



ABSTRACT

Industries, Investment Promotion and Commerce Department - Land Acquisition - Acquisition of 1527.32 hectares (3774.01 acres) of patta lands under the provisions of the Tamil Nadu Acquisition of Lands for Industrial purposes Act, 1997 and alienation of 798.12.79 hectares (1972.17 acres) of Government lands in Parandur-A and 19 other villages in Kancheepuram and Sriperumbudur Taluks of Kancheepuram District in favour of TIDCO for setting up of New Green Field Airport - Administrative Sanction - Sanction of special Land Acquisition Staff and Financial Sanction - Orders - Issued.

Industries, Investment Promotion and Commerce (MIE.2) Department

G.O. (Ms.) No. 210

Dated: 31.10.2023

செய்திகளுக்கான கரு.ம. இய.சி-14
தொகுப்பு எண் 2054

Read:

1. G.O. (Ms.) No.52, Industries, Investment Promotion and Commerce (MIE.1) Department, dated 05.02.2019.
2. Government Letter No.991/MIE.1/2019-6, dated 14.01.2020.
3. From the Chairman and Managing Director, TIDCO, Letter No. TIDCO/Greenfield Airport/Site Visit/2021, dated 05.10.2021.
4. From the Principal Secretary, Industries, Investment Promotion and Commerce, D.O.Letter No.991/MIE.1/2019-7, dated 29.10.2021.
5. Hon'ble Chief Minister statement about the formation of the new Green Field Airport in Parandur, Kancheepuram District on 02.08.2022.
6. Government Letter No.991/MIE.1/2019, dated 16.08.2022.
7. G.O. (Ms.) No. 226, Industries, Investment Promotion and Commerce (MIE.1) Department, dated 14.11.2022.
8. From the District Collector, Kancheepuram Letter No.1818/2022/F1, dated 23.12.2022.
9. From the Commissioner of Land Administration, Letter No. LA-IV-2/3882156/2023, dated 09.01.2023.
10. G.O. (Ms.) No. 17, Industries, Investment Promotion and Commerce (MIE.1) Department, dated 24.01.2023.
11. G.O. (Ms.) No. 60, Industries, Investment Promotion and Commerce (MIE.1) Department, dated 10.03.2023.

12. Special Secretary to Government, Industries, Investment Promotion and Commerce Department, Letter No. 3103410 / MIE-2 / 2022-2, dated 25.07.2023.
13. From the Managing Director, TIDCO In Letter No.TIDCO Greenfield Airport/2023-2, dated 26.07.2023.
14. From the Commissioner of Land Administration, Letter No. LA-IV-2/3882156/2023, dated 02.08.2023.

ORDER:

The Government of Tamil Nadu has proposed to set up a Greenfield International Airport with the intention to augment airport infrastructure and facilities to cater to the ever-growing air connectivity needs of passenger transportation and cargo movement to and from the State. It is a strategic imperative to have robust air connectivity for a wide range of economic reasons as under:

- **Industrial growth:** Tamil Nadu is the second largest State economy in the country. It has the third highest GDP per capita and is the most urbanized and industrialized State, with a strong manufacturing base and a large services sector. Being the third largest exporting State, it accounts for over 9% of India's exports, having a huge presence of manufacturing, IT and textiles industries.
- **Tourism:** Tamil Nadu attracts a large number of domestic and international tourists due to its rich cultural heritage, historical sites, natural beauty, and religious destinations. Chennai has been named as one of the top 10 cities to visit in the world by the Lonely Planet.
- **Healthcare:** Tamil Nadu is home to several renowned medical institutions/facilities and ranks high in medical tourism. Over 15 lakh patients visit Tamil Nadu annually for medical diagnosis and treatment.
- **Logistics:** Transporting goods by air is essential for time-critical shipments, high-value products, and industries where speed and reliability are crucial, ranging from cut-flowers to semi-conductors.
- **E-commerce:** The growth of e-commerce has increased the demand for fast and reliable transportation of goods and therefore good air connectivity is necessary.

2. The Chennai International Airport (CIA) is at present serving the needs of Chennai city and the surrounding areas. The air passenger traffic of Chennai region is expected to reach 50 million by 2037 and grow further. As per this traffic growth forecast, Chennai International Airport will reach its saturation by 2028. Beyond 2028, the air passenger traffic demands of Chennai Metropolitan Area will be unfulfilled without operation of new airport/expansion of the existing airport. Moreover, adequate and efficient cargo transportation and handling capacity is critically essential for the several high-tech industries that Tamil Nadu presently has and intends to attract.

3. The primary constraint for the expansion of the existing Chennai International Airport is the challenge in making additional land available. Acquisition of land in the areas around the Chennai International Airport is highly complex and practically not possible due to the heavily urbanized nature of the adjoining areas.

Also, the value of the lands is prohibitively exorbitant for acquisition. Therefore, in order to expand the air connectivity in Chennai, developing a Greenfield Airport emerges as the only solution.

