	Avg.	
(a) Water	pH	-	pH	7.83	There is no variation from prescribed standards in terms of quality of wastewater discharge. As a part of Environment Monitoring programme, monthly STP monitoring is being carried out. The analysis of the STP Monitoring report attached as <b>Annexure-4</b> .  Waste Water generated is being treated in STP. Treated water during April 2022 to March 2023, was utilized for horticulture / landscaping purpose within premises.
	Total Suspended Solids	3.02	Total Suspended Solids (mg/l)	20.0	
	BOD (5 Days @ 20 °C)	1.82	BOD (5 Days @ 20°C) (mg/l)	12.1	
	Oil & Grease	-	Oil & Grease (mg/l)	<0.1	
	COD	6.18	COD (mg/l)	41	
(b) Air	Parameters	Avg. Mass Kg/Day	Parameters	Avg.	As a part of Environment Monitoring programme, DG set flue gas monitoring is being carried out quarterly.

*Printed*

**Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited**

	Particulate Matter (PM)	0.4	Particulate Matter (mg/Nm <sup>3</sup> )	11	The Analysis of the D.G Set Stack Monitoring report attached as <b>Annexure-5</b> .
	Sulphur Dioxide (SO <sub>2</sub> )	0.46	Sulphur Dioxide (PPM)	11.7	
	Nitrogen Oxide (NO <sub>x</sub> )	4.83	Nitrogen Oxide (NO <sub>x</sub> ) (PPM)	124	

**PART - D**

**Hazardous Wastes**

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

Hazardous Wastes	Total Quantity (Kg)	
	During the previous financial year (2021-22)	During the current financial year (2022-2023)
(a) From Process	NA	NA
(b) From Pollution Control facilities	NA	NA

Lucknow International Airport Limited (LIAL) being an Airport Operator does not have any manufacturing or production. So, there is no hazardous waste generation from process & disposal.

**PART - E**

**Solid Waste**

Solid Waste	Total Quantity (Kg)	
	During the previous financial year (2021-22)	During the current financial year (2022-2023)
(a) From Process	NA	
(b) From Pollution Control facilities	NA	
(c) 1. Quantity recycled or reused	Refer Annexure -2	
2. Sold		
3. Disposed		

*Amal*

## Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited

### PART - F

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

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



*Amey*

## Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited

### PART – G

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

#### **Energy Savings**

- Installed roof top solar panel of 515 KW solar capacity as utilization of renewable source of energy for captive use resulted into reduction the emission of 221 ton CO<sub>2</sub>.
- Solar lights installed -75 nos.



**Solar Lights**

#### **Water Conservation:**

- The treated water generated from the STP utilized for gardening and horticulture activity within LIAL premises to conserve the 55,111 KL fresh water in FY 22-23.
- Approx 32 nos. of new Rain water harvesting wells have been constructed as part of water conservation measures.

#### **Air Management and Carbon Neutrality:**

- Transition of conventional 10 nos. vehicles to Electric Vehicles.
- 02 nos. of Anti-smog guns for dust suppression.
- High GWP R22 to low GWP R32 AC's replacement - 49 Nos.
- EV Charging station installed - 01 Nos.
- Green cover of ~6.37 Ha has been developed.
- Following safeguard measures are taken for abatement of dust emissions:
  - ✓ Dust suppression of roads.
  - ✓ Green cover of ~6.37 Ha has been developed.

*Amey*

## Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited



**EV Vehicles**



**Anti-Smog Guns**



**EV Charging Station**

### **Soil Management**

- Environment Monitoring for Soil Analysis is being carried out by MoEF&CC and NABL accredited laboratory and all the results are under the norms inline to stipulated standards. The reports are attached as **Annexure-6**.

### **PART - H**

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

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

*Amey*

## Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited



### PART - I

#### **Any other particulars for improving the quality of environment:**

- LIAL Budget for environmental management measures for the FY 2022-23 of about **INR 205.48 Lakhs** was spent. Details enclosed as **Annexure - 3**.
- Environment awareness sessions via Role play, Quiz Competition, Webinar, Selfie point and signature campaign at World Environment Day, Renewal Energy Day and Plant Bag Tag Environment Day were organized at LIAL in FY 2022-23.

#### **World Environment Day:**



**Environment Statement for 2022-23 for M/s. Lucknow International Airport Limited**

**Renewal Energy Day:**



**Plant Bag Tags Environment Day:**



Date: 26.09.2023



Rahul Bhatkoti  
Chief Airport Officer  
Lucknow International Airport Limited

*Rahul*



# **ANNEXURE - 9**

**GOVERNMENT OF INDIA**  
**CIVIL AVIATION DEPARTMENT**

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

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



भारत सरकार  
वायु विमानन विभाग  
महानिदेशक वायु विमानन एवं वायुमंडल  
सफाई एवं एयरपोर्ट के मामले  
नई दिल्ली - ११० ००३

Reference No.: संख्या : 2023/ASD/Renewal/000000  
Dated: दिनांक : 0842  
04.10.2023

To  
Chief Airport Officer  
Lucknow International Airport Limited (LIAL)  
Chaudhary Charan Singh International Airport  
Lucknow-226009

**Sub: Renewal of Aerodrome License (AL/Public/013) issued to Lucknow International Airport Limited (LIAL) for Chaudhary Charan Singh International Airport, Lucknow under All Weather Operations.**

Sir,

Reference is invited to e-Application Id: 2023/ASD/Renewal/0000000842 dated 31.07.2023 and subsequent communications through which, ATR & other supporting documents were forwarded to this office for the purpose of renewal of validity of aerodrome license of CCSI Airport Lucknow.

Please find enclosed herewith the aerodrome license no. **AL/Public/013** duly renewed by competent authority for a **period** of 05 Years i.e. from 27.09.2023 to 26.09.2028 in respect of Lucknow Airport under the same terms and conditions as mentioned in Annexure-I.

Aerodrome Manual Issue-01, Rev-04 dated 23 Aug-2023 has been accepted by this office. Aerodrome Operator is advised to add details as referred in Appendix-A attached and submit to this office within 03 months. The Aerodrome Manual shall be kept current in accordance with ADAC 01 of 2006; whenever required, to retain currency of information or if directed by the DGCA, the license holder shall amend the aerodrome manual and provide the copy of the amendment(s) to all the holders of aerodrome manual as per distribution list.

LIAL is advised to take action on followings:

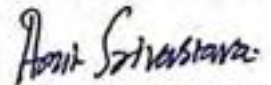
a) Complete the identified actions to address non-compliances as per stipulated action plan, adopt and implement the proposed/recommended safety/control mitigation measures to ensure the equivalent level of safety during aircraft operations against non-compliances. Further, develops a process for reviewing the effectiveness of

adopted/implemented safety/control mitigation measures periodically at CCSIA, Lucknow and submit progress report thereto.

b) The aerodrome operator to comply all open observations of inspections at the earliest and submit quarterly progress report to the O/o DDG (NR), DGCA on regular basis.

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

Yours' faithfully



(Amit Srivastava)

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

Copy to-

1. DDG(Northern Region), DGCA

**Appendix - A**

The shortcomings in the submitted Aerodrome Manual Issue 01, Rev 04 dated 23.08.2023 of Chaudhary Charan Singh International Airport, Lucknow are as under:

<b>Section of Aerodrome Manual</b>	<b>Deficiencies</b>
<b>Part 4 Aerodrome Operating Procedures &amp; Safety Measures</b>	
4.6 Aerodrome Electrical Systems & Visual Aids	<ul style="list-style-type: none"><li>• Arrangement for identification, extinguishing, screening and modification of non-aeronautical lights posing hazard to aircraft safety not defined in manual</li></ul>
4.7 Aerodrome Movement Area Inspections	<ul style="list-style-type: none"><li>• Arrangements for returning runway and taxiway to operational status and its notification not included.</li></ul>
4.9 Apron Management	<ul style="list-style-type: none"><li>• Description for arrangements for engine start up safety not included.</li><li>• Description for equipment clearance on startups not included.</li><li>• Description for push back process for aircraft safety not included.</li></ul>
4.13 Obstacle Control	<ul style="list-style-type: none"><li>• Description for the process for notifying the DGCA on obstacles has not been included</li></ul>
4.14 Disabled Aircraft Removal	<ul style="list-style-type: none"><li>• Aerodrome's capability for the removal of disabled aircraft in terms of the largest type of aircraft which the aerodrome is equipped to remove has not been included in Disabled Aircraft removal Plan</li></ul>
4.18 Hazardous Meteorological Conditions	<ul style="list-style-type: none"><li>• Description of the procedures describing the actions to be taken and defining the responsibilities and criteria for suspension of operations on the runway not included in manual.</li><li>• Description of the procedure for coordination of aerodrome operator with the meteorological service provider in order to be advised of any significant meteorological conditions not included in manual.</li></ul>
4.19 Reporting of Runway Surface Condition	<ul style="list-style-type: none"><li>• Description of the procedure for final closing/termination of RCR not included in manual</li></ul>



सत्यमेव जयते

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

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

**AERODROME LICENSE - PUBLIC USE**

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

*Lucknow International Airport Limited*

(Name of License holder)

for

*Chandhary Charan Singh International Airport, Lucknow*

(Name & Place of Aerodrome)

Latitude 26° 45' 42.9" N, Longitude 080° 53' 00.7" E (WGS 84)

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

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

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

This Aerodrome License is not transferable.

(SEAL)



Date of Re-issue : 14<sup>th</sup> July, 2022  
Date of Initial issue: 27<sup>th</sup> September, 2021  
Place: New Delhi

*John Kumar*  
DIRECTOR GENERAL OF CIVIL AVIATION

SCHEDULE-I

GENERAL CONDITIONS

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

**License No. AL/Public/ 013**

15. The aerodrome meets the design criteria and reference code **4D** as defined in the CAR Section 4 Series B Part I and designed for operation of **B-767-400** type or equivalent aircraft.
16. The licensee shall maintain ARFF category defined in the Aerodrome manual or as notified by NOTAM issued in this regards.
17. The aerodrome is licensed for use in **IFR (All weather) / VFR-(Day)** conditions.
18. Any other conditions :-
  - i) Actions required to be completed by the licensee for consideration of renewal of license validity as contained in Annexure-I, hereto.

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Portion of map showing exact location of aerodrome.



VALIDITY OF THE LICENSEChaudhary Charan Singh International Airport, Lucknow

(Name &amp; Place of Aerodrome)

FROM	TO	SIGNATURE
27-09-2021	26-03-2022 (Provisional)	Sd/- (Arun Kumar)
27-03-2022	26-09-2023	Sd/- (Arun Kumar) 
27 SEP 2023	26 SEP 2028	<div style="border: 1px solid black; padding: 2px; display: inline-block;">           महानिदेशक नागर विमानन            भारत            Director General of Civil Aviation            India         </div> 





Annexure to Sl. No. 18 of General Conditions of license.

**Actions required to be taken by the licensee for consideration of renewal of license validity of *Chaudhary Charan Singh International Airport, Lucknow:-***

- i. Submit the quarterly progress report on pending observations contained in this office inspection report and on self-assessed non-compliances based on CAR provisions.
- ii. Submit exemption application complete in all respect for non-compliances identified if any for aerodrome facilities as per CAR Section 4 Series B Part I and observations raised by DGCA.
- iii. Continue to develop the operating procedures for all activities required to be performed for operation and maintenance of the aerodrome and carry out safety assessment of the same.
- iv. Submit updated SMS implementation status at the aerodrome.

\*\*\*\*\*



*[Handwritten signature]*

# **ANNEXURE - 10**

Annexure 10– Photographs showing Environment Management at Construction Sites



Barricading arrangements



Vehicle carrying covered Construction Material


**Annexure 10– Photographs showing Environment Management at Construction Sites**



**Water sprinkling at Regular intervals**




**Construction Materials covered**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
Annexure 10– Photographs showing Environment Management at Construction Sites		



**Water sprinkling on Soil before handling**

# **ANNEXURE - 11**


	<b>Lucknow International Airport Limited</b>	<b>From : Apr'2023</b> <b>To : Sep'2023</b>
<b>Annexure 11 - Compliance to the applicable points of MoEF&amp;CC GSR 94(E) dated 25.01.2018 of MoEF&amp;CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities</b>		

Sr. No.	Conditions	Compliance Status as on 30 <sup>th</sup> Sep 2023
<b>106 Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities for projects requiring Environmental Clearance:</b>		
	No building or infrastructure project requiring Environmental Clearance shall be implemented without approved Environmental Management Plan inclusive of dust mitigation measures.	<b>Complied</b>  Environment Management Plan has been prepared for both construction and Operation phase, as a part of Environment Clearance process. Environment Clearance has been received vide dtd. 26-Sept-2018. Environment Management plan for construction phase is being implemented at site.
i.	Roads leading to or at construction sites must be paved and blacktopped (i.e. metallic roads).	<b>Complied</b>  Roads leading to the construction sites are well paved.  Photograph showing environment management measures during construction phase, are attached as <b>Annexure-10</b>
ii.	No excavation of soil shall be carried out without adequate dust mitigation measures in place.	<b>Complied</b>  Regular Water sprinkling is done to minimize the dust emission from the excavation, levelling, transportation and stockpiling activities.  Photograph showing environment management measures during construction phase, are attached as <b>Annexure-10</b>
iii.	No loose soil or sand or Construction & Demolition Waste or any other construction material that causes dust shall be left uncovered.	<b>Complied</b>  All the waste generated are stored at designated place within the site. Construction and Demolition waste generated are being used in filling low lying areas

	<b>Lucknow International Airport Limited</b>	<b>From : Apr'2023</b> <b>To : Sep'2023</b>
<b>Annexure 11 - Compliance to the applicable points of MoEF&amp;CC GSR 94(E) dated 25.01.2018 of MoEF&amp;CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities</b>		

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



	<p>Lucknow International Airport Limited</p>	<p>From : Apr'2023 To : Sep'2023</p>
<p><b>Annexure 11</b> - Compliance to the applicable points of MoEF&amp;CC GSR 94(E) dated 25.01.2018 of MoEF&amp;CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities</p>		

		<p>Photograph showing environment management measures during construction phase, are attached as <b>Annexure-10</b></p>
<p>iv</p>	<p>Construction and Demolition Waste processing and disposal site shall be identified and required dust mitigation measures be notified at the site.</p>	<p><b>Complied</b></p> <p>Construction and Demotion waste generated are being used in filling low lying areas</p> <p>Photograph showing environment management measures during construction phase, are attached as <b>Annexure-10</b></p>

# **ANNEXURE - 12**



# नगर निगम, लखनऊ

टी0एन0 मार्ग, लालबाग, लखनऊ, फोन-फैक्स-0522-2612639.  
ई-मेल-nnlko@up.nic.in, वेबसाइट-http://lmc.up.nic.in

प्रेषक :

नगर अभियन्ता सा0-8  
नगर निगम, लखनऊ।

सेवा में

सीनियर प्रबन्धक,  
अडानीग्रुप  
चौधरी चरन सिंह अन्तर्राष्ट्रीय हवाई अड्डा,  
अमौसी, लखनऊ।

सख्या - 2-438/2022

दिनांक :- 23.5/2022

विषय : अन्तर्राष्ट्रीय हवाई अड्डा लखनऊ की जलनिकासी (एयरपोर्ट ड्रेनेज मास्टर प्लान के अनुसार) के लिये प्रस्तावित नाले को नगर निगम किला मोहम्मदी ड्रेन/नाले में जोड़ने हेतु अनापत्ति दिये जाने के सम्बन्ध में।

महोदय,

कृपया अवगत कराना है कि आपके पत्रांक स0-LIA/CAO/Pro/LNN/LKO/21-22/0828 Date 10-05-2022 का सन्दर्भ ग्रहण करने का कष्ट करें। इस संबंध में श्री गौरव शर्मा एयरपोर्ट अथॉरिटी के परियोजना महाप्रबन्धक (Lial) के साथ परियोजना का विस्तृत अवलोकन किया गया, उनके द्वारा अवगत कराया गया कि एयरपोर्ट क्षेत्र के अन्तर्गत ही 95 प्रतिशत से अधिक नाला निर्माण कराते हुए पूर्वी बाउण्ड्रीवाल पार करते हुए लोक निर्माण विभाग की रोड पर रोड कटिंग करने के उपरान्त किला मोहम्मदी ड्रेन में नाले को मिलाया जाना प्रस्तावित है। सडक एयरपोर्ट बाउण्ड्री से सटी हुई है एवं सडक के उस पार भी एयरपोर्ट की भूमि है जिसके बगल किला मोहम्मदी ड्रेन स्थित है। इस प्रकार मात्र लोक निर्माण विभाग से रोड कटिंग हेतु अनापत्ति प्रमाण-पत्र प्राप्त करने की आवश्यकता है। यहाँ यह भी उल्लेखनीय है कि नाले का बेड लेवल अधिकतम गहराई पर रखा जाये जिससे कि भविष्य में यदि नगर निगम को आवश्यकता हो तो इस नाले में अन्य नालों को जोड़ा जा सके।

अतः लोक निर्माण विभाग से रोड कटिंग हेतु अनापत्ति प्रमाण-पत्र प्राप्त करते हुए इस शर्त के साथ नाले में प्रस्तावित नाले को जोड़ने की अनुमति प्रदान की जाती है कि नाला आर0सी0सी0 का निर्मित किया जायेगा एवं बेड लेवल अधिकतम सम्भव गहराई पर रखा जायेगा।

भवदीय,

2-4

नगर अभियन्ता सा0-8  
नगर निगम, लखनऊ

प्रतिलिपि :- नगर आयुक्त महोदय को सादर सूचनार्थ।

नगर अभियन्ता सा0-8  
नगर निगम, लखनऊ

# **ANNEXURE - 13**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
<b>Anenxure-13:</b> Photographs of CAAQMS and letter to UPPCB for location of CAAQMS		



Photographs of CAAQMS

To,

**The Regional Officer**

Uttar Pradesh Pollution Control Board,  
Picup Bhawan B-Block, 4th Floor, Vibhuti Khand,  
Gomti Nagar Lucknow -226010

**Sub** : Regarding Installation of continuous Ambient Air Quality Monitoring Station at CCS International Airport, Lucknow.

**Ref** :

- i. Environment Clearance granted for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow bearing MoEF letter No. F. No. 10-47/2017-IA.III vide letter dated 26th September 2018.
- ii. EC transfer order for "Construction of new Integrated terminal building and allied facilities" at Guraura, Aurangabad Zagir and Bhaktikhera Villages, Lucknow, Uttar Pradesh from Airport Authority of India (AAI) to Lucknow International Airport Limited (LIAL) bearing F. No. 10-47/2017-IA.III vide dated 17<sup>th</sup> June 2021.
- iii. Name Change in Environmental Clearance for "Expansion of Lucknow Airport in respect of construction of new Integrated terminal building and allied facilities, Lucknow, Uttar Pradesh" bearing F. No. 21-43/2022-IA-III vide dated 2<sup>nd</sup> April 2022.

**Dear Sir,**

With reference to the point no-xxvii & xxx of Part-A; Specific conditions above mentioned Environment Clearances and subsequent discussion with your good office, we are going to install Continuous Ambient Air Quality Monitoring Station (CAAQMS). **Location and wind rose annexed as Annexure-1 for reference.**

Also, as part of regular compliance, we are monitoring various parameters as per below Environmental Monitoring Plan and locations of sampling are marked in the map enclosed as **Annexure-2 for reference.**

*ok*

Lucknow International Airport Limited  
(Formerly known as Adani Lucknow International Airport Ltd)  
First Floor Terminal-1,  
CCS International Airport Lucknow,  
Lucknow-226009  
Uttar Pradesh

  
94  
17/01/2023

**Tel:** +91 522 243 6022  
**Fax:** +91 522 243 2883  
**Email:** adaniairports@adani.com  
**Website:** www.lucknow.adaniairports.com

**CIN:** U63030GJ2019PLC109814

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

## Environmental Monitoring Plan: -

Sr. No.	Particulars	Frequency	Nos. of Samples
1	Ambient Air Quality (PM2.5, PM10, SO2, NO2) AAQ1-Fire Station AAQ2- SCADA Building AAQ3- Near Terminal-1 Building AAQ4- Project Office AAQ5- Rahimabad AAQ6- Nadarganj	Twice a week	6
2	Ambient Air Quality as NAAQS – 12 parameters	Once in three months	4
3	Ambient Noise NQ1-Fire Station NQ2- SCADA Building NQ3- Near Terminal-1 Building NQ4- Project Office NQ5- Rahimabad NQ6- Nadarganj	Once in a month	6
4	Noise Flight path	Once in three months continuous 7 days (24 hrs)	3
5	Drinking water	Monthly	6
6	Ground Water	Pre-monsoon & Post Monsoon	25
7	Soil Quality	Once in six months	5
8	STP Inlet /Outlet	Once in a month	2
9	DG stack	Once in three months	12
10	Surface Water Quality	Once in six months	5
11	Cooling Tower Water Analysis	Once in a month	2
12	Indoor Air Quality	Once a year	4

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Tel: +91 522 243 6022  
Fax: +91 522 243 2883  
Email: [adaniairports@adani.com](mailto:adaniairports@adani.com)  
Website: [www.lucknow.adaniairports.com](http://www.lucknow.adaniairports.com)

CIN: U63030GJ2019PLC109814

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

# adani

This is for your kind Information and consideration.

Thank you,

Yours Sincerely,

**For Lucknow International Airport Limited**



**Rahul Bhatkoti**

**Chief Airport Officer**

**Encl: As above**

**Lucknow International Airport Limited**  
(Formerly known as Adani Lucknow International Airport Ltd)  
First Floor Terminal-1,  
CCS International Airport Lucknow,  
Lucknow-226009  
Uttar Pradesh


**Tel:** +91 522 243 6022  
**Fax:** +91 522 243 2883  
**Email:** [adaniairports@adani.com](mailto:adaniairports@adani.com)  
**Website:** [www.lucknow.adaniairports.com](http://www.lucknow.adaniairports.com)

**CIN:** U63030GJ2019PLC109814

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



# **ANNEXURE - 14**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
Annexure 14- Photograph of New Road and Car Parking		




3 + 3 Lane new road



New Developed Car Parking

# **ANNEXURE - 15**

	<p>Lucknow International Airport Limited</p>	<p>From : Apr'2023 To : Sep'2023</p>
<p><b>Anenxure-15: CER Details</b></p>		



**Moringa Plantation**



**Training of Farmers**

# **ANNEXURE - 16**

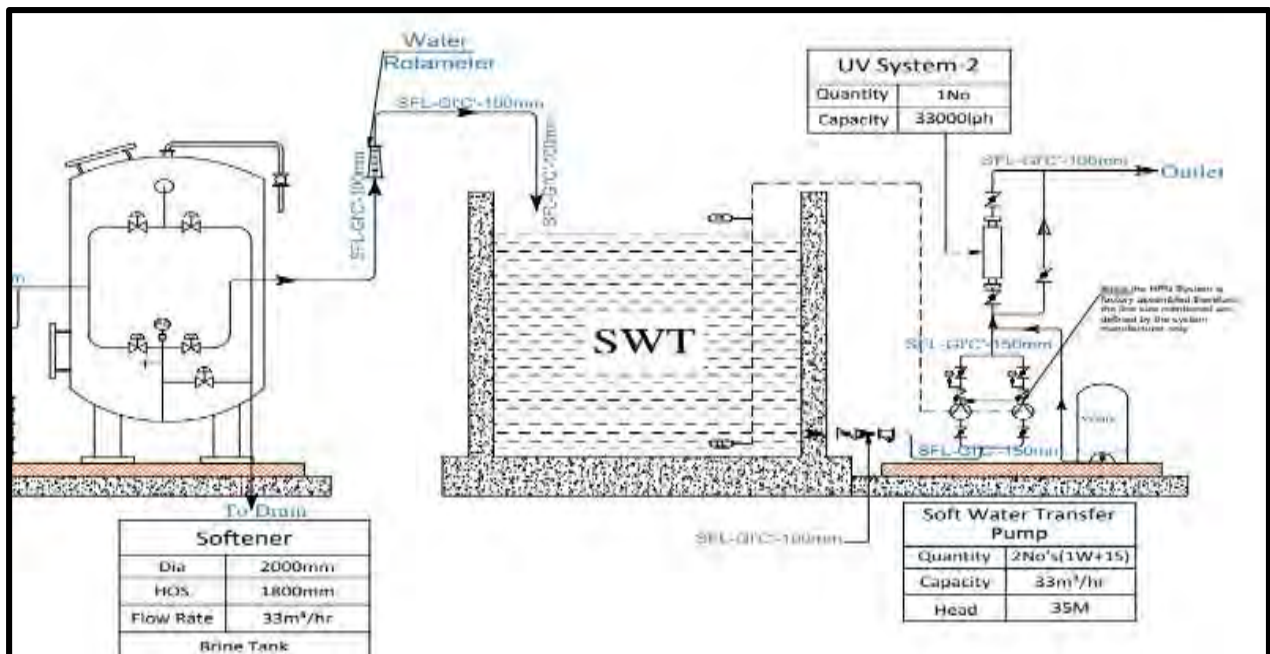


Lucknow International Airport Limited


From : Apr'2023

To : Sep'2023

**Annexure 16- Details of UV System**



# **ANNEXURE - 17**

	<p>Lucknow International Airport Limited</p>	<p>From : Apr'2023 To : Sep'2023</p>
<p>Annexure 17- Details of Single Use Plastic (SUP) Compains</p>		






# **ANNEXURE - 18**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
Annexure 18- Photograph of Antismog Guns		



**Photographs of Truck Mounted Anti-Smog Guns**

# **ANNEXURE - 19**

	Lucknow International Airport Limited	From : Apr'2023 To : Sep'2023
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**Annexure 19- Photograph of EV Charging Station**



# **ANNEXURE - 20**



## UTTAR PRADESH POLLUTION CONTROL BOARD

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

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

Validity Period :11/09/2023 To 10/09/2028

Ref No. -  
180285/UPPCB/Lucknow(UPPCBRO)/CTE/LUCKNOW/2023

Dated:- 18/09/2023

To ,

Shri Rahul Bhatkoti

M/s LUCKNOW INTERNATIONAL AIRPORT LIMITED

Lucknow International Airport Limited, First Floor, Terminal-1, CCS International Airport

Lucknow, Lucknow -226009, U.P.,LUCKNOW,226009

LUCKNOW

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

Please refer to your Application Form No.- 20305146 dated - 26/07/2023. After examining the application with respect to pollution angle, Consent to Establish (CTE) is granted subject to the compliance of following conditions :

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

A- Site along with geo-coordinates :

B- Main Raw Material :

Main Raw Material Details		
Name of Raw Material	Raw Material Unit Name	Raw Material Quantity
Not Applicable because no production is involved	Metric Tonnes/Day	0

C- Product with capacity :

Product Detail	
Name of Product	Product Quantity
Not Applicable because no production is involved	0

D- By-Product if any with capacity :

By Product Detail			
Name of By Product	Unit Name	Licence Product Capacity	Install Product Capacity
Not Applicable because no production is involved	Metric Tonnes/Day	0	0

2. Water Requirement (in KLD) and its Source :

<b>Source of Water Details</b>		
<b>Source Type</b>	<b>Name of Source</b>	<b>Quantity (KL/D)</b>
Ground Water (within premises)	Borewell	1800.0

3. Quantity of effluent (In KLD) :

<b>Effluent Details</b>	
<b>Source Consumption</b>	<b>Quantity (KL/D)</b>
Domestic	1800.0
Others(Plantation)	2013.0

4. Fuel used in the equipment/machinery Name and Quantity (per day) :

<b>Fuel Consumption Details</b>		
<b>Fuel</b>	<b>Consumption(tpd/kld)</b>	<b>Use</b>
Diesel	106	Use of diesel in DG set in case of grid failure only and in vehicles. No manufacturing/production is involved

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

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

2. You are directed to furnish the progress of Establishment of plant and machinery, green belt, Effluent Treatment Plant and Air pollution control devices, by 10th day of completion of subsequent quarter in the Board.
3. Copy of the work order/purchase order, regarding instruction and supply of proposed Effluent Treatment Plant/Sewerage Treatment Plant /Air Pollution control System shall be submitted by the industry till 10/09/2028 to the Board.
4. Industry will not start its operation, unless CTO is obtained under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and control of Pollution) Act, 1981 from the Board.
5. It is mandatory to submit Air and Water consent Application, complete in all respect, four months before start of operation, to the U.P. Pollution Control Board.
6. Legal action under water (Prevention and control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981 may be initiated against the industry With out any prior information, in case of non compliance of above conditions.

**Specific Conditions:**

1. This Consent to Establish is being granted to M/s Lucknow International Airport Limited, First Floor, Terminal-1, CCS International Airport Lucknow for proposed to expansion of Chaudhary Charan Singh International Airprot (CCSIA) Lucknow to enhance the Passenger Handling Capacity up to 13 MPPA and Cargo Handling Capacity up to 0.025 MTPA by Lucknow International Airport Limited.
2. In Case of any change, enhancement, any construction etc. PP should obtain again Consent to establishment (CTE) certificate from the Board separately.
3. The PP shall ensure to compliance the condition mentioned in the EC issued by SEIAA vide letter no. EC22B000UP138223 File No. - 7302 Date of Issue EC - 15/12/2022
4. The project proponent shall ensure to provide the proper exhaust from roof level along with acoustic enclosures on DG set (capacity of 160 KVA, 400 KVA, 500X2 KVA, 625 KVA and 2000X6 KVA ) as per prescribed standards.
5. The PP shall install Sewage Treated Plant of capacity 0.065 MLD in such a manner so that it can achieve the standard specified in the notification issued by Ministry of Environment , Forest & Climate Change vide GSR 1265 (E) dated 13-10-2017 in the time period as specified in the notification & treated water shall be used in flushing/horticulture/cooling etc.
6. The PP shall ensure to establish Miyawaki forest, so that entire treated effluent may be used for irrigation as per the GO no. 1011/81-7-2021-09(rit)/2016 dated 13.10.2021 of Deptt. of Environment, forest and Climate Change.
7. The Order issued by Hon'ble Courts/Hon'ble NGT, MoEF & CC, Central Pollution Control Board, U.P. Pollution Control Board shall be complied with.
8. Project shall not start gaseous emission & sewage generation without obtaining CTO (Air and Water) from the Board.
9. The PP shall obtain NOC from UP Ground Water Department for abstraction of ground water within 03 months and submit in the Board.
10. The dust emission from the construction sites shall be completely controlled and all precautions will be taken in that behalf.
11. All approach roads & in campus roads should be sprinkled with water to suppress the dust emission.
12. The project shall ensure to put tarpaulin scaffolding around the area of construction and the building for effective and efficient control of dust emission generated during construction of the project.
13. Storage of any construction material particularly sand shall not be done on any space outside the project area.
14. The project shall comply with the provisions of Construction and Demolition Waste Management Rules, 2016.
15. The construction material of any kind stored on site shall be fully covered in all respect so that it does not disperse in the air in any form. The dust emission from the construction sites shall be completely controlled and all precautions will be taken in that behalf.
16. All the construction material & debris shall be carried in trucks or vehicles which are fully covered and protected so as to ensure that the construction debris or construction material does not get dispersed into the air or atmosphere in any form whatsoever.
17. The PP shall ensure to install Organic Waste Converter for bio degradable waste in its premises before completion of project.
18. The project shall ensure to provide the proper Wind breaking wall constructed around the construction site.



19. The PTZ web cameras shall be installed on STP outlet. Online continuous monitoring system shall be installed for monitoring of treated water and provide the URL ID and password to the Board.
20. In case of installation of hotmix/ready mix plant, the prior permission shall be obtained from the Board.
21. Fixing of sprinklers and creation of green air barriers shall be done to control fugitive dust emission and improve environment. Compulsory use of wet jet in grinding and stone cutting shall be practiced.
22. The project shall comply with the provisions of Environment (Protection) Act 1986, Water (Prevention and Control of Pollution) Act, 1974 as amended, Air (Prevention and Control of Pollution) Act, 1981 as amended, Plastic Waste Management Rules 2016, E- Waste (Management) Rules 2016, Solid Waste Management Rules 2016 & Hazardous and other Waste (Management and Transboundary Movement) Rules 2016 (Whichever is applicable).
23. Project shall submit a bank guarantee of Rs. 10.0 Lakhs within 15 days for compliance of the above conditions no 1 to 22.

Please note that consent to Establish will be revoked, in case of, non compliance of any of the above mentioned conditions. Board reserves its right for amendment or cancellation of any of the conditions specified above. Industry is directed to submit its first compliance report regarding above mentioned specific and general conditions till 18/10/2023 in this office. Ensure to submit the regular compliance report otherwise this Consent to Establish will be revoked.

**Chief Environmental Officer,  
Circle-5, UPPCB.**

Dated:- 18/09/2023

**Copy To -**

Regional Officer, UPPCB, Lucknow.

