



GUIDELINES FOR SETTING UP OF GREENFIELD AIRPORTS

**MINISTRY OF CIVIL AVIATION
GOVERNMENT OF INDIA**

GUIDELINES FOR APPROVAL OF PROPOSALS FOR SETTING UP OF GREENFIELD AIRPORTS

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GUIDELINES FOR APPROVAL OF PROPOSALS FOR SETTING UP OF GREENFIELD AIRPORTS

1. Introduction

1.1 The Central Government has notified the Policy for Greenfield Airports. A copy of the Policy is at **Annex-I**. A Steering Committee has also been constituted to coordinate and monitor the various clearances required for setting up of Greenfield airports. A copy of the notification constituting the Steering Committee is enclosed at **Annex-II**.

1.2 These guidelines are being issued pursuant to the above Policy and details the procedure to be followed for submission, appraisal and approval of proposals received for setting up of an airport.

2. Institutional structure

2.1 All proposals for setting up of airports in whichever category would be routed through the Steering Committee. The applicant would be required to apply for clearances from various Departments/Ministries of Government of India but all proposals would be submitted to the Steering Committee. Ministry of Civil Aviation would serve as the secretariat of the Steering Committee and would be responsible for processing proposals received by the Steering Committee, convening the meetings of the Steering and coordinating with various stakeholders.

3. Applicability

3.1 These guidelines will apply to the setting up of all airports, heliports and upgradation of airfields. However, airports set up for private use, i.e. use of the aerodrome for non-commercial purposes shall not be subjected to these guidelines.

4. Site Clearance granted by Steering Committee

4.1 The applicant proposing to set up an airport would make an application to the Steering Committee in the format enclosed at **Annex-III** for site clearance.

4.2 The proposal received would be forwarded to the AAI/DGCA for their comments. AAI/DGCA would undertake site visit based on which they would submit their report to the Steering Committee. Site Clearance would be granted by the Ministry of Civil Aviation based on the report submitted by the AAI/DGCA.

4.3 In case the proposed project is located within the Restricted Air Space (Air Space under the jurisdiction of Ministry of Defence) the approval of Ministry of

Defence would also be solicited while granting site clearance.

4.4 The Steering Committee would convey its recommendations regarding the Site Clearance within three months of the application being made to the Steering Committee.

5. Appraisal and 'in principle' approval by the Steering Committee

5.1 After obtaining the Site Clearance the applicant would make an application to the Steering Committee in the format enclosed at **Annex-IV**.

5.2 Applications for seeking clearances from Ministry of Defence, Ministry of Home Affairs and Ministry of Finance would be submitted in the prescribed format directly to these organizations under intimation to the Secretariat of the Steering Committee.

6. Guidelines

6.1 Guidelines for the purpose of granting approval would be issued by the various agencies. These guidelines shall be modified from time to time if the need arises.

6.2 Ministry of Defence has issued these guidelines for seeking clearance of Ministry of Defence for setting up of Greenfield airports. These guidelines are enclosed at **Annex-V**.

6.3 The applicant would submit the application seeking NOC from Ministry of Defence as per the format placed at **Annex-VI**.

7. Grant of License by DGCA

7.1 After obtaining the "in principle" approval of the Steering Committee the applicant would make an application to the DGCA in the prescribed format for the grant of Aerodrome License.

8. Time Line for the approval and appraisal process

8.1 It would be the endeavour of the Central Government to ensure that all approvals and clearances are given in a timely manner. Pending occurrence of any specific issue, it would be the endeavour of the Steering Committee to adhere to the following time schedule:

- | | | |
|-----|--------------------------|--|
| (a) | Site Clearance: | within 3 months of date of application |
| (b) | "in principle" approval: | within 3 months of date of application |

8.2 Proposals which need to be referred to the Ministry of Civil Aviation or the Central Government would require time beyond the above time limit.

9. Monitoring

9.1 The Steering Committee would monitor the progress of proposals granted "in principle" approval. If no significant progress is made in achieving specified milestones within a stipulated time period the Steering Committee may take the view to revoke the approval granted to the project.