4. The proposed new Greenfield Airport would have the following benefits:

- Increased and improved facility to handle domestic and international passengers and cargo.
- Catalytic effect on economic growth by increased tourists and business travel, and boost the progress of hospitality, logistics and the retail sectors.
- Developing the new airport based on latest technological advancements shall bestow the State with a world class airport.
- Sustainable practices such as renewable energy sources, sustainable waste management systems and water conservation measures shall reduce the environmental impact.
- Developing an airport outside the busy Chennai city limits provides an opportunity for decongestion. This shall lead to more efficient and well-integrated public transportation systems, benefiting both the airport and the surrounding areas.

5. In view of developing a greenfield airport, the Airports Authority of India (AAI) was requested to conduct a pre-feasibility study and carry out evaluation of the four identified potential sites viz, Thiruporur, Padalam, Pannur, and Parandur. A team comprising of AAI officers has carried out the pre-feasibility study on the sites in February 2022.

6. The major factors considered for evaluation of the sites by AAI were as follows:

- Operational considerations such as availability of land for desired runway orientation and other requirements, airspace availability, effect of any restriction on operational efficiency etc.,
- Social Considerations such as proximity to demand centers, adequacy of ground access, potential noise problems and current land use and need for control measures.

AAI's pre-feasibility study specifically considered the following aspects.

- Broad assessment of the runway length required, orientation of the run-ways, number of runways along with the need for apron and terminals were undertaken. Post-COVID traffic growth forecast for Chennai Region by ICAO predicts 80 to 95 MPPA with peak aircraft movement of 100-110 per hour. Two runways with independent approaches i.e., Mode-1 independent parallel approaches and with provision of two parallel taxi tracks for each runway facilitating high-intensity runway operations and reducing runway occupancy time are proposed to cater to such high traffic and to maximise the aerodrome capacity. The apron should be sufficiently large to handle 100-110 peak aircraft movements per hour. Accordingly, Terminal Building should be of adequate size (width and length) to cater to 15000-17000 peak passengers per hour. The critical aircraft assumed for the calculation of runway length is A388 for Code 4F and B777-300ER for Code 4E and runway length required is computed to be 4000M.

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- The proposed airport must be designed for accommodating aircraft upto Code 4F i.e., aircraft with maximum wingspan less than 80M and Outer Main Gear Wheel Span (OMGWS) less than 16 M.
- Aerodrome Reference Temperature is derived from the Meteorological data received from IMD, Meenambakkam Airport. The temperature derived is 36° C.
- Month-wise wind rose analysis for 3 decades during morning (0830 IST) and evening (1730 IST) have been considered. ICAO specifies that runways should be oriented such that the airplanes may be landed more than 95% of the time with cross-wind components less than 13 knots for airplane reference field length 1500M or over. The main runway orientation of Chennai International Airport is 07-25. Ideally, suited runway orientation is 07-25 for the proposed Airport, based on the wind rose pattern, crosswind component and the orientation of the existent Main runway of Chennai Airport.

7. In the light of the above considerations and specifications, the evaluation of the four sites was made by AAI. The pre-feasibility study findings are that the Padalam site falls in the restricted area of Tambaram Local Flying Area under the control of the Indian Air Force. The site at Thiruporur is adjacent to the Restricted Area of Tambaram Local Flying Area. Hence there will be considerable restrictions on the flight operations (arrivals and departures), thereby reducing the capacity of the proposed Airport. The Chengalpattu Firing range is present towards the North- East of Padalam site and West of Thiruporur site. Moreover, the prohibited area of Kalpakkam Nuclear plant is at a distance of 5 NM to the South of the Thiruporur site.

The ideally suited runway orientation is 07-25 (parallel to Chennai Airport main runway). The site at Padalam and Thiruporur permits 02-20 orientation potentially conflicting with the traffic of existent Chennai Airport. Considering these factors and based on the available airspace, AAI has reported that Padalam and Thiruporur sites are not feasible for development of Greenfield airport.

8. The study by AAI concluded that the proposed sites in Parandur and Pannur are comparatively more feasible for development of Greenfield airport as per availability of airspace and being relatively free of natural obstructions. Both sites are free of any restrictions affecting operational efficiency and do not face any hazards and other limiting factors like wildlife sanctuaries, refuse dumps and sewage outfalls. Both sites have good connectivity to Chennai City and have adequate availability of ground access and trunk infrastructure. Land availability is adequate and suitable for the present requirement and for desired runway orientation of 07/25 at Parandur Site. However, additional land may be required for the Pannur site, to the East and South East side of the proposed area to accommodate essential navigational aids. Moreover, it was observed that several Extra High Tension (EHT) towers exist in and around the Pannur site. Also another limiting factor of the Pannur site is that moreover there are a number of seven existing industries within and near the site.