**Chief Environmental Officer,  
Circle-5, UPPCB.**



## मिशन LIFE - पर्यावरण के लिए जीवन शैली (Lifestyle For Environment) जनसहभागिता का सन्देश



- स्वच्छता – देशसेवा में अपने परिवेश की स्वच्छता हेतु अपना सक्रिय योगदान सुनिश्चित करें
- संकल्प लें -एकल उपयोग प्लास्टिक उत्पाद जैसे कप, तश्तरी, चम्मच, स्ट्रॉ, ईयरबड्स आदि का उपयोग न हो एवं पर्यावरण अनुकूल विकल्पों जैसे कागज/पत्तों से बने दोने या कटलरी को प्राथमिकता दी जाय |
- एकल उपयोग प्लास्टिक उत्पाद के प्रयोग को रोकने एवं प्लास्टिक बैग के बजाय कपड़े के थैले का उपयोग करने मात्र से 375 मिलियन टन टोस (प्लास्टिक) कचरे का उत्सर्जन बचाया जा सकता है
- चक्रीय अर्थव्यवस्था (मार्कुलर इकोनॉमी) का समुचित कार्यान्वयन वर्ष 2030 तक लगभग 14 लाख करोड़ रुपये की अतिरिक्त बचत उत्पन्न कर सकता है | वेस्ट /अपशिष्ट फेंकने के पूर्व सोचें, ये किसी का संसाधन तो नहीं ...?
- अनुपयोगी इलेक्ट्रिक / इलेक्ट्रॉनिक उत्पाद को कचरे में फेंकने से रुकें | इसके उपयुक्त निस्तारण हेतु इसे प्राधिकृत ई – वेस्ट रीसाइकलर को दें | प्राधिकृत ई-रीसाइकलिंग इकाई में अनुपयोगी इलेक्ट्रिक / इलेक्ट्रॉनिक उत्पाद को देने मात्र से 0.75 मिलियन टन तक ई-कचरे का पुनर्चक्रण किया जा सकता है एवं ई-कचरे के विषम पर्यावरणीय दुष्प्रभाव से बचा जा सकता है
- बाहर जाते समय - सोचें कि क्या आपको वास्तव में परिवहन की आवश्यकता है - वह भी क्या व्यक्तिगत रूप से ? छोटी दूरी के लिए पैदल चलना पसंद करें, अथवा सम्भव हो तो कार पूल के रूप में संसाधन को साझा करें अथवा सार्वजनिक परिवहन पर विचार करें
- धरेलू स्तर पर कम से कम टोस अपशिष्ट का उत्सर्जन करें और इनका प्रयाङ्कीकरण करें
- उपयोगी शेष खाद्य सामग्री आपके स्वयं प्रयास अथवा निकटस्थ सक्रिय स्वयं सेवी संस्थाओं की सहायता से समाज के वंचित वर्ग तक पहुंचाई जा सकती है | वहीं अनुपयोगी भोजन /खाद्य सामग्री को कंपोस्ट (वर्मी कंपोस्ट) करने से 15 अरब टन भोजन को नष्ट होने से बचाया जा सकता है
- ध्यान रखें - उपयुक्त नल और शावर के उपयोग से पानी की खपत को 30 - 40% तक कम किया जा सकता है। एवं उपयोग में न होने पर नलों को बंद रखने मात्र से 9 ट्रिलियन लीटर पानी बचाया जा सकता है
- ट्रेफिक लाइट/रेलवे क्रॉसिंग पर कार/स्कूटर के इंजन बंद करने मात्र से 22.5 बिलियन kWh तक ऊर्जा की बचत हो सकती है
- परम्परागत बल्ब के स्थान पर CFL का उपयोग बिजली की खपत में प्रभावी कमी लाते हैं | उपयोग में न होने पर बिजली उपकरणों को बंद करें | स्टार रेटेड विद्युत उपकरणों के उपयोग को प्राथमिकता दें

हमारे द्वारा अपनी जीवन शैली की प्राथमिकताओं का उचित और पर्यावरण अनुकूल पुनर्निर्धारण समाज और पर्यावरण के प्रति हमारा दायित्व है |

# **ANNEXURE - 21**



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG030865

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202107000865			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	Lucknow International Airport Limited, First Floor Terminal-1, CCS International Airport Lucknow, Lucknow-226009, U.P.	<b>Application No.</b>	LKNW1121RIF0030
<b>Date of Submission</b>	28/07/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow,
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1438	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	12/05/2005		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	35.00
<b>Date of Energization (In Case of Electric Pump)</b>	11/05/2005		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	35.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	63875	<b>Recharge Required</b>	31937.50
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC.		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG045293

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202109000344			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0031
<b>Date of Submission</b>	13/09/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1326	<b>Municipality/Corporation</b>	Yes
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	08/06/2007		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	11/06/2007		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	4.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	32120	<b>Recharge Required</b>	16060.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC.		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG036907

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000292			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0032
<b>Date of Submission</b>	18/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	Nr 1162	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	13/06/2016		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>		15/06/2016	
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG035706

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000294			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0033
<b>Date of Submission</b>	18/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	3978	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	22/06/2016		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	25/06/2016		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG032970

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000300			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0034
<b>Date of Submission</b>	18/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	12	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	14/03/2017		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	17/03/2017		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			





## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

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AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG049330

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000301			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0035
<b>Date of Submission</b>	18/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1341	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	04/05/2018		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	07/05/2018		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

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Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG042427

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000310			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0036
<b>Date of Submission</b>	19/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1013	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	08/04/2019		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	11/04/2019		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	3.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	24090	<b>Recharge Required</b>	12045.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG025616

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000313			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0037
<b>Date of Submission</b>	19/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1227	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	08/06/2007		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	45.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	1.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	3.00
<b>Date of Energization (In Case of Electric Pump)</b>	11/06/2007		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	3.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	5475	<b>Recharge Required</b>	2737.50
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG033238

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000318			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0038
<b>Date of Submission</b>	19/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1237	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	12/10/2018		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	45.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	1.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	3.00
<b>Date of Energization (In Case of Electric Pump)</b>	15/10/2018		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	3.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	5475	<b>Recharge Required</b>	2737.50
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG038935

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000319			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0039
<b>Date of Submission</b>	19/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1011	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	16/10/2018		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	7.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	12.00
<b>Date of Energization (In Case of Electric Pump)</b>	18/10/2018		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	12.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	21900	<b>Recharge Required</b>	10950.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

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Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG021737

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000320			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0040
<b>Date of Submission</b>	19/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONALAIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1011	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	19/10/2018		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>	22/10/2018		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

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### Form 8 (E)

[See rules 15(2)]

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AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG016971

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000371			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0041
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1108	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	03/05/2019		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	22.00
<b>Date of Energization (In Case of Electric Pump)</b>			06/05/2019
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	22.00	<b>Maximum Allowable Running Hours Per Day:</b>	5.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	40150	<b>Recharge Required</b>	20075.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



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### Form 8 (E)

[See rules 15(2)]

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AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG046186

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000372			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0042
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	966	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	06/05/2019		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	18.00
<b>Date of Energization (In Case of Electric Pump)</b>			09/05/2019
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	18.00	<b>Maximum Allowable Running Hours Per Day:</b>	6.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	39420	<b>Recharge Required</b>	19710.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			





## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG036346

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000373			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0043
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	808	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	20/02/2020		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	7.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	14.00
<b>Date of Energization (In Case of Electric Pump)</b>	24/02/2020		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	14.00	<b>Maximum Allowable Running Hours Per Day:</b>	4.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	20440	<b>Recharge Required</b>	10220.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG041549

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000376			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0044
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	986	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	24/02/2020		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	7.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	12.00
<b>Date of Energization (In Case of Electric Pump)</b>	26/02/2020		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	12.00	<b>Maximum Allowable Running Hours Per Day:</b>	3.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	13140	<b>Recharge Required</b>	6570.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

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Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG037176

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000379			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0045
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	686	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	02/03/2020		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	7.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	15.00
<b>Date of Energization (In Case of Electric Pump)</b>	04/03/2020		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	15.00	<b>Maximum Allowable Running Hours Per Day:</b>	4.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	21900	<b>Recharge Required</b>	10950.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



## GROUND WATER DEPARTMENT

(Namami Gange & Rural Water Supply Department)

Ministry of Jal Shakti

Government of Uttar Pradesh

### Form 8 (E)

[See rules 15(2)]

(RENEWAL OF AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER)

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: REG048194

VALID FROM 22/10/2022 TO 05/09/2026

<b>Serial No.:</b> 202111000380			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application No.</b>	LKNW1121RIF0046
<b>Date of Submission</b>	22/11/2021	<b>Specimen Signature</b>	
<b>Company Name</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED	<b>Company Address</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	962	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Existing Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	06/03/2020		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	7.50
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	12.00
<b>Date of Energization (In Case of Electric Pump)</b>	09/03/2020		
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	12.00	<b>Maximum Allowable Running Hours Per Day:</b>	3.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	13140	<b>Recharge Required</b>	6570.00
<b>Reason for renewal of N.O.C.</b> एन.ओ.सी. के नवीनीकरण का कारण	Expiry of NOC		
<b>Against Case</b>			



**GROUND WATER DEPARTMENT**  
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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC013831

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000047</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0027
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1261	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	04/01/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00



## GROUND WATER DEPARTMENT

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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation Act, 2019.]

AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC049436

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000048</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation पद</b>	Chief Airport Officer	<b>Company Name कंपनी का नाम</b>	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address कंपनी का पता</b>	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter प्राधिकार पत्र</b>	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0028
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1283	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	10/01/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00
<b>Operational Device</b>	Electric Motor	<b>Rate of Withdrawal (m<sup>3</sup>/hr.)</b>	18.00
<b>Date of Energization (In Case of Electric Pump)</b>		14/01/2022	
<b>Maximum Allowable Rate of Withdrawal (m<sup>3</sup>/hr.):</b>	18.00	<b>Maximum Allowable Running Hours Per Day:</b>	3.00
<b>Maximum Allowable Annual Extraction of Ground Water:</b>	19710	<b>Recharge Required</b>	9855.00



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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC011670

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000050</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0029
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1281	<b>Municipality/Corporation</b>	N/A
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	15/01/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00



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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC025484

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000053</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0031
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1314	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	02/02/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00





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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC047829

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000056</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0032
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1213	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	08/02/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00



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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC022941

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000052</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0030
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1299	<b>Municipality/Corporation</b>	N/A
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	22/01/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00



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### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC019832

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000057</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0033
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1320	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	15/02/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00



**GROUND WATER DEPARTMENT**  
(Namami Gange & Rural Water Supply Department)  
Ministry of Jal Shakti  
Government of Uttar Pradesh



### Form 8 (C)

[See Rule 8(1)]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE FOR SINKING OF NEW / EXISTING WELL FOR INDUSTRIAL/ COMMERCIAL/ INFRASTRUCTURAL OR BULK USER OF GROUND WATER

[Under Section 14 of the Uttar Pradesh Ground Water Management and Regulation  
Act, 2019.]

## AUTHORIZATION/ NO-OBJECTION CERTIFICATE NO: NOC046058

**VALID FROM 27/09/2021 TO 26/09/2026**

{UIS10(1) of the Uttar Pradesh Ground Water Management and Regulation Act, 2019}

<b>Registration No.: 202109000059</b>			
<b>Name of the Owner</b>	SURESH CHANDRA HOTA		
<b>Designation</b> पद	Chief Airport Officer	<b>Company Name</b> कंपनी का नाम	ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED
<b>Company Address</b> कंपनी का पता	First Floor, Terminal 1, CCSI Airport, Lucknow, U.	<b>Authorization Letter</b> प्राधिकार पत्र	Download
<b>Address of the Applicant</b>	First Floor Terminal 1, CCSI Airport Lucknow	<b>Application Form Serial No.</b>	LKNW0921NIF0034
<b>Date of Submission</b>	02/09/2021	<b>Specimen Signature</b>	
<b>Location Particulars</b>			
<b>District</b>	Lucknow	<b>Block</b>	SAROJINI NAGAR
<b>Plot No./Khasra No.</b>	1320	<b>Municipality/Corporation</b>	No
<b>Ward No./Holding No.</b>			NA
<b>Particular of the Proposed Well and Pumping Device</b>			
<b>Date of Construction/Sinking of the Well</b>	21/02/2022		
<b>Type of Well</b>	Tube Well/Boring	<b>Depth of the Well (In meter)</b>	80.00
<b>Purpose of well</b>	Infrastructural	<b>Assembly Size(For Tube Well)</b>	
<b>Strainer Position (For Tube Well)</b>			
<b>Type of Pump Used</b>	Submersible	<b>H.P. of the Pump</b>	10.00

# **ANNEXURE - 22**

**Madhyanchal Vidyut Vitran  
Nigam Limited  
Lucknow**



मध्यांचल विद्युत वितरण निगम लिमिटेड  
प्रधान कार्यालय, 4-ए, गोखले मार्ग,  
लखनऊ।

E-mail : commvvn@gmail.com  
CIN:U31200UP2003SGC027459

पत्रांक: -प्रनि/म0वि0वि0नि0लि0/वि0भार0स्वी0 दिनांक: 06.2019

**कार्यालय ज्ञाप**

निम्नलिखित इकाई/आवेदक के पक्ष में अधोलिखित विद्युत भार एतद् द्वारा स्वीकृत किया जाता है।

इकाई/आवेदक का नाम व पता	अवमुक्त भार (एम0वी0ए0)	श्रेणी	प्रयोजन	भार कहाँ अवमुक्त किया जाना है।
एयरपोर्ट निदेशक, चौधरी चरण सिंह अन्तर्राष्ट्रीय हवाई अड्डा लखनऊ।	10.30	एच0वी0-1	व्यवसायिक	चौधरी चरण सिंह अन्तर्राष्ट्रीय हवाई अड्डा परिसर में निमाणाधीन नवीन इंटीग्रेटेड पैसेन्जर टर्मिनल बिल्डिंग, लखनऊ।

उपरोक्त भार एकल बिन्दु पर 33 के0वी0 विभव पर एयरपोर्ट की महत्ता के अन्तर्गत दो स्रोतों से स्वतंत्र पोषक द्वारा निर्गत किया जायेगा जिनमें से एक पोषक प्रस्तावित 220/33 के0वी0 बिजनौर रोड उपकेन्द्र से 33 के0वी0 अंडरग्राउण्ड केबिल द्वारा तथा दूसरा पोषक 220/33 के0वी0 नादरगंज उपकेन्द्र से 33 के0वी0 अंडरग्राउण्ड केबिल द्वारा निर्मित कर निम्न प्रतिबंधों के साथ अवमुक्त किया जाता है।

- (1) उपरोक्त विद्युत भार विद्युत वितरण सहिता 2005 (संशोधित) में निहित प्राविधानों एवं नियमों के अनुपालन सुनिश्चित करने के उपरान्त अवमुक्त किया जायेगा।
- (2) उपभोक्ता को अवमुक्त भार की श्रेणी के अनुरूप ही विद्युत उपभोग सुनिश्चित करना होगा।
- (3) उ0प्र0 विद्युत नियामक आयोग, लखनऊ की नवीनतम कास्ट डाटा बुक तथा निगम के वर्तमान में लागू सभी नियमों का सम्बन्धित अधिशासी अभियन्ता द्वारा भार अवमुक्त करने से पूर्व पालन सुनिश्चित किया जायेगा एवं प्रतिभूति राशि, सिस्टम लोडिंग चार्ज तथा अन्य शुल्क जो भी लागू हो निगम के नियमानुसार जमा कराये जायेंगे।
- (4) उपरोक्त विद्युत भार उपरोक्तानुसार अवमुक्त किये जाने सम्बन्धित समस्त निर्माण, परिवर्तक, ब्रेकर, बे, लाइन, मीटरिंग, इन्फ्रास्ट्रक्चर इत्यादि में आने वाला सम्पूर्ण व्यय उपभोक्ता द्वारा वहन किया जायेगा।
- (5) ऊर्जा लेखा (Energy Accounting) डबल मीटरिंग के दृष्टिगत मीटरिंग का प्राविधान आवश्यकतानुसार उपभोक्ता के खर्चे पर किया जायेगा।
- (5) प्रभावित 400/220/132 के0वी0 उप-संस्थानों पर स्थापित परितर्वकों की निर्धारित अधिकतम लोडिंग सीमा से अधिक भारित होने की दशा में इकाई की विद्युत आपूर्ति में कटौती की जा सकती है।
- (6) विद्युत प्रणाली की लोडिंग के कारण आपूर्ति विभव मानक से कम/अधिक हो सकती है।
- (7) इस आदेश के निर्गत होने से दो वर्ष की अवधि में उपभोक्ता द्वारा उक्त वर्णित विद्युत भार उपयोग न करने की दशा में अथवा नियम एवं शर्तें दिये जाने की तिथि से छ. माह के अन्दर वांछित धनराशि जमा न किये जाने की दशा में, जो भी तिथि पहले हो, से यह स्वीकृति स्वतः निरस्त समझी जायेगी।
- (8) यह स्वीकृति इन शर्तों के साथ प्रतिबन्धित है कि उपभोक्ता को विद्युत भार के उपयोग से पूर्व उ0प्र0 प्रदूषण नियन्त्रण परिषद् से अनापत्ति प्रमाण पत्र के अतिरिक्त उक्त प्रयोजनार्थ शासन से सम्बन्धित विभाग/सक्षम अधिकारी से लाइसेन्स (यदि नियमतः आवश्यक हो) भी प्राप्त करके सम्बन्धित अधिशासी अभियन्ता को जमा करना अनिवार्य होगा।
- (9) उक्त संयोजन को विद्युत आपूर्ति उ0प्र0 पावर कारपोरेशन के नियमों के अन्तर्गत ही की जायेगी, परन्तु प्रतिकूल परिस्थितियों में विद्युत प्रणाली की सुरक्षा हेतु समय-समय पर आवश्यकतानुसार रोस्टरिंग तथा आपातकालीन रोस्टरिंग की जा सकती है।
- (10) विद्युत आपूर्ति कारपोरेशन में लागू रेट शिड्यूल में निहित बाल्टेज पर ही दी जायेगी।

AGM (E)P

10/7/19

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1236  
28/6/19

- (11) उक्त विद्युत भार किसी भी दशा में कारपोरेशन की किसी ट्रक लाइन को टैप करके अवमुक्त नहीं किया जायेगा।
- (12) यदि उल्लिखित परिसर/इकाई पर अथवा उपभोक्ता के नाम से पहले से कोई कनेक्शन रहा हो तो उक्त भार तब तक नहीं अवमुक्त किया जायेगा तब तक कि उस पुराने कनेक्शन अथवा उपभोक्ता के विरुद्ध बकाया कारपोरेशन की धनराशि (यदि कोई हो) का पूरा भुगतान न कर दिया जाये।
- (13) यदि उक्त इकाई/उपभोक्ता द्वारा कारपोरेशन के मध्य कोई न्यायिक विवाद अथवा कोर्ट केस लम्बित हो तो इस दशा में भी विद्युत भार अवमुक्त नहीं किया जायेगा।
- (14) कारपोरेशन द्वारा निर्धारित औपचारिकताएं पूर्ण करने के पश्चात ही विद्युत भार अवमुक्त किया जायेगा। लागू नियमानुसार देय प्रतिभूति राशि एवं सिस्टम लोडिंग चार्ज का भुगतान उपभोक्ता द्वारा किया जायेगा।
- (15) उपरोक्त स्वीकृत अतिरिक्त विद्युत भार निर्गत करने हेतु आपूर्ति, ग्रीडरिंग आदि व्यवस्था में आवश्यक परिवर्तन किये जाने पर आने वाला व्यय भार उपभोक्ता द्वारा वहन किया जायेगा।
- (16) उपरोक्त विद्युत भार खण्डीय स्तर पर निगम/परिषद द्वारा प्रस्तावित समस्त औपचारिकतायें पूर्ण कराने के बाद ही निर्गत किया जाये।
- (17) कार्यपूर्ण होने के उपरान्त सहायक निदेशक, विद्युत सुरक्षा, लखनऊ क्षेत्र से विद्युत सुरक्षा अनापत्ति प्रमाण पत्र मिलने के उपरान्त ही उपभोक्ता द्वारा विकसित प्रणाली तंत्र को 33 केवी नेटवर्क से जोड़ा जायेगा।
- (18) अग्निशमन विभाग से प्रमाण पत्र प्राप्त करने पर ही संयोजन अवमुक्त किया जायेगा।
- (19) आवेदक द्वारा बी0एण्डएल0 फार्म विद्युत भार अवमुक्त करने से पूर्व जमा करना अनिवार्य होगा।

पत्रांक: 1931 -प्रनि/म0वि0वि0नि0लि0/वि0भार0स्वी0

प्रबन्ध निदेशक  
दिनांक: 25 06.2019

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

- (1) मुख्य अभियन्ता(वि0), लेसा सिस गोमती मध्यांचल विद्युत वितरण निगम लिमिटेड।
- (2) मुख्य अभियन्ता, पारेषण मध्य, उ0प्र0 पावर ट्रांसमिशन कारपोरेशन लिमिटेड, अली मजिल, निकट फातिमा अस्पताल, सी-40, सेक्टर-ए, महानगर, लखनऊ।
- (3) महाप्रबन्ध(वित्त), मध्यांचल विद्युत वितरण निगम लिमिटेड, लखनऊ।
- (4) अधीक्षण अभियन्ता, विद्युत नगरीय वितरण मण्डल सपाम्, लेसा सिस गोमती, लखनऊ।
- (5) सहायक निदेशक, विद्युत सुरक्षा, उत्तर प्रदेश शासन, विभूति खण्ड, गोमती नगर, लखनऊ।
- (6) अधिशासी अभियन्ता, विद्युत नगरीय वितरण खण्ड, कानपुर रोड, लेसा सिस गोमती, लखनऊ।
- (7) निदेशक, चौधरी चरण सिंह अन्तर्राष्ट्रीय हवाई अड्डा, लखनऊ। (ई-मेल: apalko@aai.aero)

*Amos*  
(अशोक कुमार)  
मुख्य अभियन्ता, स्तर-1(वाणिज्य)

*Gm Engrs*  
*Jalal Bhatt*

2  
27/6/19

# **ANNEXURE - 23**



# **ANNEXURE - 31**

# SPILL PREVENTION PLAN



# **Spill Prevention and Control Plan**

## **1.0 Purpose**

The purpose of a Spill prevention Plan is to protect human health and the environment by preventing spills and releases of “hazardous materials”. This plan addresses the potential threats to human health, safety and environment that may arise from improperly treated, stored, transported, disposed of, or overall management of these hazardous substances.

## **2.0 PLANNING AND PREVENTION**

Proper planning and implementation of preventative measures are essential to minimize the likelihood of spills. Construction-related spills can grow from various sources including machinery and equipment failures, mishandling of fuel, transfer accidents and storage tank leaks.

### **2.1 ROLES AND RESPONSIBILITIES**

### **2.2 TRAINING**

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

### **2.3 EQUIPMENT**

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

### **2.4 SUPERVISION AND INSPECTION**

- The P&M department shall perform a pre-construction inspection and test of all equipment to ensure that it is in good condition.
- During construction, P&M and MEP teams shall regularly inspect pipes, valves, and tanks to ensure equipment is free of leaks. Any equipment that is leaking will be taken out of service for immediate repairs.

## **3.0 STORAGE AND HANDLING OF FUELS /HAZARDOUS LIQUIDS**

### **3.1 FUEL STORAGE -GENERAL**

Proper fuel storage practices need to be followed, including, but not limited to the following:

- Fuel storage shall be at designated yards only.
- Proper Signage indicating “Fuel Storage Area – No Smoking within 50 feet” shall be prominently displayed around fuel storage areas, emphasizing safety precautions.
- Fire extinguishers shall be located and readily available at all fuel storage locations. The extinguishers shall be located not less than 25 feet and not more than 75 feet from the location.
- On-site availability of tools and materials for stopping the flow of leaking tanks and pipes is mandatory. This includes various items such as plugs, metal screws, rubber washer etc. Additionally, spill kits must be positioned at fuel storage.
- Fuels, lubricants, waste oil, and any other regulated substances shall be stored in aboveground tanks only.
- Vehicle maintenance wastes, including used oils and other fluids, shall be handled and managed by personnel trained in the procedures outlined in this plan.

### **3.2 REFUELING**

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

## **4.0 INITIAL SPILL MANAGEMENT**

### **4.1 IMMEDIATE RESPONSE**

Upon discovering of any fuel or oil, hazardous material, or substance spill, or upon recognizing conditions leading to an imminent spill, the individual in that situation must:

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

## 5.0 SPILL CONTROL –on the project

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

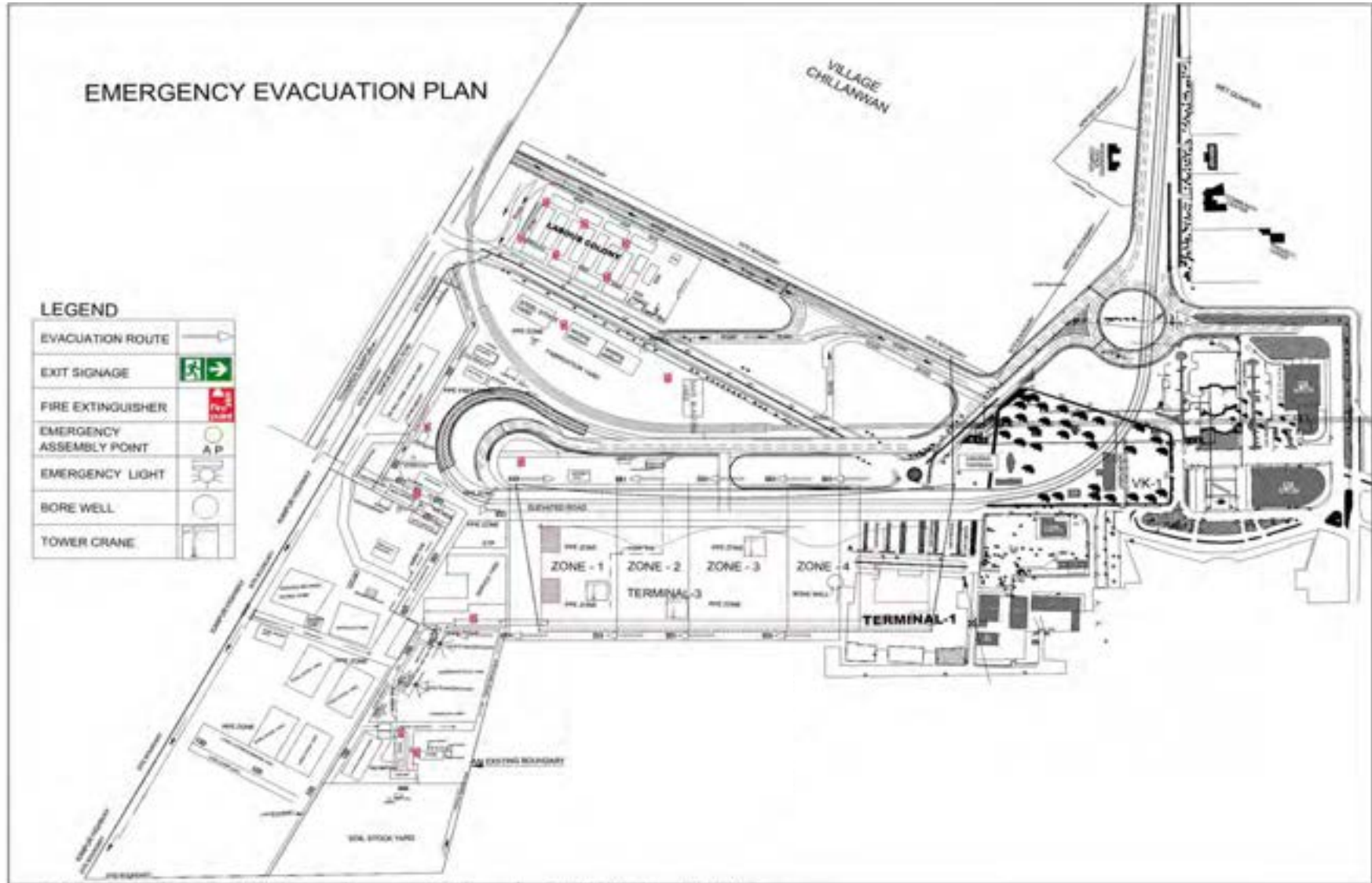
## 5.1 SPILL CONTROL -

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

# EMERGENCY EVACUATION PLAN

## LEGEND

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



**Evidence Photos of spill control measures**

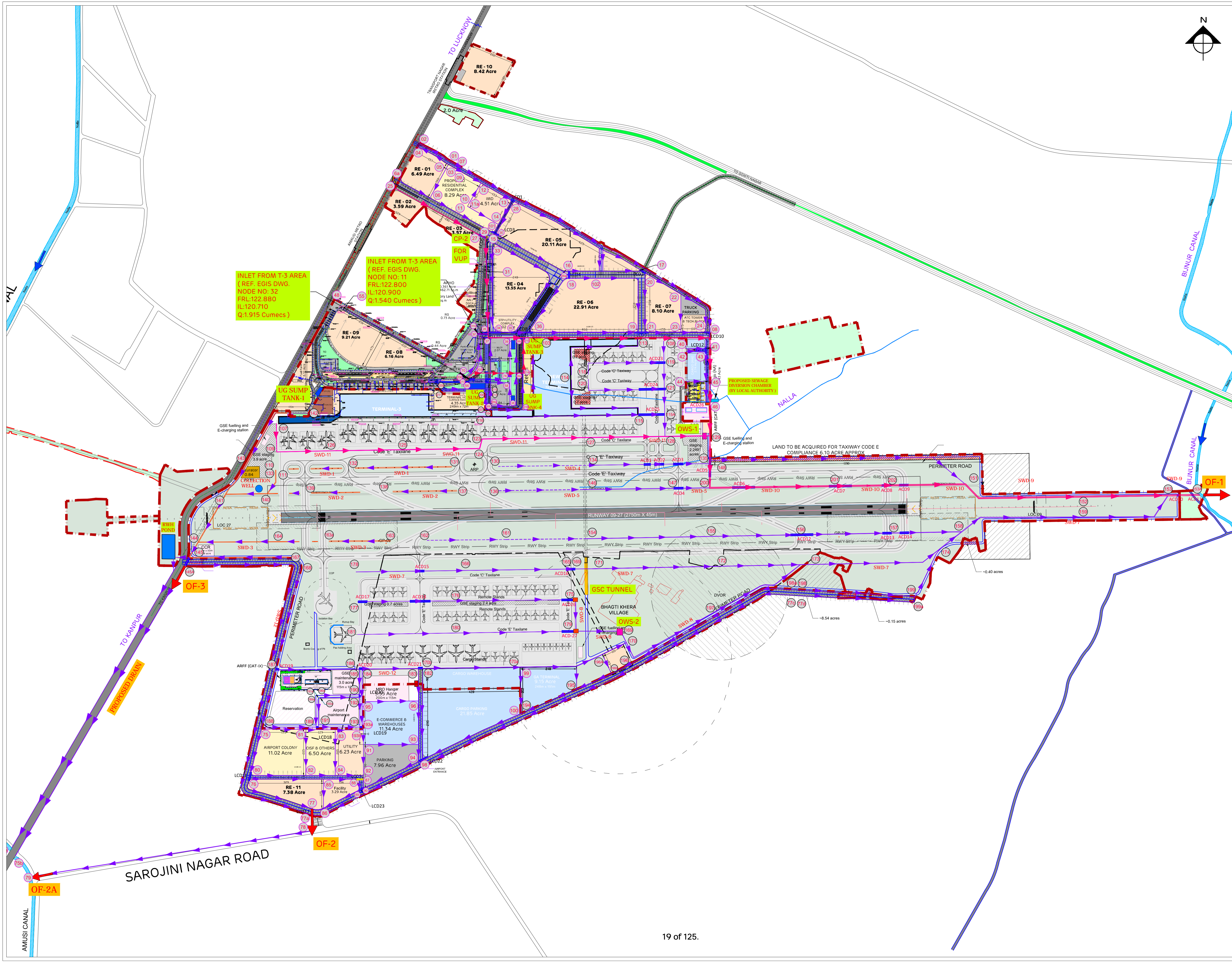
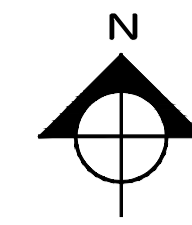
**Diesel storage**



**Under Ground water tank**

# **ANNEXURE - 24**





INLET FROM T-3 AREA  
(REF. EGIS DWG.  
NODE NO. 32  
FRL:122.880  
IL:120.710  
Q:1.915 Cumecs)

INLET FROM T-3 AREA  
(REF. EGIS DWG.  
NODE NO. 11  
FRL:122.800  
IL:120.900  
Q:1.540 Cumecs)

PROPOSED SEWAGE  
DIVERSION CHAMBER  
BY LOCAL AUTHORITY

LAND TO BE ACQUIRED FOR TAXIWAY CODE E  
COMPLIANCE 6.10 ACRE APPROX

- GENERAL NOTES**
1. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED. THE DRAWING SHALL NOT BE SCALED.
  2. THIS DRAWING SHALL BE READ IN CONNECTION WITH ALL RELEVANT ARCHITECTURAL, ELECTRICAL & SERVICES DRAWINGS. ANY DISCREPANCIES/AMBIGUITIES IF ANY SHALL BE BROUGHT TO THE NOTICE OF THE I/O / EMPLOYER BEFORE COMMENCEMENT OF THE WORK AT SITE.
  3. APPROVED LATEST ROAD PROFILE DRAWINGS SHALL BE REFERRED FOR ROAD FORMATION LEVELS.
  4. ALL SERVICES SHALL BE SETOUT AT SITE AS PER THE APPROVED DRAWINGS. DISCREPANCY OBSERVED/MODIFICATION REQUIRED SHALL BE DONE IN CONSULTATION WITH CLIENT/CONSULTANT.
  5. UTILITY DUCTS SHALL BE PROVIDED ACROSS THE ROAD AS PER RESPECTIVE UTILITY DRAWINGS.
  6. MATERIAL SPECIFICATION, CONSTRUCTION PROCEDURE AND QUALITY CONTROL REQUIREMENTS FOR ROAD AND OTHER COMPONENTS OF WORK UNDER THE SCOPE OF WORK SHALL BE IN ACCORDANCE WITH APPLICABLE CLAUSES OF MORTH'S REVISION.
  7. REFER LATEST MASTER PLAN FOR ADJOINING PLOT / GROUND LEVELS.
  8. UTILITY PIPE CROSSING SHALL BE PROVIDED AT LOCATIONS SPECIFIED BY ALAL, RESPECTIVE UTILITY DRAWINGS.