GREENFIELD AIRPORTS POLICY

1. Introduction / Context

1.1 India is presently on a high economic growth trajectory with GDP growth reaching 9% since 2005-06. This is also manifested in a phenomenal growth in air traffic that has been enabled by liberalized policies. Since 2002 the growth rate of passenger traffic has steadily increased crossing 20% in 2004-05. Expansion of air services in a competitive environment has brought it within the reach of large numbers that were hitherto not using air travel as their preferred mode of travel. This rapid growth in passenger traffic has put enormous pressure on airport infrastructure causing severe congestion at major airports. Airport services at non-metro airports are also not geared for handling this increased flow of traffic

1.2 In the past, government policy relating to greenfield airports was restrictive and aimed at protecting the financial viability of the existing airports. However, the spurt in traffic suggests a liberalized approach towards setting up of greenfield airports with a view to bridging the growing deficit in airport infrastructure. The anticipated investment in airport development during the Eleventh Plan is over Rs 40,000 crores, both from public and private sources, including for greenfield airports. It is, therefore, necessary to lay down the policy guidelines that would govern proposals for setting up greenfield airports, other than defense airports.

2. Legal framework

2.1 The Constitution includes aerodromes in item 29 of the Union List, which implies that the Central Government alone has the legislative and executive powers relating to airports. The primary responsibility for development of airports rests with the Central Government. The Union alone has competence to legislate in respect of:

“Airways, aircraft and air navigation; provision of aerodromes; regulation and organization of air traffic and of aerodromes; provision for aeronautical education and training and regulation of such education and training provided by States and other agencies”

2.2 The Aircraft Act, 1934 (the “Aircraft Act”) and the Rules made thereunder by the Central Government govern the development, maintenance and operation of all airports, including greenfield airports. Under the Act, Central Government has the sole right to grant a license for setting an airport,

and the operations of the airport would be subject to its licensing conditions (Rule 78 of the Aircraft Rules).

2.3 Airports Authority Act (the "AAI Act") was enacted by the Central Government in 1994, which stated that all government airports are to be developed, financed, operated and maintained by Airport Authority of India ("AAI"). However, the AAI Act enables AAI to grant a concession to a private entity for financing, development, operation and maintenance of an airport being managed by AAI. As such, greenfield airports to be developed by the Central Government could adopt the concession route if private participation is envisaged.

2.4 Airports other than those managed by AAI are governed by the provisions of the Aircraft Act and the Rules made thereunder. An entity other than AAI (hereinafter referred to as an "Airport Company") can set up an airport. The Airport Company must function under a license from DGCA to be issued under the Aircraft Act. Such a license can be granted only to the following (Rule 79 of the Aircraft Rules):

- (a) A citizen of India; or
- (b) A Company or a body corporate either in the Central sector, State sector or the private sector registered under the Companies Act, 1956 subject to the following conditions:
 - (i) it is registered and having its principal place of business in India
 - (ii) it meets the equity holding criteria specified by the Central Government from time to time; or
- (c) the Central Government or a State government or any company or any corporation owned or controlled by either of the said Governments; or
- (d) a Society registered under the Societies Registration Act, 1860

2.5 Thus an airport can be developed and operated either by AAI or by an Airport Company that has been given a license by DGCA as per its license conditions. The Rules also allow the Central Government or a State Government to obtain a license.

3. Operations of airports

3.1 Airports managed by AAI must be operated according to the provisions of the AAI Act as well as the Aircraft Act. All other airports would have to be operated under the provisions of the Aircraft Act and the conditions of license.

4. Regulation of Airports

(i) Safety Regulation

4.1 The process to regulate the technical and safety standards of all airports are vested in DGCA under the provisions of the Aircraft Act. AAI airport as well as those owned by Airport Companies must, therefore, conform to the technical and safety standards laid down by DGCA under the Aircraft Act.

(ii) Economic Regulation

4.2 Economic Regulation of all airports would be governed by the proposed Airport Economic Regulatory Authority (AERA) as and when enacted.

5. Development and Financing of Greenfield Airports

(i) AAI Airports

5.1 Greenfield airports to be set up by AAI would be preferably constructed through Public Private Partnership (PPP) and such airports would be financed substantially through PPP concessions. However, land for such airports would have to be provided by AAI. Further, financing gaps, if any, can be bridged through the Viability Gap Funding scheme, which provides for a capital grant of upto 20% of the project cost. The concessions for development of greenfield airports would be awarded through open competitive bidding based on model bidding documents. In the north eastern areas where it may not be feasible to follow the PPP route, AAI could set up greenfield airports by itself, as may be approved by the Government on a case to case basis.