9. Based on the Pre-feasibility study by AAI, further evaluation of Pannur and Parandur sites was taken up as detailed below:-

Table 1
Comparison between Parandur and Pannur sites

	Pannur Site	Parandur Site
Land Availability	4284 acres	5351 acres
Cost of the Land (Tentative)	3 times the cost of parandur site	One third the cost of Pannur site
Displacement	1546 families	1005 families
Connectivity	<p>The approach is through the SH-120, connecting Tiruvallur and Kancheepuram.</p> <p>The nearest railway station is Senji Panambakkam Railway station and Kadambattur at a distance of 10 KM</p>	<p>The site is bounded by: North: SH-50B, East: SH-120, South: SH-48 and West: SH-58.</p> <p>SH-651 passes through the site.</p> <p>Chennai-Bengaluru 8 lane Express Highway is coming up to the south of the Parandur site within a distance of 500M.</p> <p>The nearest railway station - Kancheepuram Railway Station is at a distance of 4.95 km</p>

10. Based on the findings of the feasibility study carried out by AAI and further detailed analysis undertaken by TIDCO, the Parandur site has emerged as the most suitable site for development of Greenfield Airport for the following reasons:

- Project Site in Parandur is nearer to the upcoming Chennai- Bangalore Expressway providing for easier and cost-effective connectivity to the demand centres, apart from other road & rail connectivity as explained above.
- Number of families to be displaced is lesser in Parandur.
- There are lesser man-made obstacles for aircraft operations in Parandur compared to Pannur, where several EHT lines exist in and around the site and there are operating industries near the site.
- Sufficient land free of structures is available in the proposed site at Parandur for the operational and other needs of the Airport. Additional land on the East and South East side of the proposed area in Pannur may be needed to accommodate essential navigational aids. The additional land required in Pannur will be difficult to acquire as the land in the vicinity is developed with habitations and industries.
- Future development around the airport at Parandur can be planned better due to the availability of large tracts of vacant land, whereas the project area proposed in Pannur is near Sriperumbudur Industrial Area and is relatively developed with permanent industrial and residential structures.

- Cost of acquisition of land in Parandur is relatively less when compared to Pannur. The Project site in Parandur is relatively undeveloped when compared to the Project site in Pannur, which is surrounded by industrial and other developments. The developed nature of the proposed project area in Pannur will result in a substantial increase in acquisition costs.

11. In view of the above, after detailed consideration and technical study, Parandur was selected by the Government of Tamil Nadu for developing a new Greenfield Airport.

12. Accordingly, the Managing Director, Tamil Nadu Industrial Development Corporation Ltd., sent Land Plan Schedule to the District Collector, Kancheepuram. Based on this, the District Collector, Kancheepuram sent proposals for acquiring an extent of 1527.32 hectares (3772.47 acres) of patta lands under the provisions of the Tamil Nadu Acquisition of lands for Industrial purposes Act 1997 or through Private Negotiation and alienation of 798.12.79 hectares (1971.38 acres) of Government lands in Parandur-A and 19 other villages in Kancheepuram and Sriperumbudur Taluks of Kancheepuram district to TIDCO for setting up of Greenfield Airport to the Commissioner of Land Administration.

13. Based on proposals received from the District Collector, Kancheepuram, the Commissioner of Land Administration has submitted detailed proposal to Government for according Administrative Sanction in respect of acquisition/allenation of the lands for the formation of new Green Field Airport, (including formation of approach road from NH 48 to the proposed airport, formation peripheral road and resettlement areas) in favour of TIDCO.

14. The salient aspects of the proposal of CLA, as modified by Government are as follows:

a) Requirement of Land

The project requires 2325.44.79 hectares (5746.18 acres) of land spread across Parandur-A and 19 other Villages in Kancheepuram and Sriperumbudur Taluks of Kancheepuram district. Of the total land required, 1527.32 hectares (3774.01 acres) are patta lands which have to be acquired and 798.12.79 hectares (1972.17 acres) are Government lands which have to be alienated to TIDCO.

Table 2
Requirement of Land

Type of land	In Hectares	In Acres
Patta Lands to be Acquired	1527.32.00	3774.01
Government Lands to be alienated	798.12.79	1972.17
Total	2325.44.79	5746.18

b) Determination of compensation

(i) Fixation of basic land value

Based on the Guideline value (as on 01.12.2022) of the lands to be acquired, the tentative land cost has been arrived as in Table 3.

Table 3
Tentative Land Value

Sl. No.	Name of the Village	Total extent to be acquired (in Ha.)	Tentative Land value based on GLV (In Rs.)
1.	Parandur -A	214.32.26	50,80,49,042.60
2.	Parandur -B	76.93.05	27,10,98,669.35
3.	Thandalam	117.00.00	25,00,50,893.40
4.	Podavur	42.54.65	3,03,25,388.75
5.	Thodur	3.28.01	51,81,827.30
6.	Nelvoy	222.61.77	69,59,16,279.50
7.	Valathur	172.66.98	23,41,68,214.00
8.	Madapuram	49.67.00	9,67,56,285.00
9.	Sekkangulam	0.27.00	31,29,030.00
10.	Attuputhur	5.33.33	6,51,35,346.80
11.	Kuthirambakkam	5.24.88	1,71,75,750.90
12.	Siruvallur	17.54.12	3,23,03,640.25
13.	Karai	11.29.00	10,48,92,887.20
14.	Akkamapuram	66.14.25	11,60,57,080.50
15.	Edayarpakkam	64.20.19	27,85,05,362.85
16.	Ekanapuram	180.19.98	58,34,06,485.00
17.	Gunagarambakkam	18.53.15	5,90,16,752.25
18.	Mahadevimangalam	217.79.47	117,36,61,648.40
19.	Singlibadi	0.66.00	19,67,130.00
20.	Maduramangalam	41.06.55	20,41,47,891.00
	Total	1527.32.00	473,09,45,605.05

(ii) Tentative compensation as per RFCTLARR Act, 2013

The monetary compensation for the land is arrived at based on the RFCTLARR Act, 2013 and rules with the following components:

❖ **Land Compensation** shall comprise of the following components:

- A = Guideline Value /Market Value whichever is higher * 1.25 being the multiplying factor

- B = 100% of A as Solatium
- C = 12% additional market value per annum for A
- D = Interest at 9%/15% per Annum. (in case of advance possession only) (9% for one year from the date of taking possession)

❖ **Compensation for Structures/Trees**

- E = Cost of the Structures/Trees without depreciation + 100% Solatium.

