



Ref : RMI/MADC/JUL/01/23-24

Date : 04/07/2023

To,
The APCCF & Nodal Officer,
Maharashtra State,
Nagpur.

Sub : Diversion of 63.54 Ha forest land under the Forest (Conservation) Act, 1980 for development of Greenfield Airport at Village Vihirgaon and Murti, Taluka Rajura of District Chandrapur.

- Ref :** 1) MoEF & CC letter no. 8-29/2022-FC dated 29/05/2023.
2) APCCF & Nodal Officer Nagpur letter no. Desk-17/FCA-S1/PID-42471/Chandrapur/768 dated 09/06/2023.
3) CCF Chandrapur letter no. Desk-3(1)/land/pr. Kr. 479/23-24/782 dated 12/06/2023.
4) Your office letter no. Desk/Survey/land/2022-23/676 dated 14/06/2023.

Respected Sir/Madam,

I, Gaurav S. Upshyam Sr. Manager (RCS), MADC, am hereby submitting replies. Kindly refer to the subject matter and your letter with reference as at sr. no 4. The clarifications along the points raised by the MoEF & CC vide letter under reference with sr. no. 1 are as below :

1. The State Government, instead of examining the financial viability of the project and submission of detailed analysis/report has made the same submission as it was already placed before the FCA and also intimated to the ministry wide letter date 09.03.2023. hence, the State Government needs to examine the financial viability of the project and submit a detailed analysis/report as requested earlier.

As communicated earlier, Greenfield Airport is planned at Chandrapur for following reasons :

- a. In one of the most natural resources rich districts of Maharashtra, but at the same time, the district is a low on the “ Human Development Index” (HDI). The Setting up of Greenfield Airport is in consonance with the “UDAN POLICY” announced by the Hon’ble Prime Minister for connecting remote and backward regions with main cities to ensure speedy development of backward regions.
- b. The proposed Greenfield Airport is located just on the periphery of the “ Left Wing Effected” (LWE) Naxalite insurgency areas of Chandrapur and Gadchiroli districts which will help in effective curbing of insurgency and will ensure confidence building amongst

Maharashtra Airport Development Company Ltd.

(A Government of Maharashtra Undertaking)

CIN : U45203MH2002SGC136979

GSTIN-SEZ: 27AADCM9623M2ZY / GSTIN-NON SEZ: 27AADCM9623M1ZZ

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the industrial houses to set up large mineral based industries in this socio-economically backward area.

The broadly estimated financial parameters based on the inputs from various operating airports at district level and from the concerned agencies is attached herewith for your perusal. As can be seen from the attached viability report, the project is breaking even in the first year of operation by earning profit (after tax) of about Rs. 520 lakhs. Secondly the indirect benefits the state is going to accrue through increased revenue from minerals (Limestone, Iron Ore, Coal & Laterite) based industries, defence industries, tourism on one hand and ensuring socio-economic upliftment of the population along with effective curbing of insurgency as stated above.

- **Minerals, Mining, Mineral based industries, Defence industry in 75 kms radius area from Greenfield Airport Chandrapur.**

WCL Coal mines, Chandrapur Super Thermal Power Station, Coal based power stations, five existing large cement plants over capacity of 15 million MT/year - largest concentration of cement, SAIL Ferro Alloys Plant near Chandrapur, Llyods Metals (Unit I & Unit II), Ballarpur Paper Mills (Unit I & Unit II), Surjagarh Iron ore mine- largest operating Iron ore mine in Maharashtra, Ordnance Factory, Chanda- Ministry of Defence, Power Grid Corporation.

- **Forest & Forest based Economic & Tourism locations surrounding Greenfield Airport :**

Chandrapur and adjoining Gadchiroli district have the largest teak wood forest of Maharashtra. Almost 50% of Maharashtra's wood and forest produce revenue comes from these two districts.

Moreover, the most sought after Tiger reserve by Indians and international tourists- Tadoba Andhari Tiger Reserve (TATR) near Chandrapur attracts more tourists than all the tourist visiting Tiger reserves of Maharashtra put together. Parallay Kanhalgaon Wildlife Sanctuary, Chaprala Wildlife Sanctuary, Tipeswar Wildlife Sanctuary, Kawal Tiger Reserve in Telengana State, Indravati National Park are also situated near by upcoming airport.

- **Historical, Religious & Social work establishment of national importance surrounding proposed Greenfield Airport.**

12th Century Shwetamber Jain temple at Bhadrawati, Adandwan Ashram, Warora, Ballalpur Fort, Chandrapur Fort, Manikgarh Fort, Mahakali Mandir, Hemalkasa Ashram, Kaleswaram Shiva Temple, Vijasan Hills/ Caves, Markandeshwar Shiva Temple are located nearby upcoming new airport site.