- LEGEND:**
- PROPOSED MAIN DRAIN
  - PROPOSED LATERAL / ROAD DRAINS
  - PROPOSED SWALE CHANNEL
  - PERCOLATION WELLS AT REGULAR INTERVALS
  - DRAIN NODE NOS
  - OIL WATER SEPARATOR
  - RWH / UG SUMP TANK
  - COLLECTION PIT

REV	DESCRIPTION	DESIGNED	DRAWN	CHECKED	APPROVED
01					

PROJECT: DEVELOPMENT OF CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT

CLIENT: **adani**  
ADANI LUCKNOW INTERNATIONAL AIRPORT LTD.

CONSULTANT: **STUP Consultants Pvt. Ltd.**

PROJECT: CCSA - LANDSIDE TRANSPORT INFRASTRUCTURE

STATUS: SCHEME DESIGN

DRAWING TITLE: COMPREHENSIVE DRAINAGE NETWORK PLAN FOR PHASE-5

JOB No.	148393	SCALE	1:5000
NAME	SIJN	DATE	07.04.22
DSGN	PJ	PROJECTION	07.04.22
DRWN	SHR		07.04.22
CHKD	RSP		07.04.22
APPD	YDM		07.04.22

DRAWING No. 1160-STU-TS-PL-PI-SD-PL-2131

RELEASED FOR: INFORMATION / TENDER / APPROVAL / CONSTRUCTION / AS BUILT

# **ANNEXURE - 25**

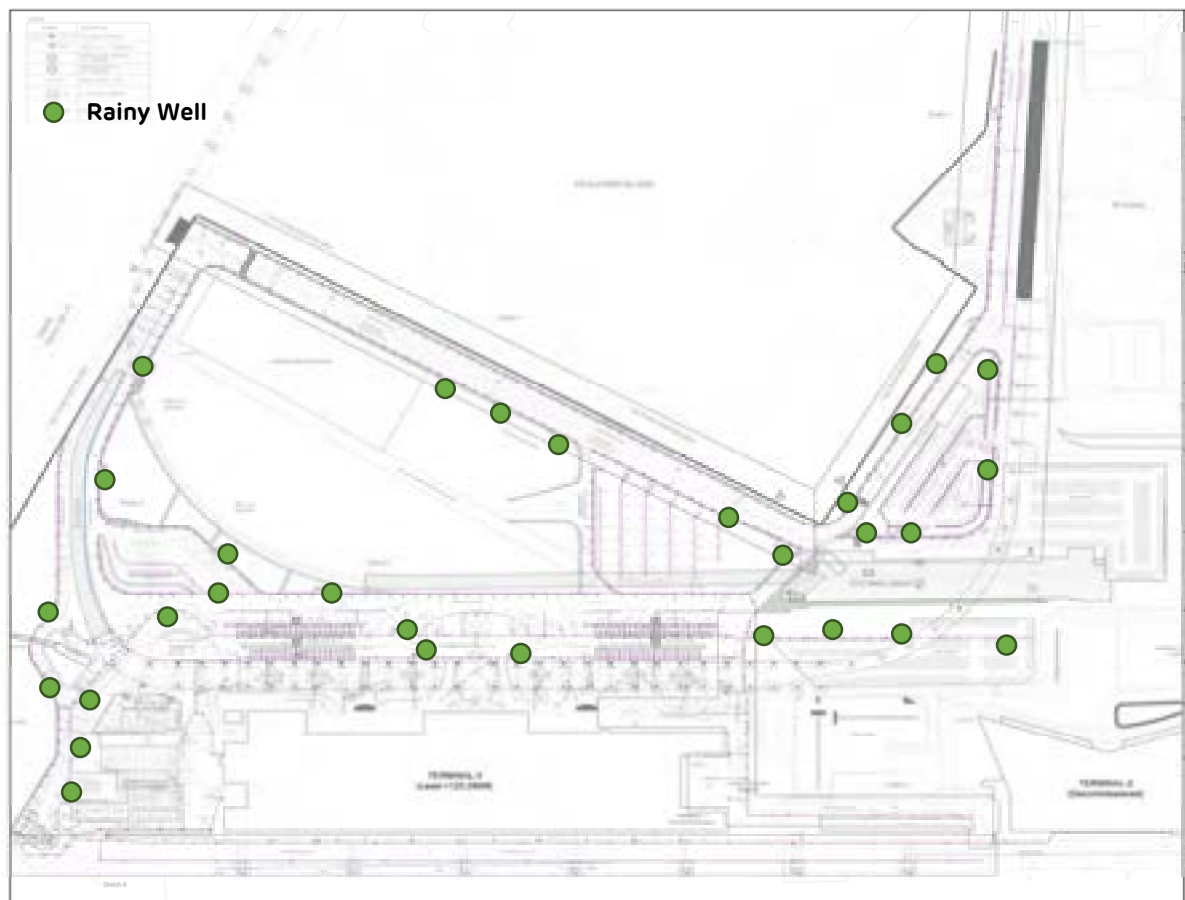


Lucknow International Airport Limited

From : Apr'2023

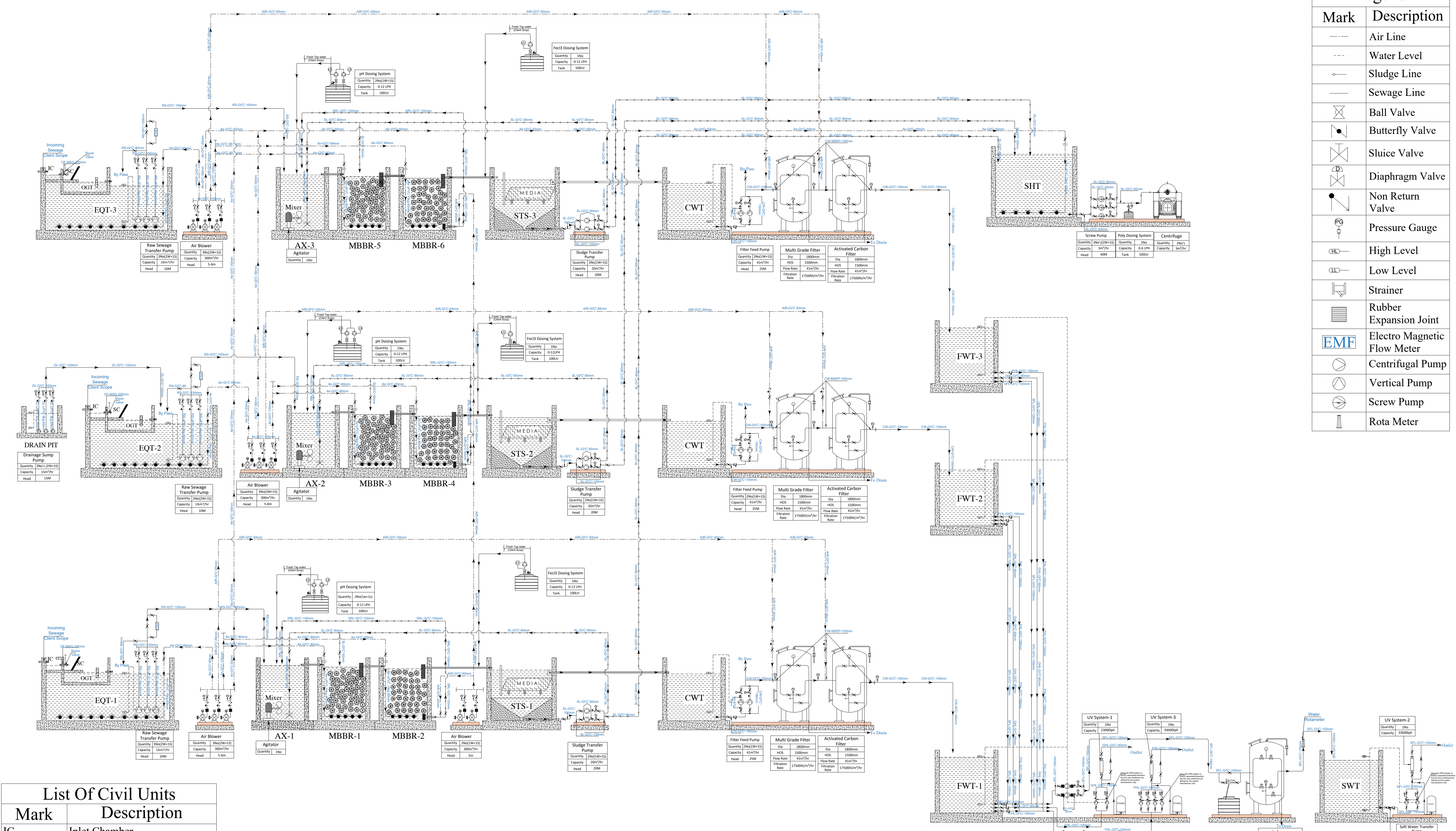
To : Sep'2023

Annexure 25- Infiltration/ Rainy Wells Location Map



# **ANNEXURE - 26**

Legend	
Mark	Description
---	Air Line
---	Water Level
---	Sludge Line
---	Sewage Line
⊗	Ball Valve
⊘	Butterfly Valve
⊘	Sluice Valve
⊘	Diaphragm Valve
⊘	Non Return Valve
⊘	Pressure Gauge
⊘	High Level
⊘	Low Level
⊘	Strainer
⊘	Rubber Expansion Joint
EMF	Electro Magnetic Flow Meter
⊘	Centrifugal Pump
⊘	Vertical Pump
⊘	Screw Pump
⊘	Rota Meter




List Of Civil Units	
Mark	Description
IC	Inlet Chamber
SC	Screen Chamber -1,2,3
O&G	Oil & Grease Trap-1,2,3
EQT	Equalization Tank-1,2,3
AX-1	Anoxic Tank-1
AX-2	Anoxic Tank-2
AX-3	Anoxic Tank-3
MBBR-1,2	Moving Bed Bio-Reactor-1,2
MBBR-3,4	Moving Bed Bio-Reactor-3,4
MBBR-5,6	Moving Bed Bio-Reactor-5,6
STS-1	Secondary Tube Settler-1
STS-2	Secondary Tube Settler-2
STS-3	Secondary Tube Settler-3
CWT-1	Clear Water Tank-1
CWT-2	Clear Water Tank-2
CWT-3	Clear Water Tank-3
FWT-1	Flushing Water Tank-1
FWT-2	Flushing Water Tank-2
FWT-3	Flushing Water Tank-3
SWT	Soft Water Tank
SHT	Sludge Holding Tank

List Of Electromechanical Units		
Mark	Description	Unit
RSTP	Raw Sewage Transfer Pump	9 No's
STP	Sludge Transfer Pump	6 No's
AB	Air Blower	9 No's
AB	Air Blower	2 No's
FFP	Filter Feed Pump	6 No's
SP	Screw Pump	3 No's
CF	Centrifuge System	2 No's
MGF	Multigrade Sand Filter	3 No's
ACF	Activated Carbon Filter	3 No's
UV	UV System	3 No's
AM	Anoxic Mixer	3 No's
FeCl3	FeCl3 Dosing System	3 No's
SC	Screen (Bar)	3 No's
PDS	Poly Dosing System	1 No
SFP	Softener Feed Pump	2 No's
GHP	Garden Hydrant Pump	2 No's
FHP	Flushing Hydrant Pump	3 No's
SWTP	Soft Water Transfer Pump	2 No's
SOFT	Softener	1 No
BT	Brine Tank	1 No

## P&ID For Sewage Treatment Plant Of Cap. 1950 KLD.

Abbreviation	
Mark	Description
RS	Raw Sewage Line
SL	Sludge Line
SRL	Sludge Recirculation Line
CW	Clear Water Line
GHL	Garden Hydrant Line
FHL	Flushing Line
SFL	Softener Line
DL	Drain Line

# **ANNEXURE - 27**

	<b>Lucknow International Airport Limited</b>	<b>From : Apr'2023</b> <b>To : Sep'2023</b>
<b>Annexure 27- Waste Management Details</b>		

As a part of operation, an effective Solid Waste Management plan has been implemented at site, which includes:

- Separate waste bins (for dry & wet waste) at all the locations including Airside Landside & within the Terminals.
- Collection & transfer of waste from the source to Waste Storage Yard.
- Segregation of waste in Waste Storage Yard.
- All the waste after proper segregation is being given for further handling inline to 5R (Reduce, Reuse-Recycle-Recover-Reprocess) principle.
- As part of way forward, Lucknow International Airport Ltd has future plans for managing it's wastes and step ahead with a vision of Zero Waste to Landfill.



# **ANNEXURE - 28**



## **LUCKNOW INTERNATIONAL AIRPORT LIMITED**



**Chaudhary Charan Singh International Airport,  
Lucknow**

# **AERODROME EMERGENCY PLAN**

*Issue 01, Feb 2021*

<b>AIRPORT EMERGENCY PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	<b>Issue No &amp; Date: 01, 1<sup>st</sup> Feb 2021</b>
		<b>Revision No: 01</b>
		<b>Revision Date:02.03.2022</b>

## **Aerodrome Emergency Plan**

Doc No.: LIAL / AEP / PLN / 01

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**“Lucknow International Airport Limited”**

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

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		Revision No: 01
		Revision Date:02.03.2022

**Document status: Approved copy**

**Document Sign off:**

Activity	Name and position	Signature	Date
Prepared by	Mr. Rajesh Tiwari		15.02.2022
Reviewed by	Mr. Sanjay Kumar		15.02.2022
Approved by	Mr. Balvir Singh Bhatia		15.02.2022

**Lucknow International Airport Limited.**

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### RECORD OF AMENDMENTS

S. No	Amend No.	Summary of Amendment(s)	Page No.	Effective Date	Entered by (Name & Sign)
1	1	Compliance of Safety Circular NO. 04/2013 & 05/2014	16	02.03.2022	Sanjay Kumar 

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## Introduction

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

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

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

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

**(Balvir Singh Bhatia)**  
**Chief Airport officer, LIAL**

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## Objective

The objective of Airport Emergency Plan is to:

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

## Purpose

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

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

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



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## Organizations

Following agencies are involved to respond / act during emergencies

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

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## Type of Emergencies

### Categorization of Emergencies

#### 1. Local Standby:

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

#### 2. Weather/Visibility:

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

#### 3. Full Emergency:

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

#### 4. Aircraft crash On the Airport:

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

#### 5. Aircraft crash Off the Airport:

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

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**6. Fires on Ground (Aircraft Related Fires):**

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

**7. Dangerous Goods Accident / Incidents:**

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

**8. Natural Disaster:**

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

**9. Structural Fire:**

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

**10. Bomb Threat Contingency Plan:**

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

**11. Contingency Plan for Handling Hijack Situation at Airport:**

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

**12. Disabled Aircraft Removal Plan:**

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

**13. In- Flight Mass Casualties:**

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

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

## Local Standby

- **When?**

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

- **How?**

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

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

**Air Traffic Services**

1. The Duty Officer, ATC Tower, will inform

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

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

b) Apron Control

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

2.WSO will inform

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

**(Refer Annex-01, for Telephone No.)**

### **Apron Control**

Apron Control will inform:

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

### **Airport Rescue and fire fighting**

#### **- Action by Fire Control Room / Fire Watch tower**

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

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**2. He will further inform:**

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

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

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

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

**(Refer Annex- 01, for Telephone No.)**

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

### Weather/Visibility Stand-by

- **Weather Standby:-**

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

- **Visibility Standby:-**

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

- **Action by the Air Traffic Control Officer**

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

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

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

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

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

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

- Duty Officer of Fire Station will ensure the following:

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

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

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

2. He will further inform:

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

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

4. Advice all concerned regarding its termination.

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

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



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

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## Full Emergency

- **When?**

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

- **How?**

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

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

- **Air Traffic Services**

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

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

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

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

Tel(Office)Mobile

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

**(Refer Annex-01, for Telephone No.)**

- **Action by Apron Control**

DM, ASO will inform:

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

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

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

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

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

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

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

### **Annexure A**

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

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

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Contact Detail of RCC Delhi

Name of SAR Agency	Contact Authority	Tel (Off)	Mobile (if any)	Fax	Email/AFTN
RCC Delhi	GM (ATM)	+91-11-25654367	+919873157585	+91-11-25654367	<a href="mailto:gmairmpalam@iaa.aero">gmairmpalam@iaa.aero</a> AFTN: VIDPYDYX
-do-	WSO Delhi	+91-11-25653283 +91-11-25653101 +91-11-28705100	+919873233050 +919968679958	+91-11-25653284	<a href="mailto:wsoindia@iaa.aero">wsoindia@iaa.aero</a> AFTN: VIDPZRZX VIDFZQZX
-do-	Jt. GM (SAR)	+91-11-28705112 +91-11-25654061 +91-11-28705114 +91-11-25653481	+918800654666	+91-11-28705112	<a href="mailto:rccdelhi@iaa.aero">rccdelhi@iaa.aero</a> <a href="mailto:rccdelhi@iaa.aero">rccdelhi@iaa.aero</a> <a href="mailto:rccdelhi@iaa.aero">rccdelhi@iaa.aero</a> AFTN: VIDPYCYX
-do-	FIC/ACC	+91-11-25653457 +91-11-25653490 +91-11-25653491	-	-	AFTN: VIDPZIZX VIDFZQZX VIDPZRZX

**Rendezvous Point: Airport Entry Gate No: “2”**

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

- If the aircraft has landed safely and towing services are required, the Air Traffic Control can consider downgrading the “Full Emergency” to “Ground Operations” after the Airport Fire services and the Airlines Ground Engineer have assessed the situation and confirm the aircraft is safe.
  - If subsequently, the aircraft crash land, the Air Traffic Control shall immediately initiate CRASH ACTION procedures as stipulated below.
- **Airport Rescue and fire fighting**
    - a) Action by Fire Control Room / Fire Watch tower  
On receipt of full emergency message from the ATC, he will press the crash-bell followed by the announcement on the PA system the following details for the guidance and action by the fire crew on duty.
      - Call sign.
      - Type of aircraft.
      - ETA of the flight.
      - Name of the owner of the aircraft.
      - Number of persons on board
      - Nature of trouble.

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

(Refer Annex-01, for Telephone No.)

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

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

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

### Positioning of CFTs in case of Runway in use 27:

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

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Positioning of CFTs in case of Runway in use 09.

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

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

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

**4) Action by CISF:**

The Officer In-Charge will ensure the following:

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

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

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

**6) Action by the Airlines or aircraft operator**

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

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

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

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- d) Provide a responsible member of the staff to liaise with waiting relatives and friends of the passengers concerned.
- e) Inform control tower in case of any dangerous/ inflammable goods on board the aircraft.

**7) Ground Handling Agency**

- a) The Ground Handling Agent concerned shall liaise with Duty Manager Airside/Apron control to marshal and dispatch the necessary ground handling resources to the scene to facilitate the disembarkation of passenger and towing of aircraft.
- b) Put on standby the passengers step ladders, coaches, aircraft towing facilities, and any other necessary ground service equipment.

**8) In-Charge Terminal/ Terminal Duty Manager**

- a) Terminal Duty Manager shall notify: -
  - o CAO, LIAL
  - o Airline (including the M.L.U, IAF if military aircraft is involved)
  - o Ground Handling Agency
  - o Immigration (if an International Flight is involved)
  - o Customs (if an International Flight is involved)
  - o Director (Airworthiness), DGCA
  - o Bureau of Civil Aviation Security
  - o CSO, LIAL
- b) The EOC/ CMC will be activated at Conference Room, LIAL Office, Terminal- I, CCSI Airport. DTM shall provide crisis handling facilities until the EOC/CMC is established.

**Termination**

Termination of the “Full Emergency” shall be made by the Duty Officer, ATC Tower. The phrase “Full Emergency Terminated” shall be used.



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## AIRCRAFT CRASH ON THE AIRPORT

The Aerodrome Emergency Plan shall be implemented immediately upon the aircraft accident on or in the vicinity of airport.

(Vicinity means area up to 5km on approach path and other areas up to 2.5 km around the airport boundary or in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.)

### ▪ When?

Crash action is declared for aircraft accidents on the Aerodrome. The Duty Officer, Control Tower shall activate the crash alarm immediately if one of the following events occur: -

1. When the aircraft accident/crash is sighted by the Air Traffic Controller or the sighting is reported to the Air Traffic Control by any of the reliable sources.
2. During poor visibility when the Air Traffic Controller is unable to sight the runway, and the aircraft, which has been cleared for take-off or land, fails to respond to the Air Traffic Control's repeated calls. Or the inputs from ASMGCS and other radar have indicated that the aircraft might have crashed.
3. When the aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and the communication with the pilot is not able to be re-established. Or the inputs from ASMGCS and other radar have indicated that the aircraft might have crashed.

### ▪ How?

The decision to declare the crash action rests with the Air Traffic Control.

1. A request to respond to an aircraft accident on the Aerodrome is normally initiated by the Air Traffic Control. When, however a call is received from any other person, an accident is observed, or there is reason to consider that an accident is imminent, the Airport fire service, i.e. the Fire Watch tower concerned shall take action in the same manner as if the Air Traffic Control had originated the request. The Air Traffic Control will then be informed of the nature of the request / call and of the response initiated.
2. If the crash is within the Airport Fire service Turnout area, the Air Traffic Control shall activate the crash alarm for at least two minutes continuously.

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▪ **Action by ATC officer:**

**1. The Duty Officer, Control Tower will:**

Switch on the Crash Bell /Siren uninterrupted for at least 2 minutes

- Inform the Fire Station to proceed the accident site, giving the following details:
  - Aircraft Accident/Incident
  - Call sign of the Aircraft
  - Type of the Aircraft
  - Operator or the owner of the Aircraft
  - Grid location /position of the site of accident
  - Number of person on board, if known
  - Quantity of fuel, if known
  - Where to assemble
  - Additional information (if any)
- Inform Apron Control
- Inform WSO
- Inform MET
- Inform Briefing Officer (ARO).

Make proper log entries indicating the time and names of persons informed

**Action by Apron control**

- a) Inform Head Operations
- b) Inform Head Airside Operations
- c) Inform Safety Manager
- d) Inform In-Charge Terminal
- e) Inform Head E&M
- f) Inform CISF Control Room
- g) In compliance to Air Safety Circular No. 04 of 2013, Apron Control will do video recording of fire fighting and rescue operations. In accordance with Air Safety Circular No. 05/2014 regarding preservation of evidence, apron control will inform SIC. By the time SIC arrives, Apron Control will preserve the evidence and will handover the evidences to SIC on his arrival.

Make proper log entries indicating the time and names of persons informed

**2. Action by WSO: -**

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- Inform Jt.GM (ATM) 9839309218
- DGM(ATM) 9761747212
- Inform District Magistrate, Lucknow. 9454417557, 2623024

Take action to close the affected runway until the CMC Chairman decide otherwise. Aircraft operations may be suspended in the event of a major aircraft crash at the airport.

Take action to minimize vehicle traffic on the affected runway to prevent disturbance of accident investigation evidence. Only essential vehicles are allowed.

Inform following through SMS as the earliest:-

- Chairman , AAI 09810117431
- Member (ANS)/ Member(OPS) 09910666368
- ED(ATM) 09910211770
- ED(OPS) 08826176167
- GM(NR) 09560568484
- RED,(NR) 09650711477

(Refer Annex-01, for Telephone No.)

### **3. Action by Briefing Officer (ARO)**

- The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member(ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room; Briefing officer, IGI airport ; General Manager (FS), CHQ; Director (Air Safety), DGCA.
- Issue NOTAM in co-ordination with Apron Control/ ARFF notifying that "Airport Rescue and Fire Fighting/Protection Services NOT AVAILABLE from(.....TIME) till further notice. Fire equipment/appliances committed to aircraft accident.

### **4. Action by Jt.GM(ATM)/DGM(ATM)**

Inform following persons at New Delhi:-

RCC, New Delhi	011-25654061
DGCA, New Delhi	011-24620784, 24627830
Director of air safety, New Delhi	011-24620272

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Jt. D. G	011-24611504
D.D. AIR SAFETY	011-24620274
BCAS, New Delhi Control Room	011-23311443/23738394/23355167

**5. Action By Airport Fire Service:**

1) Action by Fire Control Room / Fire Watchtower:

A call to an aircraft accident at the airport will normally be received from ATC. However, when a call is received from any other source or an accident is observed by Fire Watch tower, following actions shall be initiated:

Press the crash bell followed by announcement on PA system, the details for the guidance and action by the fire crew on duty:

- Call sign (Flt. No.)
- Airline
- Type of aircraft.
- Sector
- Grid location of the site of accident.
- Time of accident
- Number of persons on board, if known.
- Quantity of fuel on board, if known.
- Additional information (if any)

(On duty official will inform ATC on R/T if the message of disaster is not originated from ATC).

**2) Action by Fire Control Room:**

On duty official in the Fire Control Room will ensure the following:

- Inform Sr. Manager (FS).
- Inform State Fire Service
- Sarojni Nagar Fire Station Control Room on hot line
- On telephone No.101
- PGI Fire Station
- Alambagh Fire Station
- CMO, Lucknow
- Balrampur Hospital
- Medical College Trauma Centre
- PGI Ambulance/108 Ambulance

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- Airport Medical Centre
- Inform AGM (Tech) with the request to mobilize additional transport and Earth moving equipment like JCB, Tipper, Grader, and Bulldozer etc. as required.

Rendezvous point: Gate no.2 will serve as Rendezvous point where the City Fire Brigade and Ambulance Service will report.

**i. Action by Duty Officer/ Shift In-charge (Fire Station)**

On receipt of accident message from ATC/Watch tower or having observed the crash himself, he shall:

- a. Immediately ensure full-scale turn out to the scene of the accident without delay.
- b. Maintain continuous communication with ATC for obtaining clearance for reaching the site including entry to Runway/crossing of runway, if required, and keep ATC informed of all pertinent information from time to time.
- c. Ensure that Airport Rescue and Fire Fighting vehicles proceed via established shortest access routes to the site of the accident.
- d. Arrange to extricate persons from the aircraft and arrange immediate first aid and medical attention and to extinguish fire.
- e. While rescuing the injured cabin crew their identification and location in and around aircraft must be carefully observed and recorded.
- f. Location of passengers whether alive or dead should be recorded immediately during Rescue/removal operations. (Removal of injured persons for treatment must not be delayed for want of formalities with regard to the recordings as stated above.)

**ii. Action by In-charge (FS):**

On receipt of information about the accident, he shall ensure to reach the accident site as quickly as possible and take over charge from shift-In-charge. He will coordinate with the concerned agencies like CISF, DGCA and the airlines to

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ensure prompt and efficient handling of the rescue services. He will also coordinate with Command Post for any requirement arising from time to time.

#### **6. City Fire Service**

- a) City Fire service shall deploy Water Tenders, Water Bowers, and Motor Pumps to report to the Rendezvous Point as designated by ATC. Appoint one liaison officer to report to the Rendezvous Point upon his arrival.
- b) Liaison Officer shall liaise with Rendezvous Point to ensure the arriving convoy of the City Fire Service resources proceeds directly to the crash site under the escort of a "Follow-Me" vehicle.
- c) Ensure the City Fire Service resources line up orderly at their pre-designated staging area and do not cause unnecessary traffic congestion on the road.

#### **7. Action by In-Charge Terminal/ Duty Manager Terminal**

**He shall notify: -**

- CAO
- CSO, LIAL
- Airline (including the M.L.U, IAF if military aircraft is involved)
- Ground Handling Agent.
- Immigration (if an International Flight is involved)
- Customs (if an International Flight is involved)
- Chief Security Officer, LIAL
- Instruct Customer Service Coordinators to make no further announcement for passengers to board the aircraft.
- Set up the Survivors Reception Centre, Friends Relative Reception Centre and Reunion Area quickly with the assistance of Customer Service Coordinators.
- Inform the Police Control Room and SSP
- Inform the hospitals (as listed)

(Refer Annex-01, for Telephone No.)

Duty Manager Terminal shall provide off-scene support until the EOC/CMC is established.

Airside Duty Manager shall ensure runway closure notification (if any) to concerned agencies.

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### **8. Chief Airport Officer (CAO)**

Chief Airport officer shall notify CEO/COO and shall ensure that: -

- a) Head FS shall establish a COMMAND POST at the site, which shall include representative from AAI, Airside Operations, Security and Airline concerned. The command post shall establish two way communications with ATC and Emergency Operations Control Room. On arrival of DGCA investigator all actions at the crash site shall be in consultation and agreement with the investigator.
- b) Crisis Management Is notified to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre.
- c) Close Liaison with Crisis Management Centre and coordinate with Airport Operation Control Centre/ Apron control/Fire tower.

### **9. Engineer (Electrical)**

- a) Shift Engineer shall notify Head E & M
- b) Shall put on standby one generator for lighting purposes during hours of darkness
- c) Shall isolate any exposed cables, lights etc. at the crash site.

### **10. Airport Medical Centre Will ensure the following: -**

- a) Medical Officer/In-Charge Medical Centre shall inform Hospital, Ambulance Service and Chief Medical Officer, State
- b) Provide triage, medical and care functions
- c) Issue medical kits to panel doctors
- d) Coordinate health and medical response team efforts
- e) Transportation of critically injured to medical facilities
- f) Medical Officer shall coordinate the functions of all the medical services reporting at the airport
- g) Track and manage the casualty information such as number of injured, number of injured, number of dead and number of casualties sent to hospitals etc.
- h) Panel Doctors must upon activation, report to the designated Rendezvous Point for collection of emergency passes and white coats
- i) Airline Doctors must if contacted, proceed to the triage area at the crash site with their medical kits using their own transport.

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### **11. Action by CISF:**

- a) On receipt of information, shall notify CISF In charge.
- b) CISF shall mobilize all its available security personnel, except for those needed to man the access gates, to the crash site.
- c) Facilitate the response and access of external resources into the airside or crash site by establishing free traffic lanes on ingress and egress roads for the emergency vehicles Rendezvous Point. Normal traffic should be routed away from or around the crash site.
- d) Establish an ambulance route to the Casualty Clearance Centre.
- e) Ensure that the crash site is cordoned off quickly and guarding it against unauthorized persons.
- f) Ensure no photo-taking without proper authorization.

### **12. State Police**

- a) Airport SHO shall notify In-charge (Traffic Police) and In-charge (Airport)
- b) Mobilize the police officers at the crash site and arrange for reinforcement of police force, if necessary.
- c) Executive crowd control and traffic control regulation at and near the accident site to facilitate the response of rescue and fire-fighting crew and other supporting agencies/services.
- d) Take over the responsibility of securing and preserving the crash area, i.e. cordoning off and restricting access by unauthorized persons.
- e) Guarding the wreckage and preserving evidence including eye-witness accounts and photography.
- f) Ensure no photo taking by any unauthorized person without proper authorization.
- g) Provide full support to facilitate DGCA in their investigation.
- h) Arrange for medical examinations to be performed on surviving crew members.
- i) Arrange for post mortem examinations to be performed on deceased crew members and passengers.
- j) Cordon and take control of Body Holding AREA (BHA).
- k) Liaise with the hospitals for mortuary arrangements and take custody of dead bodies until they are released to their next-of-kin.
- l) Take custody of all articles and personal effects found at the crash site until they are handed over to airline concerned.



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- m) Take custody of the flight data and cockpit voice recorders until they are handed over to DGCA.
- n) Cordon off all the cargoes carried onboard including DGR items, if any, until the arrival of Dangerous Good specialist.
- o) Inspector Traffic Police shall mobilize his officers to control and regulate the traffic at the city side/landside to facilitate the response of external agencies/services and to regulate the flow of ambulances.

### **13. Medical Examination of Flight Crew, Handling of Dead and Media Management**

#### **Medical Examination OF Flight Crew**

- a) The flight crew must be segregated from the rest of casualties.
- b) If the Pilot and co-Pilot are Priority I casualties, they will, after stabilization, be immediately transferred to Hospital from the triage area. For this purpose, an ADVISORY CARD indicating the biochemical and toxicological examinations to be carried out shall be attached to the casualties prior to their transfer to the hospital.
- c) If the Pilot and Co-Pilot are Priority II / Priority III or uninjured casualties, the medical examinations and collection of blood and urine samples shall be carried out by the MEDICAL OFFICER at the Emergency Medical Centre.
- d) The samples of blood and urine collected must be handed over to Director (Air Safety), DGCA or his representatives.

#### **Handling of Dead**

- a) The obvious dead will be left at the crash site for investigation purposes. Upon clearance by the Director (Air Safety), DGCA, the bodies will be handed over to the Police. The police will take charge of the Body Holding Area, which is a part of the Casualty Clearance Centre set up. All the dead bodies including those who do not survive their injuries at the care holding areas will be brought to the Body Holding Area. At, the Body Holding Area, forensic team and other relevant specialists may conduct body identification and determination of cause of death.
- b) The Police will liaise with the hospitals for mortuary arrangements and in coordination with Mobile Command Post, arrange for the transportation of bodies and parts to the mortuaries as soon as possible.

### **14. City Side Management (Airport Security)**

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Shall activate security staff for crowd control and traffic control at the city side, terminal building, and any other area.

### **15. Airport Security (CSO)**

Shall assist Police and CISF wherever necessary as requested by these agencies.

### **16. Airline**

- a) Airline concerned shall send airline representatives to the Mobile Command Post and the Assembly Area to assist with the collation and update of the casualty information, and transport of uninjured and casualties to the Survivors Reception Centre (SRC) which is next to Belt 1 in Terminal 2. Terminal Management will provide support in cordoning of the area and providing seating. Airline representative shall bring forms which are supposed to be filled and reconciled along with forms which will be filled in FRCC.
- b) Send airline representatives to Friends Relative Reception Centre (FRRRC) next to arrival gates at Arrival forecourt of Terminal 2. Airline shall set up counters to fill forms which shall be sent to DTM office for reconciliation. Also, assist with the coordination and facilitation of the passengers and next-of-kin needs.
- c) Send airline representative at Re-Union centre situated at arrival hall (Visitor's area) of Terminal 2.
- d) Set up its own information counter at the Airline Office or Town Office.
- e) Provide passenger manifest to CMC, SRC, FRRRC, RA and MCP.
- f) Provide information on Dangerous Goods on board to ARFF, if any.
- g) Liaise with the DM, ASO or Airport operation Control Centre (AOCC)/Apron control for mobilization of ground services equipment such as steps, coaches, etc.
- h) Liaise with the Immigration and Customs, if an international flight is involved, for expeditious clearance of its passengers and crew members as well as their baggage.
- i) Submit a copy of the verified passenger manifest to the designated ACS, clearly indicating the surviving passengers and dead.
- j) Submit a copy of the Immigration clearance document for its passengers (both surviving and non-surviving) to the designated ACS.
- k) Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin and are under police escort at all times.