(ii) Other Airports

5.2 Financing and development of any other airport would be the responsibility of the Airport Company seeking the license. Land for this purpose may be acquired by the Airport Company either through direct purchase or through acquisition by the State Government as per extant policy.

5.3 In case a State Government wishes to promote the setting up of airports in the State, it could either:

- (a) apply to DGCA for a license itself, in which event the State Government would be responsible for development and operation of the airport; or
- (b) an entity of the State Government could apply for a license to DGCA, in which event such entity would be responsible for development and operation of the airport; or

- (c) the State Government or its corporation may select a private entity and form a Joint Venture Company (JVC) in the private sector and in such an event, the JVC would be responsible for development and operation of the airport under a license from DGCA; or
- (d) Allot land to a private Airport Company for development and operation of an airport under a license from DGCA.

5.4 In case a State Government wishes to facilitate setting up of the airport, it could provide the following incentives to an Airport Company:

- (a) land, concessional or otherwise;
- (b) real estate development rights in and around the airports;
- (c) airport connectivity; rail, road;
- (d) fiscal incentives by way of exemptions from State taxes; and
- (e) any other assistance that the State Government deem fit.

5.5 State Governments may evolve their respective policies for providing any or all of the aforesaid incentives to an Airport Company. If the selection of a private entity or JVC partner is to be made by the State Government or its entity it shall be done through open competitive bidding. While granting land and other benefits, the State Government may, if it deems fit, stipulate the rights and obligations of the Airport Company as conditions of such grant.

5.6 State Governments cannot enter into any concession agreement with the Airport Company as they do not have the powers to grant airport concessions under the Constitution. As noted above, the powers to grant a license for operating an airport rests solely with the Central Government under the provisions of the Aircraft Act, 1934. However, the State Governments can provide any or all of the incentives/assistance stated in para 5.4 above.

5.7 State Governments can also provide land to AAI for development of greenfield airports through concessions to be granted to private entities in accordance with the provisions of the AAI Act. States may also provide any of the above concessions to AAI for facilitating the development of airports in their respective States. All such airports would be developed as PPP projects.

6. Reserved activities

6.1 On any greenfield airport to be developed under these Policy Guidelines, activities relating to Air Traffic Services (ATS), security, customs and immigration would be reserved for central government agencies. Provision of these services would be governed by the policy to be laid down by the Central Government from time to time. Prior to grant of license, an applicant for license shall procure the following clearances:

- (a) Defence clearance: An applicant seeking a license would need prior clearance from the Ministry of Defence. Guidelines for this purpose would be issued by the Ministry of Defence from time to time.
- (b) Air Traffic Services (ATS): Functions related to ATS are being discharged by AAI. The applicant will have to enter into a CNS/ATM Agreement with AAI for the provision of ATS services at the proposed airport. ATS would be provided on a cost recovery basis and AAI would publish a standard agreement for this purpose. The Airport Company would also provide the required infrastructure to AAI free of cost for provision of ATS.
- (c) Security: The applicant will have to enter into an agreement for provision of security by the concerned authority. The cost of providing security will have to be borne by the Airport Company. Guidelines for this purpose would be issued by the Ministry of Civil Aviation from time to time.
- (d) Customs: In case of an international airport, the applicant will obtain clearance from the Department of Revenue for provision of Custom services. The cost of providing these services will have to be borne by the Airport Company. Ministry of Finance would issue the necessary guidelines from time to time.
- (e) MHA Clearance: The applicant seeking a license would need prior clearance from the Ministry of Home Affairs regarding location of the airport, acquisition and installation of security equipment and verification of credentials of the developers.
- (f) Immigration: In case of an international airport, the applicant will procure clearance from the Ministry of Home Affairs for provision of immigration services. The cost of providing these services will have to be borne by the Airport Company. Ministry of Home Affairs would issue the necessary guidelines from time to time.
- (g) BCAS Clearance: The applicant seeking a license would need prior clearance from BCAS regarding location of the airport and acquisition and installation of security equipment.
- (h) Airport Meteorological Services: The applicant will have to enter into a CNS/ATN agreement with IMD for provision of meteorological services at the proposed airport to be provided by India Meteorological Department (IMD). The meteorological services would be provided on a cost recovery basis and IMD would publish a standard agreement for this purpose. The airport company would also provide the required infrastructure to IMD free of cost for provision of meteorological services.