2. The State Government has not given the detail of any new site on the Non-forest land which has been explored keeping in view the non-site specific nature of the project.

As the Chandrapur district having 67% of Forest Lands the availability of site with lower forest land is only Murti/Vihirgaon site as per site searching report attached.

The selection of Vihirgaon - Murti location has been done after detailed study of following aspects of various locations, including the existing airstrip at Chandrapur. The details are as under :

- Existing Morwa Airport (Airstrip) is 39 km away from the proposed Murti Airport. However the scope of extension / development of Morwa Airport (Airstrip) is limited due to the following facts.

- a. The airstrip of the existing Morwa Airport is 953 m X 30 m on which only smaller charters can land & takeoff. Due to small airstrip and as the total area is only 37 Ha, the extension / development of Morwa Airport is limited .
 - b. The newly proposed Greenfield Airport will facilitate movement of bigger aircrafts, including ATR-72 & Airbus A320 (2nd phase) chartered flights & cargo flights.
 - c. Heighted chimneys (height 274 m) of Dhariwal Power Plant are obstacles to landing and takeoff, 3-4 km away from Morwa Airport.
 - d. No Government and private land is available for expansion around Morwa airport and is surrounded by residential and industrial colonies.
 - e. The nearby area is all covered with Extra and ultra high tension power lines connecting Chandrapur Super Thermal Power Station to various areas of Maharashtra and connecting Power Grid Corporation, national interconnecting station at Bhadrawati.
 - f. As per AAI, the land required for the airport should be at least 5 km in length in the East-West direction and about 600 m wide for airport/runway purpose and additional land for the terminal and other facilities. The total land required is around 700 acres.
- And as explained above, physical obstructions all around Morwa and non availability of sufficient land adjoining to it makes Morwa unsuitable for expansion.
- Thus, taking into consideration, the future needs of air transportation and aim to uplift socio- economic status of locality, Greenfield Airport is proposed near Rajura town.
- Before selecting this site, following alternative locations were surveyed and studied by MADC, but except Murti no other site found suitable for the Airport.

A. Village - Mouza Sushi Daabgaon and Kelzar, Taluka - Mul, District - Chandrapur - Site visit date - 30/09/2013.

MADC team surveyed the site on 30/09/2013 and total land **388.62** ha was proposed for Greenfield Airport but the land of Kelzar, as per revenue records, belongs to the Samudayak Society & Ambedkar Society and Sushi Daabgaon land belongs to the forest department and also has nuisance of Naxalities. The forest area required in this site was more than 100 ha.

B. Village - Visapur, Taluka - Ballarpur, District - Chandrapur - Site visit date - 18/07/2009.

Surrounded by the chimney of Ballarsha paper mill, Telephone antennas, High tension electric towers, difference in land levels with in surrounding area, obstructions in approaching interior areas. Most of the area is reserved and protected forest.

C. Village - Kothari, Palasgaon, A/modi, Taluka - Ballarpur, District - Chandrapur - Site visit date - 18/07/2009.

Surrounded by Antena (Telecom etc), Lower elevations causes floods due to the nearby Nullah & River, major state road passes through the area, approach on the Eastern side has obstruction, hills on the outer area. The forest area in this site is quite high.

D. Village-Chandankheda and Dhorwasa, Taluka - Bhadravati, District - Chandrapur - Site visit date - 03/01/2014.

Site is 18 kms inside from Nagpur-Chandrapur highway, has coal mines of WCL some land from MIDC was allotted to Nippon Denro. As per 7/12, the ownership of land is with Nippon Denro (at the time of survey). The Electric power station of NTPC Badravati is located within vicinity. 05 HT line towers are passing through this land. Ordnace factory, Badravati has potable water line through this site. Overburdened with material dump of WCL is dumped at the site.

E. Village - Vihirgaon/Murti, Taluka - Rajura, District - Chandrapur - Site visit date - 10/06/2017.

After being surveyed by the MADC team, no major obstacles like high tension line, Chimneys, Hills, were found near by area. Also, Government Revenue land was easily available for handover and minimum forest land is required in this alternative, as compared to other three options. Due to these reasons, this site was finalized for the Greenfield Airport project by MADC. In India, DGCA is the regulatory Authority for Civil Aviation. As per norms, minimum distance between two nearby Airports should be atleast 150 kms. The distance between Nagpur Airport and the proposed Greenfield Airport is 180+ kms (Nagpur Airport - 159.272 KM, Raipur Airport - 285.208 KM, Amravati Airport - 216.684 KM, Gondia Airport - 218.536 KM). Also, proposed airport falls in the under developed part of the Vidarbha region. Nagpur Airport caters to Central India and its probably the busiest airport in Central India. The proposed Greenfield Airport will ease the pressure of air traffic on Nagpur Airport and also provide an alternate option for travellers.