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- l) Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- m) Be responsible for the accountability of all its passengers - injured, uninjured, and dead.
- n) Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation.
- o) The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.
- p) Be responsible for quick removal of its disabled aircraft or wreckage after the investigation is completed and authorization from DGCA is received.

### **17. Ground Handling Agent**

The Ground Handling Agent concerned shall activate its ground service staff and facilities such as passenger steps, coaches and aircraft towing equipment and shall coordinate with DM, ASO/ Apron Control for further deployment to the accident site as soon as possible or whenever required.

### **18. Media Management**

- a) Corporate communication and his team shall take the lead to handle all press matters. They are LIAL's single point media interaction. They will be responsible for developing the overall information management plan, with emphasis on strategies to manage the information flow.
- b) Set up Airport Terminal and manned by LIAL Corporate communication team. It serves as an official source for the media to gather the most accurate and up-to-date information which the authorities can make available.
- c) The media centre located will be located at Community Centre which shall be guarded by the CISF and Police officers against unauthorized personnel throughout its operation. Only members of the press, free-lancer reporters and photographers wearing a valid pass issued by LIAL will be admitted to the Media centre or transported to the crash site.

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d) All press release, prior to their release, must be cleared by a committee comprising CAO, LIAL or his designated representatives, DGCA or his representatives and a senior executive from airline concerned. No officer of LIAL, except his representatives shall act as the media spokesperson on behalf of LIAL or shall feed any information to the media without prior approval from CAO, LIAL.

### **Termination**

Termination of "CRASH ACTION" shall be decided by the Chairman of Emergency Operations Centre/Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

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## **EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (WITHIN THE VICINITY OF AIRPORT)**

(Vicinity means area up to 5km on approach path and other areas up to 2.5 km around the airport boundary or in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.)

The ARFF Turnout Area is defined as the area covering outside the airport perimeter wall and in the vicinity of the airport up to a radius of 8 km from the centre of the airport as indicated on the Aerodrome Grid Map.

Organisations/Units involved, and their roles and responsibilities are as follows: -

### **1. Action by ATC Control Tower shall:**

- Inform WSO/ATC Briefing Unit
- Inform Airport Fire & Rescue Service with details City Fire Service
- Inform CISF Control Room
- Inform Apron control
- Inform the Police Control Room and SSP Concerned airlines
- Make proper log entries indicating the time and names of persons informed

### **2. Action by WSO: -**

Inform Jt.GM (ATM) 9839309218

Inform District Magistrate, Lucknow

Inform following through SMS as the earliest: -need to discuss with ATC

Chairman, AAI 09999260104

Member (ANS)/ Member (OPS) 09910666368

ED (ATM) 09910211770

ED (OPS) 08826176167

GM (NR) 09560568484

RED, (NR) 09650711477

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### 3. Action by Briefing Officer (ARO)

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room ;Briefing officer, IGI airport ; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

### 4. Action by Jt.GM (ATM)/DGM(ATM)

Inform following persons at New Delhi: -

RCC, New Delhi 011-25654061

DGCA, New Delhi 011-24620784, 24627830

Director of air safety, , New Delhi 011-24620272

Jt. D.G 011-24611504

D.D. AIR SAFETY 011-24620274

BCAS, New Delhi Control Room 011-23311443/23738394/23355167

5. Jt. G.M. (ATM) shall ensure that the concerned log / occurrence books are properly sealed and handed over to Director (Air Safety), DGCA

### 6. Airport Rescue and fire fighting

- a) Fire watch Tower/Fire Control Room I/C shall relay the "CRASH" message to the Fire stations and also inform Officer In charge of Fire Station. Fire Control Room In charge shall relay the "CRASH" message to City Fire Service/State Fire Service.
- b) Ensure designated fire crew and vehicles are dispatched to the location with the approval of Airport Director/Jt.GM (ATM)/ATC Officer to the crash site in the vicinity of the airport up to a radius of 8 km from the centre of the airport.

### 7. Action by Ground Fire Control Room I/C:

On receipt of aircraft accidents message on duty Ground Fire control Room I/C will initiate the following actions and ensure:

- Inform Sr Manager (FS), Station Fire In-charge.
- Inform Duty Manager, Airside Operations and DTM, Terminal Operations

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- Inform the State Fire Service.
- Sarojini Nagar Fire Station.
- PGI Fire Station.
- Alambagh Fire Station.
- CMO, Lucknow.
- TSM Hospital, Amausi Lucknow
- Balrampur Hospital.
- Medical College Trauma Centre.
- PGI Ambulance, Ambulance 108 and 102

(Refer Annex-01, for Telephone No.)

**8. Apron Control shall notify:**

- In-Charge ASO

**Terminal management shall notify: -**

- CAO/ Head Operations
- CISF
- Airline (including the M.L.U, IAF if military aircraft is involved)
- Ground Handling
- Immigration (if an International Flight is involved)
- Customs (if an International Flight is involved)
- Police
- Director (Airworthiness), DGCA
- Bureau of Civil Aviation Security
- Aviation Services
- Communications
- CSO, LIAL

**9. Chief Airport Officer**

Chief Airport Officer shall notify CEO/COO and shall: -

1. Alert Crisis Management Group
2. Notify Terminal Manager to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre.
3. Liaise closely with Crisis Management Centre and coordinate with Airport Operation Control Centre.

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## **10. State Police**

- a) Airport SHO shall notify in charge (Traffic Police) and In charge (Airport)
- b) Mobilise the police officers at the crash site and arrange for reinforcement of police force, if necessary.
- c) Executive crowd control and traffic control regulation at and near the accident site to facilitate the response of rescue and fire-fighting crew and other supporting agencies/services.
- d) Take over the responsibility of securing and preserving the crash area, i.e. Cordoning off and restricting access by unauthorized persons.
- e) Guarding the wreckage and preserving evidence including eye-witness accounts and photography.
- f) Ensure no photo taking by any unauthorized person without proper authorization.
- g) Provide full support to facilitate DGCA in their investigation.
- h) Arrange for medical examinations to be performed on surviving crew members.
- i) Arrange for post mortem examinations to be performed on deceased crew members and passengers.
- j) Cordon and take control of Body Holding AREA (BHA).
- k) Liaise with the hospitals for mortuary arrangements and take custody of dead bodies until they are released to their next-of-kin.
- l) Take custody of all articles and personal effects found at the crash site until they are handed over to airline concerned.
- m) Take custody of the flight data and cockpit voice recorders until they are handed over to DGCA.
- n) Cordon off all the cargoes carried onboard including DGR items, if any, until the arrival of Dangerous Good specialist
- o) Inspector Traffic Police shall mobilize his officers to control and regulate the traffic at the crash side/landside to facilitate the response of external agencies/services and to regulate the flow of ambulances.

## **11. Crash Side Management**

- a) Shall activate security for crowd control and traffic control at the crash side, terminal building, and any other area.
- b) Shall activate security for crowd control and traffic control at the city side, terminal building, and any other area.



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## **12. Airport Security (CSO)**

Shall assist city Police, Fire service, Ambulance Service and CISF wherever necessary as requested by these agencies.

## **13. Airline**

- a) Airline concerned shall send airline representatives to the Mobile Command Post and the Assembly Area to assist with the collation and update of the casualty information, and transport of uninjured and casualties to the Survivors Reception Centre (SRC) which is next to Belt 1 in Terminal 2. Terminal Management will provide support in cordoning of the area and providing seating. Airline representative shall bring forms which are supposed to be filled and reconciled along with forms which will be filled in FRCC.
- b) Send airline representatives to Friends Relative Reception Centre (FRR) next to arrival gates at Arrival forecourt of Terminal 2. Airline shall set up counters to fill forms which shall be sent to DTM office for reconciliation. Also, assist with the coordination and facilitation of the passengers and next-of-kin needs.
- c) Send airline representative at Re-Union centre situated at arrival hall (Visitor's area) of Terminal 2.
  - Send a senior airline representative to the CMC to assist with high level decision making and dealing of media matters.
  - i. Set up its own information counter at the Airline Office or Town Office.
  - ii. Provide passenger manifest to CMC, SRC, FRR, RA and MCP.
  - iii. Provide information on Dangerous Goods on board, if any.
  - iv. Liaise with the Airport operation Control Centre (AOCC)/Apron control/Ground Handling Agent (GHA) for mobilization of ground services equipment.
  - v. Liaise with the Immigration and Customs, if an international flight is involved, for expeditious clearance of its passengers and crew members as well as their baggage.
  - vi. Submit a copy of the verified passenger manifest to the designated ACS, clearly indicating the surviving passengers and dead.
  - vii. Submit a copy of the Immigration clearance document for its passengers (both surviving and non-surviving) to the designated ACS.
  - viii. Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin, and are under police escort at all times.

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- ix. Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- x. Be responsible for the accountability of all its passengers - injured, uninjured, and dead.
- xi. Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation.
- xii. The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.
- xiii. Be responsible for quick removal of its disabled aircraft or wreckage after the investigation is completed and authorization from DGCA is received.

#### **14. Ground Handling Agent**

The Ground Handling Agent concerned shall activate its ground service staff and facilities such as coaches and aircraft towing equipment and deploy them to the accident site as soon as possible.

The Ground Handling Agent concerned shall put on standby its ground service resources and wait for further instructions from Duty Manager, Airside Operations/ Apron Control.

#### **Termination**

Termination of "CRASH ACTION" shall be decided by the Chairman of Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

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## EMERGENCY PROCEDURES FOR AIRCRAFT CRASH OFF THE AIRPORT (BEYOND THE VICINITY OF AIRPORT)

In case the aircraft accident occurs, beyond the vicinity of the airport, normally NO CFT from Airport Fire Service should be sent to the crash site.

### 1. Action by ATC Control Tower:

- WSO/ATC Briefing Unit
- Airport Fire & Rescue Service with details City Fire Service
- Inform CISF Control Room
- Inform Apron control
- Inform the Police Control Room and SSP Concerned airlines
- Make proper log entries indicating the time and names of persons informed

### 2. Action by WSO: -

- Inform Jt.GM(ATM)9839309218
- Inform District Magistrate, Lucknow 9454417557, 2623024
- Inform following through SMS as the earliest:-

Chairman, AAI	09810117431
Member (ANS)/Member(OPS)	09910666368
ED(ATM)	09910211770
ED(OPS)	08826176167
GM(NR)	09560568484
RED,(NR)	09650711477

### 3. Action by Briefing Officer (ARO)

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)- NR, &Operations Control Room ;Briefing officer, IGI airport; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

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#### 4. Action by Jt.GM (ATM)

Inform following persons at New Delhi: -

RCC, New Delhi	011-25654061
DGCA, New Delhi	011-24620784, 24627830
Director of air safety, New Delhi	011-24620272
Jt. D.G	011-24611504
D.D. AIR SAFETY	011-24620274
BCAS, New Delhi	011-23311443/23738394/23355167

5. **Jt. G.M. (ATM)** shall ensure that the concerned log / occurrence books are properly sealed and handed over to Director (Air Safety), DGCA

#### 6. Action by Airlines:

- Establish a Public Relation Cell in coordination with Terminal Operations, LIAL.
- Provide Copy of Passenger Manifest to CMC, SRC, FRRRC, RA and MCP In coordination with AAI establish a mini morgue
- Inform CASO, ASG
- Provide all assistance to the kin/relatives of the passengers
- Be responsible for ensuring that its crew, particularly the pilot and co-pilot, are segregated from the passengers and their next-of-kin, and are always under police escort
- Be responsible for the custody of the baggage and any other belongings of the passengers after they have been cleared by the Police, DGCA, and the Customs (for an international flight only).
- Provide full support and cooperation to DGCA to facilitate their aircraft accident investigation  
Send a senior airline representative to the CMC to assist with high level decision making and dealing of media matters
- Set up its own information counter at the Airline Office or Town Office.
- The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator, or pilot-in-command reports the occurrence to DGCA, the

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District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.

- j) Provide information on Dangerous Goods on board if any

## **7. Chief Airport Officer**

**Chief Airport Officer shall notify CEO/COO and shall: -**

- a) Alert Crisis Management Group
- b) Notify Terminal Manager to establish Survivors Reception Centre, Friends Relative Reception Centre, Reunion Area and Media Centre. Activation of these centres shall be done by respective Airline/GHA in coordination with Terminal Management.
- c) Liaise closely with Crisis Management Centre and coordinate with Airport Operation Control Centre.

## **8. Terminal management shall notify**

- a) CAO/ Head Operations
- b) CSO, LIAL
- c) CISF
- d) Airline (including the M.L.U, IAF if military aircraft is involved)
- e) Ground Handling
- f) Immigration (if an International Flight is involved)
- g) Customs (if an International Flight is involved)
- h) Police
- i) Director (Airworthiness), DGCA
- j) Bureau

## **9. State Police**

(As detailed in previous chapter)

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## AIRCRAFT GROUND INCIDENT

(Aircraft Related Fires Occurring in Aircraft Movement Area):

An aircraft can catch fire whilst it is taxiing in the movement area or parked at an aerobridge or remote bay or can collide with other aircraft / vehicle / structure. Such a scenario can arise from a defect or malicious act, and may develop into a major disaster. The resources required to mitigate are thus identical to that of an aircraft crash on the airport. This chapter outlines the procedures to be adopted by the parties concerned under such circumstances.

When the aircraft on ground on fire is sighted by the Air Traffic Controller or the sighting is reported to the Air Traffic Control by any reliable source, the Air Traffic Control shall activate the Airport Rescue and Fire-fighting Services through the crash alarm/Omni line system and provide details of the aircraft fire or any incident. If the incident is of serious nature, then CFTs shall be asked to rush to the site.

### **1. Duty officer ATC shall inform Apron Control and WSO, who in turn will inform Jt. GM (ATM)**

*(The WSO shall continue with the action as detailed in previous chapter.)*

*The Sequence of Activation for "Aircraft on Ground Incident" shall be similar to that of "Aircraft Crash on the Airport". The use of the phrase "Aircraft on Ground Incident" is to give distinction and therefore avoid confusion between aircraft crash and aircraft on the ground on fire.*

### **2. Action by Briefing Officer (ARO)**

The Briefing Officer in conjunction with WSO/ TWR Supervisor should originate a signal addressed to the DGCA, Chairman, AAI, Member (ANS) Member (Ops), ED (ATM), RED(NR), GM(ATM)-NR, & Operations Control Room ;Briefing officer, IGI airport ; General Manager (FS), CHQ ;Director (Air Safety), DGCA.

### **3. Action by Jt.GM (ATM)**

Inform following persons at New Delhi: -

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RCC, New Delhi      011-25654061

DGCA, New Delhi    011-24620784, 24627830

Director of air safety, New Delhi    011-24620272

Jt. D.G                      011-24611504

D.D. AIR SAFETY      011-24620274

BCAS, New Delhi Control Room    011-23311443/23738394/23355167

#### **4. Action by the Airport Fire Service**

- a) Aircraft ground the incident Calls will normally be received from the Air Traffic Control Officer on duty. When, however a call is received from any other person, or an accident is observed, or there is reason to consider that one is imminent, the Aerodrome Fire Service will take action in the same manner as if the Air Traffic Control Officer had originated the call, and the Air Traffic Control Officer will be informed of the nature of the call and of the appliances sent.
- b) A full attendance of appliances will be made to all aircraft ground incidents.
- c) The Officer-In-Charge of the Aerodrome Fire Service will be responsible for all subsequent action by the service.

#### **5. Action by Ground Fire Control Room:**

On receipt of aircraft ground incident message on duty Fire control Room I/C will initiate the following actions and ensure:

- Apron Control
- Inform In-charge (FS),
- Inform the State Fire Service.
- Sarojini Nagar Fire Station.
- PGI Fire Station.
- Alambagh Fire Station.
- CMO, Lucknow.
- Airport Medical Centre Lucknow
- Balrampur Hospital.
- Medical College Trauma Centre.
- 10.PGI Ambulance , Ambulance 108 and 102

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## **6. Action by the CISF**

The Officer-In-charge of CISF will:

- Inform constables at the gates.
- CISF shall mobilize all its available security personnel, except for those needed to man the access gates, to the ground incident site.
- Facilitate the response and access of external resources into the airside or ground incident site by establishing free traffic lanes on ingress and egress roads for the emergency vehicles Rendezvous Point. Normal traffic should be routed away from or around the crash site.
- Establish an ambulance route to the Casualty Clearance Centre.
- Ensure that the ground incident site is cordoned off quickly and guarding it against unauthorized persons.
- Ensure no photo-taking without proper authorization.
- Render such other assistance as is possible.

### **Cancellation of Aircraft Ground Incident**

Cancellation of Aircraft Ground Incident will be taken only after consultation with Aerodrome Fire Service Officer-In-charge.



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## Post-Accident Procedures and guidance on transition from emergency operations to normal operations

After fire suppression and survivor rescue have been completed, the following procedures should be observed:

Removal of bodies of fatally injured occupants remaining in wreckage after the fire has been extinguished or controlled should be accomplished only by or under the directive of responsible authority. Premature body removal has, in many cases, interfered with identification and destroyed pathological evidence required by medical examiner, coroner or authority having investigational jurisdiction.

If extraction of casualties from aircraft is necessary, the position and seat number in which the survivors were located in the aircraft should be recorded at the earliest opportunity. Where casualties are located at positions away from the wreckage, the positions should be marked by a stake with a label identifying the victim and the seat. In all cases the casualties should have an identifying label attached to them stating where they were found and in which seat. Similarly, personal belongings should remain attached. Apart from gaining information which may assist in the accident investigation, the careful recording of all these data may assist in the identification of casualties.

If circumstances permit, the area should be photographed for future reference prior to any body removal activity. Photographs are advantageous tools to aid investigators and should be given as soon as practicable to the appropriate agency having responsibility for the accident investigation.

The wreckage of an aircraft involved in an accident, including controls, shall not be disturbed (moved) until released for removal by the investigational authority having jurisdiction. If the aircraft, parts, or controls must be moved because they directly present a hazard to human life, efforts should be made to record their original condition, positions, and locations, and due care should be accorded to preserve all physical evidence. If circumstances permit, photographs should be taken showing the location and position of all major components marked on the ground. Head Operations shall be responsible for the compliance of above.

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On completion of the initial rescue operation, it is important that the rescue and fire-fighting personnel exercise as much care as possible to ensure their movements do not destroy evidence which may be of value in the investigation. For example, movement of ambulance and rescue and fire fighting vehicles should not be made along the wreckage trail if alternative access is possible.

The location of mail sacks and pouches should be observed and this information given to postal authorities. If necessary, the mail should be protected from further damage.

Aviation fuels and hydraulic fluids may cause dermatitis by contact with the skin. Rescue and fire-fighting personnel who have had these fluids spilled on them should wash thoroughly with soap and water as soon as possible. Wet clothing should be changed promptly.

RFFS to reach the Airport Fire Station immediately on completion of task and start replenishing the contingent with water, foam and other fire extinguishing media.

The SM (Fire) should coordinate with Duty Manager, Airside Operations/ Apron control regarding time required to replenish so that necessary NOTAM action can be initiated and other flight waiting for arrival and departures could be also advised accordingly.

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## FIRES ON THE GROUND

(Fire Involving airport Buildings and Installations, i.e. Non aircraft Related Fires)

Fire may occur at any of the airport installations and buildings. If out of control, such a fire may cripple the key airport facilities and disrupt the normal airport operations. This chapter outlines the general procedures to be followed by the parties concerned during such a fire occurrence.

During a fire occurrence, however small it may appear to be, any person discovering it shall:-

- (a) Raise the fire alarm via the nearest manual call point and. If, no manual call point is available, raise the alarm by other available means.
- (b) Inform the Airport Rescue and Fire Fighting (ARFF) Services immediately of the exact location of the fire on EPABX telephone no 2411 or direct no 2433309

Giving the following details:

- i. Location of fire
- ii. Type of fire
- iii. Name of caller
- iv. Telephone number of caller

Operate a suitable fire extinguisher where readily available, or any water hose reel within range (\* Note : attempt to put the fire using a fire extinguisher shall only be carried out if the fire is small (i.e. at incipient stage) and does not pose any danger to the operator). (Also take note that water shall not be used on fire involving liquid such as oil, petrol and kerosene, as well as on energized electrical equipment unless such equipment has been de-energized).

### **1. Action by Airport Fire Station**

- a) The Fire Watch Tower/Fire Control Room shall activate the fire bell at least 10 seconds, followed by a PA broadcast of the “fire” message twice in succession.
- b) Inform ATC and dispatch CFT from the Fire Station to the reported fire location by the most expeditious route and commence fire -fighting and rescue operations.

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c) Inform Duty Manager, Airside Operations/ Apron Control who will further inform In-Charge ASO and In-Charge Terminal.

2. Action by Ground Fire Control Room I/C:

On receipt of Fires on the ground message on duty Ground Fire control Room I/C will initiate the following actions and ensure:

- a) Inform Fire Station In-Charge.
- b) Inform the State Fire Service if required.

**Evacuation**

- a) The concerned fire teams of the building shall initiate and direct the evacuation of the affected occupants if the conditions indicate such need prior to the arrival of the duty Officer or fire Officer-In-Command. The evacuation can be total or partial, depending on the severity of the fire and the extent of damage.
- b) Once the instructions for evacuation are made, all the occupants shall stop their work and leave the building immediately in a systematic and orderly manner via the shortest escape route.
- c) The detailed procedures for responding to fire outbreaks and for quick and safe evacuation of occupants in case of fire or other emergency are provided in the Fire Strategy Plan drawn up for the respective buildings.

**3. Action By In charge Terminal**

- o Inform CAO
- o CSO, LIAL
- o Inform Head Operations
- o Inform Chief Security Officer
- o Inform Hospitals / Ambulance Services if required.
- o CISF Control Room.

(Refer Annex-01, for Telephone No.)

When aircraft movements are expected, the Airport Fire Service attendance should continue to work at a domestic fire only so long as Fire Situation demands its retention. It should then, with the agreement of the OIC of the City Fire Service in attendance, return to Station as soon as possible to cover such expected aircraft movements.

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#### **4. Action by CISF:**

- Inform constables on gates of the location of the fire.
- Post guides to direct incoming fire appliances.
- Send on or more constables to control on lookers at the site of fire.
- Render such other assistance as is possible.
- Support security, crowd control and traffic control at the incident site
- Cordoning of ground incident site

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## DANGEROUS GOODS EMERGENCIES

### **Dangerous goods accident / incidents may occur:**

- During an Aircraft crash in which the aircraft concerned is carrying dangerous goods.
- During the Full emergency in which the aircraft concerned is carrying dangerous goods.
- During the Fires on the ground in which the aircraft is carrying or in the process of loading/ unloading dangerous goods.
- When consignments of dangerous goods are damaged during loading or unloading from the aircraft or during delivery or collection from cargo terminals / warehouses/ within the airport.

### **Definition and classification of dangerous goods**

“Dangerous goods are defined as articles or substances transported by air which is capable of posing a significant risk to health, property or environment when exposed or if the packing is in an unsafe condition”.

Such goods are classified under the following:

- Class 1: Explosive
- Class 2: Compressed and liquefied gases
- Class 3: Flammable Liquids
- Class 4: Flammable solids
- Class 5: Oxidizing substances
- Class 6: Poisonous / toxic substances
- Class 7: Radioactive materials
- Class 8: Corrosives
- Class 9: Miscellaneous

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When a dangerous goods accident / incident occurs on the ground, the organizations / units involved and their roles and responsibilities:

### **1. Airport Rescue and fire fighting**

- Fire watch tower concerned shall upon receiving the information, immediately relay the message to the duty officer / officer in charge concerned and notify.
- Upon arrival the airport fire service personnel shall quickly control and contain the accident / incident until the arrival of local fire brigade.
- Rescue and fire-fighting personnel should familiarize themselves with the various distinctive diamond shaped dangerous goods labels.

### **2. Head Ops**

- a) Head Ops shall notify Chief Airport Officer. Shall arrange EOC/crisis management centre to be set up and manned.
- b) This emergency situation involves the possible spillage of dangerous/hazardous material on a commercial, military or private aircraft in flight. The following action shall be taken:
- c) Upon notification from the pilot or other responsible person (s) the Fire Department will be notified by telephone- (Fire Watch Tower/Fire Control Room (Ground) on R/T or direct telephone. Inform the State Fire Service on--101 (Local Emergency Number) and a request for fire equipment will be placed.
- d) Upon landing the pilot will be directed to an isolation zone. Fire equipment and ARFF vehicle will remain up wind of the isolation zone.
- e) A perimeter will be established around the area with a 1500-foot minimum distance from the aircraft.
- f) Only rescue crews and authorized personnel will be permitted within the perimeter if radioactive smoke borne or wind carried particles are present.
- g) Close doors and windows of buildings in the area where blowing smoke borne or other particles are present.
- h) Determine if an actual spillage has occurred. If the radioactive container or hazardous material container is found to be unbroken, the alert will be cancelled. The material will be held in custody until proper disposal instructions are received.

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- i) If a spillage has occurred, the Fire Department and the senior fire official on scene will take charge and become the incident commander. Fire Department shall direct all containment and cleanup operations.
- j) Inform the authority concerned within 48 hours of occurrence, followed by a report as per the requirement under the Environment (Protection) rules 1986, for all accidents / incidents involving hazardous chemical.

(Refer Annex-01, for Telephone No.)

### **3. Local fire service**

Local fire service shall respond with the necessary resources needed for mitigating the dangerous goods accident / incident.

### **4. CISF Control Room**

- a) Shall liaise with the Airport Fire Service and Local fire service on the requirement of CISF assistance at the scene.
- b) Assist the crowd control and regulation of traffic flow. Facilitate the response and access of external resources into the airside.
- c) Assist the cordoning of the area if the evacuation is required the CISF personnel shall help evacuate all the non-essential people and stop the movement from re-entering the accident / incident site.

### **5. Police**

- a) The SHO concerned shall mobilize the police officers to the accident / incident site.
- b) Shall liaise with the Airport fire service and local fire service on the requirement of the police assistance at the scene.



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## HANDLING OF RADIOACTIVE MATERIALS

In the event radioactive materials are suspected the following general procedures should be followed by ARFF:

- a) The nearest nuclear energy facility, hospital with a radiological unit, military base or Civil Defense organization should be required to dispatch immediately a radiological team to the accident site.
- b) If the dangerous goods accident / incident involving radioactive material occur in the airport shall liaise with following Persons:

Department of Atomic Energy, West Block-07, R.K. Puram, New Delhi-66.

Contact Person- Mr. S. Thangavel. Regional Director (NR) Contact No-011-26101450 (Office). Mobile- 9448760870

OR Director at Mumbai Mr. M.B.Verma 040-27766791

### **Precautionary measures for Rescue and fire-fighting:**

- a) Only properly attired rescue and fire-fighting personnel should remain on the scene. All other persons should be kept as far from the scene as possible.
- b) The Airport fire service or Local fire service will set up a HOT zone (a recommended radial distance of 100 m) around the accident / incident site. Where applicable, a WARM zone about 100m (measured from the boundary of the HOT zone) will be cordoned. A transfer point between the HOT and WARM zones is to be clearly demarcated.
- c) All rescuers should assemble at the transfer point before proceeding towards the aircraft or the damaged radioactive consignment. The rescuers assigned to work in the HOT zone will be kept to a minimum and they shall be equipped with standard protective clothing and respiratory protection.
- d) However, there should not be any reduction in the effectiveness of rescue and fire-fighting operations.
- e) Rescuers and fire-fighting personnel should stay upwind and avoid the smoke, fumes and dust blowing from the accident / incident site.

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## DISEMBARKATION OF PASSENGERS FROM AIRCRAFT DISABLED/ IMMOBILISED ON RUNWAY/TAXIWAY

As per Disabled Aircraft removal Plan

### IN FLIGHT MASS CASUALTY

▪ **When?**

- a) In Part 1 of ICAO Annex 6, it is stipulated that the pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving his aircraft which results in serious injury or death to any person or substantial damage to the aircraft or property.
- b) Mass casualties onboard can arise from incidents such as aircraft encounter with air turbulence and food poisoning.

▪ **How?**

When the Air Traffic Controller is notified by the pilot of an incident where passengers onboard have suffered injuries or fallen sick during the flight, the Air Traffic Controller shall try to obtain from the pilot the number of injured/sick casualties onboard and immediately notify the following parties :-

- i. Tower Supervisor
- ii. Apron control

Apron control shall immediately inform the rest of the parties concerned with the necessary details including the parking bay to be assigned to the aircraft.

- If there are 15 injured/sick passengers or less, the resources within the airport are adequate to handle. If there are more than 15 injured/sick passengers, the external medical resources such as ambulances and hospitals may have to be enlisted.
- Inform Chief Airport Officer, Head Operations and on duty Managers.
- CISF Control Room.
- Shall proceed to set up SRC, FRRC, & RA, if the number of mass casualties is more than 15
- Shall inform operational In-charge

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- Report to the action group
- Position one "Follow Me" vehicle at designated Rendezvous Point, if there are more than 25 injured/sick passengers onboard.

### **1. Airport Rescue and fire fighting**

Inform Airport Fire Service In charge, (Station In-Charge)

### **2. Airport Medical Centre**

- a) Medical Officer shall inform hospitals.
- b) Proceed to the Action Group at the assigned parking bay.
- c) Activate his medical team to provide treatment to injured/sick passengers.
- d) Call in the available ambulances to standby.
- e) If the number of mass casualties is more than 15, activate hospitals.
- f) Shall dispatch the two ambulances to the assigned parking bay where the aircraft will be parked to assist with the evacuation of the injured/sick passengers.

### **3. CISF Control Room**

- a) On receipt of information, shall notify CISF Commandant- 2701 /9621677666
- b) Send a representative to report to the Action Group at the assigned parking bay.
- c) Facilitate the access of the external medical resources to the airside via rendezvous point.
- d) Mobilize its officers to the strategic locations at the landside to execute crowd control and traffic regulation in order to facilitate the response of the external medical resources

### **4. Police**

- a) SHO shall notify In-charge (Traffic Police) and Police In-charge (Airport)
- b) Send a representative to report to the Action Group at the assigned parking bay.
- c) Mobilize the police officers to assist with traffic regulation at the landside.

### **5. Airline**

- a) Airline concerned shall send airline representative to report to the Action Group at the assigned parking bay.
- b) Provide the necessary assistance and support for dealing with the injured/sick passengers.

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- c) Liaise with Immigration and Customs for clearance of the injured/sick passengers and their baggage if an international flight is involved ( Note: All uninjured passengers and their baggage will be cleared by normal channel)
- d) The Aircraft Rules, 1937, Part X - Investigation of Accidents requires, where an aircraft accident or a serious incident occurs in India, that the aircraft owner, operator or pilot-in-command reports the occurrence to DGCA, the District Magistrate and the Officer-In-Charge of the nearest Police Station within 24 hours after the occurrence.

### **6. Ground Handling Agent**

The Ground Handling Agent concerned shall provide the necessary ground support and assistance as directed by the Action Group in coordination with Apron Control.

### **Termination**

Decision on termination of the In-Flight Mass Casualty operations will be made by the Chairman of the Action Group, once all injured/sick passengers are evacuated from the aircraft. The Head of the Action Group shall inform the Tower Supervisor of the termination.

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## DISASTER MANAGEMENT PLAN

### Natural Disasters

The natural disasters to which airport are likely to be subjected include thunder storms and seismic activities. Storms can bring high winds and rain which can jeopardize the safety of workers and passengers in open areas, as well as aircraft and other equipment on the ground. Depending on the intensity, such acts of nature may cause severe destruction to the aircraft, airport buildings and installations, and even loss of life. While nothing can be done to avert them, there are actions that can be taken at design stage to minimize the impact and expedite restoration of airport operations.

#### Disasters due to natural calamity could be as follows:

- a. Earthquake
- b. Storms/Cyclone
- c. Cloud burst/Lightning/Extreme weather conditions
- d. Fire

#### 1. Action by Air Traffic Control:

Natural disasters whatever may be such as, earthquake, storms, eruption, warning will be declared by ATC after receiving the message from metrological department and inform:

- Fire Watch Tower /Fire Control Room on R/T or hot line or telephone 2411, direct 2433309 along with details of emergency likely to be effect at C.C.S.I airport.
- Apron Control
- Jt. GM (ATM)
- Declared "NOTAM" regarding the Natural disasters likely to be effect at C.C.S.I airport.

#### 2. Action By DM, ASO/Apron control

- Inform Chief Airport Officer
- In-Charge ASO
- Inform Head Operations
- Inform Head Terminal
- Inform Head E&M

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**3. Action by Airport Fire Station**

- a) Duty Officer, Fire station will ensure all Fire Crew mount on their earmarked vehicles and remain “ready” to proceed if required and also brief all the fire crew to maintain listening watch on R/T in their CFT for instructions and guidance. Fire Crew maintain full state of alertness and preparedness.
- b) On receipt of Natural disasters message, he shall announce on PA system with details of emergency likely to be effect at C.C.S.I airport and Nature of disasters.
- c) Remain in constant touch with ATC. Any instructions received from ATC, should be passed on to the Fire crew immediately. Maintain record on the occurrence book, of the action taken by him in sequence.

**4. Action by Terminal Duty Manager**

On receipt of information, he will inform:

- o Medical Officer & will remain in close touch with Apron Control/Duty Manager, Airside Operations till the time Natural disasters Standby is cancelled.

**5. Action by Medical Officer**

On receipt of the information, the Medical Officer will remain in the M.I. Room and be prepared.