❖ **Total compensation = A + B + C + D + E**

The tentative final compensation for the acquired lands as per the provisions of the RFCTLARR Act 2013 has been calculated as detailed below:-

Table 4
Tentative Compensation as per RFCTLARR Act, 2013

Sl. No.	Particulars	Amount (in Rs.)
1.	Tentative basic land value	473,09,45,605.05
2.	After the application of multiplying factor 1.25 (as LA fields fall within 10 kms from urban areas) (1.25 x 473,09,45,605.05)	591,36,82,006.31
3.	Structure Value	To be calculated
4.	Tree Value	To be calculated
5.	Total (2+3+4)	591,36,82,006.31
6.	100% Solatium for column no.5	591,36,82,006.31
7.	12% Additional Market Value per annum (Approximately for 3 years)	170,31,40,417.82
8.	Total (5+6+7)	1353,05,04,430.45
9.	Administrative charges (14.5 %)	196,19,23,142.41
10.	Grand Total (Tentative)	1549,24,27,572.86 (excluding the value of trees and structures)

(iii) **Tentative compensation under Private Negotiation**

As per G.O. (Ms.) No. 411, Revenue and Disaster Management Department, dated: 06.08.2020, the compensation under private negotiation is calculated as below:-

- ❖ **A = Compensation for land**
(Guideline Value/Market Value whichever is higher) * 275% being the maximum negotiable value.
- ❖ **B = Compensation for Structures/Trees:**
Cost of the Structures/Trees without depreciation+100% Solatium.

- ❖ C = 25% incentive for (A+B)
- ❖ **Total compensation** = A + B + C

The tentative final compensation for the acquired lands as per the provisions under private negotiation is calculated as follows:

Table 5
Tentative compensation under Private Negotiation

Sl. No.	Particulars	Amount (In Rs.)
1	Tentative basic land value	473,09,45,605.05
2	Land Value X 275 %	1301,01,00,413.89
3	Structure Value	To be calculated
4	Tree Value	To be calculated
5	Total (Column 3 + 4)	To be calculated
6	100 % Solatium Amount (for Column 5)	To be calculated
7	Total (2+5+6)	1301,01,00,413.89
8	25 % Incentive for Column (7)	325,25,25,103.47
9	Total [Column (7+8)]	1626,26,25,517.36
10	Administrative charges (14.5%)	196,19,23,142.41
Grand Total [Column (9+10)]		1822,45,48,659.77

The Commissioner of Land Administration (CLA) has proposed that the funds towards payment of compensation and R&R components be directly paid out by the TIDCO to the Land Acquisition Officers concerned and that the compensation for the lands may be determined using the provisions of the RFCTLAR Act.

(iv) Special provisions: The CLA has noted that in the case of acquisition of large extents of land, adjacent fields may have different guideline values and consequently different land values. Further, after applying the existing rules and regulations for determining the land value based on the existing GLV, it may be desirable to provide compensation higher than the amount eligible, as special cases, based on broader inputs. This higher rate is provided in the form of a flat rate per hectare for clusters of lands within the project area irrespective of the guideline value. This method of providing compensation on a flat-rate(s) basis provides that the adjacent lands will be compensated on similar terms and overall, a higher amount is allowed for the land owners. The proposal for fixing flat rate(s) for the present project lands is to be sent separately by the Collector, Kancheepuram.

c) Rehabilitation and Resettlement

(i) Rehabilitation and Resettlement Policy Framework for Project Affected Families (PAF)

Compensation, Rehabilitation & Resettlement for the project affected families shall be provided in line with the provisions as per the Second Schedule of the RCTLARR Act, 2013 including the following:

Table 6

Rehabilitation and Resettlement Matrix

Sl. No.	Elements	Entitlement
1.	Provision of Housing Units	In addition to compensating for the structural value of the house acquired along with 100% solatium and in case of compensation under private negotiation, 25% incentive as mentioned in Table-5, a constructed house shall be provided with an area of 285 sq feet. If any affected family so prefers, the equivalent cost of the house may be offered in lieu of the constructed house.
2.	Choice of Annuity or employment	One of the following three options will be provided to each of the project affected families: <ul style="list-style-type: none"> • Employment in the project or such other project as may be required for at least one person in each project affected family or • One-time payment of Rs.5,00,000/- (or) • Annuity package of Rs.2000/- per month for 20 years with appropriate indexation to the Consumer Price Index for Agricultural Laborer.
3.	Subsistence grant for displaced families	Each affected family which is displaced from the land acquired shall be given a monthly subsistence allowance equivalent to Rs.3000/- per month for a period of one year from the date of award.
4.	Transportation cost for displaced families	Each affected family which is displaced shall get a one-time financial assistance of Rs.50,000/- as transportation cost for shifting of the family, building materials, belongings and cattle.
5.	Cattle shed / petty shop cost	In addition to compensating for the structural value of the cattle shed/petty shop acquired along with 100% solatium and in case of compensation under private negotiation, 25% incentive as mentioned in Table-5, each affected family having cattle or having a petty shop shall get one-time financial assistance of Rs.25,000/- for construction of cattle shed or petty shop as the case may be.