6.2 A memorandum of understanding would be entered into between the Airport Company and each GOI agency/department providing the following Reserved Activities, setting out the terms and conditions on which the said services shall be provided by the relevant GOI agencies/departments:

- (i) Customs Control;
- (ii) Immigration Services;
- (iii) Health Services;
- (iv) Plant Quarantine Services; and
- (v) Animal Quarantine Services

6.3 The memorandum of understanding would be issued and revised from time to time by the Ministry of Civil Aviation.

7. Conditions of license

7.1 As a condition of license, the licensee would be required to:

- (a) make available its airport services, free of charge and to the extent necessary, for meeting exigencies such as war, natural disaster/calamities, internal disturbances etc. in accordance with the provisions of the Union War Book;
- (b) provide uninterrupted landing and parking facilities for defence and other para-military aircrafts, free of landing and parking charges, and also provide the infrastructure facilities and equipment required for defence operations;
- (c) make available to the security agencies access to the airport for periodic and surprise inspections;
- (d) obtain approval of the relevant agencies for hiring of foreign nationals for senior decision making positions in the management of the private airports;
- (e) adhere to the security measures laid down by the BCAS and DGCA;
- (f) obtain prior verification of the credentials of foreign firms to be engaged for construction, ground handling or other important activities at the airport;
- (g) obtain clearance relating to the FDI limits in the construction/development of private airports from relevant authorities. Any change in the control or ownership shall be subject to security clearance from national security angle;
- (h) ensure the requisite infrastructure for handling international passengers and crew who must pass through immigration and customs; and
- (i) ensure appropriate arrangements for health services and plant quarantine at international airports.

7.2 The authorities noted above shall, on a best endeavour basis, provide their response to the applications within 60 days.

8. Guidelines of Central Government to DGCA

8.1 The Central Government may from, time to time, notify guidelines to be followed by DGCA for grant of license to operate a greenfield airport. While granting a license, DGCA would keep these guidelines in view. For the present, the following conditions shall be kept in view by DGCA while granting a license.

- (a) No greenfield airport would be allowed within an aerial distance of 150 Km of an existing civilian airport.
- (b) In case a greenfield airport is proposed to be set up within 150 Km of an existing civilian airport, the impact on the existing airport would be examined. Such cases would be decided by the Government on a case to case basis.

9. Procedure for Approval of a Greenfield Airport

- 9.1 A greenfield airport to be set up by AAI or an Airport Company ["Airport Company" would have the meaning as given in Para 2.4] that is in compliance of the above guidelines and is beyond 150 km of an existing civilian airport would not require prior approval of the Central Government. DGCA would be competent to grant license for operation as per the extant Rules and Notifications.
- 9.2 A greenfield airport to be set up by AAI or an Airport Company that is beyond 150 km of an existing civilian airport but seeks exemption/relaxation from any of the other guidelines or extant Rules and Policies, would be considered by the Steering Committee constituted under paragraph 10. The Committee's recommendations would be forwarded to the Ministry of Civil Aviation. If the Steering Committee is unable to reach a consensus, the proposal would be placed before the competent authority (Union Cabinet) for a decision. DGCA would consider such proposals for grant of license only after the approval of the Central Government is conveyed.
- 9.3 In case of an application by the AAI or an Airport Company to set up an airport within 150 km of an existing civilian airport, the application shall be considered first by the Steering Committee. The Steering Committee shall consider all relevant facts and circumstances including contractual liabilities, if any. The Steering Committee shall also take into account whether the applicant has obtained the approvals required under the applicable laws from the authorities concerned. After considering the application, the Steering Committee shall make a suitable recommendation to the Central Government (Ministry of Civil Aviation). The Central Government (Ministry of Civil Aviation) shall consider the recommendation and decide whether approval for the airport project should be granted or not. DGCA shall

consider a proposal for grant of a license to the applicant only after approval has been granted by the Central Government (Ministry of Civil Aviation).