**Termination**

Termination of “Natural Disasters” shall be decided but the Chairman of Crisis Management Centre. Chairman of CMC shall inform the Tower Supervisor of the termination.

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## RECORD AND REPORTS

The Air Traffic Control Tower, Airport Fire Service unit and Apron Control shall maintain a proper record of the following during Emergency:

- a) Message Sent.
- b) Message Received.
- c) Action Taken History of events.

The records shall be entered in the ATC Log Book and Airport Fire Service with respect to time clearly and the same is preserved.

On termination of emergency, a report shall be made and sent to Chief Airport officer, LIAL.

## AIRPORT EMERGENCY EXERCISE AND REVIEW OF EMERGENCY PLAN

The following paragraphs are the extracts of ICAO Doc 9137, part 7, regarding Airport Emergency Planning. This Emergency Contingency Plan has been prepared based on guidelines provided by BCAS and DGCA. The actual emergency mock up exercise will be done based on ground realities and resources available with LIAL and other participating agencies which will be decided in the pre-exercise meetings. The review of this Emergency Plan shall be done only after each mock emergency exercise or after the real emergencies. Hence the development of this plan is left for future recommendations and comments of different participating agencies which will be coming from time to time.

### **Airport Emergency Exercise (Ref: ICAO Doc 9137):**

Full Scale Emergency Exercise

Purpose:

The purpose of an airport emergency exercise is to ensure the adequacy of the following:

-

- Response of all personnel involved.
- Emergency plan and procedure; and
- Emergency equipment and communication.

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It is important that the Airport Emergency Plan shall be tested so as to correct as many deficiencies as possible and familiarize all personnel and agencies concerned with the airport environment, the other agencies and their role in the emergency plan.

The airport emergency plan provides the framework which enables airport and community fire protection, security, medical and other resources to join in an effective, coordinated response to airport emergencies. In addition, airport operators cannot truly have confidence in the airport's plan until they study it, revise it, study it again and test it. Testing is crucial for determining where serious gaps may exist in the plan. Testing the plan may afford emergency response personnel from the airport an opportunity to get to know each other and to know how other services operate. It may provide emergency response personnel from outside the airport an opportunity to meet airport personnel and to familiarize themselves with airport facilities, resources, traffic pattern, twilight and darkness and in various conditions of weather and visibility.

**Type of Airport Emergency Exercises:**

There are three methods of testing the airport emergency plan which should be conducted in the following schedule.

- a) Full-scale exercise: At least every two years
- b) Partial exercises: At least once each year that a full-scale exercise is not held or as required to maintain proficiency.
- c) Table-top exercise: At least once each six months, except during that six month period when a full-scale exercise is held.

**Tabletop Exercise**

The tabletop exercise is a test of the integration and capacity of emergency response resources without the expense and disruption of services incurred by a full-scale exercise. The exercise may be held as a co-ordination exercise prior to the full-scale exercise, or it may be held at intervening times in order to reconfirm procedures, policy, telephone numbers, radio, frequencies, and change in key personnel.

The tabletop exercise is the simplest type of drill to stage, requiring only a meeting room, a large scale map of the airport, and a senior representative of each participating unit in attendance. A probable accident location is selected on the map and each participant describes what actions their unit would take to respond. This exercise will quickly reveal



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operational problems, such as terminology and areas of jurisdiction. These exercises should be held semi-annually, but not coincidental with other exercise.

**Partial Emergency Exercises:**

Partial emergency exercises may be required for some of the participating units in order to train new personnel, evaluate new equipment or techniques, or to comply with mandatory recurrent training requirements. These drills are economical because of their limited scope and can be repeated as often as required in order to maintain a high standard of proficiency. They may involve only one unit, such as rescue and fire-fighting services or medical, or a combination of several units as desired. These exercises should be held at least once each year that a full-scale exercise is not held to ensure that any deficiencies found during the full-scale airport emergency exercise have been corrected.

**Full Scale Emergency Exercise:**

The airport emergency plan should be subject to full-scale emergency exercises, to test all facilities and associated agencies at intervals not exceeding two years. The exercise should be followed by a full debriefing, critique and analysis. Representatives of all organizations which participate in the exercise should also actively participate in the critique.

The first step in planning full scale emergency exercise is to have the support of all airport and community authorities concerned. Departments and agency personnel to be considered are those listed in Organization page “5”.

**Objective:**

In conducting an airport full scale emergency exercise, the first and most basic step airport and community emergency response planners and workers must decide is exactly what should be achieved. As funds and personnel are management to make plans to accomplish specific goals.

There are numerous objectives that can be set for an emergency exercise. For example, it may be desirable to hold an exercise at night to test the reactions of response personnel under night time conditions. Similarly, it may be desirable to test the ability of

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local emergency response teams to react to the discovery of hazardous materials in the cargo of an aircraft.

**Selecting an objective:**

It is likely that more than one objective could be accomplished during an exercise. The pitfall in combining several objectives is that more may be set than can be achieved. As part of the objective setting effort, planners should limit the scope of the problems that will be explored or they run the risk of confusing and frustrating response personnel. Actual emergencies may create confusion and frustration, but confusion and frustration in training exercises will only produce a negative learning experience. This represents a missed opportunity for emergency planners and may decrease the ability of the community to respond in real emergencies.

**Assessing results:**

After the exercise, it should be possible to look back and see specific skills that were learned, new environmental conditions that were explored, communications systems that were tried out, additional mutual aid units that were integrated into the emergency plan, new equipment that was used, as well as other benefits or problems.

All agency heads must be thoroughly familiar with the airport emergency plan and must develop a plan for their individual departments in co-ordination with the general plan. The agency heads should meet regularly to develop an understanding of their agencies responsibilities and requirements in co-operation with other agencies.

A large passenger aircraft should be sought for the full scale emergency to add realism to the on airport exercise and to familiarize participants with the problems of removing casualties from aircraft. If an aircraft is not available, a bus / or similar large vehicle may be used.

The emergency exercise should be held in locations which will provide maximum realism while ensuring minimum disruption of the airport operations. Various scenarios can be used. The exercise may held either during the day or night on the airport, in the runway end safety area, or in the surrounding community. Scenarios include accidents involving:

- a) Aircraft / Structures
- b) Aircraft / Aircraft or

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c) Aircraft / Ground vehicles

Since about 80% of all aircraft accidents occur on the runway, the runway end safety areas, or the approach or take off areas, the majority of exercises should be held in the aforementioned locations. Where aircraft are not available, inclusion of small fires in the area can add realism for the fire services. Volunteer casualties should be moulded in order to provide realism for the medical responder.

At least 120 days prior to the scheduled full scale emergency exercise, the Airports Authority should hold a meeting of all key supervisory personnel of principal participating agencies. At this time, of the exercise should be outlined, a scenario formulated, work tasks assigned, and duties of all agencies and personnel defined. A suggested time schedule and checklist is as follows:

D - 120 days Supervisory personnel of participating agencies hold organizational meetings to outline aims, formulate the scenario, assign work tasks, and select emergency plan co-ordination.

D - 90 days First progress report on arrangements.

D - 70 days First meeting of all participating agencies (individual committee representatives);

D - 60 days complete arrangement for full-scale emergency exercise site or staging Area written scenario;

D - 50 days training for moulage team begins. Second meeting of individual committee representatives). A moulage chairman can be selected from hospitals, R&FF personnel, Civil defence, military personnel etc.

D - 40 days Arrangement for transportation, feeding, stretcher bearers and volunteer workers completed.

D - 30 days Third meeting of individual committee representative. A preliminary "warm-up" communication exercise is held.

D - 21 days Fourth meeting of individual committee representatives' make-up for members who missed previous team training and arrangement for volunteer casualties completed.

D - 14 days Final meeting and briefing for all participants, including critique team.

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D - 07 days Final meeting of supervisory personnel to review.

D - 0 days The exercise.

D + 1 to 7days A critique following the exercise so that all participants may hear the observers' reports; and

D + 1 to 7days A critique following the exercise so that all participants may hear the observers' reports; and

D + 1 to 7days Supervisory personnel meet to review written critiques submitted by observers and participants; revise procedures exercise.

In preparing the scenario, the use of real names of aircraft operators and types of aircraft should be avoided. This will prevent any possible embarrassment to civil aviation companies or agencies.

In order to obtain the maximum benefit from a full-scale emergency exercise, it is important to review the entire proceedings. An observer critique team should be organized, comprised of members who are familiar with mass casualty accident proceedings. A team chairman should be appointed and should be present at all meetings. The team should be present at the final organizational meeting (seven days prior to the drill) and, in co-ordination into the exercise. Each member of the critique team should observe the entire exercise and complete the appropriate emergency drill critique forms. As soon as convenient after the exercise (not later than seven days), a critique meeting should be held so members of the team can present their observations and recommendations for improvement of the airport emergency plan procedures and associated airport emergency plan document.

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## GENERAL

### **Emergency Operations Centre & Mobile Command Post**

A Mobile Command / Co-ordination post will be established at the scene of the accident by ARFF.

The responsibility of establishing Mobile Post is with the ARFF Services and the senior most person will be the In-charge of Mobile Command Post.

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CAO or his representative will initiate arrangements pending the arrival of the Regional Controller of Air Safety, DGCA / Police Officer to ensure the following:

- a) Crowd control
- b) Free movement of R&FF Appliances and personnel for rescue and fire-fighting operations
- c) Assistance to survivors
- d) Maintaining records of survivors and identification of casualties
- e) Arrangement of additional transport for dispatching casualties to hospital
- f) Preservation of evidence
- g) Guarding of aircraft wreckage
- h) Investigation of accident
- i) Removal of wreckage after clearance from Director of Airworthiness

### **Grid Maps**

There are two Grid Maps for Lucknow Airport Grid Map 'A' and 'B'.

- a) Grid Map 'A' concerns only the airport operational area and;
- b) Grid Map 'B' concerns the area around 8 km radius of (ARP) C.C.S.I Airport

### **Rendezvous Point**

- a) Airport Entry Gate No, '2' shall be the Rendezvous Point for reporting supporting agencies in case of aircraft emergencies occur Runway 27 side within the airport boundary.

Note: - Gate No, '2' is guarded by CISF to check the entry into the operational area. In case of emergency occur, External agencies viz.; Fire Vehicle and Ambulances can be sent to accident / incident site of their requirement with the help of Airside Operations, LIAL and ARFF Services.

In case of aircraft emergency occurs outside the airport boundary; External agencies viz.; State Fire Vehicle and Ambulances and other designated person, as per Emergency Plan shall directly report to accident /incident site with coordination with Airside Operations, LIAL and ARFF Services.

### **Triage and Medical Care**

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In the aftermath of an aircraft accident many lives may be lost and many injuries aggravated if immediate medical attention is not provided by trained rescue personnel. Survivors should be examined, given available emergency medical aid as required, and then promptly transported to appropriate medical facilities.

## **TRIAGE**

‘Triage’ is the sorting and classification of casualties to determine the order of priority for treatment and transportation. Casualties should be classified into four categories:

- Priority I : Immediate care
- Priority II : Delayed care
- Priority III : Minor care
- Priority O : Deceased

Casualties should be moved to safe distance, 90 meters away, upwind from the accident site. The first qualified, medically trained person to arrive at the site must immediately begin initial triage. Medical diagnosis and treatment should be attempted at the scene of the accident. After stabilization, the casualties should be transported, if necessary, to medical facilities for further treatment.

## **CASUALTY IDENTIFICATION**

Casualty Identification Tag should be used after sorting of casualties. Tags help to expedite the treatment of mass casualties in a triage situation and thus permit more rapid evacuation of the injured to medical facilities. Tags are marked with numerals and symbols indicating medical priority classify casualties as follows:

Priority I	Immediate care	Red colour tag; Roman numeral I	Rabbit Symbol
Priority II	Delayed care	Yellow colour tag; Roman numeral II	Turtle Symbol
Priority III	Minor care	Green colour tag; Roman numeral III	Ambulance with symbol

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Priority IV	Deceased	Black colour tag	Cross symbol
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### Medical Care

- a) Stabilization of the seriously injured should be accomplished first at the accident site. The immediate transportation of the seriously injured before stabilization should be avoided.
- b) In accidents occurring on or adjacent to the airport, ARFF personnel are generally the first emergency personnel on the scene. It is imperative that seriously injured casualties be located and stabilized as quickly as possible.
- c) In cases where fire control or prevention does not require the efforts of all ARFF personnel should immediately commence casualty stabilization under the direction of the most trauma-trained individual on the scene. First response ARFF vehicle should carry initial supplies of casualty-care equipment, including artificial airways, compresses, bandages, oxygen and other related equipment used for the stabilization of smoke inhalation casualties and severe trauma. Sufficient oxygen should be available for use on ARFF personnel. However, oxygen should not be used in areas where fuel spills or fuel soaked clothing is present due to the explosion hazard.
- d) The first few minutes of medical treatment will aim at stabilizing the casualties until more qualified medical care is available. When specialized trauma team arrives, medical care will be more sophisticated (i.e. CPR- cardio-pulmonary resuscitation etc.) The triage procedure and subsequent medical care should be placed under the command of one authority, the designated Medical Coordinator, upon his arrival. Prior to his arrival, the command of triage should be assumed by the designee of the commanding RFF chief until relieved by the pre-designated medical coordinator.
- e) The medical coordinator has responsibility for medical aspects of the incident and should report directly to the one-scene commander. The medical coordinator's primary function will be administrative, not as a participant of the medical team treating the injured.

### Care of priority I (immediate care) casualties:

This type of casualty includes:

- Major hemorrhages.
- Sever smoke inhalation.

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- Asphyxiating thoraces and cervical-maxilla-facial injuries.
- Cranial traumata with coma and rapidly progressive shock.
- Compound fractures.
- Extensive burns (more than 30 per cent)
- Crush injuries.
- Any type of shock; and
- Spinal cord injuries

The following actions are recommended.

- First aid (clearing of the wind pipe, stopping of hemorrhages by means of hemostatic pads, and positioning the casualty in the recovery position)
- Resuscitation.
- Oxygen administration, except in areas of fuel or fuel-soaked clothing; and
- Placing the injured under shelter pending transportation.

**Care of Priority II (Delayed care) casualties:**

This type of casualty includes;

1. Non-asphyxiating thoracic trauma;
2. Closed fractures of the extremities;
3. Limited burns (less than 30 per cent)
4. Cranial trauma without coma or shock; and
5. Injuries to soft parts.

Care of casualties sustaining injuries which do not need immediate emergency medical treatment to sustain life can be delayed until Priority I casualties have been stabilized. Transportation of Priority II casualties will be performed following minimum on site care.

**Care of Priority II (Delayed care) casualties:**

This type of casualty includes minor injuries only. Certain accidents will occur where passengers have either minor or no injuries, or appear not to be injured. Because these casualties can interfere with other priorities and operations, it is important that they be



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transported from the accident / incident site to the designated holding area where they should be re-examined.

It is important that provision be made for the care, comfort, and identification of Priority III casualties. This should be provided through airport operations, the aircraft operator (where involved), or international relief organization (Red Cross etc.) Specific treatment areas should be pre-designated for this purpose, such as an empty hangar, a designated area in a passenger terminal, a fire station or other available sites of adequate size (hotel, school etc.) Any such area selected should be equipped with heating or cooling systems, electric light and power, water, telephones and toilet facilities. A number of such pre-selected sites should be available so that, when an accident occurs, the most advantageous site can be selected based on both travel distance and space needs (number of casualties involved). All aircraft operator personnel and airport tenants should know the location of such designated facilities.

#### **Control of the Flow of the Injured:**

The injured should pass through four areas which should be carefully located and easily identified.

*Collection area* - location where initial collection of the seriously injured from the debris is accomplished. Need for the establishment of this areas will be dependent upon the type of accident and the circumstances surrounding the accident site. Custody of casualties is normally transferred from the ARFF personnel to medical services at this point. In most cases, however, this transfer will occur at the triage area.

*Triage area* - the triage area should be located at least 90 meter upwind of the accident site to avoid possible exposure to fire and smoke. If necessary, more than one triage area may be established.

*Care area* - initially, there will be a single care area. Subsequently, this area should be subdivided into three sub-areas according to the three categories of injured, i.e. Immediate care (Priority I, Delayed care (Priority II) and Minor care (Priority III). Care areas can be colour coded for identification purposes (Red-Immediate, Yellow-Delayed, and Green-Minor care). The use of colour traffic cones, flags etc. may be used.

*Transportation area* - A transportation area for the recording, dispatching and evacuation of survivors should be located between the care area and the egress road. Only one transportation area is normally required. However, if there is more than one transportation area, it is essential to have communication between them.

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Mobile facilities for the stabilization and treatment of Priorities I and II casualties are recommended. Ideally, these facilities should be operational in less than thirty(30) minutes. Their design must therefore permit rapid conveyance to the site and rapid activation to receive casualties. These facilities should consist of:

- Conventional or resuscitation ambulances. A resuscitation ambulance is an ideal shelter for a Priority I casualty. The casualty may be treated there and subsequently conveyed directly to a hospital.
- Red tents to accommodate serious or extremely urgent cases. These facilities, with provisions for integrated heating and lighting, can be transported to the scene together with all the necessary medical equipment and
- Yellow tents to accommodate Priority II casualties. Transportable mobile hospitals or ambulances can be used for stabilization treatment for all casualties.

#### **Care of Ambulatory Survivors:**

##### General

The airport authority, aircraft operator (where involved) or other pre-designated agency selected for the purpose is responsible to:

**Select** the most suitable holding area for the particular emergency from those pre-designated in the airport emergency plan;

**Provide** for the transportation of the uninjured from the accident site to the designated holding area;

**Arrange** for doctor(s), nurse(s) or teams qualified in first aid to examine and treat the supposedly uninjured, especially for nervous traumatism (shock) and /or smoke inhalation, where pertinent;

**Furnish** a full passenger and crew manifest for accountability purposes;

**Interview** the uninjured and record their names, addresses, phone numbers, and where they can be reached for the next 72 hours;

**Notify** relatives or next of kin where deemed necessary;

**Co-ordinate** efforts with the designated international relief agency (Red Cross, etc.); and

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**Prevent** interference by unauthorized persons for those not officially connected with the operation in progress.

Prearrangement should be made for the immediate transportation by bus or by other suitable transports of the “walking injured” / ambulatory from the accident site to the designated holding area. This plan should be implemented automatically following notification of the emergency. A nurse or the person trained in first aid should accompany these people to the holding area. Each and every passenger and crew member should be examined for nervous traumatism (shock) and smoke inhalation.

Cold or inclement weather may require additional provisions for their protection and comfort. Occupants departing an aircraft using evacuation slides may be barefoot or without proper wearing apparel. Where the aircraft accident occurred in water or a marshy area, these people may be wet and uncomfortable. These problems should be anticipated by having supplies of clothing, footwear, and blankets readily available. It may be necessary to establish a special holding area which can supply warmth and clothing to prevent hypothermia, and be used for examination purposes, before these persons are transported to the designated ambulatory holding area.

International relief agencies and military establishments provide many of the aforementioned requisites.

## DISABLED AIRCRAFT REMOVAL PLAN

### **Introduction**

An aircraft may become immobilized at an airport for various reasons ranging from incidents such as a tire burst, an aircraft running off a runway or taxiway or major accident involving partial or complete disintegration of the aircraft. A disabled aircraft on or adjacent to the movement area is considered to be a major problem as the consequent diversion of flights results in high cost of operations to aircraft operators, loss of revenues to the airport and inconvenience to travelling public. Thus, expeditious removal of the disabled aircraft, especially when it interferes with the movement of other aircraft, is essential.

### **Responsibilities**

Control of the actual lifting and removal of large aircraft is the responsibility of the registered owner or the operator concerned, although he may seek advice, where

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necessary, from his insurance representative or the aircraft manufacturer. However, if the registered owner or operator is unable to remove the aircraft or is dilatory in doing so, Airports Authority of India shall have the authority to act for him with least delay. However, this does not imply that other than proper recovery procedures can be used for removal of the disabled aircraft. In case of small aircraft it may be possible for Airports Authority of India with the agreement of the registered owner or operator, to undertake the responsibility for removal of the aircraft. In any case, it is to be ensured that the disabled aircraft or its severed parts are left undisturbed and not tampered with or otherwise removed from the site without prior clearance from the Accident Investigating Authority and the aircraft owner / operator. Only after these clearances, the aircraft can be removed.

### **Coordinator**

Head Operations/ In-Charge ASO, C.C.S.I Airport, Lucknow, shall be the coordinator for removal of the disabled aircraft.

### **Action by Various Agencies**

#### **1. Action by ATC**

As soon as an aircraft becomes disabled on or in the vicinity of the Airport, ATC shall:

Inform Fire Watch Tower/Fire Control Room R/T giving following details:

- a) Call sign and type of aircraft
- b) Aircraft operator
- c) Location of the disabled aircraft

#### **2. Action by ATC Duty Officer/Assistant**

Inform

- a. Apron Control
- b. Deputy General Manager (ATC)
- c. CISF Commandant
- d. CISF Control Room
- e. Inform the concerned Airlines / Aircraft Operator

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### **3. Action by Apron Control**

Inform

- a. In-Charge ASO
- b. In-Charge Terminal
- c. Concerned Airlines Operations

### **4. Action by Watch supervisory officer/ Tower Supervisor:-**

- a) Regulate Air Traffic, as necessary and Take NOTAM action and Inform
- b) Concerned aircraft operator
- c) Air Safety directorate of DGCA
- d) Director of Airworthiness
- e) Controller of Airworthiness
- f) Regional Controller of Air Safety
- g) Inspect all areas prior to resumption of normal aircraft operations

### **5. Action By Terminal/ Airside Duty Manager**

- a) Inform CAO/ Head Operations
- b) Take action, as may be desired, by Coordinator for disabled aircraft removal operations
- c) Arrange for photography of the site, as required
- d) Co-ordinate with and assist the aircraft accident investigation authority
- e) Inform Oil companies as required
- f) Position command post at site

(Refer Annex-01, - for Telephone No.)

### **6. The Duty Officer of Fire Station will ensure Following:**

One CFT shall be dispatched to the site and remain on stand-by at the site, while defueling or removal of disabled aircraft operations are in progress.

### **7. Action by CISF:**

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- a) Ensure that the disabled aircraft site is cordoned off quickly and guarding it against unauthorized persons.
- b) CISF shall ensure that the disabled aircraft and its severed parts are left undisturbed and not tampered with or otherwise removed from the site without prior clearance from Accident Investigating Authority and the Aircraft owner / operator.
- c) Facilitate the response and access of external resources into the airside or disabled aircraft

### **8. Action by the Aircraft Operator**

- a) Since the primary responsibility for removal of the disabled aircraft is that of the concerned aircraft operator, he shall make all possible efforts, with available resources, to commence removal operations at the earliest.
- b) In case specialised lifting equipment i.e. pneumatic lifting bags and jacks etc. are considered essential for removal operation, shall contact Air India which has specialised equipment positioned at Mumbai under the IATA pooling arrangement. The list of equipment available at Mumbai Airport and the officials, who should be contracted for making the equipment available, is at Appendix-1. Normally, this equipment should be airlifted from Mumbai to C.C.S.I. Airport within 24 hours.
- c) Charges for IATA recovery kit are to be borne by the requisitioning party, the details of which are at the end.
- d) Make arrangements to preserve, to the extent possible, the aircraft and its parts, Cargo, mail, baggage and all records.

### **8. Aircraft operator's representative shall be required to:-**

- a) Implement the operator's aircraft removal plan in coordination with DM, ASO/ Apron Control
- b) Meet the Coordinator to develop and comprehensive plan for removal of the aircraft
- c) Consult, as required, the aircraft airframe and engine manufacturers or other experienced aircraft operator representatives
- d) Participate in the removal operation critique

### **9. Action by Oil Company**

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The oil company shall defuel the aircraft if required, while taking all necessary safety precautions.

#### **10. Action by the coordinator of Disabled Aircraft removal operations**

If required, convene a meeting of the concerned agencies to adopt the most appropriate methodology for removal of disabled aircraft and draw a broad action plan, which should cover:

- a) Escort routes for movement of vehicles / equipment between the gates and the site of disabled aircraft
- b) Defueling to lighten the mass of the aircraft
- c) Use of available equipment with local aircraft operators and AAI MT section
- d) Requirement and availability of equipment from outside agencies
- e) Whether conditions, particularly when crane-lifting or airbag operations are necessary
- f) Maintenance of security at the site.
- g) Lighting of the site
- h) Arrange to maintain a chronological summary of the removal operation
- i) Have photographs of the removal operation taken where possible
- j) Assign responsibilities, as required, to various officers of LIAL and other agencies
- k) Participate in the removal operation critique

#### **11. Action by E & M Dept of LIAL**

- a) Civil department shall arrange labour and materials, if required, for road making or other duties.
- b) Electrical department shall arrange to shift portable generator to the site, if required, for lighting the area.
- c) Officers of Civil & Electrical shall participate in removal operation critique.

#### **12. Access Gates for Entry of Equipment From Outside**

- a) Gate No. 2 (near M.T Workshop)
- b) 09 Crash Gate (Kanpur Road).

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**List of Agencies for Convening Meeting to Discuss Action Plan for Removal of Disabled Aircraft**

- a. ATS, Airports Authority of India
- b. In-Charge ASO, LIAL
- c. Aircraft owner / operator
- d. Airport Security
- e. Representative of DGCA
- f. Fuel companies
- g. Air India
- h. Indian Air Force (If an IAF aircraft is involved)

**List of Equipment available with outside agencies**

- a) Khalsa Crane Services Transport Nagar

(Material Handling Equipment & Services)

Available Equipment- Heavy Crane, Forklift. Hoist. Pallet Truck. Material Handling Equipment

Phone No-9415402241, 9839050150

F-18, Transport Nagar, Lucknow - 226012

- b) Shakitman Crane Service Faizabad Road

Phone No-9984124799

Semera Village, Faizabad Road, Lucknow - 283126

- c) **Bharat Diesels Latouche Road**

Phone No-0522 - 2267335, 9415102482, 9005580000

110/56, Naya Gaon East, Banerjee Street, Harinth, Latouche Road, Lucknow - 226018



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**Annexure-01**

**As on 04/05/2018**

**Contact List**

<b>S.No</b>	<b>Name of person</b>	<b>Telephone Numbers</b>	<b>Mobile Numbers</b>
1.	CAO, LIAL		9833301377
2.	Head Operations, LIAL		9602488881
3.	CSO, LIAL		9560698370
4.	Head, Airside Operations, LIAL		6359922136
5.	Head, Terminal Operations, LIAL		9538882275
6.	Duty Manager, Airside Operations		6358860145
7.	Apron Control		6358860145
8.	Duty Manager Terminal		8004935404 9455004381

<b>S.No</b>	<b>Name of person/Agency</b>	<b>Telephone Numbers</b>	<b>Mobile Numbers</b>
9.	Jt.GM(CNS)	2201, 2437594	7408412314
10.	Jt.GM(ATM)	2301, 2436923	9839309218
11.	Jt.GM(Electrical)	2526	9455335336
12.	DGM(ATM)	2309	Saurbh Saran
13.	CISF Sr. Commandant	2701	9001066669
14.	CISF Control Room	2709, 2438861	
15.	Fire Station In-Charge	2438003	9450003436
16.	State Fire Service	101	
17.	Chief fire Officer (State Fire),Lko	2614444	9454418344
18.	Fire Station Sarogini Nagar	Hotline	9454418656
19.	Fire Station Hazratgang	2622222	9454418642
20.	Fire Station Alambagh		9454418648
21.	Fire Station PGI	2668111	9454418645,46
22.	Police Control Room	100	9454458171
23.	SSP Police	2625983(O) 2625984(R)	9454400290
24.	CO Krishna Nagar	2470095	9454401490
25.	SP EAST	2611165	9454401087
26.	Police Station Sarogini Nagar	2436600	9454403869
27.	Police Station Hazratgang	6453103	9454403853
28.	Police Station Alambagh	2459892	9454403838
29.	Police Station Krishna Nagar	24739181	9454403858
30.	Station Manager Air India	2435401(APM), 4026292(CITY)	9839076868

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	Station Manager Indigo	2433268	9890475777
31.	Station Manager Go-Air	2433400	8853098001
32.	Station Manager Saudia	2439270	9695777744
33.	Station Manager Oman Air	2439154, 2439178	9828273333
34.	Station Manager Vistara	2434414, 2434413	7754946999
35.	Station Manager Ground Handling Agent Indo Thai	2433930	7607694555
36.	Director, State C/A UP Govt.	2436504, 2435365,	8449430089
37.	Controller of Air-worthiness	2435402, 2437590	9968095163
38.	Director, Met Dept.	2435406	9453019406
39.	Customs, Lucknow Airport	2439897, 2431876	9451248155
40.	Immigration, Lucknow Airport	9838032032, 2431746	8090001866
41.	CMO Lucknow		9839027171
42.	Balrampur Hospital	2627551	7408404687
43.	Ambulance	108, 102	8601802254
44.	Medical College Trauma Centre	2258426, 2258425	
45.	Lok Bandhu Hospital	2425818	

<b>S.No</b>	<b>Name of person</b>	<b>Telephone Number-Office</b>	<b>Fax</b>	<b>E-Mail</b>
1	Director (Air Safety) DGCA	9911360971	011-24620272	aneesh.dgca@nic.in
2	Regional Safety Officer	9911579981		

**DISASTER  
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL  
AIRPORT LIMITED**

**Issue No & Date: 01**

**Revision No: 01**

**Revision Date: 15.02.2022**

## **LUCKNOW INTERNATIONAL AIRPORT LIMITED**



**Chaudhary Charan Singh International Airport, Lucknow**

# **DISASTER MANAGEMENT PLAN**

***Issue 01, Feb 2021***

<b>DISASTER MANAGEMENT PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	<b>Issue No &amp; Date: 01</b>
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		<b>Revision Date: 15.02.2022</b>

## **Disaster Management Plan**

Doc No.: LIAL / DMP/ PLN / 01

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## RECORD OF AMENDMENTS

S. No	Amend No.	Summary of Amendment(s)	Page No.	Effective Date	Entered by (Name & Sign)
<b>01</b>	<b>01</b>	<b>Change of Accountable Executive</b>		<b>15.02.2022</b> <b>2</b>	<b>Rajesh Tiwari</b> 



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## **CHAPTER-1**

### **Introduction**

The disaster would imply, “an occurrence arising with little or no warning with cause of threatens, serious disrupt on of life and perhaps cause death injury to large number of people and required therefore a mobilization of efforts in excess of that normally provided by the statutory emergency service”. This means that additional efforts would be needed to meet disasters which may directly or indirectly affect the aircraft operation. The disasters which may be occurred at C.C.S.I Airport are broadly categorized under three headings.

**Natural:** Earthquake, Cyclones, Floods etc.

**Manmade:** Chemical, Biological, Nuclear, Radiological, Aircraft crash etc.

**Hybrid:** Floods, Epidemics etc.

The C.C.S.I Airport may be affected in the disaster like Earthquake, Cyclones, Chemical, Biological, Nuclear, Radiological, Aircraft crash, Epidemics etc. "Disaster Management" means a continuous and integrated process of planning, organizing, coordinating, and implementing measures which are necessary or expedient for:

- Prevention of danger or threat of any disaster
- Mitigation or reduction of risk of any disaster or its severity or consequence
- Capacity-building
- Preparedness to deal with any disaster
- Prompt response to any threatening disaster situation or disaster
- Assessing the severity or magnitude of effects of any disaster
- Evacuation, rescue, and relief
- Rehabilitation and reconstruction
- Rapid control and containment of the hazardous situation
- Minimizing the risk and impact of an even accident
- Effective rehabilitation of the affected persons, and prevention of damage to property.

Disaster preparedness and management plan is an integral part for airport projects. This is important for effective management of an emergency to minimize losses to people, property and both at and around the airport.

An airport like any other installation is prone to a range of natural and manmade disaster depending upon its geographical location and threat perception. Therefore, in order to mitigate the effect of such disasters and restore the

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normalcy at the earliest on the airport, it is essential to put in place a plan for comprehensive preparedness and response for handling anticipated disasters at the airport. In the disaster management planning is done to contain the effects of identified failure scenarios.

## **CHAPTER-2**

### **Document Preparation and Publication**

This Disaster Management Plan for the C.C.S.I Airport has been prepared by encompassing the guidelines of Fire Order no-14 of AAI.

This Disaster Management Plan is prepared by the Head (Fire Services), on behalf of Head Operations and Chief Airport Officer will be sent for approval of SDMA and DGCA. The Chief Airport Officer, LIAL is responsible to publish and maintain this Plan.

Head (Fire Service), LIAL on behalf of Head Operations and Chief Airport Officer, C.C.S.I Airport LIAL, will ensure that the policies and procedures as approved by UPSDMA are incorporated in this plan.

Committee Members of Disaster Management:

- a) Chief Airport Officer, LIAL
- b) Head Operations (Ops), LIAL
- c) In-charge Airside, ALAIL
- d) In-charge Terminal, LIAL
- e) Chief Security Officer ,LIAL
- f) Head Fire Services, LIAL
- g) ATS In-charge, AAI
- h) UP Gov Representative.
- i) SDMA Representative.
- j) Senior Police Officer (S.S.P.)
- k) Commandant (CISF)
- l) Ministry of Civil Aviation representative
- m) DGCA representative
- n) Concerned Airline representatives
- o) Any other agencies required for proper handling of the disaster

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## **CHAPTER-3**

### **Record of Amendments**

Head (FS) is responsible for incorporating amendment to the Airport Disaster Management Plan. This includes inserting new chapters or chapter amendments in a timely manner and complying with any instructions on amendment advice. The user of this plan will be responsible for verifying the currency of documentation in the plan. Holders of hard copies of plan are responsible for ensuring that the plan is kept up to date.

Amendment No	Date amended	Amended by

Effective date of an instruction is indicated at the foot of the page. New edition will be indicated by date at the foot of the page with the help of Document ID.

