

To,

The Additional Principal Chief Conservator of Forest (C)
Ministry of Environment, Forest & Climate Change,
Regional Office (SZ),
4th Floor, E&F Wing, Kendriya Sadan,
Koramangala, Bengaluru – 560034

Date: 27th November 2025

Ref: GGIAL/MoEF&CC-EC/2025-2026/3224

Sub : Submission of Half Yearly EC Compliance Report of 'Greenfield International Airport at Mopa, Goa' by GMR Goa International Airport Limited (GGIAL), for the period from April 2025 to September 2025.

Name of Project: Greenfield International Airport at Mopa, Goa.

EC File No : F.No.10-29/2011-IA.III dated 28th October 2015

Ref No : EC dated 13th March 2020

Dear Sir,

With reference to the subject & reference mentioned above, we are herewith submitting the Half Yearly Environmental Clearance (EC) Compliance Report of 'Greenfield International Airport at Mopa, Goa' by GMR Goa International Airport Limited (GGIAL), for the period from April 2025 to September 2025.

Soft copy of this signed covering letter along with said EC Compliance Report, environmental monitoring graphs with data points and other annexures are being submitted as a single document in pdf to your good office by e-mail (rosz.bng-mef@nic.in).

We request your good offices to kindly acknowledge receipt of the same.

Thanking you,

Yours Sincerely,
for GMR Goa International Airport Limited


R V Sheshan
Chief Executive Officer

Enclosure: As above

Copy for kind information to:

1. The Director, MoEF&CC, GOI, Indira Paryavaran Bhawan, CGO Complex, New Delhi – 110 003
2. The Member Secretary, CPCB, Parivesh Bhavan, East Arjun Nagar, New Delhi – 110 032
3. The Member Secretary, Goa State Pollution Control Board, Saligao, Goa - 403 511
4. The Director, Directorate of Civil Aviation, GoG, Secretariat, Porvorim, Goa – 403 521

@miagoairport    

Registered & Administrative Office:

GMR Goa International Airport Limited, Mopa, Pernem Taluka, Goa 403512.

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HALF YEARLY ENVIRONMENTAL CLEARANCE COMPLIANCE REPORT

(Period: April 2025 to September 2025)



Environmental Clearance Compliance Status Report of

Greenfield International Airport at Mopa, Goa

With reference to
MoEF&CC's EC Letter No: F.No.10-29/2011-IA.III dated 28.10.2015
Addendum to EC Conditions dated 13.03.2020

GMR GOA INTERNATIONAL AIRPORT LIMITED

MANOHAR INTERNATIONAL AIRPORT

Mopa, Pernem Taluka, North Goa District, Goa – 403 512



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Half Yearly EC Compliance Report (April 2025 to September 2025)



Point-wise Compliances to Environmental Conditions (EC) dated 28th October 2015

No.	EC Ref No.	Specific Condition	Status of Compliance
1	4 (A) (i)	'Consent to Establish' shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981, and the Water (Prevention and Control of Pollution) Act, 1974.	CTO is valid upto 01/08/2027.
2	4 (A) (ii)	The Project Proponent shall ensure the availability of adequate land at the junction of the Mopa Airport road and Mumbai/Goa NH-17 for traffic circulation/management and to provide for all the traffic interchanges and proposed clover leaf.	Complied.
3	4 (A) (iii)	The approach & exit roads to the Airport shall be approved by NHAI and should be according to IRC norms.	Complied.
4	4 (A) (iv)	A perusal of the Topo sheet superimposed on the runway area indicates that the extreme end of the runway is covering the drainage area partly. The drainage area which is under the runway shall be channelized. The area between the parallel taxiway and runway shall be handled carefully to drain the water from the area in outfall 2.	Storm water drainage management system is in compliance with WRD: GoG approved scheme.
5	4 (A) (v)	The PP shall submit the site clearance certificate from Directorate General of Civil Aviation (DGCA), before commencement of work at the project site.	Complied.
6	4 (A) (vi)	Sewage and other liquid effluent generated from the airport including from the existing terminal should be treated according to the norms laid down by the State Pollution Control Board. The treated sewage shall be recycled for flushing/ gardening. Proper dual plumbing shall be provided.	Being complied.
7	4 (A) (vii)	The solid waste generated shall be properly collected, segregated, and disposed of according to the provisions of Solid Waste (Management and Handling) Rules, 2000. The project proponent shall make provisions for drinking water at convenient places for passengers and also at the cafeterias as to reduce the generation of solid wastes including PET bottles.	Being complied.
8	4 (A) (viii)	Installation and operation of DG sets shall comply with the guidelines of CPCB.	Complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
9	4 (A) (ix)	Parking provision shall be provided according to the National Building Code of India, 2005.	Complied.
10	4 (A) (x)	Water conservation fixtures shall be provided and water balance shall be maintained through verifiable metering for fresh raw water, recycled as well as rain water harvesting.	Being complied.
11	4 (A) (xi)	Necessary permission shall be obtained for drawing of ground water from competent authority prior to construction / operation of the project.	Noted. Will be complied with if necessity arises.
12	4 (A) (xii)	The land use around the Airport complex shall be regulated through a plan to control unauthorized development which may create problems in the operation of Airport.	Complied through MADA
13	4 (A) (xiii)	The wastewater from hangers shall be tested for presence of heavy metals, if any, and shall be treated in STP. The treated wastewater shall be used for gardening/ flushing.	Not applicable, as there are no hangers as of now.
14	4 (A) (xiv)	Rain water harvesting shall be provided to recharge the ground water.	Rainwater harvesting is developed & in operation as per scheme approved by WRD GoG.
15	4 (A) (xv)	Energy conservation to the extent of at least 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed within the airport complex. The PP shall consider ECBC Guidelines 2009 to achieve energy-efficiency. The energy conservation measures shall be subject to periodic verification by the competent Energy Conservation/ Efficiency authority in the State.	Complied.
16	4 (A) (xvi)	The project proponent shall prepare a detailed traffic management plan to take care of increased vehicular traffic which should also cover/clearly delineate widening/ increasing the existing roads and associated road infrastructure approving/ installation of road safety features/pedestrian facility/FOB/under passes etc. (that	Complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
		can be done by carrying out road safety audit. Measures shall be taken to prevent encroachment along / within the Rows on connecting/ main arterial roads.	
17	4 (A) (xvii)	All the recommendations of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to RO, MoEF&CC along with half yearly compliance report.	Complied. Refer to Annex. 1A & 1B attached
18	4 (A) (xviii)	The responses / commitments made during public hearing shall be complied with in letter and spirit.	Being Complied. Ref Annex. 4 attached
19	4 (A) (xix)	Project Proponent shall install noise level display system. Noise level shall be monitored regularly in all seasons (different meteorological conditions) within the compound as well as nearby habitations and it shall be ensured that the noise level is within the prescribed limits. During night time the noise levels measured at the boundary shall be restricted to the permissible levels to comply with the prevalent regulations.	Being complied.
20	4 (A) (xx)	The location of monitoring stations and monitoring of noise level during day and night shall be in accordance with the CPCB guidance document "Requirement and procedure for monitoring Ambient Noise Level due to aircraft" published on 25 th June, 2008.	Complied.
21	4 (A) (xxi)	Construction spoils, including bituminous material and other hazardous materials, must not be allowed to contaminate watercourses and the dump sites for such material must be secured so that they should not leach into the ground water.	Complied.
22	4 (A) (xxii)	Any hazardous waste generated during construction phase, should be disposed off as per applicable rules and norms with necessary approval of the SPCB.	Complied.
23	4 (A) (xxiii)	Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.	Noted.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
24	4 (A) (xxiv)	The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.	Complied.
25	4 (A) (xxv)	Corporate Environment Responsibility:	Complied.
		a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.	Complied.
		b) The Environment Policy shall prescribe for standard operating process/procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/conditions.	Complied.
		c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.	Environment Department reports to CEO & CEO in turn reports to the Board of Directors.
		d) To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/ or shareholders or stakeholders at large.	Requisite SOP's are in place.
General Conditions			
26	4 (B) (i)	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care etc. The housing may be in the form of temporary structures to be removed after the completion of the project	Complied.
27	4 (B) (ii)	A First Aid Room will be provided in the project both during construction and operation of the project.	Being complied.
28	4 (B) (iii)	All the topsoil excavated during construction activities should be stored for use in horticulture/landscape development within the project site.	Complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
29	4 (B) (iv)	Disposal of muck during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.	Complied.
30	4 (B) (v)	The diesel generator sets to be used during construction phase should be low Sulphur diesel type and should conform to Environment (Protection) Rules prescribed for air and noise emission standards. The diesel required for operating DG sets shall be stored in underground tanks and if required clearance from Chief Controller of Explosives shall be taken.	Complied.
31	4 (B) (vi)	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non- peak hours.	Complied.
32	4 (B) (vii)	Fly ash usage shall be explored as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27 th August, 2003.	Complied.
33	4 (B) (viii)	Ready mixed concrete must be used in building construction.	Complied.
34	4 (B) (ix)	Storm water control and its re-use as per CGWB and BIS standards for various applications.	Storm water management as per approved scheme of WRD: GoG.
35	4 (B) (x)	Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.	Complied.
36	4 (B) (xi)	Separation of grey and black water should be done by the use of dual plumbing line for separation of grey and black water.	Complied.



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No.	EC Ref No.	Specific Condition	Status of Compliance
37	4 (B) (xii)	Use of glass may be reduced by up to 40% to reduce the electricity consumption and load on air-conditioning. If necessary, use high quality double glass with special reflective coating in windows.	Complied.
38	4 (B) (xiii)	Roof should meet prescriptive requirement as per Energy Conservation Building Code by using appropriate thermal insulation material to fulfil requirement.	Complied.
39	4 (B) (xiv)	Opaque wall should meet prescriptive requirement as per Energy Conservation Building Code which is proposed to be mandatory for all air-conditioned spaces while it is aspirational for non-air-conditioned spaces by use of appropriate thermal insulation material to fulfil requirement.	Complied.
40	4 (B) (xv)	The green belt of the adequate width and density preferably with local species along the periphery of the plot shall be raised so as to provide protection against particulates and noise.	Complied. Meeting safe operational requirements of the airport.
41	4 (B) (xvi)	Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.	Complied.
42	4 (B) (xvii)	The construction of the structures shall be undertaken as per the plans approved by the concerned local authorities/local administration, meticulously conforming to the existing local and central rules and regulations.	Complied.
43	4 (B) (xviii)	The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.	Complied.
44	4 (B) (xix)	Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.	Complied.
45	4 (B) (xx)	Full support shall be extended to the officers of this Ministry/Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.	Being complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
46	4 (B) (xxi)	A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry regarding the implementation of the stipulated conditions.	Being complied.
47	4 (B) (xxii)	Ministry of Environment, Forest & Climate Change or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.	Noted.
48	4 (B) (xxiii)	The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.	Noted.
49	4 (B) (xxiv)	In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment, Forest & Climate Change.	Noted.
50	4 (B) (xxv)	The project proponents shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.	Complied.
51	4 (B) (xxvi)	A copy of the clearance letter shall be marked to concerned Panchayat / local NGO, if any, from whom any suggestion/ representation has been made received while processing the proposal.	Complied.
52	4 (B) (xxvii)	A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/ Tehsildar's office for 30 days.	Complied.
53	4 (B) (xxviii)	The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.	Being complied. Ref Annex-3 attached
54	5	These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 2006, including the amendments and rules made thereafter.	Noted.



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No.	EC Ref No.	Specific Condition	Status of Compliance
55	6	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.	Being Complied.
56	7	The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest & Climate Change at http://www.envfor.nic.in . The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional Office of this Ministry.	Complied.
57	8	This Clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No .460 of 2004 as may be applicable to this project.	Noted.
58	9	Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.	Complied. (www.gmrgroup.in/airports/goa-airport/)
59	10	Any appeal against this environmental clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.	Noted.
60	11	The environmental statement for each financial year ending 31 st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF&CC by e-mail.	Being complied. Refer Annex-5 attached
Additional NGT Conditions vide NGT order dated 21/08/2018			
(A) Air Environment			



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
61	1	Total Suspended Particulate Matter (SPM), Respirable Particulate Matter (RPM) during construction phase. Un-burnt and Hydro Carbons (HC), Lead (Pb), CO ₂ , SO ₂ , CO ₂ , SOOT and Oxides of Nitrogen (NO _x) during operation phase are going to be major pollutants in this kind of project. Besides, fugitive emissions of Volatile Organic Compounds (VOC) during fuel handling can be another issue for ambient air environment. The provision of only 6 (six) Air Quality Monitoring Stations is inadequate as sampling duration has been given as 'twice a week, 4 weeks in a season as per CPCB standards for NAAQM, 1994. It would be appropriate if the Project Proponent establishes real time online continuous Air Quality Monitoring Station also which is connected to GSPCB server and capable of monitoring all relevant and critical parameters and mitigation measures taken.	Being complied. Ambient air quality monitoring graphs with data points are enclosed as Annex-2
62	2	Although all parameters w.r.t ambient air parameters have been found to be within limits for all 6 (six) locations monitored, we feel for the purpose of giving/depicting holistic picture with regard to ambient air in the area, at least 3 (three) more locations falling in the State of Maharashtra be also monitored & documented.	Being complied. Ambient air quality monitoring graphs with data points enclosed as Annex-2
(B) Water Environment			
63	1	Only two number of Rain Water Harvesting pits have been provided which we feel are not adequate & there is a need to place other pits at such locations so as to capture all the excess drainage for water re-charge.	Complied. As per approved scheme of WRD:GoG
64	2	More frequent Water Quality Monitoring i.e. once every month may be carried out by Project Proponent at bore wells and STP discharge plants instead of 4 (four) times in a year as proposed.	Being complied. Refer Annex-2
(C) Noise Environment			
65	1	It has been proposed that ambient noise levels shall be monitored around the premises of airport, near DG sets and at main entrance/boundary of airport once a week at 7 (seven) locations which we feel are inadequate. Besides these, continuous monitoring of occupational noise exposure limits in such industrial environments would be appropriate with audible or visual alarm output capability.	Being complied. Refer Annex-2

Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
66	2	Integrated Noise Model (INM) be more frequently used and mitigation undertaken during the operational phase of project at regular intervals.	Complied.
67	3	Although ambient noise levels have been found to be within limits at 9 (nine) locations monitored, we feel for the purpose of giving/depicting holistic picture with regard to ambient noise levels in the area, at least 3 (three) more locations falling in the State of Maharashtra be also monitored and documented.	Being complied. Refer Annex-2
(D) Land Environment			
68	1	There is a potential for impact on soil quality due to project related spills and leaks of fuel and chemicals and uncontrolled disposal of wastes and waste water. Adequate care be taken to avoid spills and leaks of hazardous substances and all project related wastes. Littering on sites and beyond the sites needs to be adequately prevented and controlled.	Complied.
69	2	Debris and Muck Management Plan to be prepared and implemented so as to avoid spillage of muck and debris on the slopes.	Complied.
70	3	Soil conservation and stabilization measures needs to be undertaken by deploying both mechanical and bio-engineering methods.	Complied.
71	4	Remediation, restoration and compensation needs to be integral part of policy so as to provide adequate relief for any environmental or project related disasters.	Complied.
(E) Biological Environment			
72	1	Efforts be made to transplant the trees to other locations in the same vicinity by using appropriate mechanical devices which are available these days.	No trees were required to be transplanted during Apr-Sep 25



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
73	2	Efforts be made to plant indigenous species which are tall in size rather than small saplings.	Noted.
74	3	Concerns have been raised by appellants with regard to plant species 'Dipcadi concanense' which has been claimed to be a threatened plant. This claim of the appellants has been negated by the respondent by producing a documentation of Botanical Survey of India, Western Regional Centre, Pune, Maharashtra titled as "A Note on Occurrence and Distribution of Dipcadi concanense". By invoking Precautionary Principle, we direct the Project Proponent to draw up a Conservancy by Plan/Scheme for 'Dipcadi concanense' in collaboration with Forest Dept., State of Goa & Botanical Survey of India and ensure its implementation.	Complied.
(F) Socio-economic Environment			
75	1	Adequate drills with respect to implementation of Disaster Management plan needs to be carried out at regular intervals so as to ensure preparedness & rapid response to any disasters both man-made or natural.	Being complied.
76	2	Although 'Disaster Management Plan' as Annexure-II is part of EIA Report under the Sub head 1.2.1- National Disasters needs further elaboration especially in terms of Emergency Response Measures, Rules and Responsibility, Mitigation, etc.	Complied.
Addendum to EC dated 23rd March 2020			
(I) Statutory Compliance			
77	(i)	The project proponent shall obtain certificate from Chief Wildlife Warden (CWLW) of State through State Government that none of the area of the project falls in the notified Eco-sensitive Zone (ESZ) and no activity prohibited in the Eco-sensitive zone will be taken up.	Complied.
78	(ii)	The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.	Complied. CTO is valid till 01/08/2027.