- 9.4 Where an application to set up a greenfield airport attracts paragraph 8.1(b) (within 150 kms) and also seeks exemption/relaxation from any extant Rules and Policies, the application shall be considered first by the Steering Committee. The Steering Committee shall consider all relevant facts and circumstances including contractual liabilities, if any. The Steering Committee shall also take into account whether the applicant has obtained the approvals required under the applicable laws from the authorities concerned. After considering the application, the Steering Committee shall make a suitable recommendation to the Central Government (Ministry of Civil Aviation). The Ministry of Civil Aviation shall place the matter before Union Cabinet for its consideration. DGCA would consider such proposals for grant of license only after the approval of the Central Government is conveyed
- 9.5 Airports for cargo and/or non-scheduled flights and for heliports need not be submitted for approval of the Ministry of Civil Aviation and these cases may be considered and decided at the level of DGCA, subject to applicable laws.

10. Constitution of a Steering Committee

10.1 Since the grant of a license for a greenfield airport involves several agencies, a Steering Committee would be set up under the chairmanship of Secretary (Civil Aviation) to coordinate and monitor the various clearances required for setting up of an airport. The Committee would consist of the following:

- (a) Secretary, Civil Aviation - Chairman
- (b) Secretary, Ministry of Home Affairs, or his representative not below the rank of Additional Secretary;
- (c) Secretary, Ministry of Defence, or his representative not below the rank of Additional Secretary;
- (d) Secretary, Department of Economic Affairs, or his representative not below the rank of Additional Secretary;
- (e) Secretary, Department of Revenue, or his representative not below the rank of Additional Secretary;
- (f) Secretary, Planning Commission, or his representative not below the rank of Additional Secretary;
- (g) Director General, India Meteorological Department;
- (h) Chairman, Airports Authority of India;
- (i) Director General of Civil Aviation; and

(j) Joint Secretary, Ministry of Civil Aviation - Convener

10.2 Ministry of Civil Aviation would convene a meeting of the Committee once every 3 months in case applications for grant of clearances/licenses are pending.

F. No. AV19032/003/2007-AAI

Government of India

Ministry of Civil

Aviation

AD Section

New Delhi, the 16th May

2008. Notification

Sub: Constitution of Steering Committee for setting up of new Greenfield Airports.

Cabinet in its meeting held on 24th April 2008 approved the Policy for Greenfield airports. In pursuance of the decision of the Cabinet and with reference to the Clause 10 of the said policy, a Steering Committee is being constituted to coordinate and monitor the various clearances required for setting up of a Greenfield airport:

2. The Composition of Steering Committee will be as follows:
- (i) Secretary, Ministry of Civil Aviation-Chairman;
 - (ii) Secretary, Ministry of Home Affairs, or his representative not below the rank of Additional Secretary;
 - (iii) Secretary, Ministry of Defence, or his representative not below the rank of Additional Secretary;
 - (iv) Secretary, Department of Economic Affairs, or his representative not below the rank of Additional Secretary;
 - (v) Secretary, Department of Revenue, or his representative not below the rank of Additional Secretary;
 - (vi) Secretary, Planning Commission, or his representative not below the rank of Additional Secretary;
 - (vii) Director General, India Meteorological Department;
 - (viii) Chairman, Airports Authority of India;
 - (ix) Director General of Civil Aviation; and
 - (x) Joint Secretary, Ministry of Civil Aviation- Convener

sd/-
(R. K. Singh)
Joint Secretary
Tele-24610386

**MEMORANDUM FOR STREERING COMMITTEE FOR GRANT OF SITE
CLEARANCE**

Name of Project

Approval sought: Site Clearance

DETAILS OF APPLICATION	
1.1	<p>Details of the Applicant</p> <p>Name and address of the applicant in full (Block Letters)</p>
	<p>Name of the Applicant</p>
	<p>Full Address (Regd Office (in case of limited Companies) & Head Office for others)</p>
	<p>Tel. No. Fax No.</p>
	<p>Permanent Address E-Mail</p>
	<p>Name and address of each of the Directors/Partners/Promoters, as the case may be</p>
	<p>Nature of the applicant Firm or Company, whether Public Limited Company; Private Limited Company; Proprietorship; Partnership or specify any other.</p> <p>(Note: Copy of certificate of incorporation along with Article of Association and Memorandum in case of companies and partnership deed in case of partnership firms may please be attached.)</p>
1.2	<p>Where the applicant would not implement the project, whether the implementing agency has been identified. If yes, the above details sought for the applicant</p>