## **CHAPTER-4**

### **Scope of Disaster Management Plan**

The National Disaster Management Act, 2005 further requires all the state governments to establish SDMAs/State Executive Committees (SECs), and also create Disaster Management Authorities (DMA) to create an infrastructure for the disaster mitigation. The Disaster Management Act, 2005 also mandates every Ministry / Department of Govt. of India to prepare a Disaster Management Plan as per the NOMA guidelines.

The purpose of a DMP is to spell out the procedures for coordinating the response of different agencies and services, both on and off the airport, to cope with various aircraft related and non-aircraft related emergencies anticipated at the airport. There are 15 guideline docs. On various topics which needs to be studied and their significant points are to be incorporated in the Disaster Management Plan for the respective airport to the maximum extent possible.

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## **CHAPTER-5**

### **Plan Objective**

Objective of Disaster Management Plan are given below:

- To protect and minimize the loss of lives and property/infrastructure from disasters.
- To minimize the suffering of people due to disaster.
- To minimize the disaster risk and vulnerability of people and infrastructure in the airport.
- Promote a culture of prevention and mitigation through curriculum revision, Information Education Communication (IEC) awareness campaigned plans at all level mocks drills & communicating hazards.
- To build the capacity of all stakeholders in the airport to cope with the disaster add promote community-based disaster management.
- Mainstreaming disaster management concerns into development planning procedures
- Develop efficient disaster response/relief mechanism in the airport.
- To provide clarity on roles and responsibilities for all stakeholders concerned with disaster management.
- Commence recovery program as an opportunity to build better in case of a future disaster by incorporating stakeholders in the program.

The objective of disaster response is to carry out following tasks, all within the constraints of available resources:

- Mitigation of accidents at source
- Prevention of deterministic health effects in individuals
- Providing first-aid and treatment of injuries
- Reducing the probability of stochastic effects in the population
- Reduction of psychological impact on the population
- Protection of environment and property

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## CHAPTER-6

### Action Plan

This Airport Disaster Management Plan shall detail the action plan as per the guidelines of SDMA.

This shall include the following aspects:

Activities		Responsibility	
<b>Earthquake</b>			
1	Prevention	Earthquake resistant design and construction of Public utility structure	LIAL
		Periodical Inspection and maintenance of building	Civil maintenance
		Monitoring of seismic activities	IMD
2	Mitigation	Campaign for Earthquake safety tips	Concerned section
		Identification and removal of unsafe buildings/ structure	Concerned section
		Departmental action plan(SOP)	Concerned section
3	Preparedness	Routine drills/training, inspection/testing of all rescue and fire-fighting equipment	Fire Service
		All periodical exercises	Air traffic management / Terminal & Airside Management/Fire services
		Runway inspection	ATC
4	Response	Maintaining Alert crew all the time for quick response.	Concerned Section
		Fire-fighting / rescue/medical assistance.	Fire services in coordination with ATC& Apron control
		Speedy and safe evacuation	Concerned section
		Providing transport Facilities	Airlines/ MT section/ Responding agencies
		Assist other responding agencies	Concerned section/ Security Manager
		Inform to COR and other related agencies	Chief Airport Officer or his representative
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital/ lighting	Airlines/ Terminal management/ emergency medical services/HR /Finance section

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		Providing Water/food		Terminal management/HR	
		Providing transport Facilities		Airlines/ IDT section/Responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL	
		Developing policies and practices to avoid similar situations in future		Concerned section	
<b>Cyclone</b>					
1	Prevention	Forecasting and warning alerts		IMD	
		Building design as per standards to resist wind/water		Relevant technical authority	
		Proper drainage system		Relevant technical authority	
		Improvement of building sites by raising the ground level to protect against water and storm surges.		Relevant technical authority	
		Communication and utility lines should be located away from the Coastal area or installed underground.		Relevant technical authority	
		Maintenance of fire appliances/rescue equipment.		Fire Services/MT	
2	Mitigation	Declaration of weather/storm standby		ATC	
		Runway inspection		Apron control	
		Identification and removal of unsafe buildings / structure		Concerned section	
		Departmental action plan(SOP)		Concerned section	
3	Preparedness	Pre monsoon/cyclone meeting for preparedness		Chief Airport Officer or his representative	
		Maintaining Alert crew all the time for quick response.		Concerned Section	
4	Response	Fire-fighting / rescue/medical assistance.		Fire services incoordination with ATC and Apron control	
		Speedy and safe evacuation		Concerned section	
		Providing transport Facilities		Airlines/ MT section	
		Assist other responding agencies		Concerned section	
		Inform to COR and other related agencies		Chief Airport Officer or his representative	

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5	Relief	Rescue operation		Fire services /City fire brigade/ responding Rescue team	
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital /Lighting		Airlines/ Terminal management emergency medical services/HR Finance section	
		Providing Water/food		Terminal management /HR	
		Providing transport Facilities		Airlines/ MT section/Responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL	
		Developing policies and practices to avoid similar situations in future		Concerned section	
<b>Aircraft crash inside the Airport</b>					
1	Prevention	Inspection / maintenance of Navigation aids		CNS/Electrical	
		Runway inspection		Apron Control	
		Weather status		IMD	
		Follow up Air Traffic rules (Annex 2, 11, Doc 444)		ATC	
		Markings/Lightings guidelines as per CAR and Annex 14		ATC/Civil/Electrical	
		Serviceability of communication facilities		CNS	
		Serviceability of Aircraft		Concerned Airline	
2	Mitigation	Declaration of Emergency		ATC	
		Departmental action plan (SOP)		Concerned section	
3	Preparedness	Routine drills training, inspection/testing of all rescue and fire-fighting equipment		Fire Service	
		All periodical exercise		Air traffic management/Terminal & Airside Management/Fire services	
		Maintaining Alert crew all the time for quick response.		Concerned Section	
4	Response	Fire-fighting / rescue/medical assistance.		Fire services in coordination with ATC	
		Speedy and safe evacuation		Fire service	

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		Providing transport Facilities	Airlines/ MT section		
		Assist other responding agencies	Concerned section		
		Inform to COR and other related agencies.	Chief Airport Officer or his representative		
		Security of Accident site	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital blighting	Airlines/ Terminal management/ emergency medical services/HR / Finance section		
		Providing Water/food	HR / Concerned Airlines		
		Providing transport Facilities	Airlines/ MT section responding agencies		
6	Rehabilitation and Reconstruction	Identification of suitable project	Concerned section		
		Project dealing and approval	Relevant technical authority		
7	Recovery	Rebuilding infrastructure	Relevant technical authority		
		Claim for Insurance	LIAL/ Concerned Airlines		
		Investigation, developing policies and practices to avoid similar Situations in future.	Concerned section/agency		
<b>Aircraft crash outside Airport within Response Area</b>					
1	Prevention	Inspection / maintenance of Navigation aids	CNS/Electrical		
		Follow up Air Traffic rules (Annex 2, 11, Doc 444)	ATC		
		Weather status	IMD		
		Serviceability of communication facilities	CNS		
		Serviceability of Aircraft	Concerned Airline		
2	Mitigation	Declaration of Emergency	ATC		
		Departmental action plan (SOP)	Concerned section		
3	Preparedness	Routine drills training, inspection/ testing of all rescue and fire-fighting equipment	Fire Service		
		All periodical exercise	Air traffic management/Terminal& Airside Management/Fire services		



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		Familiarization of response area	Airport Fire Service		
		Maintaining Alert crew all the time for quick response.	Concerned Section		
4	Response	Firefighting / rescue/medical assistance.	Fire services in coordination with ATC/ City Fire Brigade/other responding agencies		
		Speedy and safe evacuation	Fire services / City Fire Brigade/other responding agencies		
		Providing transport Facilities	Airlines/ MT section /other responding agencies		
		Assist other responding agencies	Concerned section		
		Inform to COR/GSDMA and other related agencies	Chief Airport Officer or his representative		
		Security of Accident site as per AEP	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital /lighting	Airlines/ Terminal management emergency medical services/Other responding agencies		
		Providing Water/food	HR / Concerned Airlines		
		Providing transport Facilities	Airlines/ MT section/responding agencies		
6	Rehabilitation and Reconstruction	Identification of suitable project	Concerned Authority		
		Project dealing and approval	Relevant technical authority		
7	Recovery	Rebuilding infrastructure	Relevant technical authority		
		Claim for Insurance	LIAL / Concerned Airlines		
		Investigation, developing policies and practices to avoid similar situations in future.	Concerned section/section/another agency		
<b>CHEMICAL DISASTER</b>					
1	Prevention	Advanced notification to the airport, if DG in cargo.	Consigner		
		Storage and Handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and doc	Airlines, Cargo		

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		Periodical Inspection and maintenance of building.	Cargo		
		Permission of Central Govt.	Airlines, Cargo		
		Protection of environment and property	Concerned agencies		
2	Mitigation	Campaign for Chemical safety tips.	Concerned section		
		Identify and isolate the affected area	Terminal Management/ CISF/ Fire/ Concerned Agencies		
		Periodical inspection and audit of Cargo building.	Concerned section		
		Prohibit eating, drinking and smoking in the incident area	Concerned sections		
		Preparation of DM plan for oil depot.	Concerned oil Industries.		
3	Preparedness	Routine drills/training, inspection / Testing of all rescue and fire-fighting equipment	Fire Service		
		All periodical exercise as per fire order	Air traffic management/Terminal Management/Fire services		
4	Response	Maintaining Alert crew all the time for quick response	Concerned Section		
		Firefighting / rescue/medical assistance.	Fire services in coordination with ATC		
		Established AOCC	Chief Airport Officer or his representative		
		Speedy and safe evacuation	Concerned section		
		Providing transport Facilities	Airlines/ MT section/responding agencies		
		Assist other responding agencies	Concerned section/Security Manager		
		Inform to COR/DDMO(collector/DRO)	Chief Airport Officer or his representative		
		Security of Accident site as per AEP	CISF		
5	Relief	Rescue operation	Fire services /City fire brigade/ responding Rescue team		
		Relocation of passengers/causality to temporary shelter, bed hygiene related facility /hospital/lighting	Airlines/ Terminal management emergency medical services/HR / Finance section		
		Providing Water/food	HR		

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		Providing transport Facilities		Airlines/ MT section/ Responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
		Rebuilding infrastructure		Relevant technical authority	
7	Recovery	Claim for Insurance		LIAL/Airlines/Oil Industries	
		Developing policies and practices to avoid similar situations in future		Concerned section	
<b>BIOLOGICAL DISASTER</b>					
1	Prevention	Prevention of deterministic health effects in individual		Concerned sections	
		Maintain Good Housekeeping.		Concerned sections	
2	Mitigation	Identify and isolate the affected area		Terminal Management/CISF/ Fire	
		Campaign for Biological safety tips.		Concerned section	
		Inform to COR, GSDMA and related agencies immediately.		Chief Airport Officer or his representative	
		Inspect the airport premises immediately when suspected, with specialized agencies.		Chief Airport Officer or his representative /Terminal Management	
		Prohibit eating, drinking, and smoking in the incident area		Concerned sections	
3	Preparedness	Lectures and trainings on Biological Disaster handling		Training Centre	
		Use of Monitoring instruments and safety equipment.		Responding agencies	
		Study Contingency Plans		Concerned sections	
		Maintain alert crew		Terminal Management Fire Service	
		All periodical exercise as per fire order		Air traffic management Terminal Management Fire services	
4	Response	Sealing/Security of Affected site as per AEP		CISF	
		Maintaining Alert crew all the time for quick response.		Concerned Section	
		Firefighting / rescue/medical assistance.		Fire services in coordination with ATC/Special rescue team	
5	Relief	Established AOCC		Chief Airport Officer or his representative	

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		Speedy and safe evacuation	Concerned section/special rescue team		
		Providing transport Facilities	Airlines/ MT section responding agencies		
		Maintain Law and Order	Concerned section/Police/Other Agencies		
6	Rehabilitation	Assist other responding agencies	Concerned section/Security Manager		
		Inform to COR/DDMO (collector/DRO)/ Local Authorities	Chief Airport Officer or his representative		
		Security of Accident site	CISF		
7	Recovery	Developing policies and practices to avoid similar situations in future	Concerned section		
<b>RADIOLOGICAL/NUCLEARDISASTER</b>					
1	Prevention	Advanced notification to the airport, if DG in cargo.	Consigner		
		Permission of Central Govt.	Airlines, Cargo		
		Storage and handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and doc 9284.	Airlines, Cargo		
		Protection of environment and property	Concerned agencies		
2	Mitigation	Campaign for Radiological and Nuclear safety tips.	Concerned section		
		Identify and isolate the affected area	Terminal Management/CISF/ Fire		
		Prohibit eating, drinking, and smoking in the incident area	Concerned sections		
		Inform to COR, GSDMA and related agencies immediately.	Chief Airport Officer or his representative		
		Inspect the airport premises immediately when suspected, with specialized agencies.	Chief Airport Officer or his representative/Terminal Management Specialized team.		
3	Preparedness	Periodical exercise as per fire order	Air traffic management / Terminal Management/Fire services		
4	Response	Maintaining Alert crew all the time for quick response.	Concerned Section		
		Firefighting / rescue/medical assistance.	Fire services in coordination with ATC/ Special rescue team		
		Established AOCC	Chief Airport Officer or his		

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				representative	
		Speedy and safe evacuation		Concerned section/special rescue team	
		Providing transport Facilities		Airlines/ MT section/ responding agencies	
		Maintain Law and Order		Concerned section/Police/Other Agencies	
		Assist other responding agencies		Concerned section/Security Manager	
		Inform to COR/DDMO(collector/DRO)/ Local Authorities		Chief Airport Officer or his representative	
		Security of Accident site		CISF	
5	Relief	Rescue operation		Fire services /City fire brigade / responding Special rescue team	
		Relocation of passengers/causality to temporary shelter/hospital as per safety procedure		Airlines/ Terminal management emergency medical services/Special rescue team/COR	
		Providing Water, food, bed, hygiene related facility etc.		HR/ COR	
		Providing transport Facilities		Airlines/ MT section/ responding agencies	
6	Rehabilitation and Reconstruction	Identification of suitable project		Concerned section	
		Project dealing and approval		Relevant technical authority	
7	Recovery	Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL/Airlines/Oil Industries	
		Developing policies and practices to avoid similar situations in future		Concerned section	
		Rebuilding infrastructure		Relevant technical authority	
		Claim for Insurance		LIAL/Airlines/Concerned Agencies	
<b>EPIDEMICS</b>					
1	Prevention	Prevention of deterministic health effects in individual		Concerned sections	
		Prevent poor sanitary conditions which may contaminate food and water		Concerned sections	
		Protect the environment buildings from breeding conditions for the insect vector		Chief Airport Officer or his representative	

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		Maintain Good House-keeping		Concerned sections	
2	Mitigation	Structuring the health services at airport		Chief Airport Officer or his representative	
		Medical inspection for arriving passengers		Medical team	
		Check up and diagnose the victims		Medical team	
		Identify and isolate the affected area		Terminal Management/CISF/ Fire	
		Prohibit eating, drinking and smoking		Concerned sections	
		Use PPE while handling passengers/person/visitors		Concerned section	
3	Preparedness	Campaigns for Epidemic safety tips		Concerned section	
		Inspect the airport premises immediately when suspected, with specialized agencies		Chief Airport Officer or his representative /Terminal Management	
		Use of Monitoring instruments and safety equipment		Responding agencies	
4	Response	Improving the sanitary condition wherever observed		Concerned section/Civil/Terminal	
		Follow disposal procedure of waste, disinfecting the water source		Concerned section	
		Assist other responding agencies		Concerned section/ security Manager	
5	Relief	Relocate the passengers to a safe and hygienic area.		Airlines/ Terminal management/ Medical team	
		Arrange for hygienic Water/food/sanitation facilities		HR	
6	Rehabilitation and Reconstruction	Reduction of psychological impact		Chief Airport Officer or his representative	
7	Recovery	Developing policies and practices to avoid similar situations in future		Concerned section	

## CHAPTER-7

### ROLES AND RESPONSIBILITIES IN CASE OF DISASTER

#### 7.1 Action by Air Traffic control

In case of a disaster, the Duty Officer, ATC will put on the

- Siren - for general alert to all the agencies working at the airport.
- Crash bell/Fire bell - to alert the fire station for fire and rescue operation.
- Declares Emergency depending on the situation, on R/T or Hot Line or Phone directly connected to Fire control room

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- Inform fire control room to dispatch at the affected site
- Inform Apron control and request a Runway inspection

When full emergency is declared the following information shall be included by ATC to Fire control room:

- a) Flight No.
- b) Type of aircraft.
- c) Name of owner of aircraft
- d) Number of occupants.
- e) Nature of trouble.
- f) Runway to be used and subsequent change of runway.
- g) Expected time of arrival.

ATC offices will inform

- Apron Control
- Approach Radar
- ACC/WSO
- Jt.GM (ATC)
- Met duty officer

## **7.2 Action by Apron Control**

Apron control shall inform:

- IN charge (Terminal)
- In-charge Airport Security (CISF)
- Chief Airport Officer
- Will monitor the movement and progress of safety services and their activities.
- Inform Civil Hospital, Balrampur Hospital & SGPGI
- Informs listed doctors to reach the crash site as per the procedure
- Inform City Police (hot line)
- If required by Airport Safety services call City Fire brigade on hotline or another assistance required
- Take NOTAM action, if required in coordination with WSO.

## **7.3 Action by Head Operations or his representative**

1. Activate Emergency information counters (EIC)

Place: Terminal Manager Office, International/Domestic Building

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Members:

- In-charge Terminal or his representative, C.C.S.I. Airport
- Concerned Airlines
- Airport Security
- Representative of the other agencies, in case of disastrous situation

2. Help Tower/ACC/Fire services and apron control in crash/disaster handling

When fire or disastrous situation is under control proceed to site with two-way communication with ATC.

3. Become on-scene Commander & coordinate with airlines for transfer of casualties to hospitals in case of crash within LIAL jurisdiction. For other disaster LIAL shall assist responding agencies on their arrival.
4. Coordinate site operations with all responding agencies, Police, Fire Ambulances, Hospitalization, record of head-counts wreckage, cordoning coordination with ATC, public help counter. For disaster beyond the control of LIAL, LIAL shall assist responding agencies.
5. Support in resumption of ATC operations and guarding of wreckage, investigations etc as per the procedure.

#### **7.4 Action by WSO**

- Inform Delhi FIC
- Director of Air Safety /DGCA
- ED (ATM)
- BCAS Delhi
- Take NOTAM action & resumption of ATC operations according to the nature and situation of disaster
- Originate signal & report to all concerned
- Cancellation of NOTAM
- Guide ATC for sorting out the air Traffic

#### **7.5 Action by Jt.GM (ATM) /DGM (ATM-SQMS)**

- Reach in Control Tower at the earliest and assess the situation for more help for RFFS and responding agencies
- Inform collector/Commissioner of Police
- Ensure all actions are taken by Tower/ACC/TML
- Keep Chief Airport Officer informed about the gravity of situation and effect on operations.
- Coordinate TM operations/security on the crash site
- Investigations, Photography, etc. & restoration of ATC operations



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- Seal the records.
- Make arrangement for video Photography.

## **7.6 Action by Airport Fire Services**

The primary function of the Fire Services is rescue & fire fighting in any disasters. It is important to upgrade their functions to include appropriate response to disasters, zonation, mobile decontamination, search and rescue and evacuation. If the situation is worst and beyond the capability of AFS, a specialized rescue team may be called and AFS will assist them.

These functionalities will be tested at vulnerable locations by conducting mock-drills. Different capacity development measures will be undertaken based upon the lessons learnt from these mock-drills.

- Level of Protection provided at airports for Airport Rescue and Fire Fighting (ARFF) purposes according to the designated category of the airport as per the ICAO standard to be maintained in coordination with ATC with respect to the severity of the disaster.
- Compliance of ICAO, DGCA & AAI Fire Orders.
- Fire prevention and protection of ATC Tower, Terminal Building, Technical Building, Cargo and other Airport infrastructures.
- The Airport Fire Service conducts various emergency exercises Full Scale Emergency Exercise, Partial Exercise, Building evacuation Drill, Mock Drill etc. in coordination with ATC.
- Fire investigation and analysis.
- Mutual aid fire-fighting & Rescue operations with other fire safety assistance services like City Fire Brigade & other responding agencies in case of any Disasters within or outside the Airport premises.
- Ambulance services provide to the aircraft passengers.

### **7.6.1 Action by Fire Watch Tower:**

The crew present in the Watch Tower will continue to assist the Fire Control room and ATC. He will also constantly watch the aircraft movement in the operational area, vehicle movement in the area and any consequences of natural disaster.

### **7.6.2 Action by Fire Control Room:**

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Fire Control Room is the heart of RFFS of airport and is manned by a person who is very well in coordination with ATC on R/T or walkie-Talkie. All messages from ATC are passed to Fire Control Room on Hot line or Walkie-Talkie or phone.

In case of crash message received either from watchtower or from ATC or from any other source, he will -

- Record immediately the details
- Inform shift In-charge /Duty Officer Fire
- Inform Head {Fire}
- Make announcement on PA system

CRASH! CRASH! CRASH!

GRID Position -----location -----

Within the airport or outside the airport or specific location in case of other disaster.

Further details will be passed on Walkie-Talkie that will be acknowledged by I/C CFT-1, I/C CFT-2, and I/C CFT-3. In-charge CFT 1 will keep continuous in touch with ATC for runway crossing route instructions, Grid Position and the other vehicles will follow or proceed specific location for specific task.

In-charge CFT 1 will report to ATC;

- (a) On reaching the site
- (b) When Fire or any other disastrous situation under Control
- (c) Or more help required if disaster or not able to handle the situation.
- (d) Significant occurrences
- (e) Full report - on crash or any other disaster

Meanwhile Fire control room will inform to all non-duty AFS staff for alerting.

### **7.6.3 Action by Shift In-charge:**

1. He will be in command of the RFFS of airport as well as of the city fire brigade services if the fire occurred inside the airport or within response area for Aircraft crash. For other disaster AFS shall assist the responding agencies. He will be on-scene-commander and will continue coordinating with other agencies on the crash site like Public help, Police, Airline operator, management of triage area,

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causalities, priority of causalities dispatch to hospitals etc. till the arrival of Head (FS).

2. When some other senior officer/Head Ops arrives on the scene and takes over charge of crash site, the RFFS when no more required on site will return back to Fire Station. For other disaster LIAL shall assist the responding agencies

3. Activate Rendezvous Point: Airport Gate No-02.

4. Arrange for salvage operation and remain standby for giving/receiving assistance (when airport or city or both are affected in disaster)

5. Arrange standby crew and equipment for additional task, if any (when airport or city or both are affected in disaster)

6. Arrange command post at airport.

7. Head (Fire Services) will carry out roll call, assess the status of Fire crew/vehicles and replenish requirement & declare category available & inform ATC.

8. Head (Fire) & Shift In-charge will fill up the required report forms & submit to Head Ops at the earliest.

#### **7.6.4 Action by In-charge Terminal**

He will be In-charge of the emergency information center & responsible.

To collect information from crash site through Apron control or fire control room on injured & survivors

- Collect passengers manifesto from airlines
- Obtain information about hospitalized passengers
- Call State Police Sarojani Nagar/Krishnagar for law & order.
- Make arrangement & function as In-charge of E-I-C
- Receive and make arrangement the outside help incoming such as doctors, Ambulances, Fire brigade, Police, relatives and direct them to appropriate site or hospitals
- Coordinate Customs/Immigration in case the International flight involved
- Coordinate with ATC and Fire Station
- Inform contact number to Door darshan
- Make arrangement for press briefing by Chief Airport Officer/Corporate communication

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#### **7.6.4 Action by Chief Airport Officer**

- Keep informed the following: COR/Collector/UPSDMA
- He will obtain clearance from DGCA for the removal of wreckage and permit ATC to activate Disabled aircraft removal Plan in case of aircraft related disaster.
- Press/Media Briefing: Prepare a press brief & meet the media & press as deemed fit. Chief Airport Officer/ Corporate communication is the official spokes persons of LIAL and nobody else.

#### **7.6.5 Actions by In-charge Airport Security and CISF:**

As soon as information is received about Crash/Accident and any disaster inside the airport:

- Inform all gates to allow entry of Fire brigade /Ambulance and doctors and other responding agencies to the incident site.
- Dispatch one squad or mobile or any other vehicle to site. Do not cross-runway without ATC permissions, in case of operational area.
- Cordon the Crash site/assist the fire & rescue operations.
- Assist for evacuation.
- Guard the bag and baggage and other property on the site in coordination of police.
- He shall coordinate with Traffic police to keep the Traffic lanes free for the movement of ambulances on the city side.

#### **7.6.6 Action by City Police:**

As all access control etc. within the airport is the responsibility of Airport Security (CISF) even then the city police will be informed and they shall arrive at the crash site.

The duties of Police if disaster occurred inside the airport:

- Assists the airport security & fire brigade at crash site.
- Maintain law and order
- Traffic Control to & from the airport in order to facilitate the carriage of injured to hospitals.
- Prepare a list of passengers as per their requirement.
- Take care of any VIP passenger if on board and his security etc.
- Allow customs & immigration activities under their control.
- Help the airport management and Airlines to handle the situation.

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- Police authorities may dispose of the dead bodies of passengers in accordance with their procedures and in consultation with Airlines/owner of the aircraft concerned.

If Aircraft accident occurred outside the boundary

- The Superintendent of Police dispatches a police squad to the site.
- This squad on reaching will take over supervision of the site.
- Prevent public interference with rescue operations
- Guard property, bag and baggage and aircraft
- Maintain law & order & facilitate transportations of casualties
- Protect the wreckage and trail of aircraft till the investigations are over & wreckage taken over by the concerned airline.
- Assist outside responding agencies.

#### **7.6.7 Action by City Fire Services:**

- Reach at the Rendezvous point or disaster site of the airport as soon as possible and co- ordinate/Assist with Airport Fire Services for further action.
- In case of fire, start fire-fighting with suitable media when called to do so by Airport Fire Service and also take care of surrounding environment.
- Search and identify the risk and nullify the sources.
- To search and evacuate the affected population from the site of the disaster by using their available special equipment etc.

#### **7.6.8 Role and Responsibility of Airlines Operator:**

- Provide all the manifests to LIAL & Public information counter and send his representative to the Terminal Manager office, domestic terminal.
- Collect & produce all the details of POB, male & females, VIP's Indians, foreigners & nationalities.
- Arrange transport and coaches for dead, survivors & injured for hospitals.
- Arrange attendants for the hospitals where passengers are hospitalized their admission & whereabouts, liaisons etc & other requirements.
- Liaise with hospitals for medical of involved bodies & survivors.
- Immediately send representatives to the crash site, Fire Station Control Room and Casualty Centre.
- In case radioactive material/ammunition/explosives etc. are carried on board as cargo, it shall be immediately informed to ATC & Fire Brigade and

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act according to the procedure. Dispatch Technical/Engineering staff to the crash site or aircraft related disaster site to assist rescue of Victims and cutting the Electrical Connections against Fire Hazard.

- Arrange to establish Public Relations Cell in Terminal Building for the convenience of the next of kin/relative of the affected passengers.
- Deploy special category of staff at various locations to look after the survivors of the crashed aircraft including the catering requirements.
- Immediately dispatch copies of flight Passenger Manifest through Head Ops LIAL to Control Tower.
- Notify the Head Ops LIAL at Public Relation Cell in Terminal Building with a request to arrange necessary announcements on PA system/display.
- Concerned airline representative must be available at the Fire Station or disaster site to maintain proper accountability of the casualties and their disposal.
- On receipt of this information the same should be relayed by the coordinator to the following agencies:
  - Tower, AAI
  - Head Ops/Terminal Manager, ALAIL
  - Director of Air Safety, CAD
  - Airport Fire station (Refer annexure No. I for Telephone No)
- Organize transportation of crewmembers, if alive, for immediate blood urine collection.
- The affected airlines will arrange to take charge of the baggage of all the victims and survivors in co-ordination with the Customs and Police authorities after obtaining clearance from the Director of Air Safety/Inspector of Accident.
- The airline representatives will assist the next of kin/relatives of the dead/injured passengers to visit mini-morgue/hospital to identify their respective relations and welfare requirements.
- Will immediately arrange for wooden coffin along with the transport facility for the dead bodies, in co-ordination with the Police authorities.
- Segregate and seal all documents pertaining to the involved flight crew and aircraft.

#### **7.6.9 Role and Responsibility of Indian Meteorological department:**

It undertakes observations, communications, forecasting and weather services. Also can use INSAT for weather monitoring and communicate to the concerned agencies.

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Keep watching continuously the weather condition during disastrous situation to alert various agencies and to avoid worst situation which will be occurred due to pre disaster.

#### **7.6.10 Role and Responsibility of QRMT:**

QRMTs consist of RSOs, medical doctors, nurses and paramedical staff would be equipped with monitoring instruments/equipment, PPEs, decontamination agents, other materials, critical care vans with resuscitation and life support system.

District health authority will constitute Quick Reaction Medical Teams (QRMT) for:

- Pre-hospital medical care
- To assist the specialized teams of NDRF through COR in providing necessary help in decontamination, triage and administration of de-cooperating agents, basic and advanced life support etc.
- QRMTS will form part of the regular mock-drill/simulation exercise or table top exercise.
- People affected with acute haemopoietic, gastrointestinal, coetaneous and CNS syndrome which requires special care would be shifted to the nearest Radiation Injury Treatment Centre. Names, addresses, destinations, and telephone numbers of those individuals are to be recorded who cannot be persuaded to stay at the incident scene.
- The civic authorities will make arrangements for dead body identification and management.
- The airport may provide assistance to the UPSDIA and other DM agencies by making available its resources to the DM agencies at all levels for the purpose of responding promptly and effectively to any impending disaster or subsequent to a disastrous event.

#### **7.6.11 Role and Responsibility of COR**

- On recommendation, State Govt. may declare disaster.
- To coordinate an effective emergency response and relief on occurrence of disaster.
- Prepare, review and update State level emergency plans and guidelines and ensure that the district level plans are prepared, revised and updated.
- Develop an appropriate relief implementation strategy for the State in consultation with the Authority, taking into account the unique circumstances of each district and deficiency in institutional capacity and resources of the State.

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- Provide directions to the Collector and the local authority having jurisdiction over the affected area to provide emergency relief in accordance with disaster management plans to minimize the effects of disaster.

#### **7.6.12 Role and Responsibility of the Collector**

- Facilitate and, coordinate with, local Government bodies to ensure that the pre and post disaster management activities in the district (including C.C.S.I Airport) are carried out.
- Assist community training awareness programs and the installation of emergency facilities with the support of local administration, non-governmental organizations, and the private sector.
- Take appropriate actions to smoothen the response and relief activities to minimize the effect of disaster.
- Recommend COR and State Government for declaration of disaster.

## **CHAPTER-8**

### **List of Equipment**

The equipment available at the time of Disaster will be from Fire Services, MT section, and all the concerned airlines.

S.no	Equipment
1.	Crash Fire Tenders
2.	Ambulances



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3.	Ladder
4.	Ropes
5.	Hydraulic power pack-spreader, cutter, jack
6.	Power driven saw ( concrete, Metal, Wood)
7.	Breathing Apparatus set
8.	
9.	Fire Extinguishers
10.	
11.	Inflatable Lifting Bag
12.	Oxygen cylinder
13.	Stretchers
14.	First-Aid Boxes
15.	Ceiling Hook
16.	MT vehicles & Equipment
17.	Airlines Vehicles B Equipment
18.	Helmet with vision visor
19.	Gum Boots/Safety Shoes
20.	Gloves (Rubber/Asbestos)
21.	Fireman Axe
22.	Quick Release Knife
23.	Distress Signal Unit (OSU)
24.	Walkie-Talkies
25.	Mega Phone
26.	Towins Chains
27.	Hammer
28.	Crow Bar
29.	

## CHAPTER-9

List of Contingency plans and Standard Operating Procedures available at CCSI airport

<b>Contingency Plans</b>	<b>Standard Operating Procedures</b>
Crash / Accident Airport Emergency Procedure	Air Side Management and Air Traffic Services

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Disaster Management Plan	Safety Rules & Regulations Handbook for Airside	
Bomb Threat Contingency Plan	SOP for maintenance Personnel at C.C.S.I Airport	
Contingency Plan for handling Hijack situation and other acts of unlawful interference at CCSI Airport	Safety Assessment of SOPs	
Contingency Plan for Handling of Non-Scheduled Int'l Aircraft Forced-to-Land Disabled Aircraft Removal Plan	Handling of WIP flights	
Contingency Procedure for degraded mode of ATS operation at C.C.S.I Airport, Lucknow.	Disposal of Bio-Medical Waste	
Dangerous Goods Handling Plan	Fuel / Oil Spillage	
Evacuation Plan — Terminal 1 & 2		
Evacuation Plan (Fire) - ATS bldg.	Wildlife Hazard Management	
	Testing of Fire Alarm System	

## Chapter - 10

### Intervention levels for various actions of Relief & Rescue teams

Intervention levels are defined as per the level of disaster:

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L concept has been developed to define different levels of disasters at C.C.S.I Airport in order to facilitate the responses and assistances to States and Districts.

L0 level denotes normal times which will be utilized for close monitoring, documentation, prevention and preparatory activities at C.C.S.I Airport. Training on search and rescue, rehearsals, evaluation and inventory updation for response activities will be carried out during this time.

L1 level specifies disaster that can be managed at the C.C.S.I Airport, District level, however, the State will remain in readiness to provide rescue and relief assistance, if needed.

L2 level disaster situations are those, which require rescue and relief assistance and active participation of the District and State, mobilization of its resources for management of disasters.

L3 level disaster situation is in case of large scale disaster where the State and District authorities have been overwhelmed and require assistance from the Central Government for reinstating the State and District machinery as well as for rescue, relief, other response and recovery measures.