Half Yearly EC Compliance Report (April 2025 to September 2025)

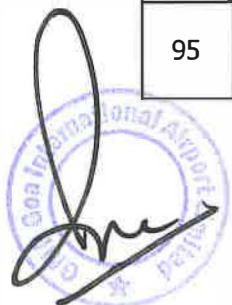


No.	EC Ref No.	Specific Condition	Status of Compliance
79	(iii)	The project proponent shall obtain necessary permission from the competent authority for drawl of water from Tillari Irrigation Canal.	Complied.
(II) Air Quality Monitoring & Preservation			
80	(i)	The project proponent shall install system to carryout Ambient Air Quality monitoring for common/criterion parameters relevant to the main pollutants released (e.g. PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the airport area covering upwind and downwind directions.	Being complied. Refer Annex-2
81	(ii)	Notification GSR 94 (E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.	Complied.
82	(iii)	Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet	Complied.
83	(iv)	The excavation working area should be sprayed with water after operation so as to maintain entire surface wet.	Complied.
84	(v)	Excavated materials shall be handled & transported in a manner that they do not cause any air pollution.	Complied.
85	(vi)	The soil/construction materials carried by the vehicle should be covered by impervious sheeting to avoid leaking of the dusty materials.	Complied.
(III) Water quality monitoring and preservation			
86	(i)	Appropriate drainage channels need to be designed to take care of the water flow into the nearest water courses/rivers, etc.	As per approved scheme of WRD, GoG.

Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
87	(ii)	It should be ensured that sustainable water flow in the various channels of watershed in the plateau is maintained.	-DO-
88	(iii)	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into the storm water drains and directed to STP for treatment.	Being complied.
89	(iv)	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.	Being complied.
90	(v)	The runoff from paved structures like Aprons can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.	Being complied.
91	(vi)	Run off from chemicals /other contaminants from aircraft maintenance & other areas within the airport shall be suitably contained/treated before disposal. A spillage/contaminant plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.	Complied.
92	(vii)	The project activity shall conform to the General Standards for Discharge of Environmental Pollutants notified in the Environment (Protection) Rules, 1986 /amended from time to time.	Being complied.
93	(viii)	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA guidelines. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.	Complied. As per approved scheme of WRD:GoG
(IV) Noise Monitoring & Preservation			
94	(i)	Notification G.S.R. 568(E) dated 18.06.2018 of MoEF&CC regarding Ambient Air Quality Standards with respect to Noise in Airport Noise Zone shall be complied with.	Complied.
95	(ii)	Noise level survey shall be carried as per prescribed guidelines & report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.	Complied. Refer Annex-2 attached



Half Yearly EC Compliance Report (April 2025 to September 2025)

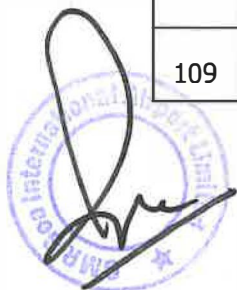


No.	EC Ref No.	Specific Condition	Status of Compliance
96	(iii)	Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment.	Complied.
97	(iv)	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating people shall be implemented as mitigation measure for noise impact due to ground sources.	Complied.
98	(v)	During airport operations, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.	Complied. Noise level graphs with data points enclosed as Annex-2
99	(vi)	Where construction activity is likely to cause noise nuisance to nearby residents, restrict it to only during day time i.e. between 7 am to 6 pm.	Complied.
(V) Energy Conservation/ climate change measures			
100	(i)	Energy conservation measures like installation of LED should be integral part of the project design and should be in place before project commissioning.	Complied.
101	(ii)	Initiatives such as Green Infrastructure Development program, adoption of less emission intensive technologies, renewable energy program, electrical vehicles and Airport Carbon Accreditation need to be adopted to reduce its impact on climate change and Green House Gas (GHG) emissions as per environmental best practices governing greenfield airports.	Being complied.
(VI) Waste Management			
102	(i)	Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).	Complied.
103	(ii)	The project activity shall conform to the Fly Ash notification under the E.P. Act of 1986.	Complied.

Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
104	(iii)	The solid wastes shall be segregated as per norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals & aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil & solvents (from maintenance and engineering operations), kitchen wastes & vegetable oils (from caterers) shall be carried out.	Being complied.
105	(iv)	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or managed so as to strictly conform to the Solid Waste Management Rules, 2016 & Construction and Demolition Waste Management Rules, 2016.	Complied.
106	(v)	The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of:	Being complied.
	a.	Trash collected in flight & disposed at the airport including segregation, collection & disposed.	
	b.	Toilet wastes and sewage collected from aircrafts and disposed at the Airport.	
	c.	Wastes arising out of maintenance and workshops	
	d.	Wastes arising out of eateries and shops situated inside the airport complex.	
	e.	Hazardous and other waste	
(VII) Green belt			
107	(i)	Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter-alia cover the entire periphery of the Airport.	Complied. Meeting safe operational requirements of airport
108	(ii)	The plantation species in and around Airport site should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping.	-DO-
109	(iii)	Plantation activity should be taken up under the expert guidance for forest department of Goa, care should be taken that soil erosion measures should be taken up on priority so that the rich mineralized soil of forest is	Complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
		not washed away. The plantation activity should also have an approach of soil conservation where planting is done along the contours avoiding gully formation. As far as possible monoculture plantation should be avoided.	
110	(iv)	The proposed 10 times compensatory plantation need to be monitored by the Government of Goa so that the target of planting 5.5 lakh saplings is achieved in a time bound manner, their survival rate is monitored and mortality is replenished. As major chunk of 2.5 lakh of saplings is proposed to be done by the village level Bio Diversity Committees, it is necessary to ensure that people are largely given native species and/or fruit bearing saplings so that they will be able to derive economic benefits from such fruit crops and also such trees will provide better biological environment to birds.	Complied.
111	(v)	Top soil shall be separately stored and used in the development of green belt.	Complied.
(VIII) Public hearing and human health issue			
112	(i)	Solution/management plan regarding redressal of all the concerns raised in the public hearing must be clearly spelt out in the EMP & shall be implemented in letter & spirit. Compliance for each mitigation plan shall be submitted to Regional Office, MoEF&CC along with half yearly compliance report.	Being Complied. Ref: Annex-4 attached
113	(ii)	Provision of Electro-mechanical doors for toilets meant for disabled passengers shall be ensured. Children nursing/feeding room shall be located conveniently near arrival and departure gates.	Complied.
114	(iii)	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.	Being complied.
115	(iv)	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.	Complied.
116	(v)	Occupational health surveillance of the workers shall be done on a regular basis.	Being complied.
Conditions of Hon'ble Supreme Court of India (SCI) Order dated 16/01/2020			



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	EC Ref No.	Specific Condition	Status of Compliance
117	(i)	Ref. No. 47: Adopt Zero Carbon Programme during construction & operational phases of the Airport.	Being complied.
118	(ii)	Ref. No. 48 : The National Environmental Engineering Research Institute (NEERI) to be appointed to oversee compliance with the directions cumulatively issued by the Supreme Court.	Being complied.

Note: For other relevant details, pervious Half Yearly EC Compliance Reports may be referred.

Half Yearly EC Compliance Report (April 2025 to September 2025)



ANNEXURE – 1A

ENVIRONMENTAL MITIGATION MEASURES AS PER EIA REPORT AND COMPLIANCE STATUS (Airport Development-April 2025 to September 2025)

No.	Mitigation Measures	Compliance Status
Mitigation Measures for Air Environment during Construction		
1	Ensure preventive maintenance of vehicles and equipment.	Complied.
2	Ensure vehicles with valid Pollution Under Control certificates are used.	Complied.
3	Implement dust control activities such as water sprinkling on unpaved sites.	Complied.
4	Ensure vertical stacks with height sufficient for dispersion as per CPCB guideline for DG stacks.	Complied.
5	Monitor water usage at construction camps to prevent wastage.	Complied.
6	Ensure STP at construction camps/sites and the proposed facilities are properly designed to handle peak wastewater load and properly maintained.	Complied.
7	Ensure supply of temporary/portable toilets for construction staff.	Complied.
Mitigation Measures for Land Environment during Construction		
8	Avoiding rainy season for construction so as to avoid soil erosion.	Complied.
9	Restricting all construction activities inside project boundary.	Complied.

Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	Mitigation Measures	Compliance Status
10	Ensure top soil stock pile is not contaminated with any type of spills.	Complied.
11	Ensure any material resulting from clearing and grading should not be deposited on approach roads, streams or ditches, which may hinder the passage and/or natural water drainage.	Complied.
Mitigation Measures for Noise Environment during Construction		
12	Ensure preventive maintenance of equipment and vehicles.	Complied.
13	Ensure DG sets are provided with acoustic enclosures and exhaust mufflers.	Complied.
14	Ensure vehicle movement is avoided at night, and close to sensitive receptors (such as schools, hospitals, place of worships).	Complied.
Mitigation Measures for Biological Environment during Construction		
15	Keep a tally of trees cut.	No trees were cut.
16	Avoid cutting of trees wherever possible.	Complied.
17	Closing of trenches as soon as possible after pipeline laying, if any.	Complied.
Mitigation Measures for Socio-economic Environment during Construction		
18	Prohibit use of firewood in project camps and making use of cooking gas is mandatory.	Complied.
19	Regulating speed limit of the vehicles	Complied.



Half Yearly EC Compliance Report (April 2025 to September 2025)



ANNEXURE – 1B

ENVIRONMENTAL MITIGATION MEASURES AS PER EIA REPORT AND COMPLIANCE STATUS (AIRPORT OPERATION) (April 2025 to September 2025)

No.	Mitigation Measures	Compliance Status
Mitigation Measures for Air Environment during Operation		
1	Develop peripheral green belt in the proposed Airport premises.	Complied.
2	Ensure preventive maintenance of vehicles and equipment	Complied.
Mitigation Measures for Water Environment during Operation		
3	Tracking of raw water consumption through water meters	Complied.
4	Installation of rainwater harvesting structures	Complied.
5	Explore opportunities for drip irrigation system for greenbelt development	Complied.
Mitigation Measures for Land Environment during Operation		



Half Yearly EC Compliance Report (April 2025 to September 2025)



No.	Mitigation Measures	Compliance Status
6	Develop and maintain dedicated waste storage areas	Complied.
7	Ensure hazardous waste storage areas are provided with secondary containment	Complied.
Mitigation Measures for Noise Environment during Operation		
8	On top of quota system, there is also an absolute limit on the number of flights permitted at the airport	Our operations are in compliance to DGCA approved Airport Noise Zone Mapping / MoEF&CC Notification GSR-568 (E).
9	The noisiest aircraft use 16 points of the quota and they are called QC16s (QC = Quota Count). The next noisiest have eight points - QC8s. As planes get quieter, their points get smaller until the quietest planes have just half a point or are exempt together.	Our operations are in compliance to DGCA approved Airport Noise Zone Mapping / MoEF&CC Notification GSR-568 (E).
10	During the night quota period the noisiest types of planes are not permitted to be scheduled. Because there is a limit on the airport's total quota of points for night time flying, this system encourages airlines who want to fly at night to use the quietest aircraft.	Our operations are in compliance to DGCA approved Airport Noise Zone Mapping / MoEF&CC Notification GSR-568 (E).
11	Pilots are encouraged not to use reverse thrust between 23:00 and 6:00 except in the interest of safety.	Complied.
Mitigation Measures for Biological Environment during Operation		
12	Proper maintenance of green belt developed	Complied.

Half Yearly EC Compliance Report (April 2025 to September 2025)

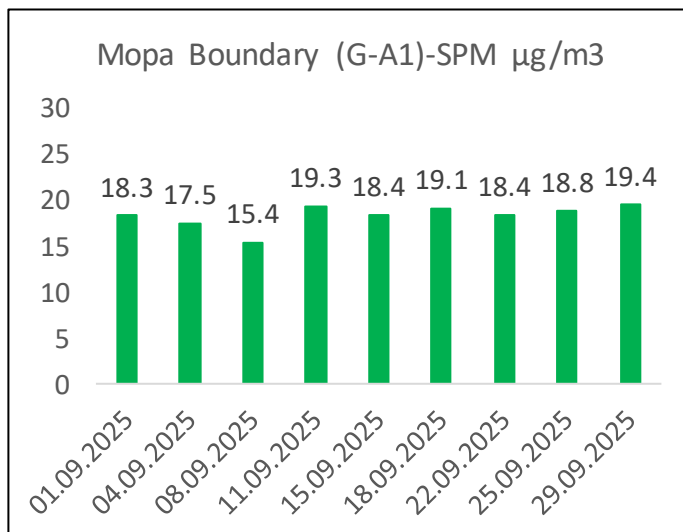
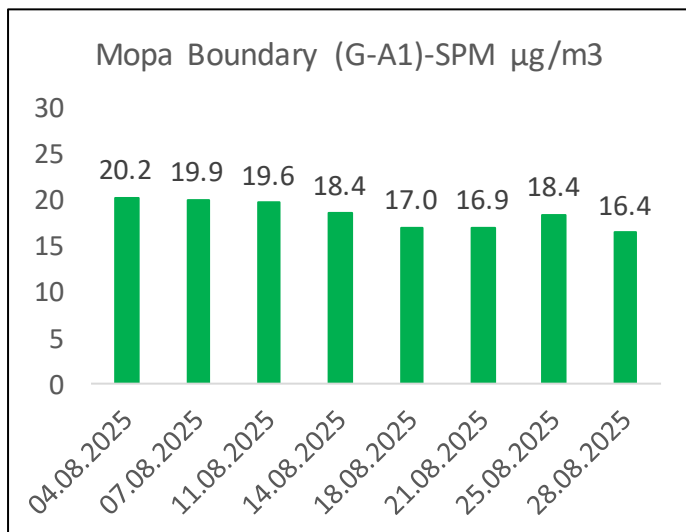
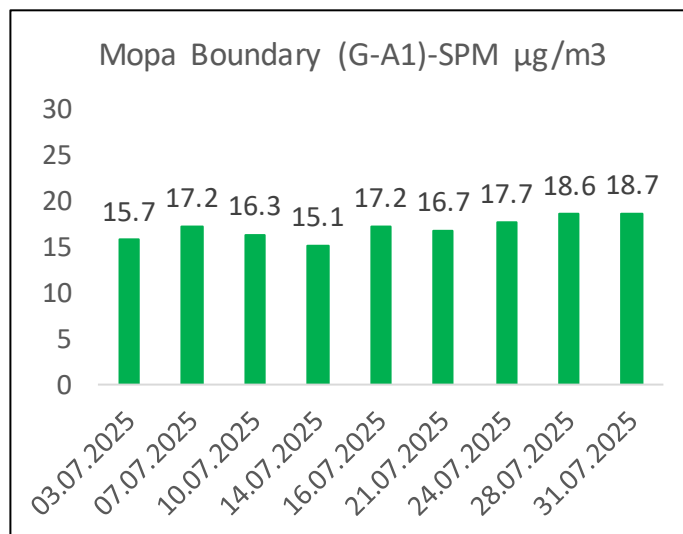
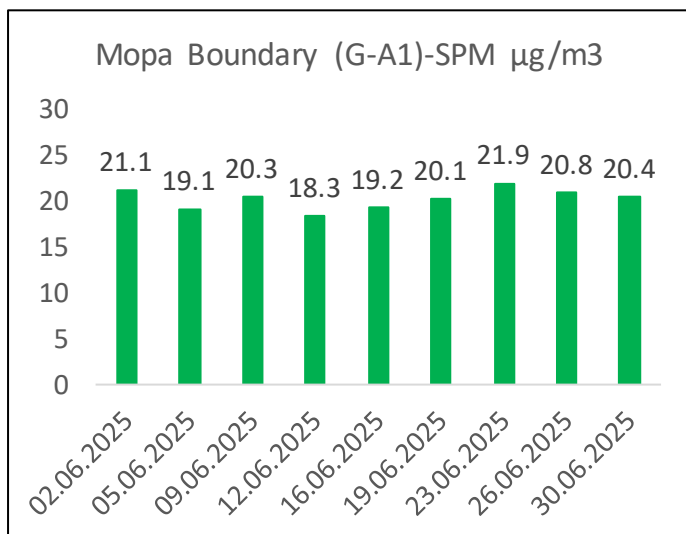
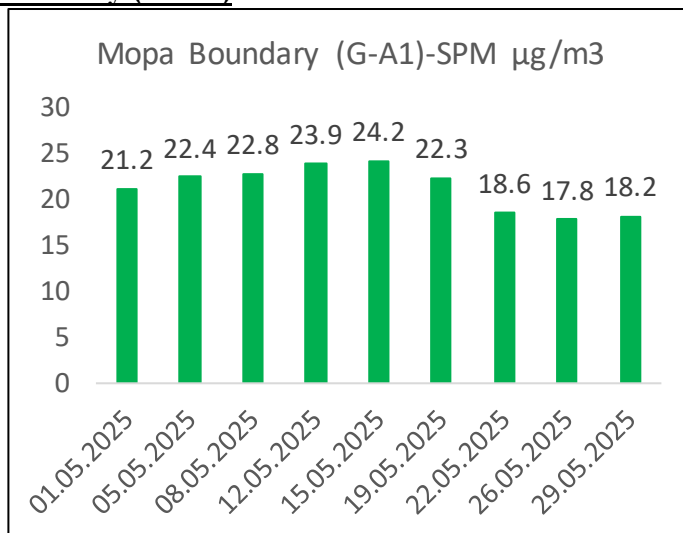
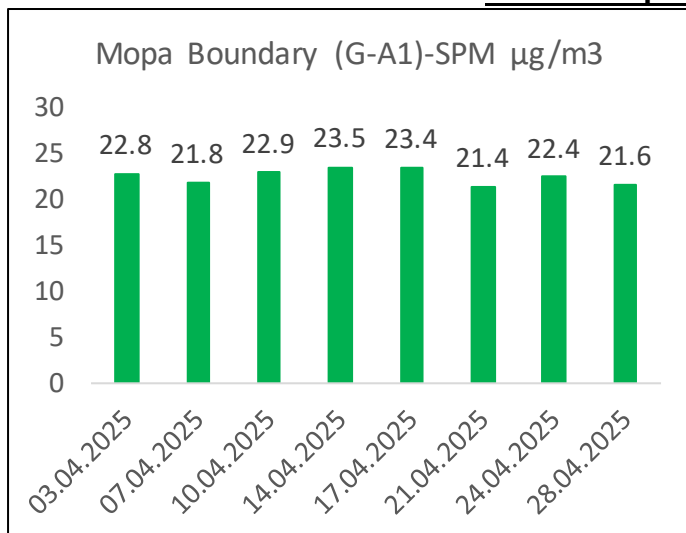