	may be given for the implementing agency.			
1.3	Location of Aerodrome (Please enclose the topographical map of Survey of India, 1 : 50000 scale, showing the terrain and contour within 30 Km radius of proposed site)	Site		
		District		
		State		
1.4	Nearest civilian airport and civil enclave	Name of nearest civilian airport		
		Distance from proposed airport		
		Name of nearest civil enclave		
		Distance from proposed airport		
DETAIL OF LAND				
2.1	Total Land area identified			
2.2	Ownership of Land (indicate total area)	Government	Agriculture	
			Non-Agriculture	
		Private	Agriculture	
			Non-Agriculture	
2.3	Agricultural Land, if any	Irrigated		
		Non-irrigated		
2.4	In the case of lease hold land, name of the lessor and lease conditions			
2.4	Forest land, if any that needs to be diverted for non forestry purposes			
2.6	If the land is not in ownership or possession, steps being taken/proposed to be taken for acquisition of land			
2.7	Likely displacement of population, if any			
2.5	Approval, if any required from local authorities or other agencies regarding use			

	of land for the proposed project		
ENVIRONMENT CLEARANCES			
3.1	Status of Forest (Conservation) Act, 1980, if required		
3.2	Status of Clearance under EMP Notification, if required		
3.3	Status of Clearance under CRZ Notification, if required		
3.4	Status of Clearance under Wildlife Act, 1972, if required		
AERODROME ACTIVITIES PROPOSED			
3.1	Category of aerodrome proposed	Public or Private airport	
		International or Domestic	
		Public or Private use	
		Exclusive cargo airport	
		For only non scheduled flights	

Authorised Signatory of the Applicant

MEMORANDUM FOR STREERING COMMITTEE FOR GRANT OF "IN-PRINCIPLE" APPROVAL FOR PROJECT

Name of Project:

Approval sought: "In principle" approval

Whether project located within 150 Km of an existing civilian airport	Yes/No
Whether exemption from any conditions is sought	Yes/No

PURPOSE FOR APPROACHING SCREENING COMMITTEE	
Allowing a greenfield airport within 150 Km of an existing civilian airport	Yes/No Give details
Exemptions being sought form conditionalities imposed by any of the Central Agencies	Yes/No Give details
Facilitation in obtaining approval/clearance from a Central Agency	Yes/No Give details

DETAILS OF APPLICATION			
1.1	Details of the Applicant	Name of the Applicant	
		Full Address (Regd Office (in case of limited Companies) & Head Office for others)	
		Tel. No. Fax No.	
		Permanent E-Mail Address	
		Name and address of each of the Directors/Partners/Pro moters, as the case may be	
		Nature of the applicant Firm or Company, whether Public Limited Company; Private Limited Company; Proprietorship; Partnership or specify any other.	
		(Note: Copy of certificate of	

		incorporation along with Article of Association and Memorandum in case of companies and partnership deed in case of partnership firms may please be attached.)	
1.2	Where the applicant would not implement the project, whether the implementing agency has been identified. If yes, the above details sought for the applicant may be given for the implementing agency.		
1.3	Location of Aerodrome (Please enclose the topographical map of Survey of India, 1 : 50000 scale, showing the terrain and contour within 30 Km radius of proposed site)	Site	
		District	
		State	
1.4	Nearest airport	Name of nearest civilian airport	
		Distance from proposed airport	
		Name of nearest civil enclave	
		Distance from proposed airport	
1.5	Implementing Agency		
1.6	Whether Techno-Economic Feasibility Report (TEFR) has been submitted by the Applicant		
1.7	Estimated Total Project Cost		
1.8	Date of issue of Site Clearance by Steering Committee		