6.	One-time grant to artisan, small traders & certain others	In addition to compensating for the structural value of commercial, industrial or institutional structure acquired along with 100% solatium and in case of compensation under private negotiation, 25% incentive as mentioned in Table-5, each affected family of an artisan, small trader or self-employed person or an affected family which owned non-agricultural land or commercial, industrial or institutional structure in the affected area, and which has been involuntarily displaced from the affected area due to land acquisition, shall get one-time financial assistance of Rs.25,000/-
7.	One-time resettlement allowance	Each affected family shall be given a one-time Resettlement Allowance of Rs.50,000/- only.
8.	Stamp duty and registration fee	The stamp duty and other fees payable for registration of the land or house allotted to the affected families shall be borne by the Government.

(ii) Common infrastructure elements

The following infrastructure amenities will be provided in the new settlements as per the provisions of the Third Schedule to RFCTLARR Act, 2013.

- 1) Roads,
- 2) Drains,
- 3) Water supply,
- 4) Place of worship,
- 5) Panchayat Office,
- 6) Post Office,
- 7) Bus service,
- 8) Toilets,
- 9) Electricity,
- 10) Anganwadi Centre,
- 11) School,
- 12) Play Ground,
- 13) Community Centre,
- 14) Burial Ground,
- 15) Veterinary Centre and
- 16) Ration Shops.

Exclusive Rehabilitation and Resettlement Administrators are to be appointed for preparing the R & R plan as mandated in the RFCTLARR Act, 2013.

d) Environmental factors and mitigation - Water Bodies and Watershed Management in the Project Area

It is observed that the project area has tracts of lands under lakes, tanks and channels. The Government has appointed a High-Level Committee (HLC) chaired by a retired IAS Officer, consisting of experts from IIT, Chennai, Anna University and stakeholder departments for Macro-Level Hydrological Study.

The mandate of the Committee is:

- 1) To identify water bodies (ponds, tanks, channels, etc.), standalone or interconnected, that exist within and around the airport defined boundary (covering upstream and downstream water flow about 3 to 5 km) wherein rain water gets accumulated and flows.
- 2) To evaluate the extent of rain water at any point of time that would be collected in those standalone and/or interconnected identified tanks/ponds/ channels.
- 3) To assess the possibility of preserving the water bodies within the project area to the maximum extent.
- 4) To assess the possibility of preserving the channels that flow in the project area.
- 5) To identify the need for interconnecting/ increasing the size/deepening various ponds/tanks/channels around the airport area, taking into account the quantum of rain in the catchment area and the upstream water flow into channels to ensure; (a) Optimum storage of water in the tanks/ponds outside the project area for irrigation or groundwater replenishment (b) prevention of flooding both upstream and downstream of the project area & in the project area.
- 6) To assess the additional storage capacity of water which could be created in the surrounding tanks/ponds, to meet the sustainable development of surrounding land area, since few ponds may need to be closed due to aircraft safety and operational reasons.
- 7) Adoption of latest technology/methodology to create/deepen equal capacities of water bodies.
- 8) To identify any other measures as per best engineering practice for sustainability or surrounding land area.

A Consultant has been appointed to assist the HLC to conduct the macro level hydrological study of the project area and surrounding area connected hydrologically.

e) Inspection

The Tahsildars of the concerned Taluks have conducted preliminarily inspection of the proposed sites. After obtaining administrative sanction and the formation of land acquisition units, detailed inspection of sites will be taken up.

f) Inevitability Certificate

In this proposal, an extent of 1085.62.33 hectares of wetlands (nanjai) are covered under acquisition for which inevitability certificates have been issued by the Revenue Divisional Officers of Sriperumbudur and Kancheepuram.

g) Land Reforms and Land Ceiling

Provisions of the Tamil Nadu Land Reforms (Fixation of Ceiling on Land) Act, 1961 and the Tamil Nadu Urban Land (Ceiling and Regulation) Act, 1978.

- As per the report of the Revenue Divisional Officer, Kancheepuram, certain survey numbers of 3 villages viz., Kuthirambakkam, Podavur and Madapuram villages are covered under the Tamil Nadu Land Reforms (Fixation of Ceiling on Land) Act, 1961 and in respect of other

eight (8) villages (viz. Parandur-A, Parandur-B, Valathur, Nelvoy, Thandalam, Thodur, Attuputhur and Sekkangulam), no lands are covered under the Act.

- As per the report of the Revenue Divisional Officer, Sriperumbudur, no lands are covered under the Tamil Nadu Land Reforms (Fixation of Ceiling on Land) Act, 1961 in the villages of Singilipadi, Gunakarapakkam, Edaiyarpakkam, Akkammapuram, Eganapuram, Mahadevimangalam, Maduramangalam, Karai and Siruvallur.
- As per the report of the Assistant Commissioner (ULT), Chennai, no lands are covered under the Tamil Nadu Urban Land (Ceiling and Regulation) Act, 1978.