No.	Mitigation Measures	Compliance Status
13	Regulating speeding of vehicles on approach road of Airport	Complied.
Mitigation Measures for Socio-economic Environment during Operation		
14	Ensure implementation of disaster management plan	Complied.

A handwritten signature in black ink is written over a circular official stamp. The stamp contains the text 'Airport Authority of India' and 'Goa International Airport' around a central emblem.

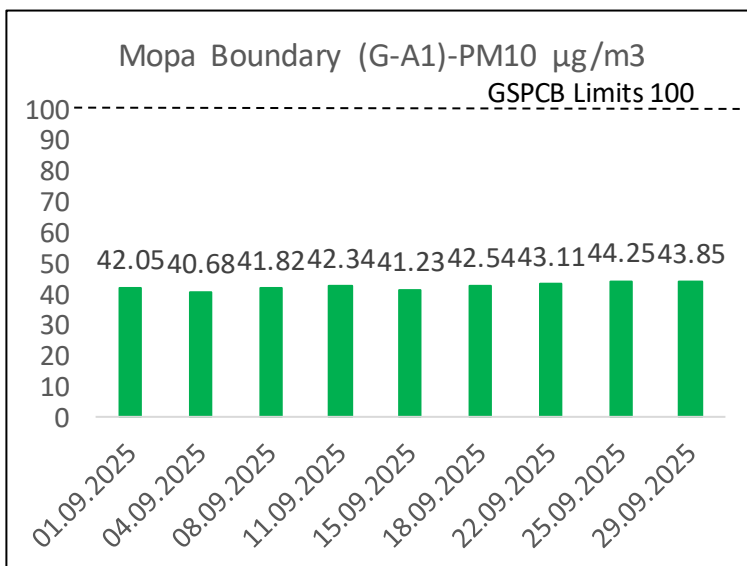
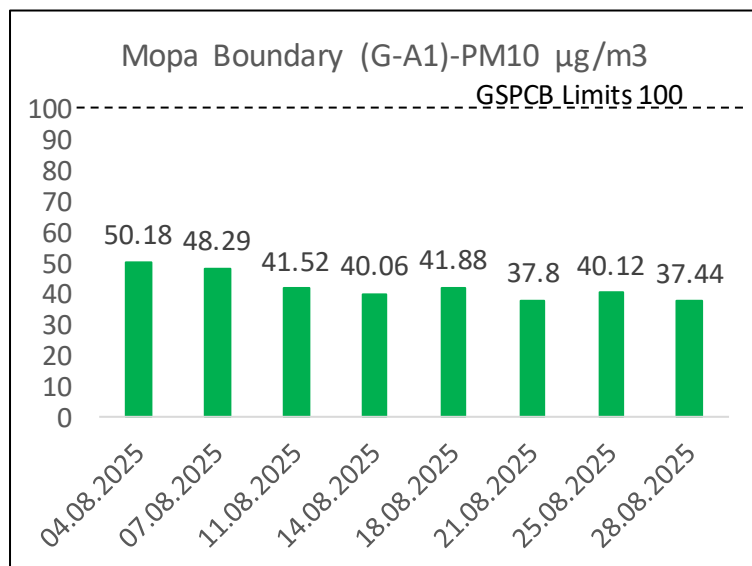
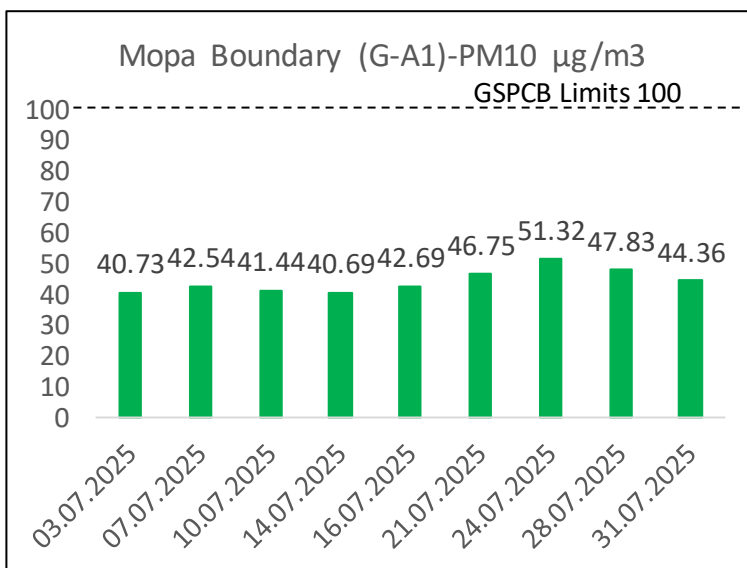
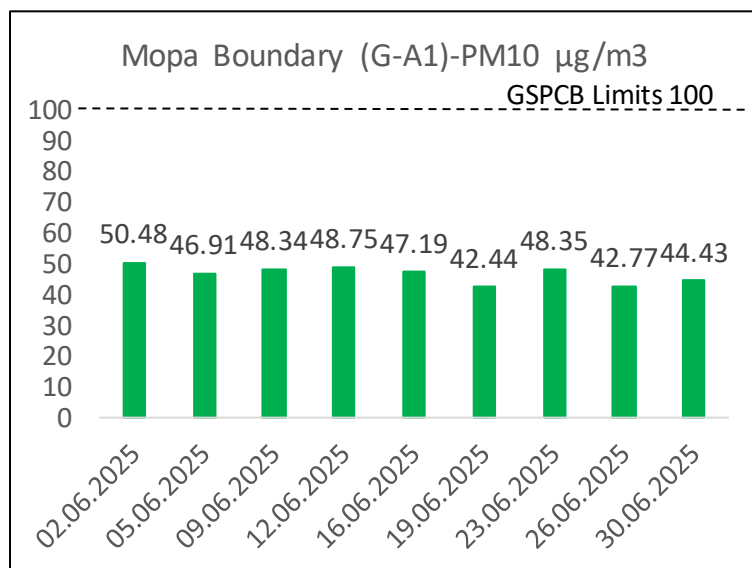
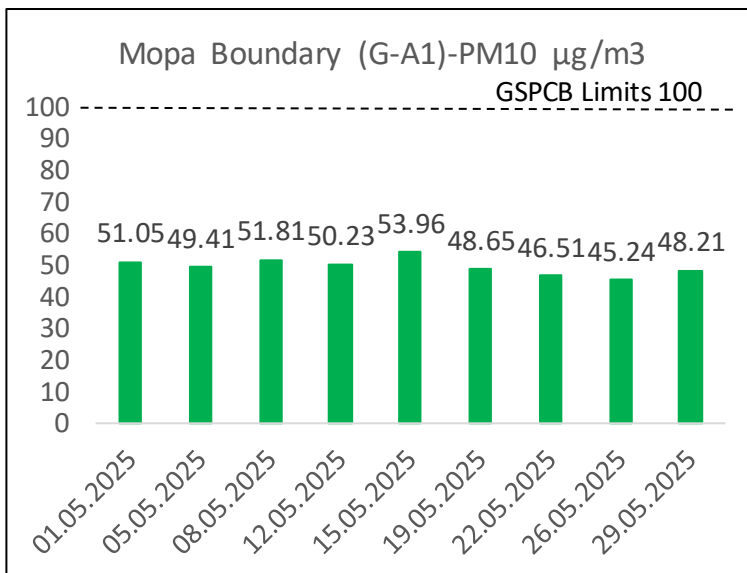
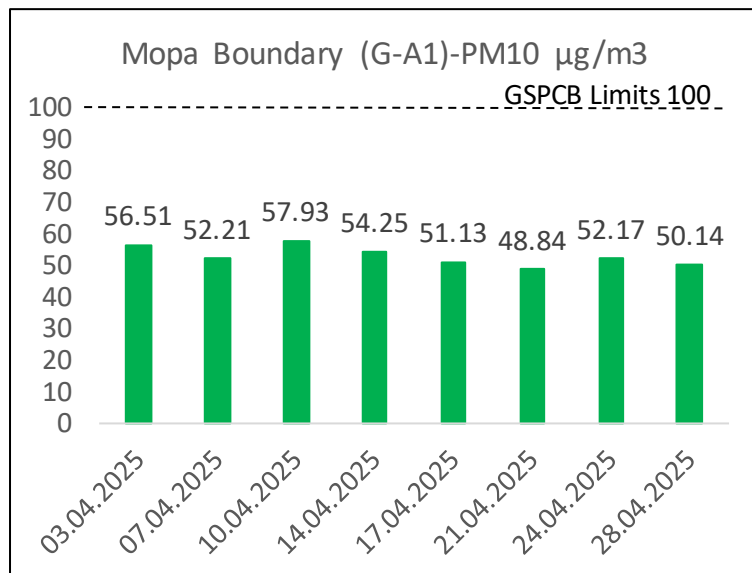
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Mopa Boundary (G-A1)



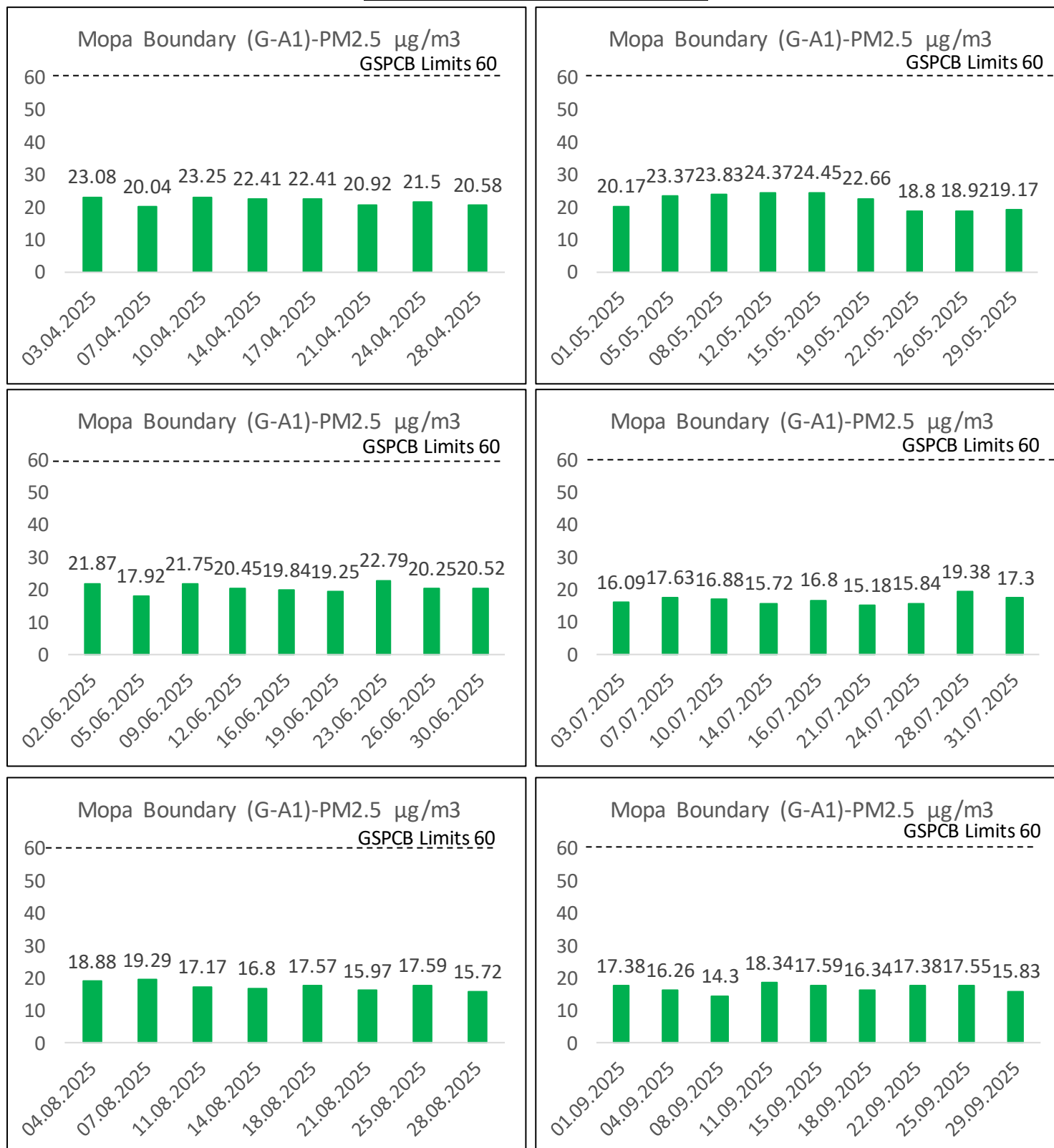
ANNEXURE – 2
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for the period of April 2025 to September 2025

PM 10 of Mopa Boundary (G-A1)