1.9	Conditions of Site Clearance, if any and how these have been addressed		
1.10	Is any foreign participation envisaged. If yes from which countries		
STATUS OF PERMISSIONS AND APPROVALS REQUIRED			
2.1	Ministry of Defence	Approval granted	Yes/No
		Comments given	Yes/No
		Response to comments	Annex details, if required
2.2	Ministry of Home Affairs	Approval granted	Yes/No
		Comments given	Yes/No
		Response to comments	Annex details, if required
2.3	CBEC	Approval granted	Yes/No
		Comments given	Yes/No
		Response to comments	Annex details, if required
2.4	Ministry of Home Affairs, Bureau of Immigration	Approval granted	Yes/No
		Comments given	Yes/No
		Response to comments	Annex details, if required
2.5	Any other approvals required from State Government, Local authorities etc. and their status		
ENVIRONMENT CLEARANCES			
3.1	Status of Forest (Conservation) Act, 1980, if required		
3.2	Status of Clearance under EMP Notification, if required		
3.3	Status of Clearance under CRZ Notification, if required		
3.4	Status of Clearance under Wildlife Act, 1972, if required		
STATUS OF AGREEMENTS TO BE ENTERED WITH AGENCIES			
4.1	AAI for ATC		
4.2	IMD		
4.3	Any other Agency pursuant to the Policy		
DETAIL OF LAND			
5.1	Total Land area identified		

5.2	Ownership of Land (indicate total area)	Government	Agriculture	
			Non-Agriculture	
		Private	Agriculture	
			Non-Agriculture	
5.3	Agricultural Land, if any	Irrigated		
		Non-irrigated		
5.4	Forest land, if any that needs to be diverted for non forestry purposes			
5.5	Approval, if any required			
5.6	Status of acquisition, if any			
5.7	Likely displacement of population, if any			
5.8	In case of population need to be relocated the details of the Rehabilitation and Resettlement plans*			
5.9	Details of the Socio-economic survey*			

* The applicant needs to undertake a socio-economic survey from the view point of assessing the human displacement involved accurately and in an objective manner. The essential features of such a survey are identification of families which would need to be shifted during project implementation, baseline survey of the socio-economic status of the families likely to be displaced, along with their land holdings (if any); the expectations of the displaced families – by way of alternative sources of income and/or land, in case of re-location; and, the overall feasibility of undertaking a rehabilitation programme, along with the costs involved therein.

PROJECT DETAILS

6.1	Category of aerodrome proposed	Public or Private airport	
		Public or Private use	
		Exclusive cargo airport	
		For only non scheduled flights	
6.2	Capacity proposed	Passenger	
		Cargo	
6.3	Project specifications	Number and length of Runway	
		Taxiways	
		Area of Passenger Terminal	
		Area of Cargo Terminal	

6.4	Area earmarked for city side development	
6.5	Passenger related amenities on city side like car parking	
FINANCIAL DETAILS		
7.1	Cost of Land	
7.2	Cost of proposed infrastructure, namely:	Development of land
		Boundary walls, roads, drainage, water supply, electricity etc.
		Airside assets like Runways etc.
		Passenger Terminal
		Cargo Terminal and other airside aero facilities
		Residential
		Commercial-city side
7.3	Means of Financing	Others facilities, give details.
		Equity Capital
		Term Loan
		External Commercial Borrowings, if any, furnish details.
		Any other source
7.4	Foreign Direct Investment (FDI)	Total
		Extent of FDI (if any) in million US dollars
7.5	Equity including Foreign Investment Note: If it is an existing company, please give the break up of the existing and proposed capital structure.	Source of FDI (Country and Company details may be provided)
		Authorised
		Subscribed
7.6	Pattern of share	Paid up Capital
		Foreign holding

	holding in the paid-up capital			
		Non Resident Indian company / individual holding	Repatriable	
			Non-repatriable	
		Resident holding		
		Total		
7.7	Traffic projections made in the TEFR			
7.8	Revenue projections, including details of fee etc. to be levied			
7.9	IRR/NPV estimates based on TEFR			
CONNECTIVITY TO THE AIRPORT				
8.1	Accessibility to site			
8.2	Proposed projects to provide connectivity			

Authorised Signatory of the Applicant

GUIDELINES FOR CONSIDERATION OF PROJECT PROPOSALS FOR SETTING UP OF AIRPORTS FOR GRANT OF NOC BY MINISTRY OF DEFENCE

- (a) An application for setting up of Greenfield Airport would be processed based on the following considerations:
 - (a) The location of the proposed site;
 - (b) Is the site within the Restricted Airspace (Airspace under the jurisdiction of IAF);
 - (c) The envisaged type of operation from/to the proposed airport, e.g. commercial operations, cargo traffic or private use etc. As also IFR/VFR operations;
 - (d) The likely impact of such operations on military aviation;
 - (e) Security and Intelligence implications.