15. Staff Pattern

Considering the large extent of lands to be acquired/alienated in favour of Tamil Nadu Industrial Development Corporation Limited (TIDCO), the Commissioner of Land Administration has proposed necessary special land acquisition posts in line with G.O. (Ms.) No. 285, Revenue Department, dated 10.2.1966, G.O.(Ms.) No. 2556, Revenue Department, dated 16.12.1975 and G.O. (Ms.) No. 205, Revenue Department, dated 16.12.1975 and has also been proposed in unit offices, District Collectorate and Commissionerate of Land Administration to expedite the land acquisition process.

The Commissioner of Land Administration has recommended that three Special District Revenue Officers (LA) posts be created for acquisition of lands for greenfield airport to speed up the land acquisition process. The CLA has further stated that considering the non-availability of regular staff to fill up the posts at the level of Special Deputy Collector and below, non-delegable nature of statutory functions, inspections and conduct of enquiries which mandatorily have to be done by the Land Acquisition Officer, it is imperative that three Special District Revenue Officer (LA) posts may be sanctioned to ensure smooth and timely completion of land acquisition process.

The Commissioner of Land Administration has further stated that since the land acquisition works are to be carried out under Tamil Nadu Acquisition of lands for Industrial Purposes Act 1997, it is mandatory to provide Rehabilitation and Resettlement benefits as prescribed in the second schedule of RFCTLARR Act, 2013. As per section 43 of the RFCTLARR Act, Government of Tamil Nadu already notified, the concerned Revenue Divisional Officer of the concerned Revenue Division is the "Administrator" to prepare the draft R & R scheme. However, considering the large tracts of lands to be acquired under this project and the workload of Revenue Divisional Officer, Sriperumbudur, separate R & R Administrators in the cadre of Deputy Collectors are required. Therefore, three posts of Special Deputy Collector (R & R) may be created to function as "R & R Administrators". A separate notification is to be issued under section 43 (1) of the RFCTLARR Act 2013 to appoint the Special Deputy Collector (R&R) as "R&R Administrator".

Accordingly, the following staff pattern has been proposed by the Commissioner of Land Administration.

Table 7

Abstract of staff pattern

Sl. No.	Name of the Post	Spl. DRO (LA) offices	Unit Offices (24 units)	Collectorate	CLA's Office	Total
1.	Special District Revenue Officer (LA) (Level - 26, 61900 - 228100)	3	-	-	-	3
2.	Special Deputy Collector (R&R) (Level - 22, 56100 - 205700)	3	-	-	-	3
3	Special Tahsildar (Level-20, 37700 - 138500)	3	24	2	-	29
4.	Special Deputy Tahsildar (Level-18, 36900 - 134200)	3	-	2	1	6
5.	Sub Inspector of Survey (Level-11, 35400 - 130400)	-	24	-	-	24
6.	Senior Revenue Inspector (Level-10, 20600 - 75900)	6	48	4	2	60
7.	Senior Revenue Inspector (Special RI Grade) (Level-10, 20600 - 75900)	3	24	-	-	27
8.	Land Record Draftsman (Level-10, 20600 - 75900)	-	24	-	-	24

9.	Typist/Data Entry Operator (Level-8, 19500 - 71900)	6	48	2	2	58
10.	Record Clerk (Level-2, 15900 - 58500)	3	9	-	-	12
11.	Office Assistant (Level-1, 15700 - 58100)	6	24	1	1	32
12.	Field Assistant (Level-1, 15700 - 58100)	-	48	-	-	48
Total		36	273	11	6	326

It has been proposed by the Commissioner of Land Administration that the posts in Sl.Nos. 1 to 3 shall be filled by regular staff only. In respect of the remaining categories, he has indicated that in case there are no hands available in the District Administration, the posts shall be filled up on re-employment / outsourcing also and that the appropriate administrative charges and the applicable GST for the outsourcing service can be claimed additionally, apart from the monthly consolidated pay.

16. Hiring of vehicles for staff

The Commissioner of Land Administration has proposed that considering the large extent of lands to be acquired spreading across 20 villages, it is necessary to provide vehicles on hire basis for the proposed SDRO, Special Deputy Collectors, and Special Tahsildars to inspect the acquisition fields, and to travel to places where statutory hearings and enquiries are fixed.

17. Overall establishment cost

The Commissioner of Land Administration has stated that the District Collector, Kancheepuram has worked out the expenditure towards pay and allowances, contingency, and vehicle hiring charges for the period of one year and the abstract of the same is as below:

Table 8

Sl. No.	Details of Expenditure (tentative)	Amount estimated per annum (in Rs.)
1	Pay and Allowances	11,56,20,000
2	Recurring expenses	5,79,78,000
3	Non-Recurring expenses	1,89,00,000
Total Expenditure per annum		19,24,98,000

18. The Government after careful examination have decided to accept the proposal of the Commissioner of Land Administration with modifications, as elaborated at para 14 to 17 above. Accordingly, the Government hereby accord administrative sanction for acquisition of the extent of 1527.32 hectares (3774.01 acres) of patta lands under the provisions of the Tamil Nadu Acquisition of lands for Industrial purposes Act, 1997 or through Private Negotiation and alienation of 798.12.79 hectares (1972.17 acres) of Government lands in Paranthur-A and 19 other Villages (as per Annexure) in Kancheepuram and Sriperumbudur Taluks of Kancheepuram District in favour of TIDCO for the formation of Greenfield Airport (including formation of approach road from NH 48 to the proposed airport, formation peripheral road and resettlement areas) and for sanction of 326 temporary special posts for a period of 2 years for the land acquisition works with the provision for appointment of certain posts on outsourcing basis.