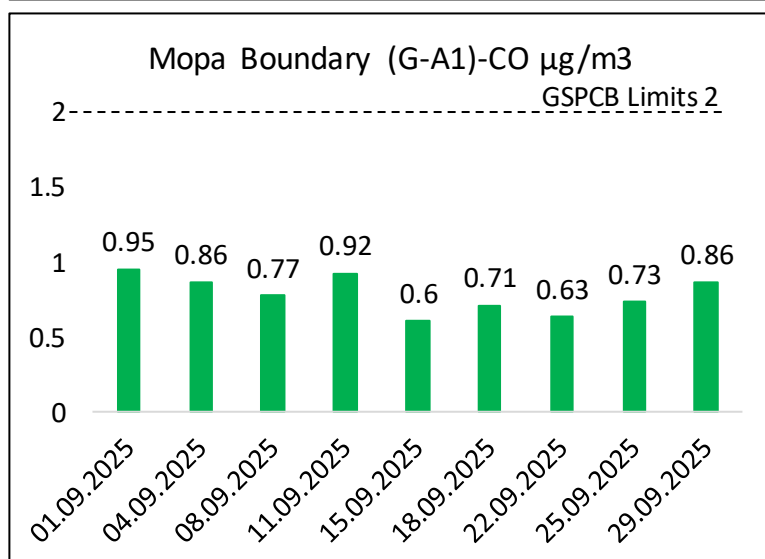
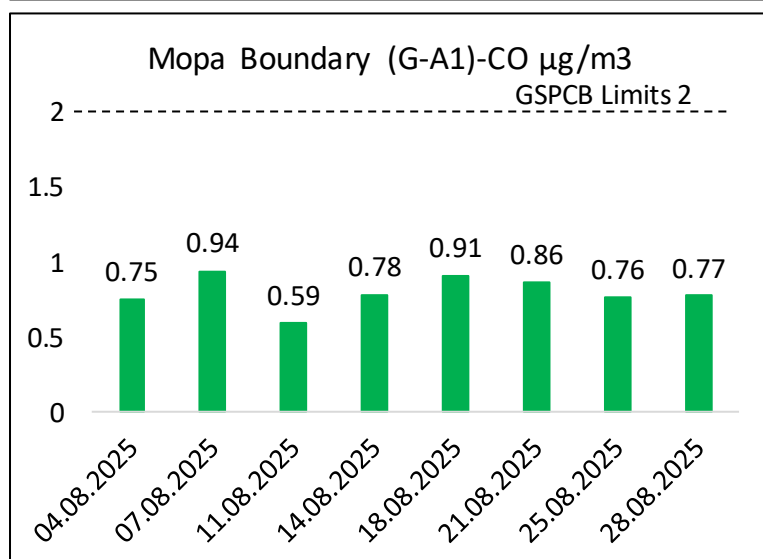
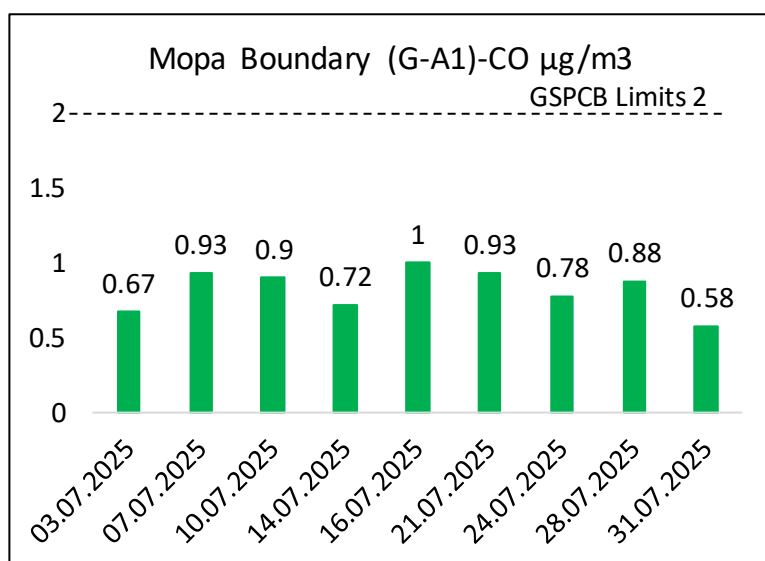
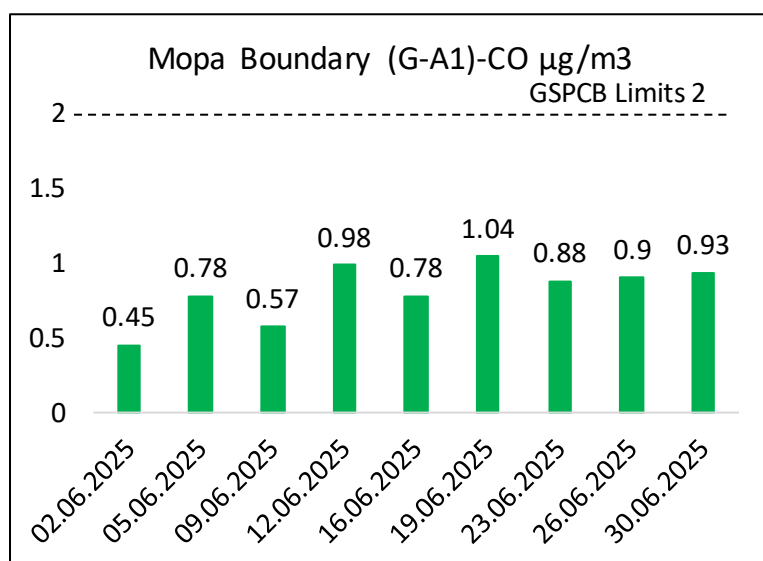
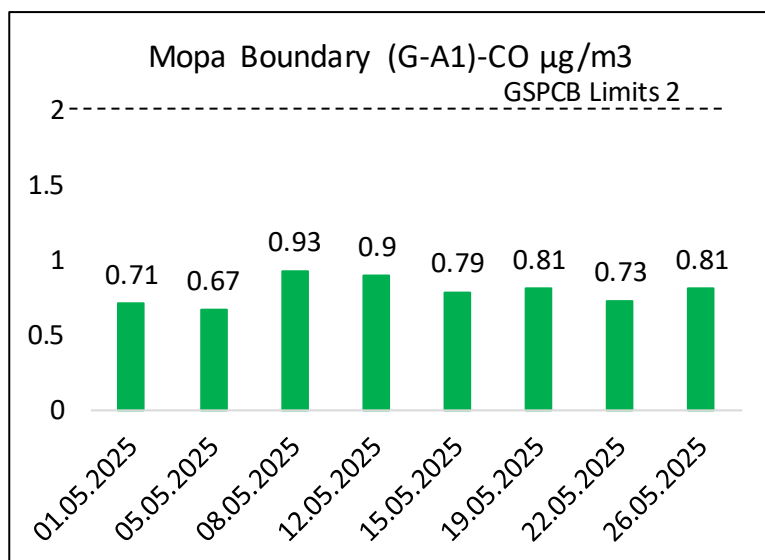
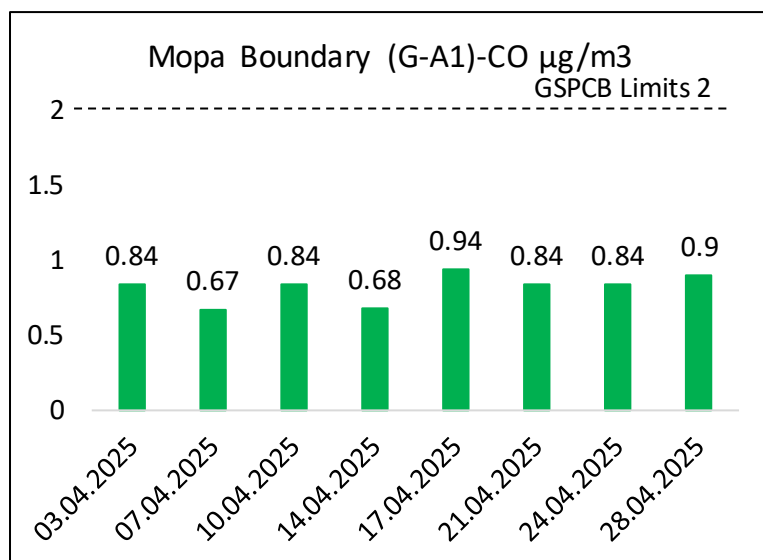
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

PM 2.5 of Mopa Boundary (G-A1)

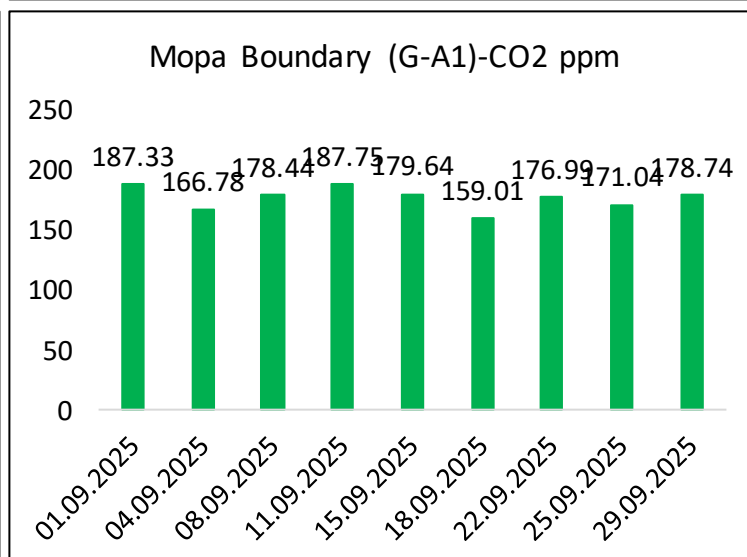
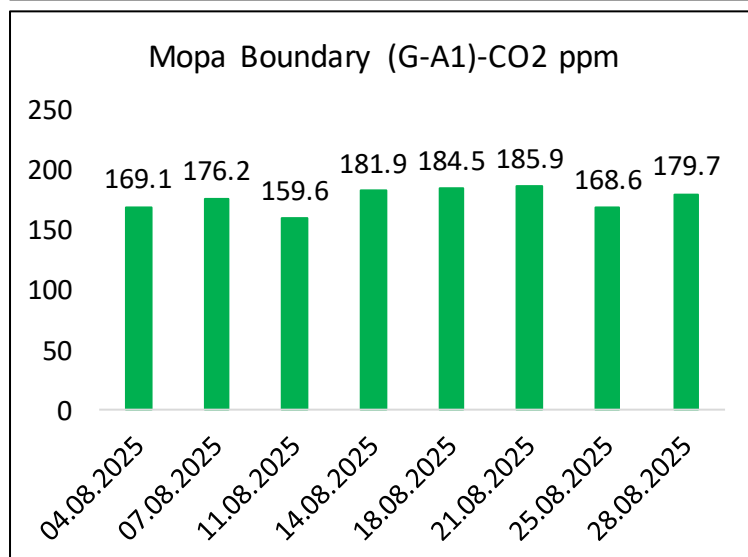
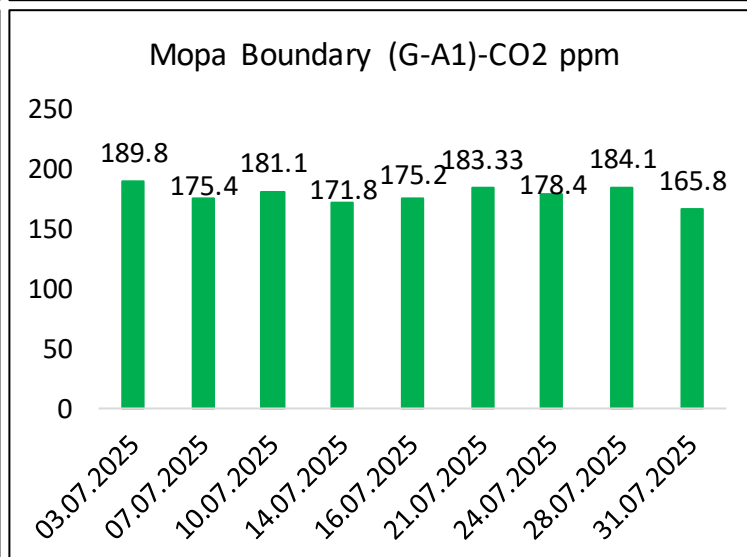
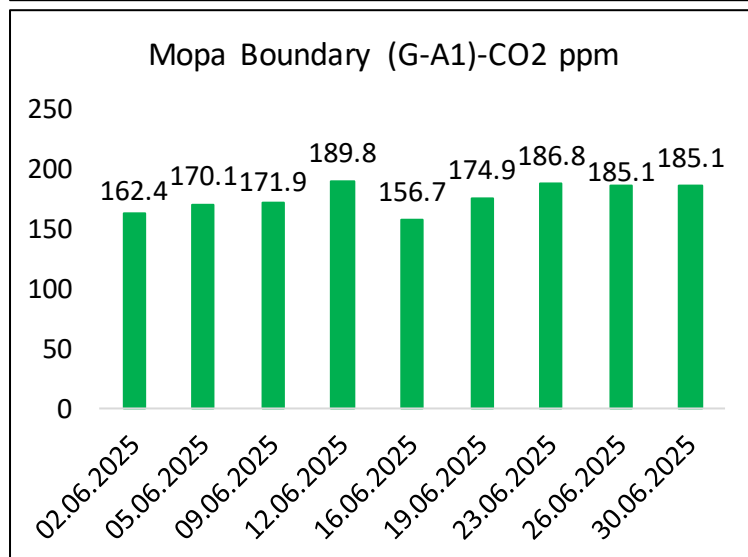
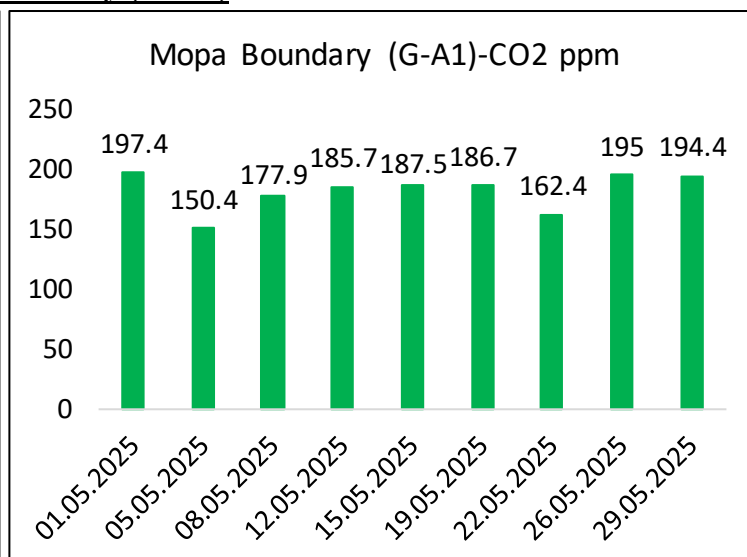
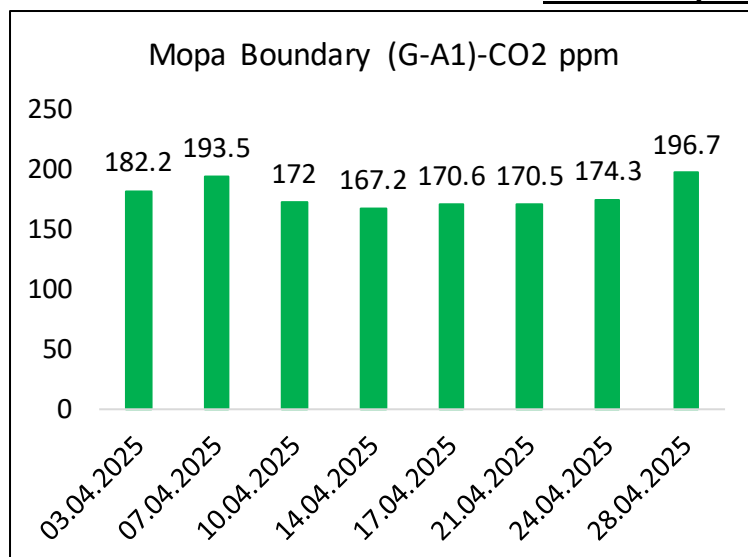


ANNEXURE – 2
Environmental Quality Monitoring Report
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CO of Mopa Boundary (G-A1)