## **CHAPTER -11**

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### **First Responder's Response**

This Airport Disaster plan specifies the jobs of all the functionaries who have assigned roles during the disasters. Actions shall be balanced and commensurate with the level of severity and shall not create unnecessary anxiety and panic among the people.

Broadly,

- First-aiders (Fire Fighting & Rescue Services) will perform the actions involving mobilizing and operating the incident command, overseeing victim triage,
- CISF will cordon the site, managing and controlling the perimeter,
- ATC & Terminal Management will provide notification & activation of the special teams, provide traffic and access control.

Terminal Management in co-ordination with Airlines will provide protection to at-risk and special population, providing resources support and requests for assistance, providing public information, and outreach and communication activities.

LIAL will hand over the scene to UPDMA and other specialized agencies which will be sent by COR and on their arrival, LIAL will continue to play the supporting role.

Whereas the airport emergency services are capable of providing greater response in case of other disasters, in case of Biological, Nuclear & radiological emergencies, only the essential activities mentioned below are carried out in the proximity of the incident site prior to the arrival, or consultation with the qualified professionals:

- Alert the staff, passengers and general public (if so required) by sounding the emergency siren and making an emergency announcement.
- Inform the local police, City Fire Station, DDMA, SDMA, ERC and medical authorities as per the pre coordinated Airport DM Plan
- Identify and isolate the affected area. In case of an explosion, seal off the inner zone of 400 m radius from the blast site as 'No Entry Area' except for emergency measures. For a suspected RDD incident, an initial inner-cordoned area (safety parameter) of 400 m is recommended. This will be extended based on actual radiological monitoring, beyond the initial area,

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to a place where the actual dose rate is 100 Micro Gm/hr. at 1 m from the ground.

- Establish and supervise an access and de-contamination point as near as possible to the safety perimeter (upwind, inside the safety perimeter) where the ambient dose rate is close to background Position in the upwind direction of the incident especially where fire is present.
- Restrict entry to the area of the incident.
- The area downwind direction of the fire, especially if smoke and ash are involved, will be cleared of people, even if they are residents.
- Perform life-saving rescue and emergency first aid for serious injured. If radioactive contamination is suspected, the rescue will be carried out by taking extreme safety of rescuer. If situation out of control then wait for the specialized team which will be equipped with CBRN equipment.
- While responding to any fire, fire personnel will be cautioned that radioactive material may be present by ATC.
- Keep to an absolute minimum, any contact with radioactive material and suspected contamination material. Clothing and tools used at the scene will be disposed off as radioactive material with the help of special CBRN team and do not attempt to move or clean up any material involved.
- Prohibit eating, drinking and smoking in the incident area.
- Identify assembly points for persons trapped in affected areas. Evacuate the persons to the assembly points.

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## **CHAPTER - 12**

### **Infrastructure to be developed/upgraded**

Infrastructure pertaining to communication network, transport and sheltering common to all disaster response mechanism must be ensured available all the time or readily available when required.

The following basic infrastructure will be developed / upgraded:

- Standardized and reliable PPE in number sufficient to meet the requirements of all first responders.
- Portable, simple to operate, and rugged field detection equipment which has high sensitivity and specificity. LIAL's first responders which in all probability will reach at the site before other agencies like Police, NDRF etc. should have some simple portable monitoring instruments which will warn them as they approach the radiation source (say a blast of RDD).
- Specialized HAZMAT vehicle for the collection, detection and speedy field characterization.
- The development of mobile decontamination facility.
- Mobile command vehicle should be available at C.C.S.I Airport.

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## **CHAPTER -13**

### **Alert System and Reporting**

The Emergency Response Plan (ERP) will have an adequate mechanism for proper planning and coordination with different responders, emergency functionaries and logisticians. It is important to have an inbuilt alert system that will activate the definitive specialized response .For this purpose, a well-rehearsed and standardized alert system will be evolved. Communication and Networking act as a key for an effective response to any disaster.

The information network will also include effective communication network to quickly analyze and identify contaminants at the incident site.

#### **Alert Mechanism-Early warning and Reporting**

Earthquakes	IMD,ISR
Cyclones	IMD
Drought	Agriculture Department
Epidemics	Health & Family Welfare Department
Industrial & Chemical Accidents	Industry, Labor & Employment Department, DISH
Radiological/ Nuclear	Specialized CBRN team ( in NDRF)
Aircraft crash / Airport Fire	ATC, Fire & Emergency Services, other agency

#### **Early Warning Detection & Monitoring:**

Detection and monitoring is the responsibility of UPDMA. Mechanism for detection and monitoring may be deployed for specific hazards at the airport.

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## CHAPTER -14

### Co-Ordination of Emergency Response

The response to any disaster must be implemented with clear division of responsibilities and clear lines of communication among the various organizations involved, in order to avoid delay and confusion.

Sr No.	Organization/ Agencies/ Services	Key Function/Responsibility
1	LIAL - Airport  Fire Service	<p>Aircraft rescue and fire-fighting operation</p> <ul style="list-style-type: none"> <li>• Pre accident / Post-accident fire protection</li> <li>• Support for triage activities</li> <li>• Evacuate injured passengers to hospitals</li> <li>• Support for structural fire-fighting and evacuation</li> <li>• Support for mitigation of Disasters like earthquake, accidents/ incidents, cyclone etc.</li> <li>• Support to Disaster management team.</li> <li>• Provide standby Fire vehicle as and when required.</li> </ul>
2	Airside Management/ Operations	<ul style="list-style-type: none"> <li>• Activate key officials and ground handling agent concerned</li> <li>• Muster airline's and ground handling agent's resources</li> <li>• Provide and direct ground service supports</li> <li>• Provide inputs to air traffic control in regard to runway and taxiway closure</li> <li>• Coordinate aircraft recovery and salvage operation</li> </ul>
3	Terminal Management	<ul style="list-style-type: none"> <li>• Activate key officials and other external agency/services such as hospitals, panel doctors, ambulance services, bureau of civil aviation security, immigration and customs</li> <li>• Activate the Emergency Response and Interaction Centre (ERIC) Group</li> <li>• Setup the Emergency Co-ordination Centre (ECC), Survivors Reception Centre (SRC), Friends and Relative Reception Centre (FRRC) and Reunion Area (RA)</li> <li>• Passengers facilitation and business recovery at terminal buildings</li> <li>• Support terminal building evacuation</li> </ul>



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4	Civil/Electrical Engineering	<ul style="list-style-type: none"> <li>• Provide technical support and assistance</li> <li>• Support recovery efforts</li> </ul>			
5	Chief Airport Officer, C.C.S.I Airport	<p>Media management</p> <p>Facilitate press releases and organization of press conferences</p>			
6	Air Traffic Services	<ul style="list-style-type: none"> <li>• Activation and Termination of Crash Action, Full Emergency, Local standby, etc.</li> <li>• Air traffic management including issuing NOTAM (Notice To Airmen)</li> </ul>			
7	Police	<p>As soon as information about crash received the Superintendent of Police will swiftly dispatch a police squad to the site. This squadron reaching will take over supervision of the site will:</p> <ul style="list-style-type: none"> <li>• Prevent public interference with rescue operations</li> <li>• Assisting law &amp; order &amp; facilitate transportation so casualties</li> <li>• Protect the wreckage and trait of aircraft till the investigations are over &amp; wreckage taken over by the concerned airline.</li> <li>• Guarding of aircraft wreckage and preservation of evidence at the accident site including eye-witness accounts and photography</li> <li>• Custody of flight data and cockpit voice recorders. cargo's onboard including dangerous goods, and baggage/passenger belongings</li> <li>• Investigation and management of dead bodies including the identity establishment, mortuary arrangements and release of the bodies.</li> </ul>			
8	All Airlines operators	<ul style="list-style-type: none"> <li>• Support overall crisis mitigation efforts e.g. accountability of passengers, management of Next of Kin, aircraft accident investigation, etc.</li> <li>• Support media management</li> <li>• Passenger and Next of Kin facilitation</li> <li>• Facilitate reunions of survivors and Next of Kin</li> <li>• Prepare and provide passenger and cargo manifests.</li> <li>• Report the aircraft accident or serious incident to the authorities concerned as stipulated under Aircraft Rules, 1937, Part X investigation of Accidents.</li> <li>• Salvage/removal of crashed or disabled aircraft.</li> </ul>			

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9	Ground Handling Agent	Provide ground service staff and facilities including passenger steps, coaches, and aircraft towing Equipment.			
10	Director General of Civil Aviation (DGCA)	<ul style="list-style-type: none"> <li>• Set standards and directions for dealing with all aviation related emergencies.</li> <li>• Aircraft accident/incident investigation</li> <li>• Authorize release of dead bodies, cargoes on board including dangerous goods, baggage, and removal of Crashed/disabled aircraft.</li> </ul>			
11	Airport CISF	<p>Dispatch a mobile or a squad to site. This group of CISF after reaching the site will perform similar actions as laid down till arrival of state police. e.g.:-</p> <ul style="list-style-type: none"> <li>• Cordon the aircraft/incident premises, area Guard property, bag &amp; baggage</li> <li>• Maintain law &amp; order</li> <li>• Assist fire &amp; rescue operations.</li> </ul>			
12	State Fire & Emergency Services	The state Fire & Emergency Services are crucial immediate responders during any disaster and play a vital role in saving lives and property immediately after a disaster.			
13	COR	<ul style="list-style-type: none"> <li>• COR has a primary responsibility of coordinating an effective emergency response and relief on the occurrence of a disaster.</li> <li>• Prepare, review and update State level emergency plans and guide lines and ensure that the district level plans are prepared, revised and updated.</li> <li>• Develop an appropriate relief implementation strategy for the State in consultation with the Authority, taking into account the unique circumstances of each district and deficiency in institutional capacity and resources of the State.</li> <li>• Provide directions to the Collector and the local authority having jurisdiction over the affected area to provide emergency relief in accordance with disaster management plans to minimize the effects of disaster.</li> </ul>			
14	NOMA	It is the apex body for Disaster Management is headed by the Prime Minister and has the responsibility for laying down policies, plans and guidelines for DM and co coordinating their enforcement and implementation for ensuring timely and effective response to disasters.			

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15	Airport Operations Coordination Committee (AOCC)	The AOCC can act as the focal point to address the airport related needs and requirements of all the DM agencies Involved in relief operations

## CHAPTER-15

### Preparedness Level

#### Training:

Regular training would be provided to all personnel who have a role in planning and operational response to an emergency.

The training objectives are:

- To familiarize personnel with the contents and manner of implementation of the plan and its procedures:
- To train personnel in the performance of the specific duties assigned to them in the plan and in the applicable implementation procedures.
- To keep personnel informed of any changes in the plan and the Implementing procedures.
- To maintain a high degree of preparedness at all levels of the Emergency Response Organization.
- Train new personnel who may have moved within the facility Organization: Test the validity, effectiveness, timing and content of the plan; and
- Update and modify the plan on the basis of experience acquired through Exercises and drills.

#### Mock Drills and Exercises:

Mock drills constitute another important component of emergency preparedness and refer to the re-enactment, under the assumption of a Mock scenario of the implementation of response actions to be taken during an emergency.

Mock drills and integrated exercises have the following objectives.

- To test, efficacy, timing, and content of the plan and implementing Procedures
- To ensure, that the emergency organization personnel are familiar with their duties and responsibilities by demonstration;
- Provide hands-on experience with the procedures to be implemented during emergency; and

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- Maintain emergency preparedness.

The frequency of the drills would vary depending on the severity of the hazard. However, drills would be conducted once in a two year. Scenarios may be developed in such a manner as to accomplish more than one event objective. Drills and exercises will be conducted as realistically as is reasonably practicable. Planning for drills and exercises would include:

**Basic objectives:**

- Dates, times and places; Participating organizations.
- Events to be simulated.
- Approximate schedule of events.
- Arrangements for qualified observers; and
- An appropriate critique of drills/exercises with participants.

Evaluation of drill and exercises would be carried out which include comments from the participants and observers. Discrepancies noted by the drill observers during the drill shall be pointed out.

The individual responsible for conducting the drill or exercise would prepare a written evaluation of the drill or exercise. The evaluation would include assessments and recommendations on:

- Areas that require immediate correction.
- Areas where additional training is needed;
- Suggested modifications to the plan or procedures; and
- Deficiencies in equipment, training, and facilities.
- Records of drills, exercises, evaluations, and corrective actions would be duly maintained

**Documentation:**

The serviceability Status of safety vehicles, tools & equipment, communicational facilities, air traffic related facilities etc. are to be checked and documented. Also, the proficiency reports of all the sections are to be documented.

- Records of drills, exercises, evaluations and corrective actions would be duly maintained by all concerned sections.
- Incident, Accident returns shall be documented.
- Training, meeting with other responding agencies to be documented.

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- Airport familiarization of outside rescue team to be carried out and documented.
- Participation of outside responding agencies in full scale mock up exercise and to be documented.
- MOU between C.C.S.I Airport and City Fire Brigade to be documented and updated as and when required.
- Directions from Ministry of Home Affairs, National Disaster Management Authority, Government of India, etc. can be implemented by documentation.
- Lessons learnt from any disaster event in other states and countries.
- Recommendations from all departments in their Annual DM Report also be considered on review.
- Updation of DM plan periodically or as when required.

## **CHAPTER-16**

### **Incident Command**

#### **Incident Command System**

- The incident command system and its procedures are designed in such a way that information can be promptly assessed and relayed to concerned parties.
- Immediate dissemination of information contributes to quick response and effective decision-making during emergency.
- Being the main coordination and control point for all disaster specific efforts the Incident command system is the place of decision-making, under unified command.

The Primary function of Incident command system is:

- Receive, monitor and assess disaster information
- Keep track of available resources
- Monitor, assess, and track response units and resources requests
- Manage resource deployment for optimal usage.
- Make policy decision and proclaim local emergencies as needed.
- Provide direction and management for operations through Standard operations guide (SOG), set priorities and establish strategies.

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- Coordinate operations of all responding units, including law enforcement, fire, medical, logistics etc.
- Augment comprehensive emergency communication from incident command system to any field operation when needed or appropriate.
- Maintain security and access control.
- Provide recovery assistance in response to the situations and available resources
- Keep seniors, subordinates and tenant officials informed
- Keep local jurisdictions and other agencies informed.
- Operate a message center to log and post all key disaster information.
- Develop and disseminate public information warnings and instructions.
- Provide information to the news media.

**Mobile Command Post:**

The MCP will be deployed to the accident site by the Airport Fire Service and be positioned at a distance of not less than 10m upwind from the aircraft.

The MCP will be headed by Chief Airport Fire Service and In-charge Airside. When it is beyond the office hours, Duty Fire In charge (Shift-In- Charge) shall proceed to manage the MCP for the first hours until In-charge Airside operations/ Duty Manager Airside or Chief Airport Fire Service arrives.

Functions of the Mobile Command Post include:

- Establish communication
- Establish contact with other responding agencies which report at the crash site.
- Establish a staging area for all ground services equipment such as Tow tractors, passenger steps, and coaches reporting to the crash site.
- Establish an Assembly Area for the uninjured survivors.
- Secure and provide any assistance required by the doctors at the Triage Area.
- Arrange speedy evacuation of injured casualties to the hospitals.
- Liaise with the airline concerned to transport the uninjured and casualties; and Maintain and update a record of casualty evacuation status including: Number of casualties evacuated from the aircraft; and Number of casualties evacuated to the Emergency Medical Centre, hospitals and Survivors Reception Centre.

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The effectiveness of Mobile command post to be observed in Full scale mock up exercise with respect to their functions. Any deficiency observed in the drill, will be corrected in future exercises.

At present mobile command vehicle is not available at C.C.S.I Airport.

## **Chapter - 17**

### **Logistic Supports and Exercises**

Logistics management is the process of planning, preparing, implementing, and evaluating all logistics functions that support an operation or activities. Resources are described by kind and type. All local resources must be committed before assistance is requested from neighboring jurisdictions, district, states or the central government.

A catastrophic event may severely hinder the ability of the local government to respond because many of the local government's staff members may also be adversely affected and its facilities may no longer be available; communications may be severely disrupted; the number of people needing assistance may be very large, debris, high water, blocked roads, etc. may impede movement; equipment loss and other factors may impair functional capabilities. However, the logistical support of resources is an extremely critical factor in the successful management of disaster response and recovery efforts.

**Organization and Assignment of Responsibilities:** The provision of effective logistics support can be very complex and especially challenging in a catastrophic event, so volunteer staffing should be identified, trained and exercised/employed in advance of a catastrophic disaster. At a minimum, the EOC Logistics Section staffing should include a:

1. Logistics/Resource Management Section Chief –Chief Airport Officer (CAO)
2. Deputy Section Chief- as designated by CAO
3. Services and support Branch Chief: All concerned section head

A truly catastrophic event is not disaster business as usual. For example, personnel who are normally identified to perform the Logistics Section staffing may be too busy doing other things during a catastrophic event to effectively cover logistics and resource management functions as well. To perform this function appropriately, Management Section may need to organize into two or more unite /sub units:

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- At C.C.S.I Airport, Communication unit shall be responsible to provide communication facilities to all sections and outer agencies. No matter whether the disaster occurs inside or outside C.C.S.I Airport.
- At C.C.S.I Airport, First aid room is available at International Terminal Building. In case of disaster, outside medical team will report to rendezvous point and subsequently escorted by fire staff to Disaster site. First aid room In-charge shall assist them for all, medical activities.
- If disaster occurred at C.C.S.I Airport, supply of food, shelter etc. will be done by Airlines/ Terminal management/ HR / Finance section. Local volunteer agencies can also be the part of it.
- Points of Distribution System (PODS) operations will be established at C.C.S.I Airport for deployment; recovery, redeployment; reutilization; and disposition of materials, equipment, supplies, fuel and services; demobilization; and documenting all transactions. To accomplish this, CAO will constitute committee for smooth and safe handling the situation.
- Support includes facilities and space for logistics staging areas, points of distribution, warehousing, base camps etc. will be decided by CAO at the time of forming committee.
- Logistics will develop the traffic plan and coordinate the prioritizing, planning, ordering, sourcing, and acquisition for transportation resources and services; developing time-phasing plans and movement coordination and tracking; may terminal transfer operations at staging sites; overnight storage for vehicles, maps and directions for responding personnel, emergency towing and repairs, designating fuel, oil, and water depots, and coordinating with law enforcement to help ensure deliveries at the right places and times. At C.C.S.I Airport MT In-charge will look after the above activities in coordination with CAO, Terminal manager and other support team.
- Operations conducts evacuation operations, but logistics may help with providing transportation assets for special needs citizens and those without transportation, helping provide for mass movement needs such as vans, buses, aircraft, trucks, etc., and emergency route refueling and temporary repairs for those with vehicles; helping coordinate voluntary entities provide first aid and mass care support such as in transit temporary sheltering, rest area management, food and water, human services, transport and security; as well as facilities identification and management for destination mass care sites for citizens displaced by ordered evacuation, or by self-evacuation due to emergency/disaster events.



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C.C.S.I Airport will assist to all support agencies for all above activities. Formed committee / concerned section will take care of these.

## **CHAPTER-18**

### **Evacuation Plan**

Prompt evacuation of casualties may be required to be carried out from the incident site, and of people living or working in the vicinity of the site who are likely to get exposed or come under severe threat of contamination, during a chemical attack. The evacuation plans will be prepared and categorized in two broad groups:

- a) Evacuation from the incident site
  - If any emergency including CBRN occurred at (T1, T2, & ATS) buildings, the evacuation of occupant shall be done as per Evacuation plan.
  - If there is a bomb threat at airport partial or full evacuation shall be done as per Bomb Threat Contingency Plan available at C.C.S.I Airport.
  
- b) Evacuation of the Community under Possible Threat of a disaster  
 The evacuation planning will include information of the defined route, the availability of NBC filter-fitted ambulances (in case of CBRN Disasters) with specialized paramedical staff, 24 Hrs. available at T1 & T2 building and specialized facilities available with earmarked hospitals, keeping in view the prevalent and forecasted meteorological conditions and level of contamination.

Some components of the civil aviation authorities need to be upgraded and equipped with modern facilities for the management of enhanced need of evacuating a large number of casualties.

The support zone, casualty collection center and ambulance parking area will be provided with collective protection. Prompt removal of victims from the hot zone shall be ensured. Casualties from the hot zone of the incident site will be transported to the designated earmarked health care facility after providing BLS, necessary triage and decontamination procedures.

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## **CHAPTER - 19**

### **MEDIA MANAGEMENT**

DM plan will have an appropriate mechanism for effective communication with the public through media management.

CAO or Corporate Communication shall prepare a press brief & meet the media & press as deemed fit. Chief Airport Officer is the official spokes persons of AAIAL and nobody else.

## **CHAPTER - 20**

### **Term Planning**

All identified activities under the action plan for disaster management are implemented under the following three types of Term Planning as listed below:

- a) Short-Term Plan (0-3 Years)
- b) Medium-Term Plan (0-5 Years)
- c) Long-Term Plan (0-8 Years)

#### a) Short-Term Plan (0-3 Years)

It incorporates disaster specific risk reduction measures.

- MOU between C.C.S.I Airport and City Fire brigade.
- Periodical Inspection and maintenance of building
- Monitoring of all disaster alert warnings by IMD
- Maintenance of safety service vehicles/ rescue equipment etc.
- Inspection / maintenance of Navigation aids
- Runway inspection
- Aerodrome surface marking/Lightings as per standards
- Serviceability of Aircraft
- Advanced notification to the airport, if DG in cargo.

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- Storage and Handling according to the prescribed national rules, guidelines DGCA regulation, ICAO Annex 18 and Doc 9284.
- Protection of environment and property
- Prevention of deterministic health effects in individual
- Maintain Good Housekeeping.
- Developing policies and practices to avoid similar situations in future.
- Implementation of financial strategy for allocation of funds for various projects.
- Provision for temporary decontamination facilities and sensitization programme for the airport community about self-decontamination procedures.
- Testing various elements of the emergency plan through table-top exercises and mock- drills
- Overall capacity development including human and resource development, training, education and knowledge management. Special training should be conducted at training Centre.

b) Medium-Term Plan (OW Years)

- Public utility structure design as per standards
- All engineering works as per standards.
- Equipping first responders with all material logistics and backup support.
- Identifying infrastructure needs for formulating mitigation plans.
- Establishment of physical and collective protection, detection technologies, decontamination agents and associated manpower.
- Imparting adequate knowledge on various types of disasters, their properties, possible modes of dispersal, use of PPE etc. Special training should be conducted at training center.
- Knowledge on various types of CBRN agents etc., different modalities and methods of decontamination and sources of their availability and principles of triage for CBRN casualties. Special training should be conducted at training Centre.
- Imparting adequate knowledge on various types of chemical agents including TICs/TIMS, GW agents etc., their properties, possible modes of dispersal, use of PPE, different modalities and methods of decontamination and sources of their availability, principles of triage for chemical casualties.
- Awareness programmers for first aid and self-decontamination procedures.
- Continuation and updation of HRD activities.
- Frangible structures in operational area

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- Testing of DM plan in Mock exercise.

c) Long-term Plan (0-8 Years)

- Disaster resister design and construction of public utility structure.
- Identification and removal of unsafe buildings /structure. Reconstructed, if needed.
- Secure communication network for first responders; build redundancy in communication networks by in-built repeaters optimally positioned for incident communication, and a self- healing grid for telecommunication and other utility networks.
- Development of simulation models for testing the efficacy of plans for continuous improvement at training centre.

### **List of equipment Available with outside agencies**

1. Khalsa Crane Services Transport Nagar

(Material Handling Equipment & Services)

Available Equipment's- Heavy Crane, Forklift. Hoist. Pallet Truck.  
Material

Handling Equipment Phone No-0522 - 2438376

F-18, Transport Nagar, Lucknow — 226012

2. Shakitman Crane Service

Faizabad Road Phone No-9984724799

Semera Village, Faizabad Road, Lucknow — 283126

3. Bharat Diesels

Latouche Road

Phone No-0522 - 2230074

110/56, Naya Gaon East, Banerjee Street, Harinth, Latouche Road,  
Lucknow- 226018

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In the event radioactive materials are suspected the following general procedures should be followed:

The nearest nuclear energy facility, hospital with a radiological unit military base or civil defense organization should be required to dispatch immediately a radiological team to the accident site.

If the dangerous goods accident / incident involving radioactive material occur in the airport shall liaise with following Persons.

Department of Atomic Energy, Weal Blocko7, R.K.Puram, New Delh1-66.

Contact Person- Mr. C.L.Bhairam. Regional Director (NR) Contact No-011-26101450 (Office). Mobile-09868501123 or Dr.Pradip Kumar, Mobile: 9869270285

or Dr. D.N.Sarma. Director at Mumbai

Mobile-09869427151.

**Annex -01**

## **Chapter - 21**

### **CONTACT DETAILS**

#### **NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)**

## Force Head Quarters

Name	Designation	Address	Telephone No.	Fax No.	E-Mail
Shri S N Pradhan (IPS)	Director General	Directorate General, NDRF, 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi - 110001	011-23438020, 011-23438119	011-23438091	dg.ndrf@nic.in
Shri Amrendra Kumar Sengar (IPS)	Inspector General	-- Do --	011-23438021	011-23438091	ig.ndrf@nic.in
Ms Nishtha Upadhyay	Financial Advisor	-- Do --	011-24368148	011-23438091	--
Mr. Mohsen Shahedi	Deputy Inspector General (Proc/Prov)	-- Do --	011-23438022	011-23438091	digprov.ndrf@nic.in
Shri Manoj Kumar Yadav	Deputy Inspector General (Trg/Pro /Academy/NCDC/East & North East Sector)	--Do--	011-23438140	011-23438091	dig.es.ndrf@nic.in
---	Deputy Inspector General (Est/ Ops / North-West Sector)	--Do--	011-23438023	011-23438091	dig.ns.ndrf@nic.in
Shri K K Singh	Deputy Inspector General (Adm/Works/South Sector)	-- Do --	011-23438185	011-23438091	dig.ss.ndrf@nic.in
Shri V V N Prasanna Kumar	Commandant (PROC/PROV/NDRR)	-- Do --	011-23438183	011-23438091	--
Dr. Amit Murari	CMO (SG)	-- Do --	011-23438091	011-23438091	cmo.ndrf@gov.in
Shri Daulat Ram Chaudhary	Second-in-Command (DDO)	--Do--	--	011-23438091	--
Shri Upendra Pratap Singh	Deputy Commandant (ADM)	--Do--	--	011-23438091	hq.ndrf@nic.in
Shri Pranshu Srivastava	Deputy Commandant (Trg)	--Do--	011-23438138	011-23438091	hq.ndrf@nic.in
Shri Rakesh Ranjan	Deputy Commandant (OPS)	--Do--	011-23438024	011-23438091	hq.ndrf@nic.in
Shri Surendar Kumar	Deputy Commandant (Engineer)	--Do--	--	011-23438091	--
Shri Deepak Bamoriya	DC (IT/COMN/PRO)	--Do--	011-23438024	011-23438091	deep.del@gov.in
Shri Bhawani Singh	AC(ADM & SO to DG)	--Do--	011-23438118	011-23438091	dc.adm.ndrf@nic.in
Shri S Raghavindra	AC/MIN	--Do--	011-23438091	011-23438091	hq.ndrf@nic.in
Control Room	--	--Do--	011-23438091, 011-23438136	011-23438091	hq.ndrf@nic.in

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**NDRF Units**

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
Sh. Hitender Pal Singh Kandari	Commandant	1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017	0361-2840027	0361-2849080	--	0361-2840284 07637011337 09435117246	assam01-ndrf[at]nic[dot]in
Sh. Nishit Upadhyay	Commandant	2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	033-25875032	033-25875032	-	033-25875032 09474061104 09474116775	wb02-ndrf[at]nic[dot]in
Sh. Jacob Kispotta	Commandant	3rd BN NDRF, PO-Mundali, Cuttack - Odisha Pin - 754013	0671-2879710	0671-2879711	--	0671-2879711 09437581614	ori03-ndrf[at]nic[dot]in
Ms. Rekha Nambiyar	Commandant	4th Bn NDRF, PO - Suraksha Campus, Arrakonam, Distt. Vellore Tamilnadu-631152	04177-246269	04177-246594	--	04177-246594 09442140269	tn04-ndrf[at]nic[dot]in
Sh. Anupam Srivastava	Commandant	5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114-247010	02114-247008	--	02114-247000 09422315628	mah05-ndrf[at]nic[dot]in
Sh. A. K. Tiwari	Commandant	6th Bn NDRF, Jarod Camp, Teh- Wagodia, Vadodara, Pin - 391510	02668-274470	02668-274245	--	02668-274245 09723632166	guj06-ndrf[at]nic[dot]in
Sh. Ravi Kumar Pandita	Commandant	7th Bn NDRF, Bibiwala Road, Bhatinda ( Punjab ) Pin 151001	0164-2246030	0164 - 2246570	--	0164-2246193 0164-2246570	pun07-ndrf[at]nic[dot]in
Sh. P.K.Tiwari	Commandant	8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120-2766013	0120 - 27666012	--	0120-2766618 09412221035	up08-ndrf[at]nic[dot]in
Sh. Vijay Sinha	Commandant	9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115-253942	06115-253939	--	06115-253939 08544415050 09525752125	patna-ndrf[at]nic[dot]in
Mr. Zahid Khan	Commandant	10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863-2293178	0863-2293050	--	0863-2293050 08333068559	ap10-ndrf[at]nic[dot]in
Sh. A.K.Singh	Commandant	11 <sup>th</sup> Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002	0542-2501201	0542 - 2501101	--	0542-2501101 08004931410	up-11ndrf[at]gov[dot]in
Sh. Rajesh Thakur	Commandant	12 <sup>th</sup> Bn NDRF, Itanagar, Arunachal Pardesh 791112	0360-2277109	0360-2277108	--	0360-2277104 09485235464	bn12[dot]ndrf[at]gov[dot]in

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Name of RRC	Landline Number	Mobile Number
NDRF RRC, Port Blair, Andaman	03192289174	09442112269
NDRF RRC, Adayar, Chennai	04424420269	09442112269
NDRF RRC, Vizag Steel Plant, Vishakhapatnam, Andhra Pradesh	--	08333068565 08333068560
NDRF RRC, Fire Station Mahadevapura, Bengluru, Karnatka	--	09482978719 09482978715
NDRF RRC, Shaikpet Sport Complex, Hyderabad, Telangana	04023565668	08333068536 08333068547

## Contact Us

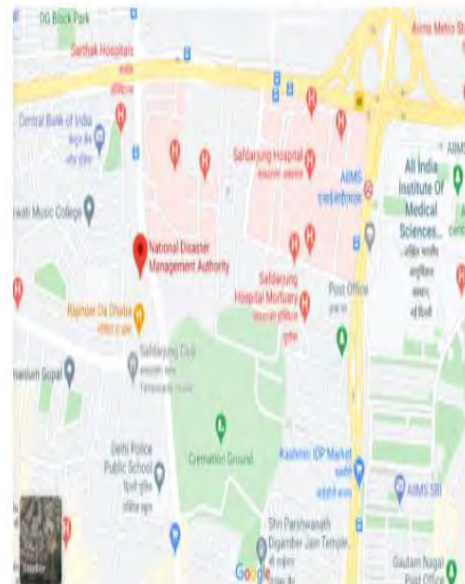
▪ **Postal Address:**

NDMA Bhawan  
A-1, Safdarjung Enclave  
New Delhi - 110029

[View on Map](#)

**Telephones:**

**+91-11-26701700** (Mon-Fri - 9:30AM-6:00PM)  
Control Room: +91-11-26701728 (Mon-Fri 24x7)  
Fax: +91-11-26701729  
E-mail: [controlroom@ndma.gov.in](mailto:controlroom@ndma.gov.in)





**Contact Details of NDMA Officers**

Name	Office	Fax	Mob.	E-mail id
<b>Dr. Pradeep Kumar, IAS, Secretary I/C</b>	011-26701710	011-26701716		<a href="mailto:secretary@ndma.gov.in">secretary@ndma.gov.in</a>
PPS	011-26701711,	011-26701716		
Mr D S Butola PA	011-26701713			
<b>Lt Gen (Retd) N C Marwah, PVSM, AVSM, Member</b>	011-26701775	011-26701783		<a href="mailto:marwahnc.ndma@nic.in">marwahnc.ndma@nic.in</a>
Smt Seetha Mahesh, PS to Member	011-26701721	011-26701783		<a href="mailto:seethan.ndma@nic.in">seethan.ndma@nic.in</a>
Shri Vijaya Kumaran PA to Member	011-26701782	011-26701783		
<b>Dr. D N Sharma, Member</b>	011-26701738	011-26701767		<a href="mailto:dnshtarua@ndma.gov.in">dnshtarua@ndma.gov.in</a>
Sh. Sanjay Kukreja Sr. PPS to Member	011-26701761	011-26701767		
<b>Shri Kamal Kishore, Member</b>	011-26701740	011-26701754		<a href="mailto:kkishore@ndma.gov.in">kkishore@ndma.gov.in</a>

**DISASTER  
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL  
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

Contact Us - National Disaster Management Authority

Sh. S K Gulati PPS to Member	011-26701751	011-26701754		
Shri Basudev Rajbhar PA to Member	011-26701753			

JOINT SECRETARIES

Name	Office	Fax	Mob.	E-mail id
Sh. Ramesh Kumar Ganta, IAS JS (Admin)	011-26701718	011-26701864		jsadm@ndma.gov.in
Ms.G V Lakshmi PPS	011-26701884			
JS (Mitigation)	011-26701718	011-26701864		mitigation@ndma.gov.in
PPS/PA	011-26701864			
Brig. Ajay Gangwar Advisor (Ops & Communication)	011-26701886	011-26701742		advopscomn@ndma.gov.in
Sh. Himanshu Awasthi, PA	011-26701765			
Dr. V.Thiruppugazh, Joint Secretary (Policy & Plan)	011-26701777	011- 26701816		jspp@ndma.gov.in
Ms Indira, PA	011- 26701747			
M.Sanjay Singh, PA	011- 26701816			