The Government also sanction the Rehabilitation and Resettlement Package as stated in para 14 (c). Regarding environmental factors and mitigation with respect to the water bodies and watershed management in the project area, action will be taken as per the prevailing laws in force based on the recommendation of the HLC and it will be ensured that the additional storage capacity created is higher than the storage capacity affected due to the project.

19. The Government also sanction an amount of Rs.19,24,98,000/- (Rupees Nineteen crore Twenty-Four lakh Ninety-Eight thousand only) towards pay and allowances, contingency, vehicle hiring charges etc., for a period of one year for the special land acquisition staff.

20. The entire cost of the land referred to in the above proposal and the establishment charges towards land acquisition staff will be met by TIDCO. The entire cost of land, which is to be tentatively estimated by the District Collector, Kancheepuram District, shall be credited into Government account under the following head of account:

"K. Deposit and Advances (b) Deposits not bearing interest 8443.00 Civil Deposits - 101. Revenue Deposits - AA. Revenue Deposits - 801 - Receipts - 02 Not Bearing Interest - 802 - Outgo -02 - Not Bearing Interest - (DPC No.8443 00 101 AA 80102) - Receipts (DPC No.8443 00 101 AA 80202) - Outgo"

21. The Expenditure towards the cost of Land Acquisition Staff recovered from TIDCO shall be credited to the following Revenue receipt head of account:

"0070 - Other Administrative Services - 60 - Other Services-800. Other Receipts - CH - Reimbursement of Establishment Charges towards Land Acquisition work done for Private/Public Sector Undertakings 227 - Non - Taxation Fees - 99 - Others"

(DPC 0070 60 800 CH 22799)

22. The expenditure sanctioned at para 19 above shall be debited to the following Head of account: -

S.No.	HOA	Amount (in Rs.)
1.	2053-00-District Administration - 094 -Other Establishment-State's Expenditure-GE - Establishment for acquisition of land for Greenfield Airport at Parandur - 301-Salaries-01- Pay. [IFHRMS DPC.2053 00 094 GE 30101]	5,68,82,576
2.	301 Salaries 02-Medical Allowance. [IFHRMS DPC.2053 00 094 GE 30102]	4,22,400
3.	301 Salaries 06-House Rent Allowance. [IFHRMS DPC.2053 00 094 GE 30106]	26,22,400
4.	301 Salaries 07- Travel Concession. [IFHRMS DPC.2053 00 094 GE 30107]	48,60,000
5.	303 Dearness Allowance 01-Dearness Allowance. [IFHRMS DPC.2053 00 094 GE 30301]	2,43,03,744
6.	304, Travel Allowances 01 Tour Traveling Allowances. [IFHRMS DPC.2053 00 094 GE 304 01]	48,60,000
7.	304 Travel Expenses 02 - Transfer Travelling Allowances [IFHRMS DPC.2053 00 094 GE 304 02]	64,80,000
8.	305 Office Expenses 01-Telephone Charges [IFHRMS DPC.2053 00 094 GE 30501]	7,80,840
9.	305 Office Expenses 02- Other contingencies. [IFHRMS DPC.2053 00 094 GE 30502]	32,40,000
10.	305 Office Expenses 03- Electricity Charges [IFHRMS DPC.2053 00 094 GE 30503]	32,40,000
11.	305 Office Expenses 04 Service Postage & Postal Expenditure [IFHRMS DPC.2053 00 094 GE 30504]	6,48,000
12.	305 Office Expenses 05 Furniture [IFHRMS DPC.2053 00 094 GE 30505]	40,50,000
13.	306 Rent, Rates & Taxes 01 Rent [IFHRMS DPC.2053 00 094 GE 30601]	97,20,000
14.	306 Rent, Rates 03 Water Charges [IFHRMS DPC.2053 00 094 GE 30603]	15,55,200

15.	319 Machinery Expenditure 01 Purchase [IFHRMS DPC.2053 00 094 GE 31901]	40,50,000
16.	321 Motor Vehicles 03 Hire Charges [IFHRMS DPC.2053 00 094 GE 32103]	1,11,60,000
17.	333 Payments for Professional and Special Services 04 Contract Payment [IFHRMS DPC.2053 00 094 GE 333 04]	4,51,44,840
18.	376 Computer and Accessories 01 Purchase [IFHRMS DPC.2053 00 094 GE 376 01]	54,00,000
19.	376 Computer and Accessories 02 Maintenance [IFHRMS DPC.2053 00 094 GE 376 02]	30,78,000

23. The expenditure sanctioned in Para 19 above shall constitute an item of "New Service" for which the approval of the Legislature will be obtained in due course. Pending approval of the Legislature, the expenditure may be initially met by drawal of an advance from the Contingency Fund. The Commissioner of Land Administration is directed to calculate the actual amount required for the period up to next Supplementary Estimates and apply for sanction of the same as advance from the Contingency Fund to Finance (B.G-I) Department directly in Form 'A' appended to the Tamil Nadu Contingency Fund Rules, 1963 along with a copy of this order. Orders for sanction of an advance from the Contingency Fund will be issued from Finance (B.G-1) Department. He is also directed to send necessary explanatory note to the Government in Finance (B.G-I) Department for inclusion of the expenditure in the Supplementary Estimates for the year 2023-2024 for getting the approval of the Legislature at an appropriate time without fail.