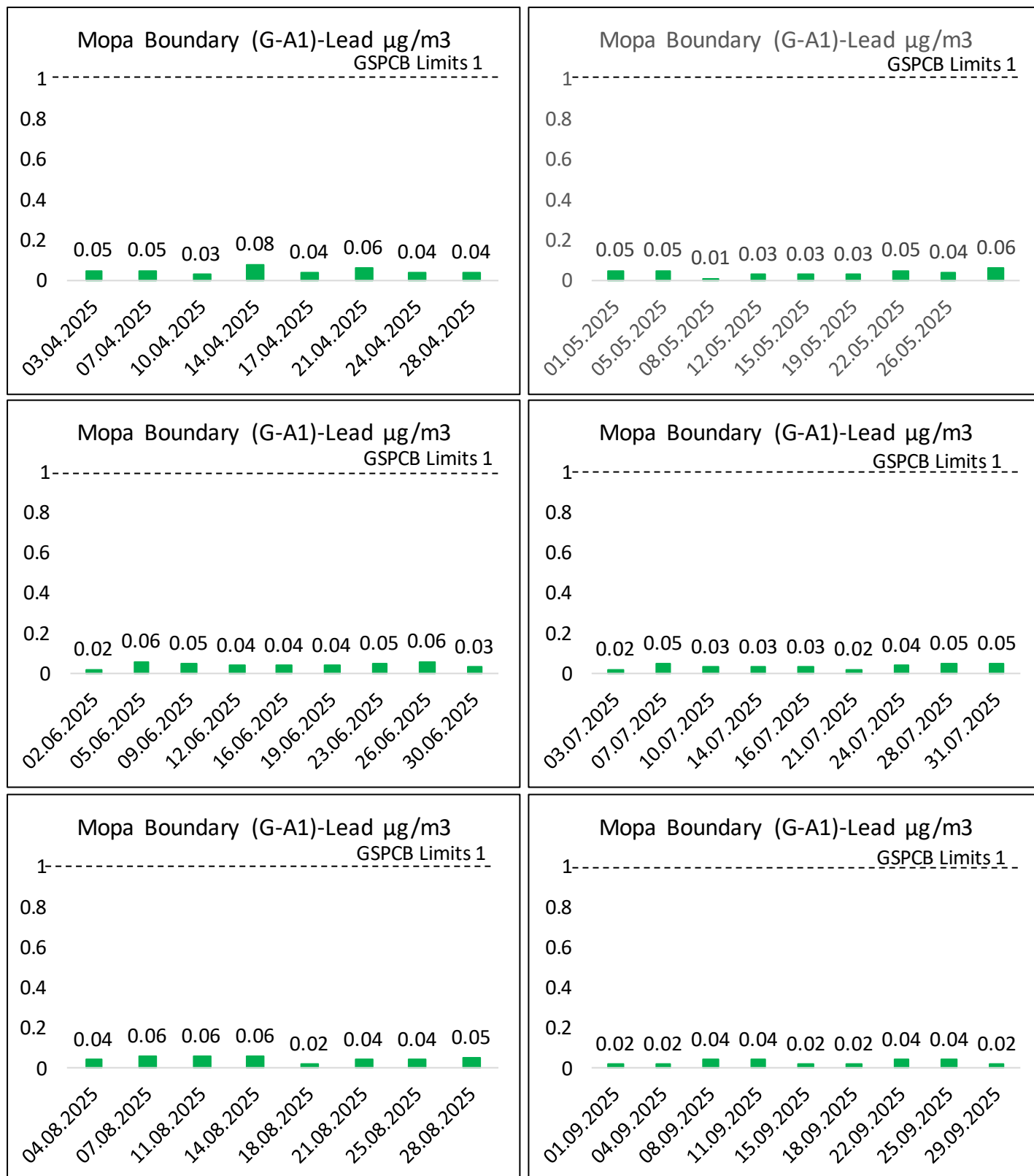


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Mopa Boundary (G-A1)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

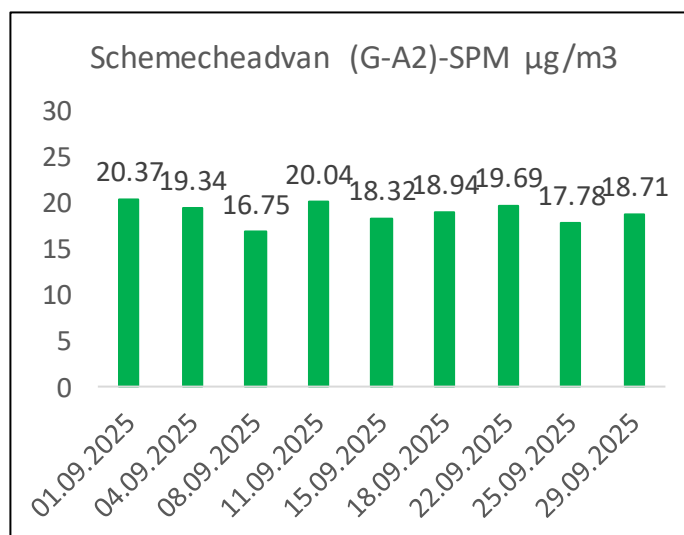
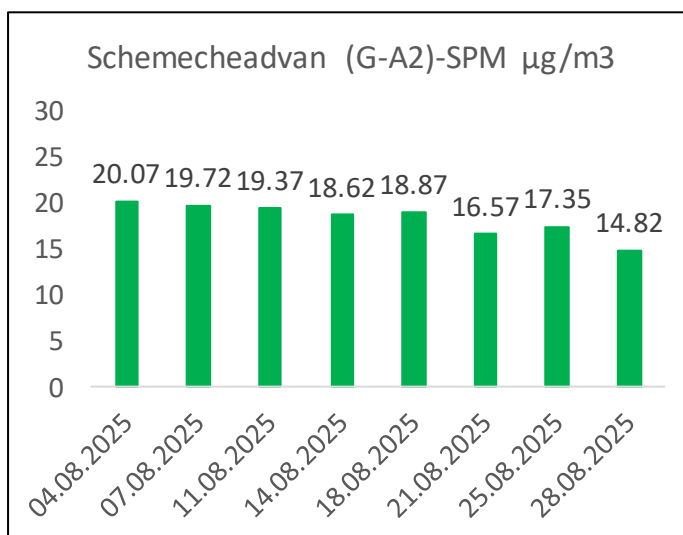
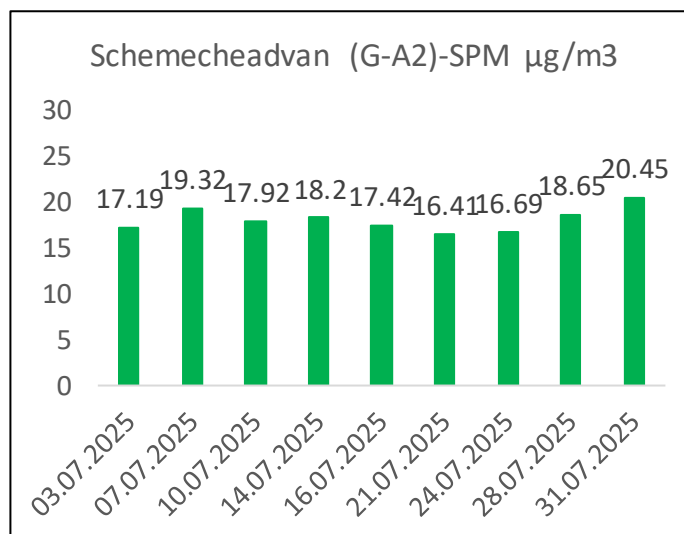
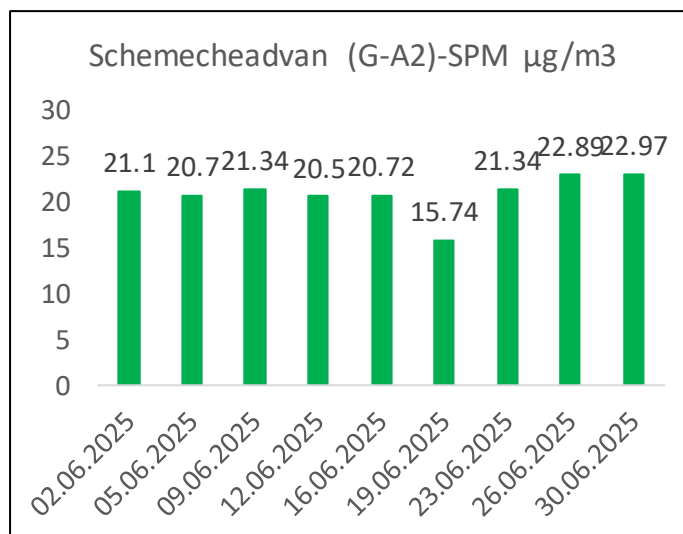
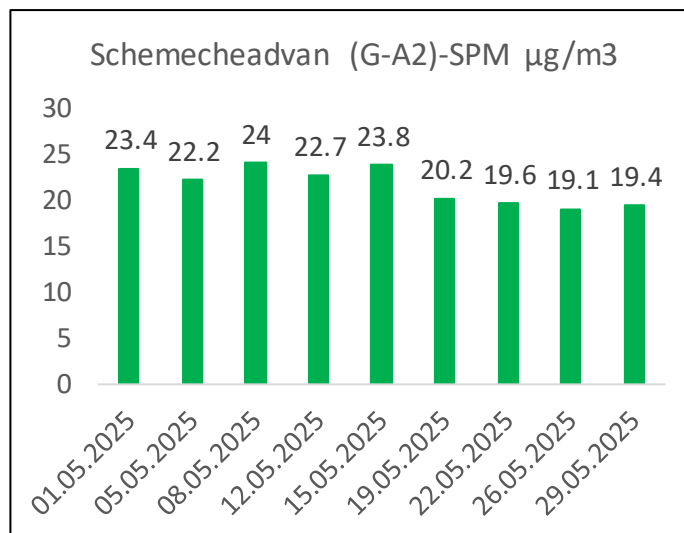
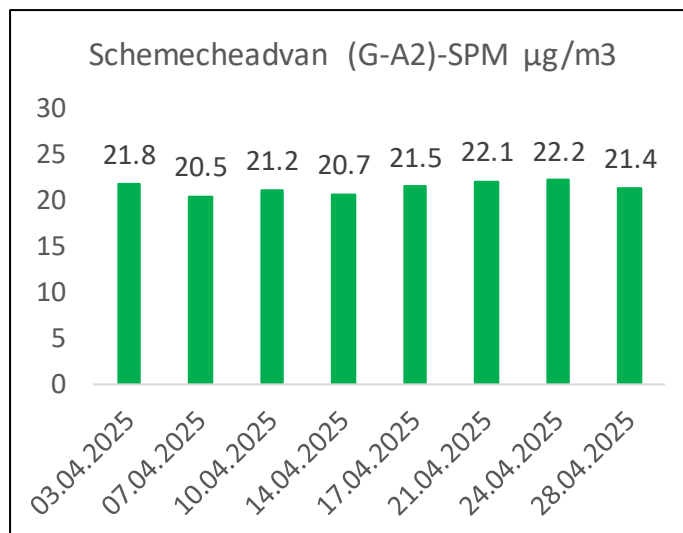
Lead of Mopa Boundary (G-A1)



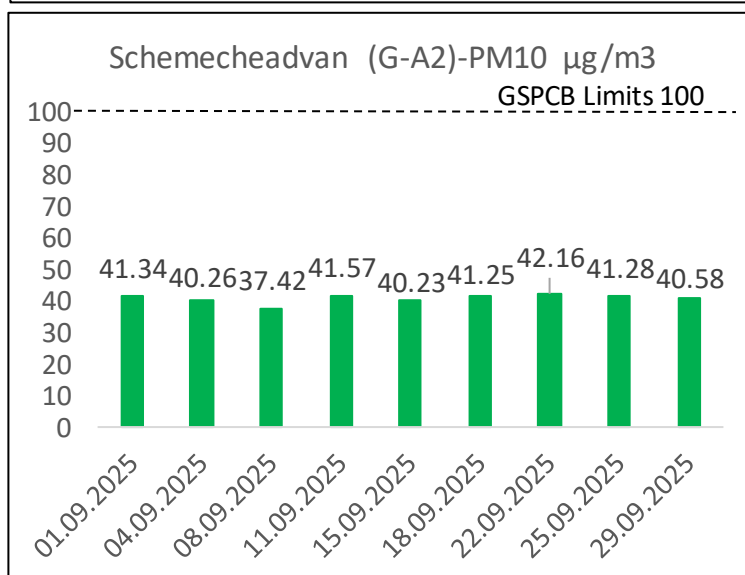
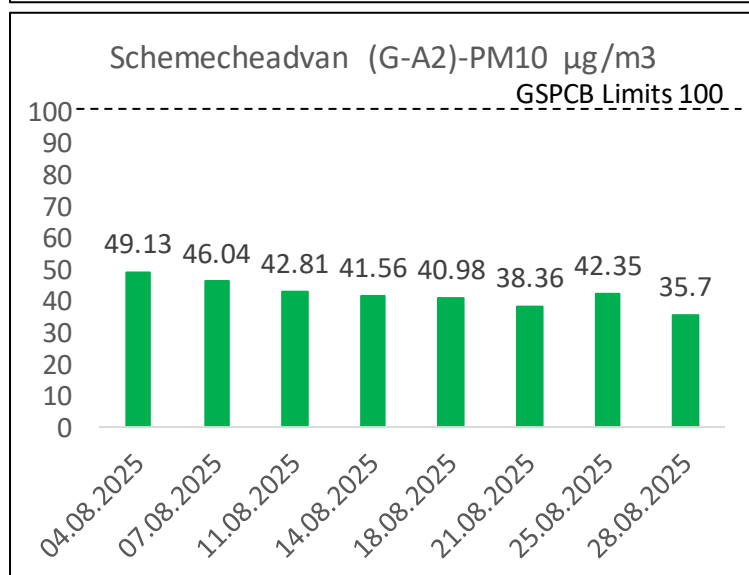
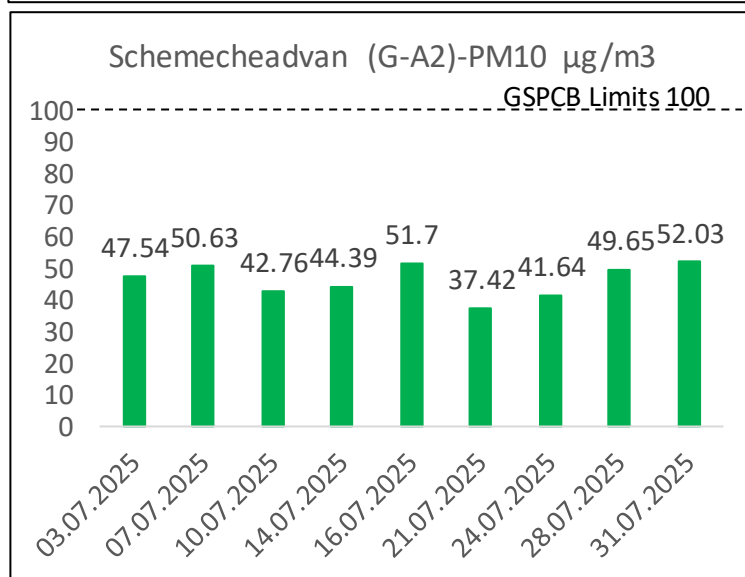
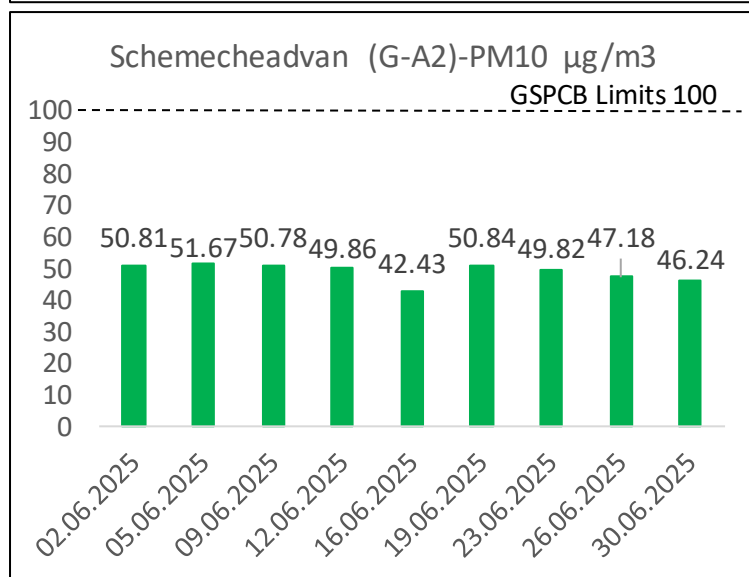
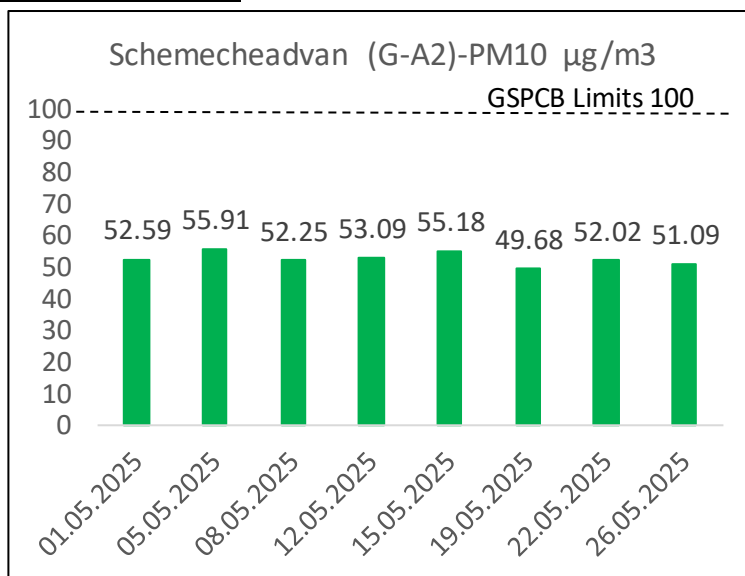
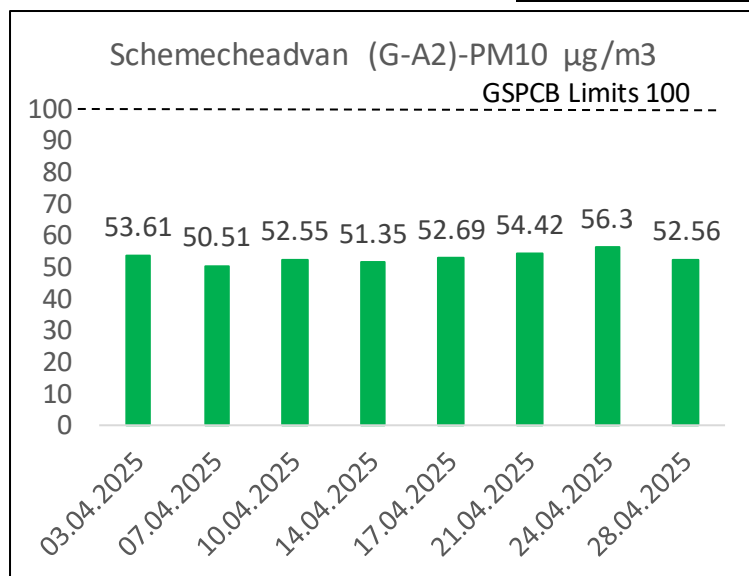
Note: SO₂, NO_x & VOC result of Mopa boundary (G-A1) are <6, <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Schemeheadvan (G-A2)