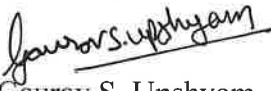
3. Further presentation from the DGCA and MADC will also be required to be made before the FAC.

As per the FAC directions it was suggested for joint presentation by MADC & DGCA. However as per our informal interaction with DGCA as an regulatory authority for Civil Aviation in India to license the airports, hence the DGCA as a regulatory authority will not participate on behalf of any airport (Annexure for your reference taken from DGCA site - dgca.gov.in). In view of this, the authorise officials of MADC & Forest would be presenting the case before the FAC.

In view of the compliance and justification as narrated above, you are earnestly requested to consider our case for stage II Clearance for the diversion of 63.54 Ha of forest land.

Thanking you.

With Regards,


Gaurav S. Upshyam
Sr. Manager (RCS)
MADC, Nagpur.



Copy to : The DyCF, Central Chanda, Forest Division Chandrapur, Maharashtra.

Enclose : Financial Viability Report.



GOVERNMENT OF INDIA

DIRECTORATE GENERAL OF CIVIL AVIATION

ORGANISATION MANUAL

APRIL 2021



G. AERODROMES AND GROUND AIDS

Aerodrome Standards Directorate

The Aerodrome Standards Directorate in the DGCA has been entrusted with the responsibilities of licensing of aerodromes in accordance with the Part XI of the Aircraft Rules 1937. The Directorate has establishment at the DGCA Hqrs New Delhi supported by the four regional offices at Delhi, Mumbai, Kolkata and Chennai. The functions and responsibilities of Aerodrome Directorate are as follows:

A. Aerodrome Licensing

1. Licensing and renewal of aerodromes licenses under Part XI of the Aircraft Rules, 1937.
2. Inspection of aerodromes to verify infrastructure, services, procedures and documentation as required under CAR Section 4 Series B Part I/II, Advisory Circular and recommended practices and as mentioned in aerodrome manual.
3. Develop and issue orders, rules, advisory circulars and guidance material relating to aerodrome standards and practices.
4. Reviewing plans and designs for new aerodromes or the further development of, or modification to, existing aerodromes, submitted to the DGCA for approval, to ensure that the requirements of DGCA and ICAO are complied with.
5. Review the factors requiring the amendment of an aerodrome license and issue the required amendments.
6. Notification to AIS for publication in AIP.
7. Coordination with other directorates of DGCA on the related matters.

B. Regulation of works at airports:

8. Regulation of airside works to ensure safe guarding of aerodrome and aircraft operations.

C. Surveillance Inspection and safety oversight of Aerodromes

9. Carry out surveillance inspection and safety oversight of Aerodromes as per Annual Surveillance programme to ascertain that the conditions as mentioned in the aerodrome license under para 83 of Part XI of the aircraft Rules 1937 are complied with.

D. Compliance and enforcement

10. The holder of an aerodrome license shall not contravene or cause or permit to be contravened any conditions of the aerodrome license. The licensee is required to maintain an aerodrome in a fit state to the satisfaction of DGCA during the whole period of currency of the license. If it is observed that aerodrome licensee is not



complying with the conditions of the license or not adhering to the laid down standards, DoAS shall give adequate opportunity to the licensee to comply with the Regulations and Standards.

11. If DoAS is satisfied that the licensee is not taking enough corrective measures for compliance with the conditions of the aerodrome license he/she shall recommend to Jt. DG/DG for appropriate action against the licensee.

E. Any other work assigned by Director General

REGIONAL OFFICES FUNCTIONS AND ITS COORDINATION WITH HQRS.:

Regional Aerodrome standard offices are located at Delhi, Mumbai, Kolkata and Chennai. These offices are headed by Director/Deputy Director (Aerodrome Standards). All regional heads of Aerodrome Standards report directly to DoAS. Regional Aerodrome Standard offices shall perform following functions:

1. Process the application and documents; inspect aerodromes for the purpose of aerodrome licensing.
2. To carry out site inspection of aerodrome for the purpose of commissioning of facilities.
3. Carry out surveillance inspection of Aerodromes as per surveillance inspection programme decided by head quarters.
4. Participate in the safety audit and contingency exercises of Aerodrome operators.
5. Report to Hqrs regarding issues related to aerodrome licensing within their region.
6. Any other job assigned by Hqrs

COORDINATION OF REGIONAL AERODROME STANDARD OFFICES WITH HQRS.

1. Regional Offices shall coordinate with Hqrs. on all matters related to aerodromes licensing/renewal and aerodrome safeguarding and report to Director /DDG (Aero.- Stds.) Hqrs.
2. Forward the reports of aerodrome inspections carried out for the purpose of aerodrome licensing and oversight safety.
3. Coordination meeting between regional Aerodrome Standard Offices and Aerodrome Standards Hqrs. will be held every 6 months. During this meeting all the technical and financial/administrative issues will be discussed pertaining to their region.