24. After completion of the scheme work, the entire cost of the land and the establishment charges should be transferred to the respective expenditure services head of account in the detailed head "Deduct - Recoveries" by presenting necessary adjustment bill to Pay and Accounts Office/Treasury Officer concerned finally.

25. The Commissioner of Land Administration is requested to watch the recovery of cost and arrange to credit it into Government account.

26. The District Collector, Kancheepuram is requested to send necessary alienation proposal to Government in Revenue Department through the Commissioner of Land Administration separately.

27. The Commissioner of Land Administration is the Estimating Reconciling and Controlling authority for the above said new heads of account. The Pay and Accounts Officer / Treasury Officer concerned are directed to open the above new head of account in their books.

28. This order issues with the concurrence of Finance Department vide its U.O.No.5886723/Rev/, dated. 27.10.2023 and Additional Sanction Ledger No.1167 (one thousand one hundred and sixty-seven). PSL No.202310 PSL 0206.
[IFHRMS ASL No.2023101167]

(BY ORDER OF THE GOVERNOR)

V. ARUN ROY
SECRETARY TO GOVERNMENT

To

The Commissioner of Land Administration,
Chepauk, Chennai-600 005.

The Managing Director,
TIDCO,
19-A, Rukmini Lakshmiipathy Road,
Egmore, Chennai - 600 008.

The District Collector,
Kancheepuram District.

The Special Deputy Collector,
Kancheepuram.

The Principal Accountant General (CA),
Chennai - 600 018.

The Accountant General (Audit),
Chennai - 600 018.

The District Treasury Officer,
Kancheepuram District.

Copy to:

The Hon'ble Chief Minister's Office,
Secretariat, Chennai-600 009.

The Senior Personal Assistant to Hon'ble Minister (Industries),
Secretariat, Chennai - 600 009.

The Revenue and Disaster Management Department,
Secretariat, Chennai - 600 009.

The Finance (Industries/BG-I/BG-II/CMPC/W&MI) Department,
Secretariat, Chennai - 600 009.

The Industries, Investment Promotion and Commerce (OP-II) Department,
Secretariat, Chennai-600 009.

Stock File / Spare Copy.

// FORWARDED/BY ORDER //

S. P. Jeyapraseth
31/12/2023
SECTION OFFICER

31/12/2023

**Industries, Investment Promotion and
Commerce (MIE.2) Department**

Annexure

(Villages and extent of lands involved in the Administrative Sanction of the Government for acquisition / alienation for setting up of New Greenfield Airport vide G.O. (Ms.) No.210, Industries Investment Promotion and Commerce (MIE.2) Department, dated: 31.10.2023)

District: Kancheepuram

Sl. No.	Name of the Village	Extent of Patta land to be acquired (in Hectare)	Extent of Poramboke land to be alienated (in Hectare)	Total Extent (in Hectare)
(A) Kancheepuram Taluk				
1.	Parandur-A	214.32.26	65.61.24	279.93.50
2.	Parandur-B	76.93.05	43.68.75	120.61.80
3.	Thandalam	117.00.00	26.85.00	143.8500
4.	Podavur	42.54.65	15.41.00	57.95.65
5.	Thodur	3.28.01	18.42.20	21.70.21
6.	Nelvoy	222.61.77	170.0823	392.70.00
7.	Valathur	172.66.98	7.60.30	180.27.28
8.	Madapuram	49.67.00	38.08.50	87.75.50
9.	Sekkangulam	0.27.00	0.48.50	0.75.50
10.	Attuputhur	5.33.33	5.79.30	11.12.63
11.	Kuthirambakkam	5.24.88	0.36.70	5.61.58
	Total	909.88.93	392.39.72	1302.28.65
(B) Sriperumbudur Taluk				
12.	Siruvallur	17.54.12	0.09.00	17.63.12
13.	Karai	11.29.00	--	11.29.00
14.	Akkamapuram	66.14.25	33.79.85	99.94.10
15.	Edayarpakkam	64.20.19	19.01.13	83.21.32
16.	Ekanapuram	180.19.98	187.56.77	367.76.75

17.	Gunagarambakkam	18.53.15	4.16.01	22.69.16
18.	Mahadevimangalam	217.79.47	134.54.87	352.34.34
19.	Singilbadi	0.66.00	25.23.44	25.89.44
20.	Maduramangalam	41.06.55	1.32.00	42.38.55
	Total	617.42.71	405.73.07	1023.15.78
	Grand Total (A)+(B)	1527.32.00	798.12.79	2325.44.79

V. ARUN ROY
SECRETARY TO GOVERNMENT

// True copy //

S. P. Jeyaraj
SECTION OFFICER

31/12/2013