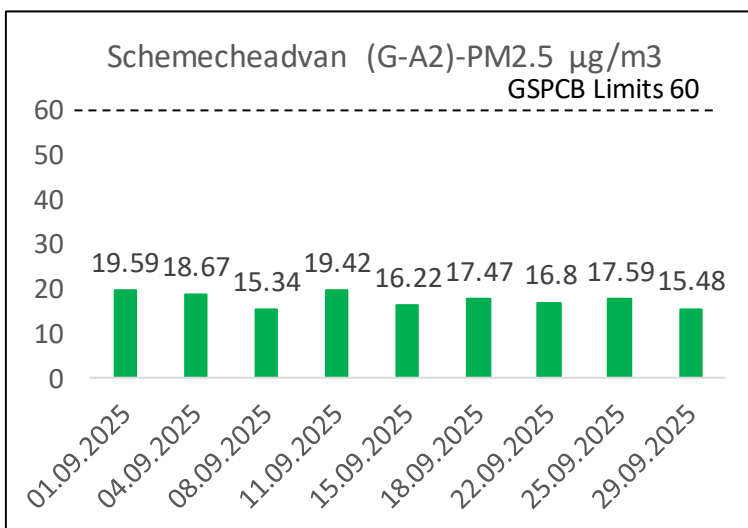
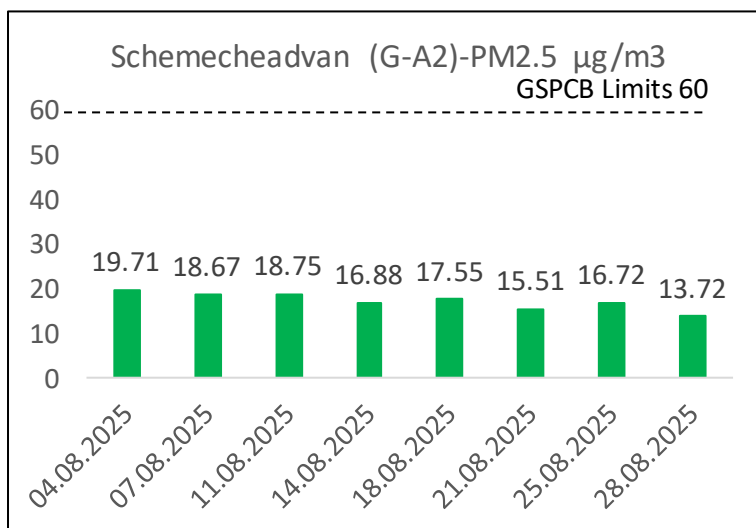
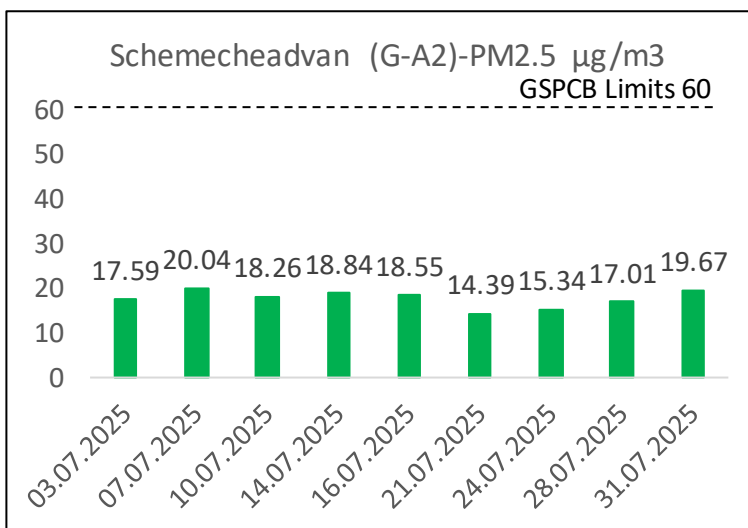
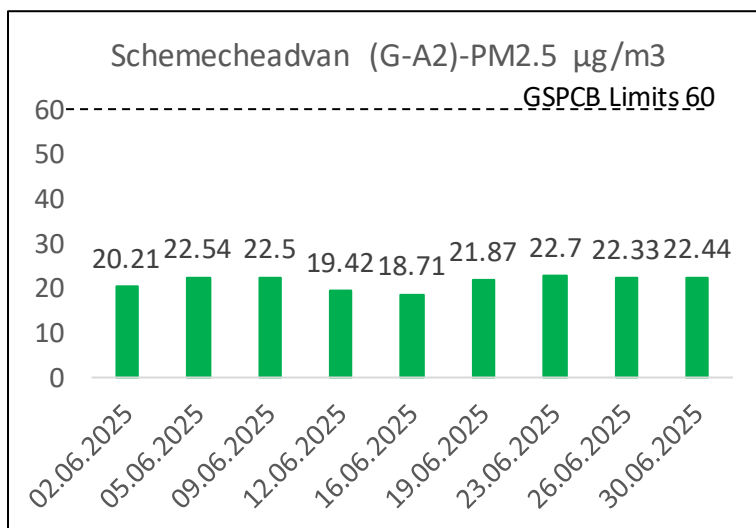
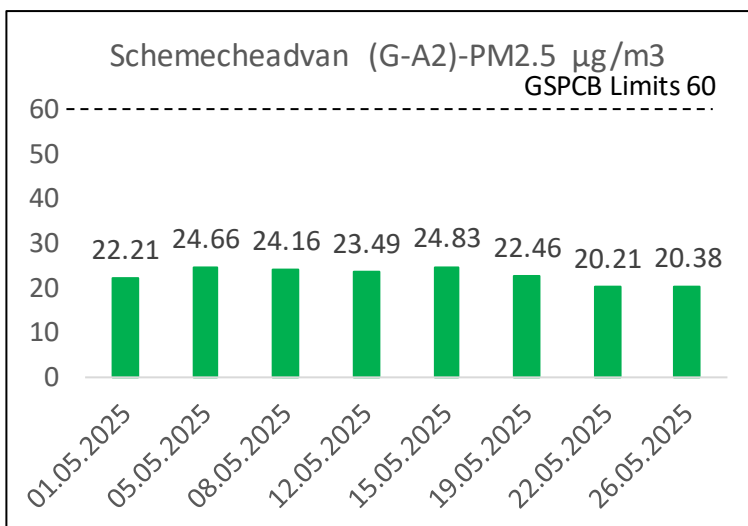
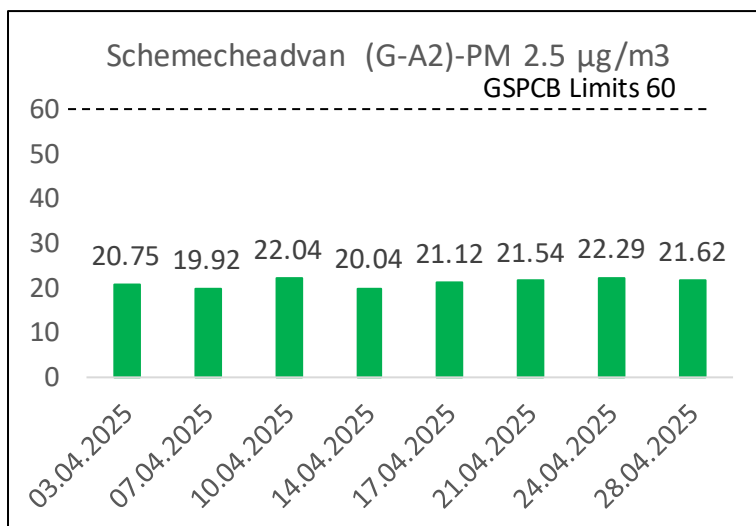


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Schemeheadvan (G-A2)



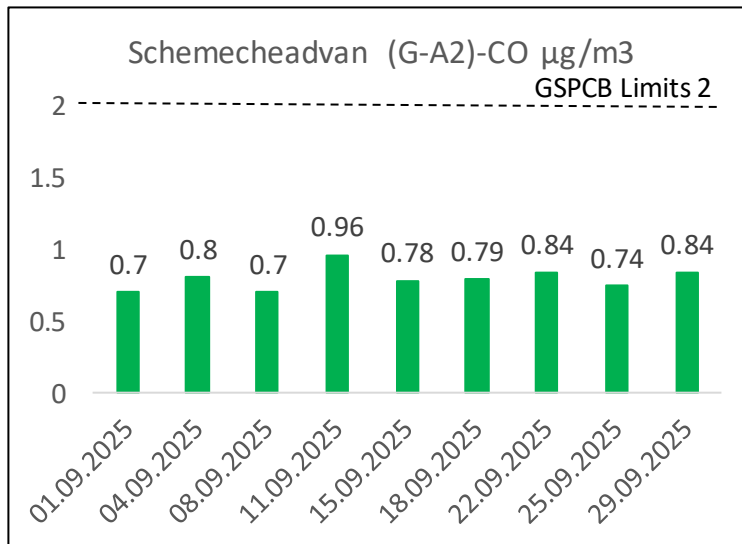
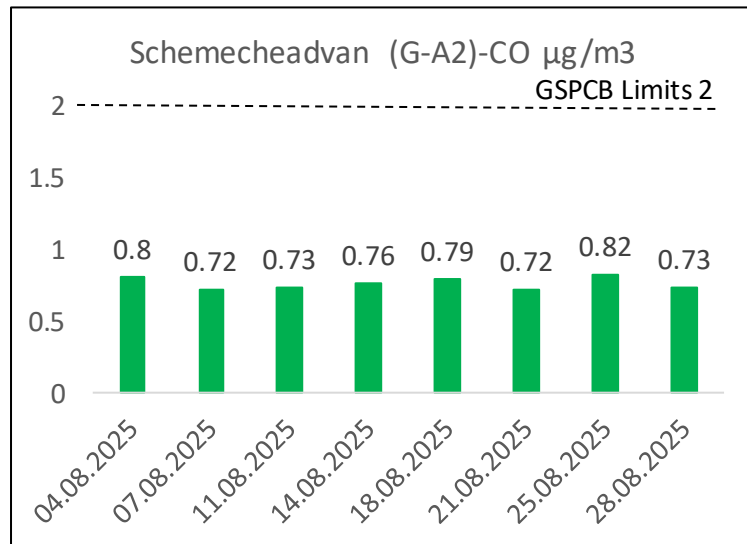
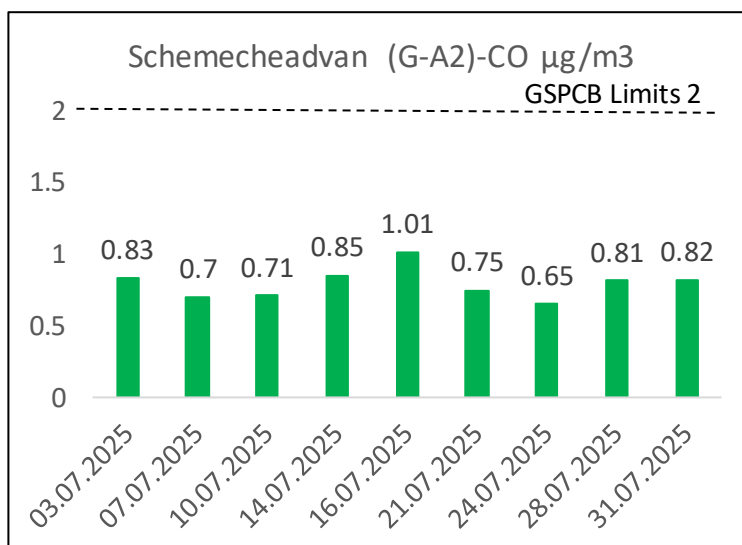
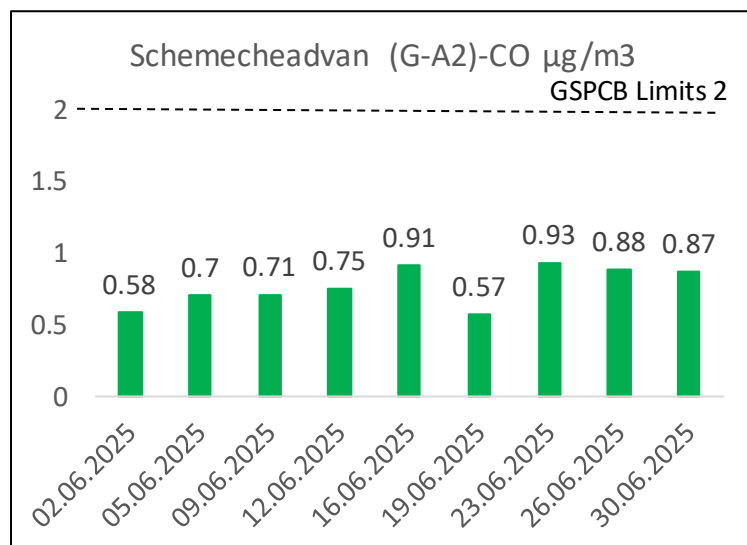
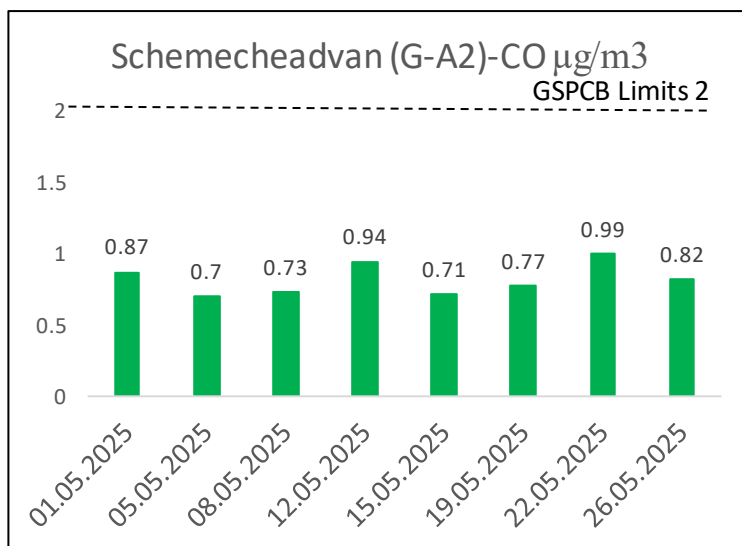
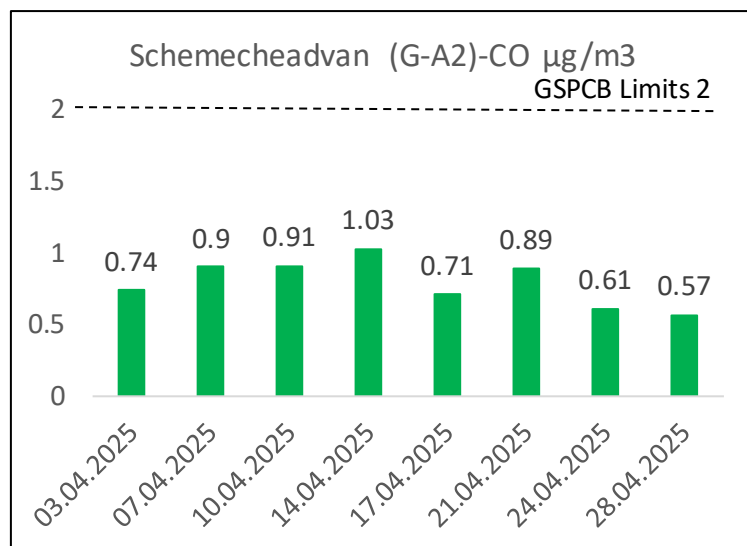
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