FINANCIAL VIABILITY REPORT

**PROPOSED GREENFIELD AIRPORT NEAR
VILLAGE MURTI & WHIRGAON,
DIST. CHANDRAPUR (MAHARASHTRA)**



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**ESTIMATED FINANCIAL VIABILITY PROJECTIONS OF PROPOSED GREENFIELD AIRPORT AT VIHIRGAON/ MURTI
IN DISTRICT CHANDRAPUR OF MAHARASHTRA STATE**

ESTIMATED PROJECT COST

Sr. No	DESCRIPTION	ESTIMATED COST (Rs. LAKHS)
1	Land- (840 Acres including 655 Acres of Private and Revenue Land and 185 Acres of Forest Land	5500
2	Site Development including Levelling, Fencing and Wildlife Mitigation Measures	4000
3	Buildings and Civil Construction including Airstrip	17500
4	Plant and Equipments including utilities (Power and Water)	7500
5	Misc. fixed assets	500
6	Contingencies @ 5% of 2+3+4+5	1750
7	Preli. And pre-operative Expenses	600
8	Total Project Cost	37350

Means of Finance - Proposed Airport Project is being funded entirely by State Govt. through Maharashtra Airport Development Company Ltd., a State PSE.

Preliminary and Pre-Operative Expenses - Project Implementation 30 months	
Preliminary Expences	450
Salaries and Rent etc.	100
Insurance During Construction Period	25
Trial Run Expenses	25
Total	600

Power and Water			
Connected Load KW	KWH @ 0.6 Load Factor	Yearly KWH	Bill @ Rs. 9/- KWH
500	7200	2628000	236.52
Water -100 CuM/per day @ Rs. 15/ CuM			
100	0	36500	5.475
		Total	241.995
		Per Month	20.17

Salaries & Wages			
Category	Nos	Monthly Salary	Yearly Salary
Airport Director	1	200000	24
Managers	8	150000	144
Supervisor	12	80000	115.2
Technicians & Operators	32	25000	96
Semi Skilled	85	15000	153
Unskilled	50	12000	72
Total	188	482000	604.2
Add 30% other benefits			181.26
Total yearly salary			785.46
Total monthly salary			65.455

ESTIMATED OPERATION COST & PROFITABILITY FOR 10 YEARS

REVENUE GENERATION HEADS (IN Rs.LAKHS)	
1. Yearly Landing Charges Revenue - 5 Landings per day @ Rs. 74000 per landing	1350.5
2. Yearly Hanger Charges Revenue - 2 Hangers @ 5 Lacs per month	120
3. Revenue from User Development Fees- from passengers	1238.445
4. Revenue from Commercial Activities - Shops, Airline offices, Lounges, Parking spaces etc.	600
5. Revenue from Cargo Operations	120
	3428.945

1. ESTIMATED COST OF OPERATIONS (IN Rs. LAKHS)

YEAR	I	II	III	IV	V	VI	VII	VIII	IX	X
Salaries and Wages	785.46	824.73	865.97	909.27	954.73	1002.47	1052.59	1105.22	1160.48	1218.51
Utility Cost	241.995	254.09	266.80	280.14	294.15	308.85	324.30	340.51	357.54	375.41
Maintenance and repairs - 1.5 % of Fixed Assets	375	375	375	375	375	375	375	375	375	375
Depreciation @ 5 % of Fixed Assets	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250
Administrative Expenses 1% of Revenue	34,2895	36.00	37.80	39.69	41.68	43.76	45.95	48.25	50.66	53.19
Total Cost of Operation	2686.74	2739.83	2795.57	2854.10	2915.56	2980.08	3047.84	3118.98	3193.68	3272.11
Total Yearly Revenue	3428.95	3771.84	4149.02	4563.93	5020.32	5522.35	6074.59	6682.04	7350.25	8085.27
Operating Profit before Tax	742.20	1032.01	1353.45	1709.82	2104.76	2542.27	3026.75	3563.06	4156.57	4813.16
Profit after Tax (IT @ 30%)	519.54	722.41	947.42	1196.88	1473.33	1779.59	2118.72	2494.14	2909.60	3369.21
Yearly Cash Generation	1769.54	1972.41	2197.42	2446.88	2723.33	3029.59	3368.72	3744.14	4159.60	4619.21
Cumulative Cash Generation	1769.54	3741.95	5939.36	8386.24	11109.57	14139.16	17507.88	21252.02	25411.62	30030.83

Assumptions -

1. Since the project in state funded there is no interest burden assumed in the financial calculations.
2. Increase of 10 % of Revenue is assumed every year as against projected 15 % growth rate due to UDAAN Policy of Govt. of India.
3. Increase of 5 % every year is assumed in the operation Cost.