- (b) Apart from the above mentioned guidelines, site (place and region) specific issues would be taken into consideration while the case is processed. These considerations will vary from place to place depending on IAF's strategic and tactical roles in a given region.

- (c) The applicant is required to furnish information in **four copies** as per annexure. The applications should be forwarded to the Joint Secretary (G/Air), Ministry of Defence, South Block, New Delhi.

- (d) The clearance will be issued by MoD based on Service HQ's comments on a case to case basis.

**MEMORANDUM TO MINISTRY OF DEFENCE FOR AERODROME
APPROVAL**

(In four copies)

01.	Name and Address of the Applicant Telephone Number(s) Telex Number, if any Fax Number	:	
02.	Nationality of the Applicant	:	
03.	(a) Location of the proposed aerodrome/helipad site with reference to the nearest IAF aerodrome; (b) Latitude and Longitude of the place in six digits (c) State/District in which proposed location is situated	:	
04.	Place name by which aerodrome is to be known in all future references	:	
05.	The site marked on a Survey of India map or a map with latitude and longitude downloaded from a website (Google, Wikipedia etc) duly countersigned by an accredited architect	:	
06.	Type/category of aerodrome proposed to be constructed (ICAO Aerodrome Reference Code)	:	
07.	Type of aircraft intended to use the aerodrome	:	
08.	Elevation of the site	:	
09.	Purpose of operation of airfield i.e. private/commercial.	:	
10.	Type of Air Traffic Services and watch hours.	:	
11.	Details of communication facilities, including VHF-RT, land lines, fax etc., planned.	:	

12.	Type of aircraft likely to operate.	:	
13.	Type of flight operations i.e. VFR/IFR and associated airspace requirements	:	
14.	Proposed navigational aids and other facilities.	:	
15.	Length of runway and its surface. (Paved/unpaved)	:	
16.	Proposed runway orientation.	:	
17.	Fire fighting and Rescue services to be made available in terms of Airport Category.	:	
18.	Availability of Medical facilities.	:	
19.	Details of the Foreign nationals employed/will be employed for construction of the project.	:	

SIGNATURE OF APPLICANT

Date:

MEMORANDUM FOR CLEARANCE OF MINISTRY OF HOME AFFAIRS**Name of Project**

DETAILS OF APPLICATION			
1.1	Details of the Applicant Name and address of the applicant in full (Block Letters)	Name of the Applicant	
		Full address alongwith Tel. No. Fax No. email (a) Regd. Office (b)Corporate Office	
		Details of each of the Directors/Partners/Promoters, as the case may be as per proforma enclosed (I)	
		Nature of the applicant Firm or Company, whether Public Limited Company, Private Limited Company, Proprietorship, Partnership or specify any other. (Note: Copy of certificate of incorporation along with Article of Association and Memorandum in case of companies and partnership deed in case of partnership firms may please be attached.	
1.2	Details of foreign company participation, if any, including full address, telephone/fax and email numbers of the foreign companies associated with the applicant.		
1.3	Details of Directors of the foreign company as per proforma enclosed (II).		
1.4	Details of source of foreign funding, if any		

Authorised Signatory of the Applicant

The above application would be addressed to the Joint Secretary (Internal Security), Ministry of Home Affairs, South Block, New Delhi. The relevant proformas are as follows:

PROFORMA-I

DETAILS ABOUT DIRECTOR OF INDIAN COMPANY

Sl.No.	Particulars of Board of Directors	Details
i)	Name in full	
ii)	Qualification	
iii)	Date & place of Birth	
iv)	Father's Name in full	
v)	Nationality	
vi)	Office address	
vii)	Permanent address	
viii)	Present address in India	
ix)	Passport No. and place of Issue	
x)	Present occupation	
xi)	Banker	
xii)	Any other information	

PROFORMA-II

DETAILS ABOUT DIRECTOR OF FOREIGN COMPANY

Sl.No.	Particulars of Board of Directors	Details
i)	Name in full	
ii)	Address	
iii)	Date & place of Birth	
iv)	Passport No.	
v)	Nationality	