PM 2.5 of Schemeheadvan (G-A2)

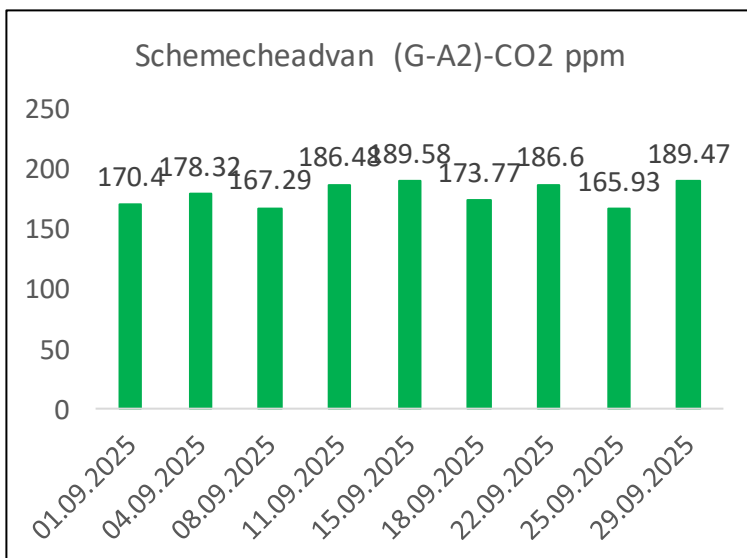
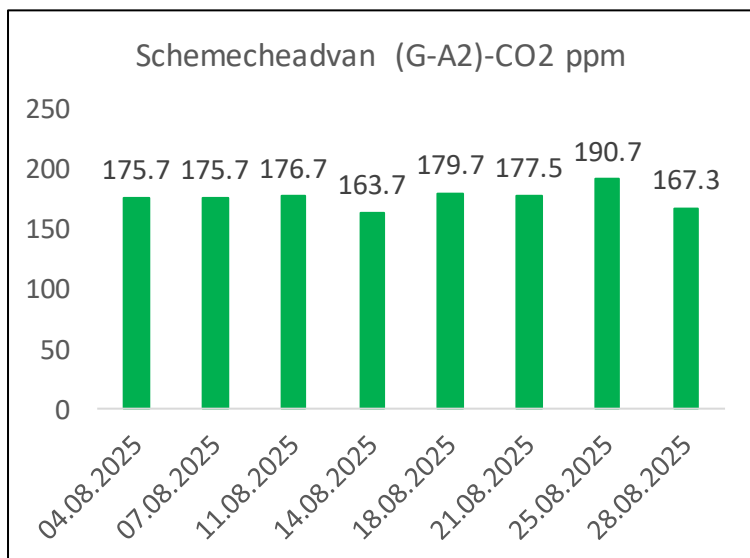
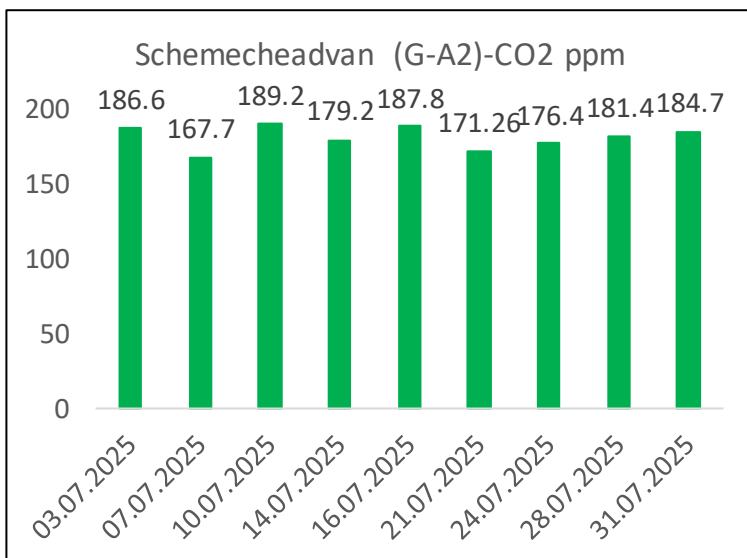
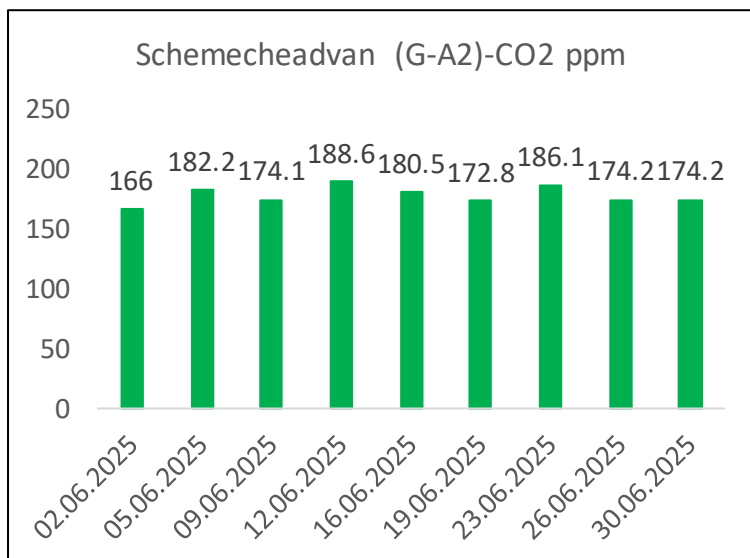
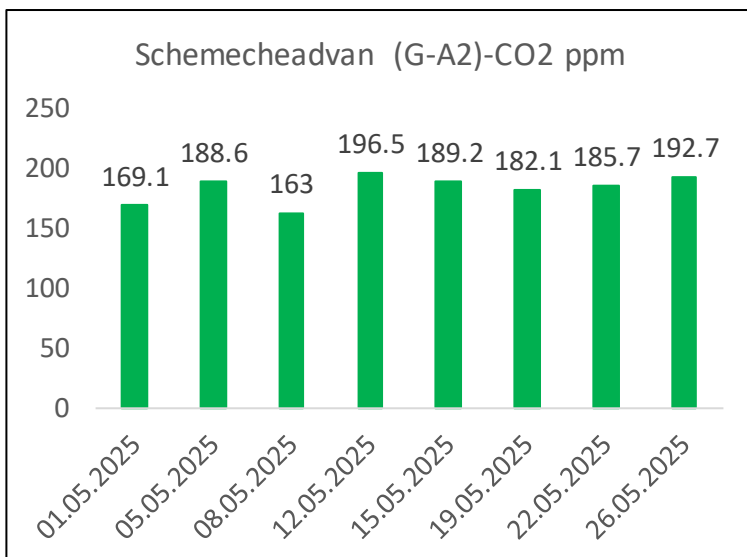
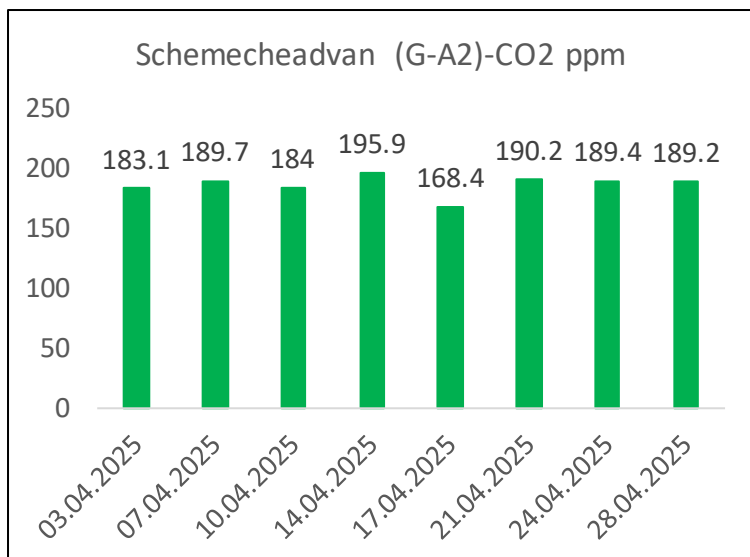


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

CO of Schemeheadvan (G-A2)

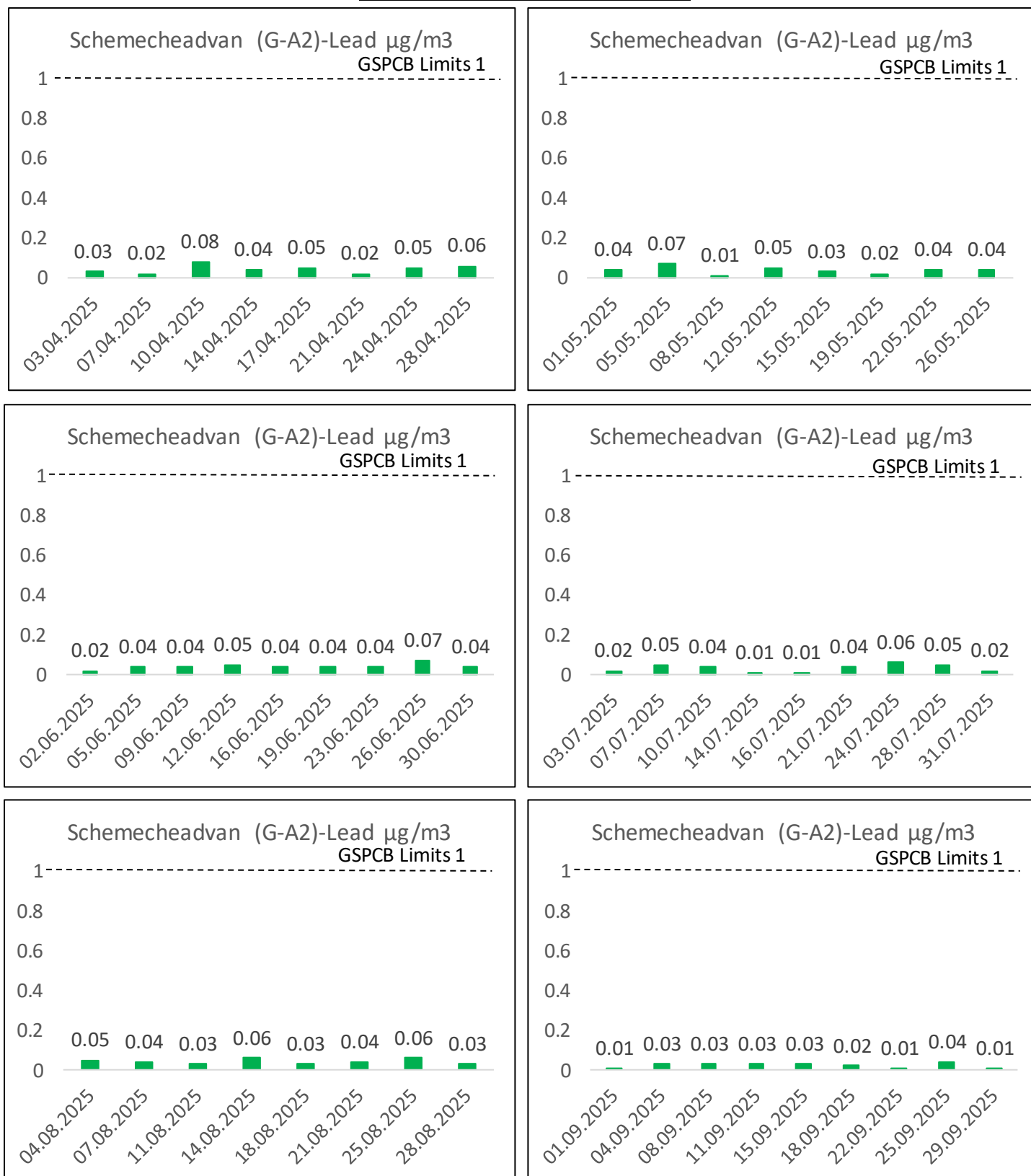


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Schemeheadvan (G-A2)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