ADVISORY ADVISOR

Name	Office	Fax	Mob.	E-mail id
Shri Ravinesh Kumar FA,	011-26701709	011-26701715		fa@ndma.gov.in
Sh. Bharat Bhushan, PPS	011-26701712			

Name	Office	Res.	Mob.	E-mail id
Anurag Rana JA (IT & Comm)	011-26701743			jaicomn@ndma.gov.in
Col Amit Khosla JA (CBT)	011-26701880			
Lt Col Rahul Devrani JA (RR)	011-26701815			rahuldevrani.1201@gov.in
Dr. Pawan Kumar Singh, JA (OPS)	011-26701788			ja.ops@ndma.gov.in
Pushkar Garg, JA (MP & P)	011-26701798			jampp@ndma.gov.in

**DISASTER  
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL  
AIRPORT LIMITED**

Issue No & Date: 01

Revision No: 01

Revision Date: 15.02.2022

**Contact Us - National Disaster Management Authority**

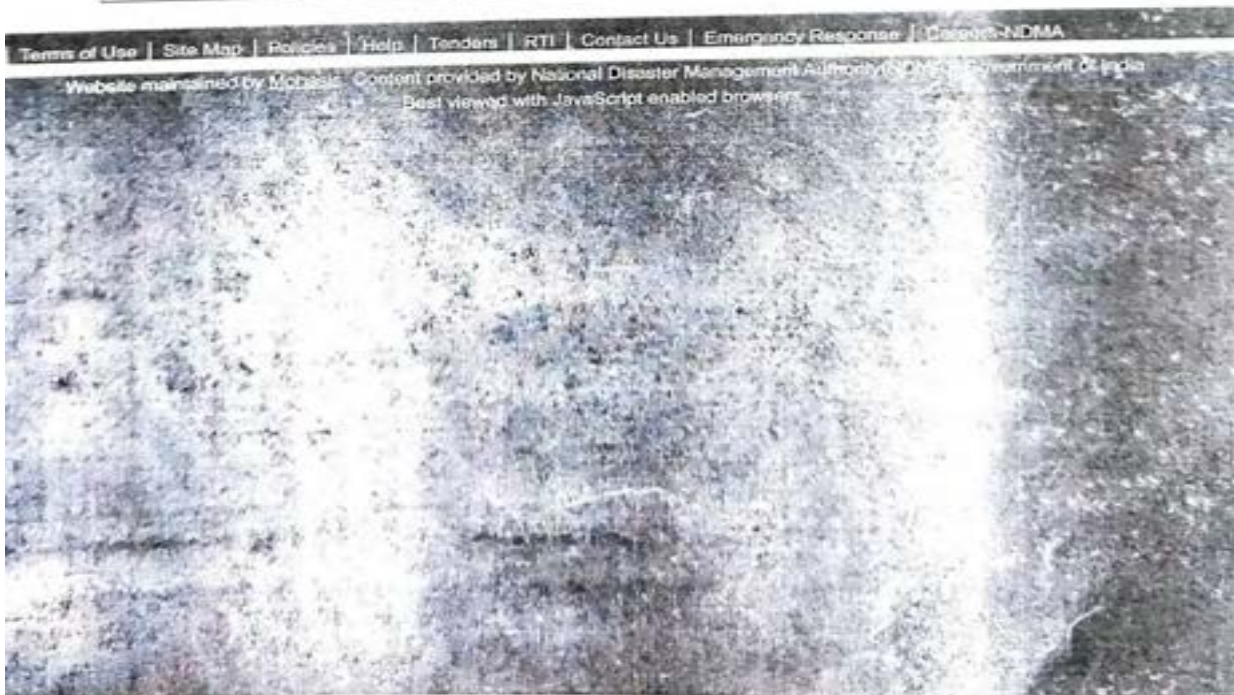
Vijay Singh Nemiwal JA (Mitigation)	011-26701815			nemiwal.v@gov.in
Alice Kujur, Director (PP)	011-26701733			asop@ndma.gov.in
Dir (Finance)	011-26701778			
Yogeshwar Lal, Director (Admin)	011-26701833			yogeshwarlal@ndma.gov.in
Bhupinder Singh, Director (PR & AG)	011-26701878	011-26701878		awareness@ndma.gov.in

**NCRMP**

Name	Office	Fax	Mob.	E-mail id
Dr. Pradeep Kumar, IAS, Project Director	011-26701777 011-26701791 (PPS) 011-26714321			pd.ncrmp@gov.in
Shri. Samir Kumar, BRES Dy. Project Director	011-26701792			dpd.ncrmp@gov.in
Shri Ashok Kumar Sarkar, Project Accountant cum Admn. Officer	011-26701744			agm.ncrmp@gov.in

**NDMA CONTROL ROOM**

Name	Office	Fax	Mob.	E-mail id
<b>Control Room</b>	011-26701728 011-1078	<b>011-26701729</b>	9868991801 9868101885	controlroom@ndma.gov.in ndmacontrolroom@gmail.com



<b>DISASTER MANAGEMENT PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	<b>Issue No &amp; Date: 01</b>
		<b>Revision No: 01</b>
		<b>Revision Date: 15.02.2022</b>

Note - Print Margin Should be Top-7, Bottom-5, Left-5, Right-5 and Scale- Shrink To Fit

S.No	Name of IPS Officer	Rank	Post Held/ Unit	CUG / Mobile No.	Office No.	Email Id
1	KALANIDHI NAITHANI	SP	SSP/LUCKNOW	9454400290	0522-2628965	ssplkw-up@nic.in
2	VIKRANT VIR	SP	SP(RA)/LUCKNOW	9454401083	-	
3	SUKIRTI MADHAV	SP	ADDL.SP (NORTH)/LUCKNOW	9454458038	-	
4	AMIT KUMAR-II	SP	ADDL.SP (TG)/LUCKNOW	9454401086	-	
5	ABHISHEK VERMA	ASP	ASP(U/T)/LUCKNOW	9454405156	-	
6	IRAJ RAJA	ASP	ASP (U/T)/LUCKNOW	9411825169	-	

S.No	Name of IPS/PPS Officer	Post Held/ Unit	Posted As (Post In District)	CUG / Mobile No.	Office No.	Email Id
1	ASHTABHUJA PD.SINGH	ADDL.SP(CRIME)/LUCKNOW		9454401986	-	
2	RUCHITA CHAUDHARY	ADDL.SP(SEcurity)/SECURITY HIGH COURT		9454458186	-	
3	SURESH CHANDRA RAWAT	ADDL.SP(EAST)/LUCKNOW		9454401087	0522-2611165	
4	VIKAS CHANDRA TRIPATHI	ADDL.SP(WEST)/LUCKNOW		9454401088	0522-2622217	
5	POORNENDU SINGH	ADDL.SP(TAFFIC)/LUCKNOW		9454401085	0522-2235879	
6	DEVESH KUMAR SHARMA	ADDL.SP(PROTOCOL)/LUCKNOW		9454401084	0522-2627831	
7	DURGESH KUMAR SINGH	DSP/LUCKNOW			-	

**DISASTER  
MANAGEMENT PLAN**

**LUCKNOW INTERNATIONAL  
AIRPORT LIMITED**

Issue No & Date: 01

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Revision Date: 15.02.2022

8	ANIL KUMAR YADAV	DSP/LUCKNOW	9454401496	0522- 2241222
9	DURGA PRASAD TEWARI	DSP/LUCKNOW	9454401491	0522- 2255200
10	ABHAY KUMAR MISHRA	DSP/LUCKNOW	9454401495	0522- 2625143
11	AVNISHWAR C. SRIVASTAVA	DSP/LUCKNOW	9454401499	0522- 2349793
12	AMIT KUMAR RAI	DSP/LUCKNOW	9454401497	0522- 2221702
13	LAL PRATAP SINGH	DSP/LUCKNOW	9454401490	0522- 2470795
14	SANJEEV KUMAR SINHA	DSP/LUCKNOW	9454401489	0522- 2453016
15	DEEPAK KUMAR SINGH	DSP/LUCKNOW	9454401186	-
16	SWATANTRA KUMAR SINGH	DSP/LUCKNOW	9454401494	0522- 2324930
17	MISS TANU UPADHYAY	DSP/LUCKNOW	9454405234	-
18	SYED NAIMUL HASAN	DSP/LUCKNOW	9454405153	-
19	SAMIKSHA PANDEY MISS	DSP/LUCKNOW	9454401501	-
20	DR BEENU SINGH	DSP/LUCKNOW	9454401500	-
21	SHESHMANI PATHAK	DSP/LUCKNOW	9454401492	-
22	SANTOSH KUMAR SINGH-III	DSP /LUCKNOW	9454401498	0522- 2389207



**Mahila Samman  
Prakoshtha**  
9454401149



<b>DISASTER MANAGEMENT PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	Issue No & Date: 01
		Revision No: 01
		Revision Date: 15.02.2022

### DM Office Officials

Name	Designation	Email	Address	Phone	Room No.
Sh.Kaushal Raj Sharma	District Magistrate	dmluc(at)nic(dot)in	Room No.49 DM office Qaisar Bhag Lucknow	9415005000	49
ADM E	ADM E	Adme(dot)lu-up(at)gov(dot)in	Room No.48 DM office Qaisar Bhag Lucknow	9415005002	48

### IMPORTANT TELEPHONES

Annex -02

SL NO	Name of the Important Persons/Agencies	Telephone Numbers		
		Telephone Office	Fax	Email ID
01	Chairman AAI	01124632930	01124641088	chairman@aai.aero
02	Member (OPS)	01124651400	01124610233	memberops@aai.aero
03	Member (ANS)	01124631969	01124629567	memberans@aai.aero
04	Executive Director (ATM)	01124631684 09910666368	01124611078	edatm@aai.aero
05	Executive Director (OPS)	01124621628, 09971666759	01124621623	edopsaai@aai.aero
06	R.E.D.(NR)	011-25652343,	01125656451	red_nr@aai.aero
07	General Manager (PS), CHQ	011-24651296 09868277208	011-24651296	gmfire@aai.aero
08	Director (Air Safety), DGCA	09911360971		
09	Regional Safety Officer	09911579981		
10	Ops Control Room.CHQ	011-24610843,	011-26493963	opsctrl@aai.aero

### IMPORTANT TELEPHONES

SL. No	Name of the Important Persona/Agencies	Telephone plumbers	Mobile Numbers
01	Chief Airport Officer		6359922122
02	Jt.GM(CNS)	2201,2437504	7408412314
03	Jt.GM(ATM)	2301,2436923	9839309218
04	DGM(ATM-SQMS)	2309,2438003	7408563222
05	DGM(Civil)		8005147366
06	AGM Airport)	2611,2626	7408240999
07	AGM(Electrical)		9935672806
08	On Duty Airport Manager	2611,2626, 2431 143	

<b>DISASTER MANAGEMENT PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	<b>Issue No &amp; Date: 01</b>
		<b>Revision No: 01</b>
		<b>Revision Date: 15.02.2022</b>

09	CISF Commandant	2701	9621677666
10	CISF Control Room	2438861	
11	Airport Fire Station In-Charge	2438003	9628918075
12	State Fire Service	101	
13	Chief fire Officer (state Fire) Lko	2614444	9454418344
14	Fire Station Sarogini Nagar	Hot Line	9454418656
15	Fire Station I-lazratgang	2622222	9454418642
16	Fire Station Alambagh	2455555,	9454418648
17	Fire Station PGI	26081 11,	0454418848
18	Police Control Room	100, 2629989	
19	DIC Police	2825983to)262598 4(R)	
20	CO Krishna Nagar	9454401490	
21	SP EAST	2611165;	9454401087
22	Police Station Sarogini Nagar	2436600	
23	Police Station Hazratgang	2622555	
24	Police Station Alambagh	2451205	
25	Police Station I rishna Nagar	2470606	
26	Station Manager Air India	2838600,2638400	98390M976
27	Station Manager, Jet Airways	2434010,2431750	2300522
28	Station Manager Spice Jet	9554285264	
20	Station Manager Indigo	9839239687	
30	Station Manager Go-Air	8853098001	
31	Station Manager Soudia	9695777744	
32	Station Manager Oman Air	9935079882	
33	S.M Ground Handling Agent Indo Thai	7607684555	
34	Jl. Director, State C/A UP Govt.	243756,2430504	2206135 (R)
35	Controller of Air-worthiness	2435402,2437590	2435778 (R)
30	Director, Met Dept.	2435407,94512428 72	2436783 (R)
37	Customs, Lucknow Airport	2438018,99567867 12	2431878 (R)
38	Immigration, Lucknow Airport	2431746,8090001 866	

### Abbreviations

LIAL- Lucknow International Airport Limited  
 CAO-Chief Airport Officer  
 DM ---Disaster Management  
 NDMA— National Disaster Management Authority  
 NDRF ---National Disaster Response Force  
 SDMA ----State Disaster Management Authority

<b>DISASTER MANAGEMENT PLAN</b>	<b>LUCKNOW INTERNATIONAL AIRPORT LIMITED</b>	<b>Issue No &amp; Date: 01</b>
		<b>Revision No: 01</b>
		<b>Revision Date: 15.02.2022</b>

DDMA— District Disaster Management Authority  
 NEC --National Executive Committee  
 GOI— Government of India  
 ICAO—International Civil Aviation Organization  
 IATA--- International Air Transport Association  
 BCAS---Bureau of Civil Aviation Security  
 IDNDR---International Decade for Natural Disaster Reduction  
 IMD---- Indian Meteorological Department  
 CBRN ----Chemical, Biological, Radiological and Nuclear  
 NCMC ----National Crisis Management Committee  
 MHA ----Ministry of Home Affairs  
 UTs— Union Territories  
 DGCA----Directorate General of Civil Aviation  
 MoCA- - Ministry of Civil Aviation  
 RDD Radiological Dispersal Devices  
 IND ----improvised Nuclear Services  
 CPMFs-- Centre Para Military Forces  
 CMG---- Crisis Management Group  
 NASARM —National Aeronautical Search and Rescue Manual  
 AEP -----Airport Emergency Plan  
 UN -----United Nations  
 IDNDR ----International Decade for Natural Disaster Reduction

-----END OF DOCUMENT-----



# **ANNEXURE - 29**



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

**Annexure 29- Environment, Social and Governance (ESG) Policy and Board Resolution Letter**

**ENVIRONMENTAL, SOCIAL AND GOVERNANCE (ESG) POLICY  
LUCKNOW INTERNATIONAL AIRPORT LIMITED**

Lucknow International Airport Limited (LIAL) is committed to embedding Environmental, Social and Governance (ESG) priorities in business operations and organizational culture to ensure sustainable value creation for its stakeholders and to reflect company's commitment towards sustainable development.

LIAL shall endeavor to:

- Ensure compliance with applicable laws and regulations through progressive management approach;
- Establish objectives, targets, and processes towards absolute Greenhouse Gas (GHG) emission reduction and achieving Airport Carbon Accreditation (ACA) Level 4+ in the short-term and net-zero status in the long-term by enhancing operational efficiency, implementing energy-efficient technologies, green buildings, transitioning towards renewable energy, and exploring decarbonization technologies/opportunities;
- Enhance environmental stewardship by implementing best industry practices for protecting and conserving ecosystem; waste management, water conservation, noise abatement, and pollution control mechanisms;
- Promote usage of renewable and clean energy sources/technologies in its value chain;
- Create a culture that encourages learning and development, employee wellbeing, rewards and recognition, non-discrimination and equal opportunities, and collaborative working approach;
- Develop, implement, maintain and improve health and safety-related strategies, systems and procedures to ensure the highest levels of health and safety standards in all its operations;
- Empower local communities by supporting their wellbeing and development through our Corporate Social Responsibility (CSR) initiatives;
- Collaborate with value chain partners for encouraging sustainable supply chain practices and promote green procurement;
- Establish governance procedures for ensuring responsible operations, regulatory compliance, business ethics & integrity, information security and data protection, protection of stakeholders' interest, and implementation of best industry practices;
- Build skills and competency of employees and other key stakeholders through various need based trainings, development programs and activities;
- Ensure implementation of relevant management systems as per the business requirements;
- Measure and evaluate the performance of organisation against ESG objectives, goals, key performance indicators, and targets in accordance with this policy at regular intervals; and
- Disclose organization's ESG performance in accordance with regulatory requirements, national & global ESG standards and guidelines.

The Policy is applicable till the time that Management reviews the Policy, which is every two years or earlier, if necessary.

Effective Date: 30.05.2023

  
Rahul Bhatkoti  
Chief Airport Officer

**Environment, Social and Governance (ESG) Policy**



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

**Annexure 29- Environment, Social and Governance (ESG) Policy and Board Resolution Letter**



**CERTIFIED TRUE COPY OF THE RESOLUTION PASSED BY THE BOARD OF DIRECTORS OF LUCKNOW INTERNATIONAL AIRPORT LIMITED ("THE COMPANY") AT ITS MEETING HELD ON FRIDAY, 22<sup>ND</sup> SEPTEMBER, 2023 AT ADANI CORPORATE HOUSE, SHANTIGRAM, NEAR VAISHNO DEVI CIRCLE, S. G. HIGHWAY, KHODIYAR, AHMEDABAD - 382 421.**

**\*RESOLVED THAT** in supersession of earlier resolution passed by the Board of Directors of the Company dated 9<sup>th</sup> January, 2023, Mr. Darshan Singh, Authorised Officer of the Company, be and is hereby authorized to sign, execute, deliver and file necessary applications, forms, agreements, affidavit, certificates, deeds and all other relevant documents for making fresh application and/or change of name including making corrections therein and to furnish required information and explanations from time to time to Central and/or State Government Departments and various other statutory authorities on behalf of the Company to seek requisite registrations, approvals, licenses, NOCs, permits and/or environmental consents and clearances in respect of Company's Operations, Management and Development of Chaudhary Charan Singh International Airport at Lucknow and to do all such acts, deeds, things and formalities as may be required in this connection.

**RESOLVED FURTHER THAT** Mr. Darshan Singh, Authorised Officer of the Company, is authorized to sub delegate all above said powers and authorisation conferred on him in favour of any person as they may deem necessary and proper in the overall interest of the Company.

**RESOLVED FURTHER THAT** the Common Seal of the Company, if required, be affixed on any such agreements, documents, papers in the presence of any one of the directors of the company or Mr. Darshan Singh, Authorised Officer of the Company who shall sign the same in token thereof.

**RESOLVED FURTHER THAT** certified true copy of this resolution, duly signed by any one of the Directors of the Company, be furnished to the concerned authorities for their information, records and to act thereon."

**Certified True Copy  
For, Lucknow International Airport Limited**

RAKESH  
KUMAR  
TIWARY



**Rakesh Tiwary**  
Director  
(DIN: 06895533)  
Date: 09.01.2022

Lucknow International Airport Ltd  
(Formerly known as Adani Lucknow International Airport Ltd)  
First Floor, Terminal 1  
CCS International Airport  
Lucknow 226 009  
Uttar Pradesh, India  
CIN: U63030GJ2019PLC109614

Tel: +91 522 243 6022  
Fax: +91 522 243 2883  
adaniports@adani.com  
www.adani.com

Registered Office: Adani Corporate House, Shantigram, Nr Vaishno Devi Circle, S G Highway, Khodiyar, Ahmedabad 382 421, Gujarat, India

**Board Resolution Letter**

# **ANNEXURE - 30**

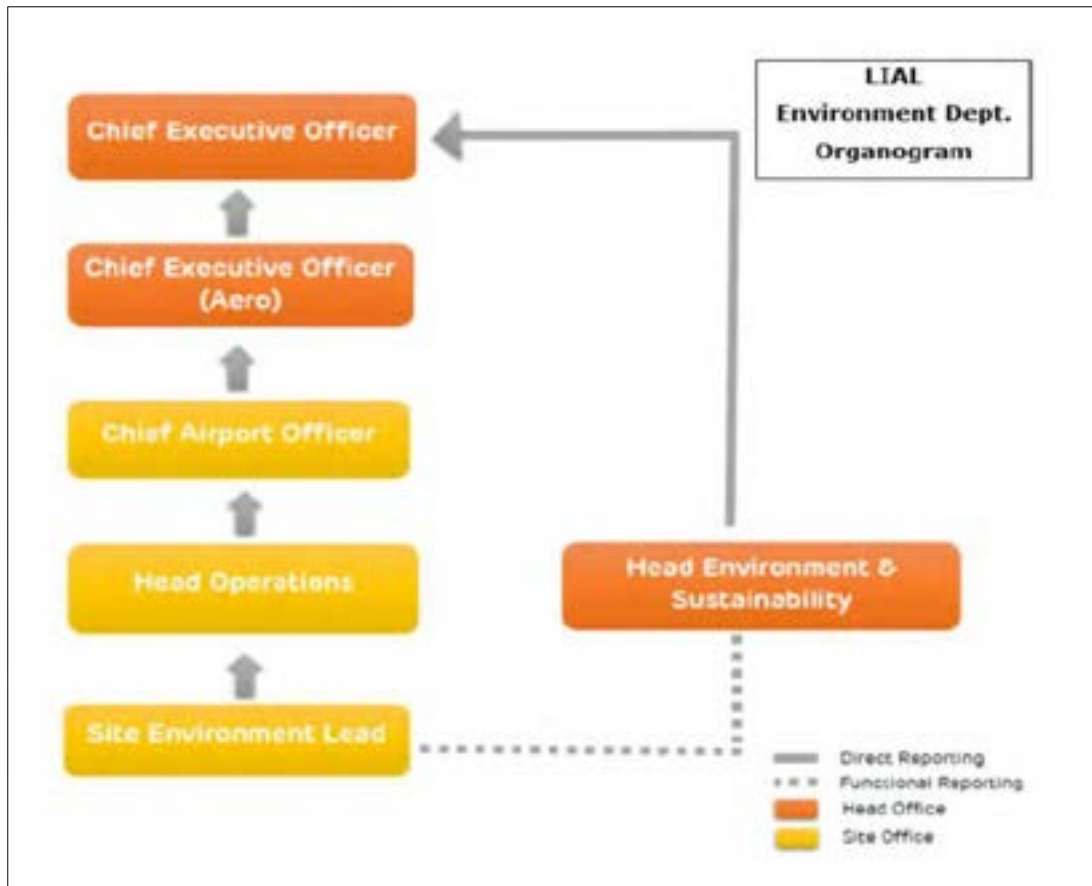


Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

Annexure 30- Environment Cell



Environment Cell

# **ANNEXURE - 31**

### Annexure 31- EC Advertisement

## 2 कंपनी समाचार

बजार सूचकांक: 20/04/2023 विज्ञापन स्टैंडर्ड

वर्षावरील सर्वोच्च	वर्षावरील निम्नतम	वर्षावरील सरासरी	वर्षावरील उच्चतम
100.00	50.00	75.00	150.00

### संक्षेप में

## 78,000 लोगों को मिला 'अस्थायी' रोजगार

एन सी आर के अंतर्गत 78,000 लोगों को मिला 'अस्थायी' रोजगार। एन सी आर के अंतर्गत 78,000 लोगों को मिला 'अस्थायी' रोजगार। एन सी आर के अंतर्गत 78,000 लोगों को मिला 'अस्थायी' रोजगार। एन सी आर के अंतर्गत 78,000 लोगों को मिला 'अस्थायी' रोजगार।

### एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक

एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक। एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक। एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक। एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक। एक अरब डॉलर खर्च करेगी हिन्दुस्तान जिंक।

## ऐपल बढ़ाएगी उत्पादन क्षमता !

फॉक्सकॉन, पेगाटोन और विस्टोन को भारत में उत्पादन क्षमता बढ़ाने का दिया निर्देश



ऐपल को विदेशों में अपने उत्पादन क्षमता बढ़ाने के लिए निर्देश दिया है। ऐपल को विदेशों में अपने उत्पादन क्षमता बढ़ाने के लिए निर्देश दिया है। ऐपल को विदेशों में अपने उत्पादन क्षमता बढ़ाने के लिए निर्देश दिया है। ऐपल को विदेशों में अपने उत्पादन क्षमता बढ़ाने के लिए निर्देश दिया है।

## विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में

विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में। विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में। विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में। विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में। विप्रो कंज्यूमर केयर फूड डिलिवरी श्रेणी में।

### परिक्सन की नजर 5 जी विस्तार पर

परिक्सन की नजर 5 जी विस्तार पर। परिक्सन की नजर 5 जी विस्तार पर। परिक्सन की नजर 5 जी विस्तार पर। परिक्सन की नजर 5 जी विस्तार पर। परिक्सन की नजर 5 जी विस्तार पर।

### मोबाइल उपयोगकर्ता घटे

मोबाइल उपयोगकर्ता घटे। मोबाइल उपयोगकर्ता घटे। मोबाइल उपयोगकर्ता घटे। मोबाइल उपयोगकर्ता घटे। मोबाइल उपयोगकर्ता घटे।

### मानकों की कसौटी पर कॉल सेंटर की गुणवत्ता में गिरावट

मानकों की कसौटी पर कॉल सेंटर की गुणवत्ता में गिरावट। मानकों की कसौटी पर कॉल सेंटर की गुणवत्ता में गिरावट। मानकों की कसौटी पर कॉल सेंटर की गुणवत्ता में गिरावट। मानकों की कसौटी पर कॉल सेंटर की गुणवत्ता में गिरावट।

### जियो के एयरटेल से 5 गुना ज्यादा 5जी बेस स्टेशन

जियो के एयरटेल से 5 गुना ज्यादा 5जी बेस स्टेशन। जियो के एयरटेल से 5 गुना ज्यादा 5जी बेस स्टेशन। जियो के एयरटेल से 5 गुना ज्यादा 5जी बेस स्टेशन। जियो के एयरटेल से 5 गुना ज्यादा 5जी बेस स्टेशन।

### टिफोट में सुधार

टिफोट में सुधार। टिफोट में सुधार। टिफोट में सुधार। टिफोट में सुधार। टिफोट में सुधार।





# **ANNEXURE - 32**



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

Annexure 32- Acknowledgment Copy of EC Letter submission to Local Bodies



LIAL/CAOVEN/EC/22-23 / 1139

28<sup>th</sup> Dec 2022

To,

The Municipal Commissioner  
Lucknow Nagar Nigam,  
Triloknath Road, Lalbagh,  
Lucknow-226001, U.P.

**Subject:** Environment Clearance for the Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA), Lucknow to Enhance the Passenger Handling Capacity to 39 MPPA & cargo handling capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

**Reference:** Grant of Environmental Clearance against the request by LIAL vide proposal number SIA/ UP/ INFRA2/ 404074/2022 and File no 7302 dated 15<sup>th</sup> December 2022 (Miscellaneous Condition no.2)

Dear Sir


This is to inform you that Lucknow International Airport Ltd. has obtained Environmental Clearance for the Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) to enhance the passenger handling capacity to 39 MPPA & cargo handling capacity up to 0.25 MTPA, by State Environment Impact Assessment Authority (SEIAA), Uttar Pradesh, vide EC Identification No EC228000UP138223 against proposal number SIA/ UP/ INFRA2/ 404074/2022 and file no. 7302 dated 15<sup>th</sup> December 2022.

As per the miscellaneous condition no.2 of the abovementioned environment clearance, the copy of environment clearance is required to be submitted to the heads of local bodies, Panchayats and Municipal bodies, in addition to the relevant offices of Government for display of the same by them for 30 days from the date of receipt of such information.

Therefore, in compliance of the above point, a copy of the environment clearance is hereby submitted to you for your kind perusal and necessary display.

Yours Sincerely

For, Lucknow International Airport Limited

*o/c*  
  
Rahul Bhattacharya  
Chief Airport Officer  
CCS International Airport

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

Tel: +91 79 2656 5555  
Fax: +91 79 2355 5500  
Email: info@adani.com  
Website: www.adani.com

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



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

Annexure 32- Acknowledgment Copy of EC Letter submission to Local Bodies



LIAL/CAO/ENV/EC/22-23/1138

28<sup>th</sup> Dec 2022

To,

SDM  
Sarojini Nagar, Lucknow,  
Uttar Pradesh 226008

**Subject:** Environment Clearance for the Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA), Lucknow to Enhance the Passenger Handling Capacity to 39 MPPA & cargo handling capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

**Reference:** Grant of Environmental Clearance against the request by LIAL vide proposal number SIA/ UP/ INFRA2/ 404074/2022 and File no 7302 dated 15<sup>th</sup> December 2022 (Miscellaneous Condition no.2)


Dear Sir

This is to inform you that Lucknow International Airport Ltd. has obtained Environmental Clearance for the Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) to enhance the passenger handling capacity to 39 MPPA & cargo handling capacity up to 0.25 MTPA, by State Environment Impact Assessment Authority (SEIAA), Uttar Pradesh, vide EC identification No EC22BDDUP138223 against proposal number SIA/ UP/ INFRA2/ 404074/2022 and file no. 7302 dated 15<sup>th</sup> December 2022.

As per the miscellaneous condition no.2 of the abovementioned environment clearance, the copy of environment clearance is required to be submitted to the heads of local bodies, Panchayats and Municipal bodies, in addition to the relevant offices of Government for display of the same by them for 30 days from the date of receipt of such information.

Therefore, in compliance of the above point, a copy of the environment clearance is hereby submitted to you for your kind perusal and necessary display,

Yours Sincerely  
For, Lucknow International Airport Limited

*o/c*  
  
Rahul Bhatkoti  
Chief Airport Officer  
CCS International Airport

  
Lucknow International Airport Limited  
First Floor Terminal-1,  
CCS International Airport Lucknow,  
Lucknow-226009  
Uttar Pradesh  
CIN: U630300J2019PLC109814

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

Registered Office: Adani Corporate House, Shantigram, Near Vaishna Devi Circle, E. G. Highway, Khodiyar, Ahmedabad - 382 421



Lucknow International Airport Limited

From : Apr'2023

To : Sep'2023

Annexure 32- Acknowledgment Copy of EC Letter submission to Local Bodies



LIAL/CAO/ENV/EC/22-23/1137

28<sup>th</sup> Dec 2022

To  
The Chairman  
Lucknow Development Authority

Predhikaran Bhawan,  
Vipin Khand,  
Gomti Nagar Lucknow

**Subject:** Environment Clearance for the Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA), Lucknow to Enhance the Passenger Handling Capacity to 39 MPPA & cargo handling capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

**Reference:** Grant of Environmental Clearance against the request by LIAL vide proposal number SIA/ UP/ INFRA2/ 404074/2022 and File no 7302 dated 15<sup>th</sup> December 2022 (Miscellaneous Condition no.2)

Dear Sir

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Therefore, in compliance of the above point, a copy of the environment clearance is hereby submitted to you for your kind perusal and necessary display.

Yours Sincerely

For, Lucknow International Airport Limited

Rahul Bhatkoti  
Chief Airport Officer  
CCS International Airport

Lucknow International Airport Limited  
First Floor Terminal 1,  
CCS International Airport, Lucknow,  
Lucknow-226009  
Uttar Pradesh  
CIN: U510305J2019PLC108814

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

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

# **ANNEXURE - 33**



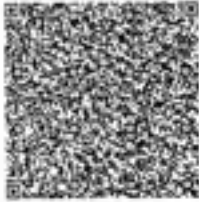
सत्यमेव जयते

## INDIA NON JUDICIAL

### Government of National Capital Territory of Delhi

#### e-Stamp

Certificate No.	: IN-DL22527458742676S
Certificate Issued Date	: 12-Feb-2020 02:29 PM
Account Reference	: IMPACC (IV)/ dl942203/ DELHI/ DL-DLH
Unique Doc. Reference	: SUBIN-DL94220353908299676544S
Purchased by	: Adani Lucknow International Airport Limited
Description of Document	: Article 5 General Agreement
Property Description	: Not Applicable
Consideration Price (Rs.)	: 0 (Zero)
First Party	: AIRPORTS AUTHORITY OF INDIA
Second Party	: Adani Lucknow International Airport Limited
Stamp Duty Paid By	: Adani Lucknow International Airport Limited
Stamp Duty Amount(Rs.)	: 500 (Five Hundred only)



.....Please write or type below this line.....

This stamp paper forms an integral part and parcel of the concession agreement dated 14.02.2020 entered into between Airports Authority of India and Adani Lucknow International Airport Limited for Chaudhary Charan Singh International Airport at Lucknow.



#### Statutory Alert:

1. The authenticity of this Stamp Certificate should be verified at 'www.sholestamp.com'. Any discrepancy found in this Certificate and as available on the website renders it invalid.
2. The onus of checking the legitimacy is on the users of the certificate.
3. In case of any discrepancy please inform the Competent Authority.

**CONCESSION AGREEMENT**

**FOR**

**CHAUDHARY CHARAN SINGH INTERNATIONAL AIRPORT**

**BY AND BETWEEN**

**AIRPORTS AUTHORITY OF INDIA**

**AND**

**ADANI LUCKNOW INTERNATIONAL AIRPORT LIMITED**

**Dated: February 14, 2020**



## Annex 7

### Plant Protection and Quarantine Services

These functions are performed under the Destructive Insects & Pest Act, 1914 and the Plant Quarantine (Regulation of Import into India) Order, 2003 and its amendments to minimize risk of entry of exotic pests and diseases into the country that may render adverse impact on Indian agriculture. These practices are accepted internationally under the International Plant Protection Convention and are recognized under the Sanitary and Phyto-sanitary Agreement of the WTO. Such functions include the following:

- (a) Inspection testing, treatment & release of imported agriculture commodities to prevent ingress of exotic pests & diseases;
- (b) Visual examination & treatment of agriculture commodities meant for export;
- (c) Issuance of Phyto-Sanitary Certificate for agricultural commodities meant for export;
- (d) Inspection and treatment of imported wood packaging materials;
- (e) Post entry quarantine inspection;
- (f) Fumigation/ disinfestations/ disinfection of agricultural commodities.