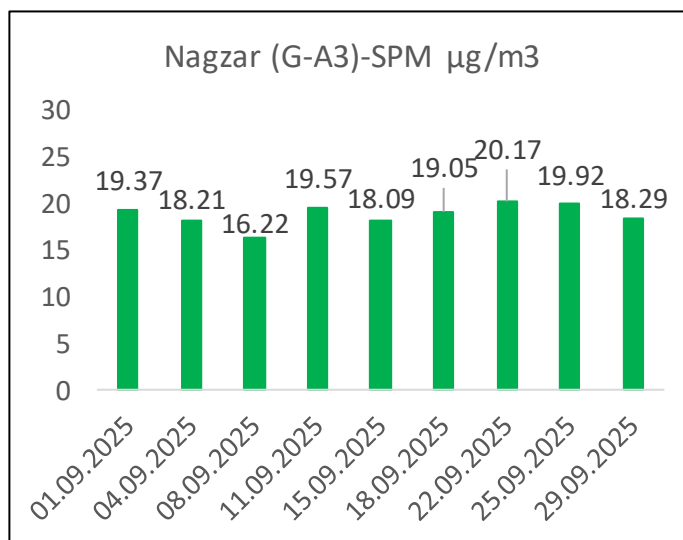
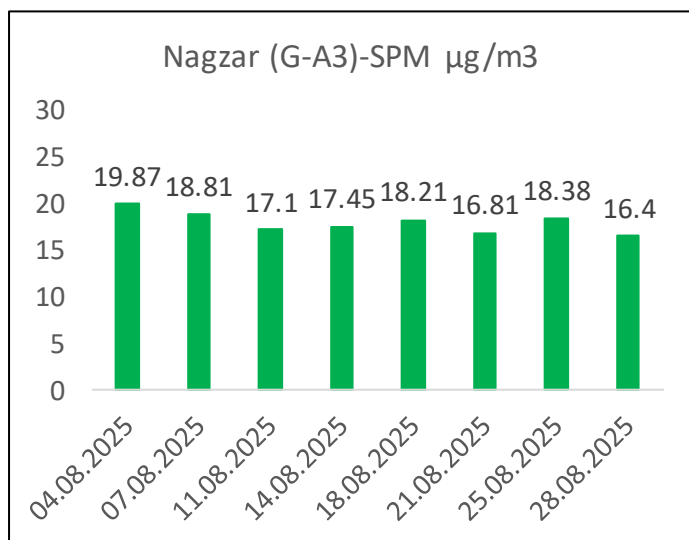
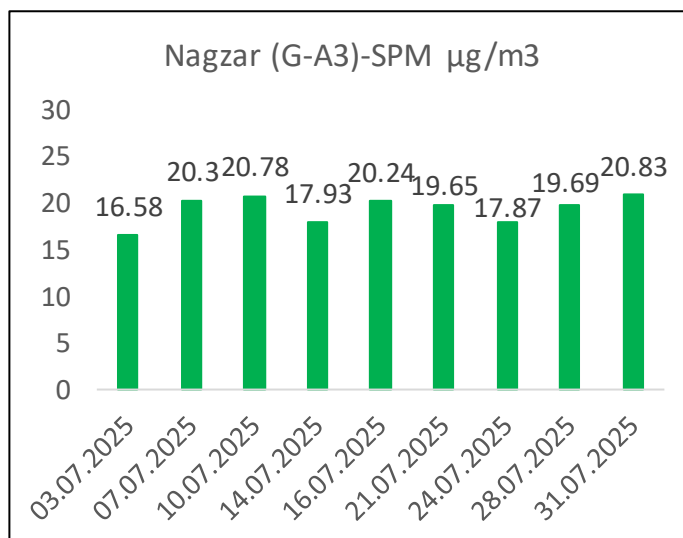
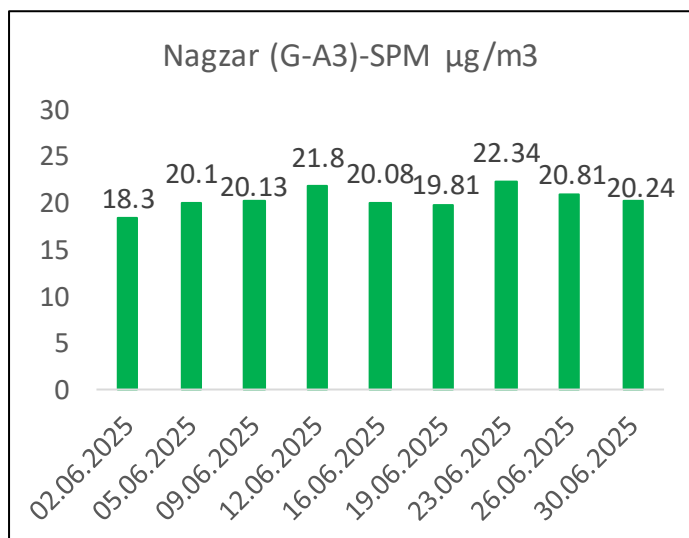
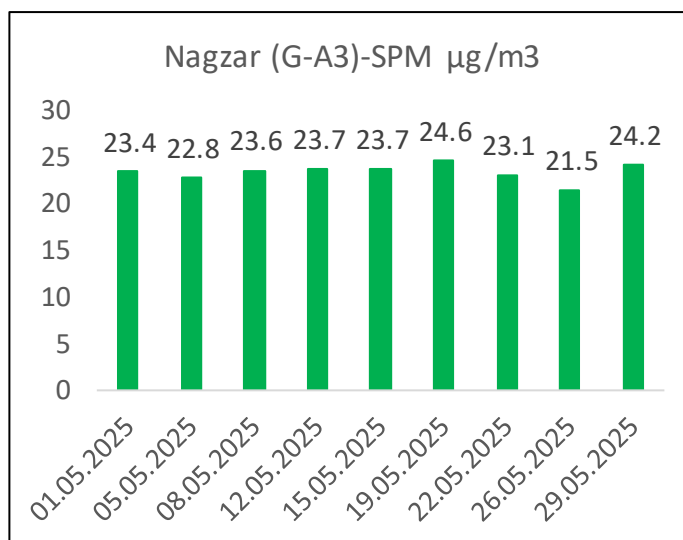
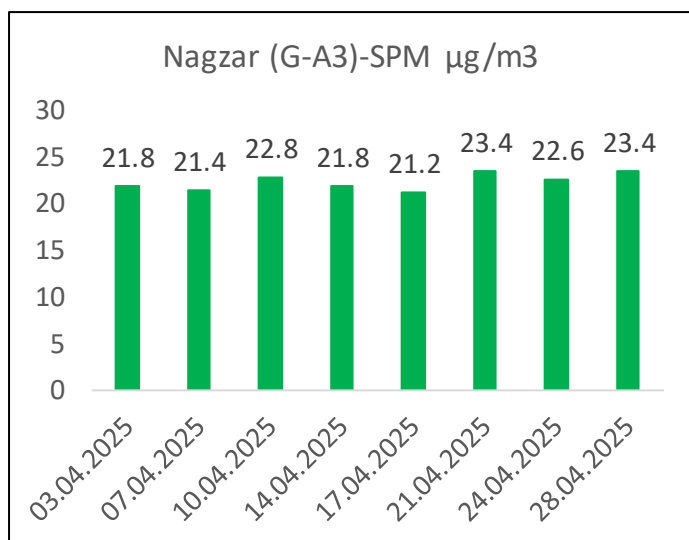
Lead of Schemeheadvan (G-A2)



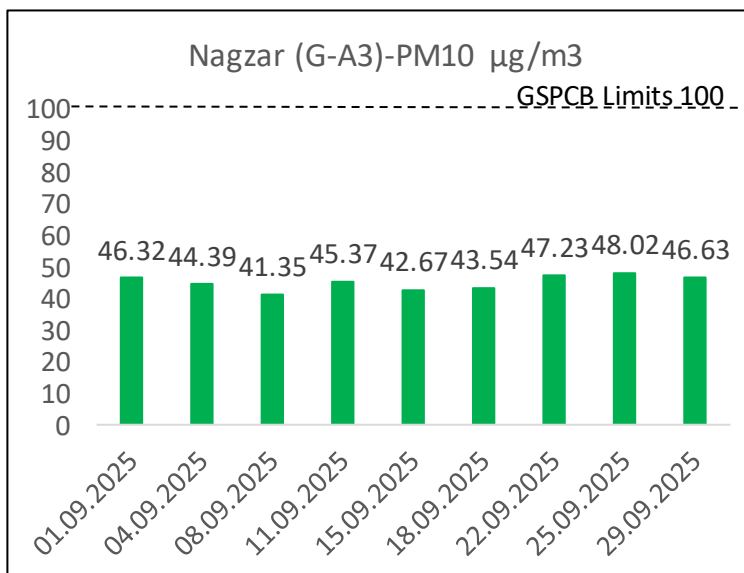
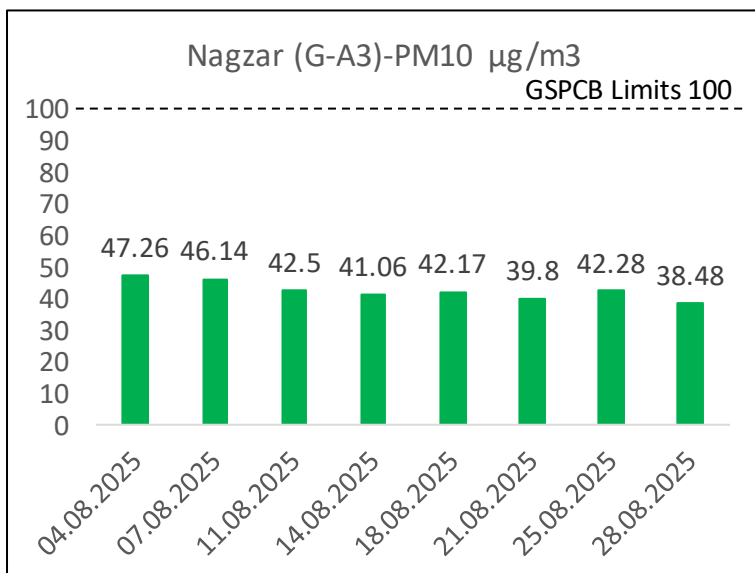
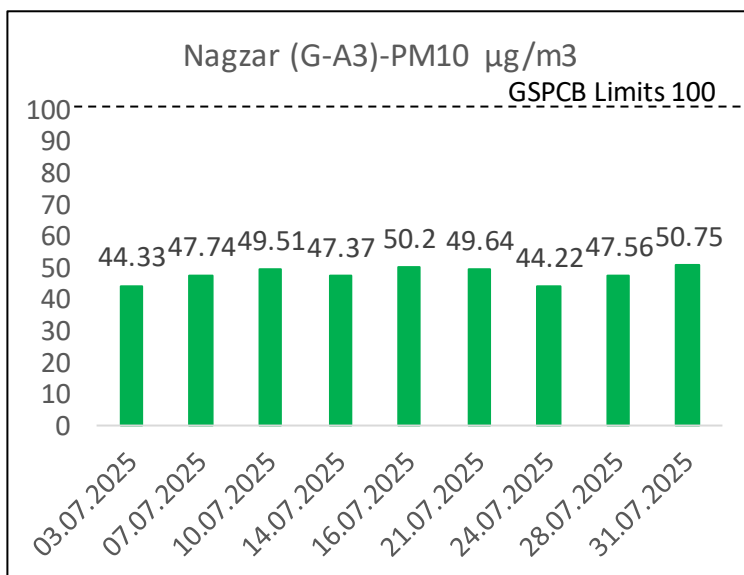
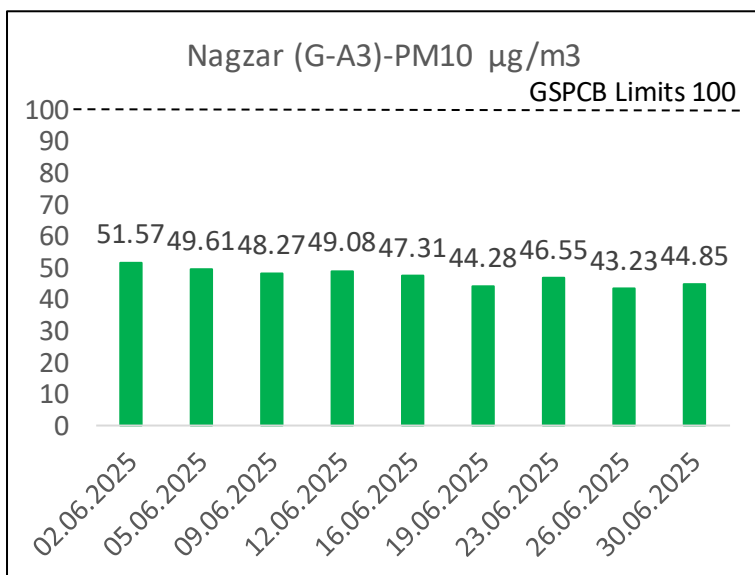
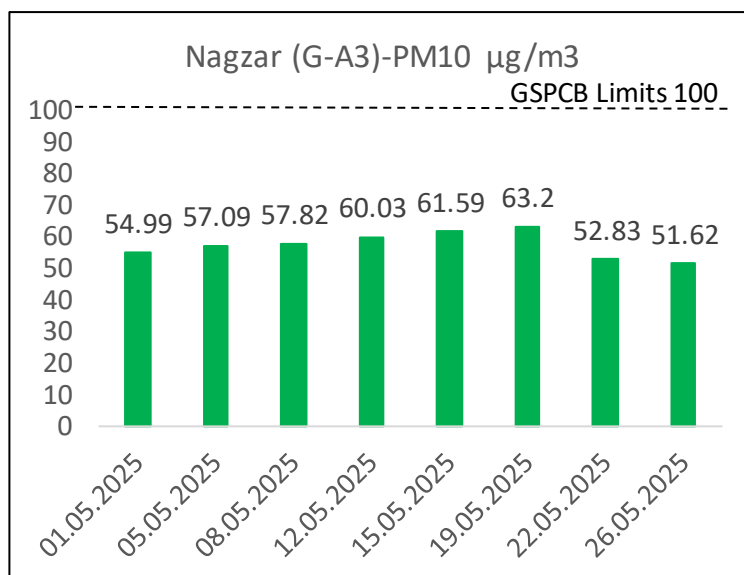
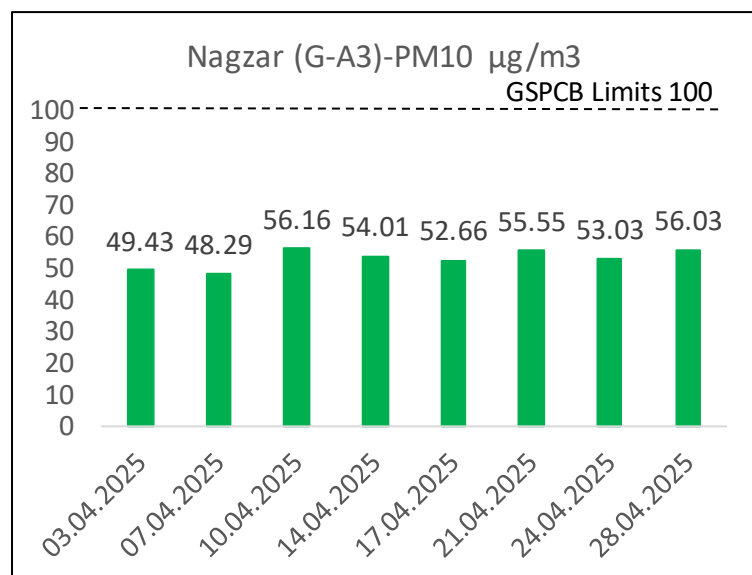
Note: SO₂, NO_x & VOC result of Schemeheadvan (G-A2) are <6, <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Nagzar (G-A3)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Nagzar (G-A3)



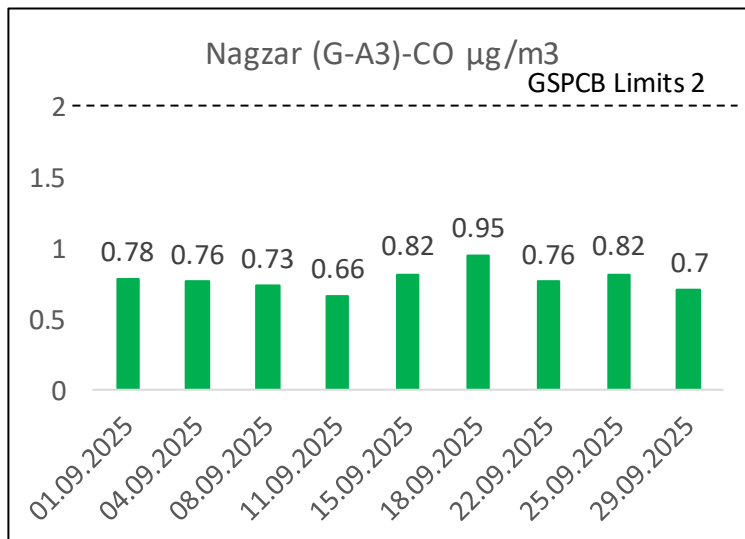
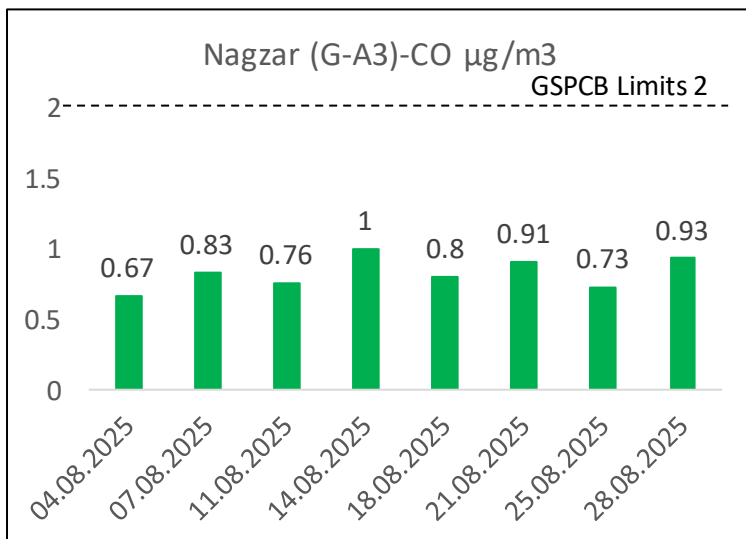
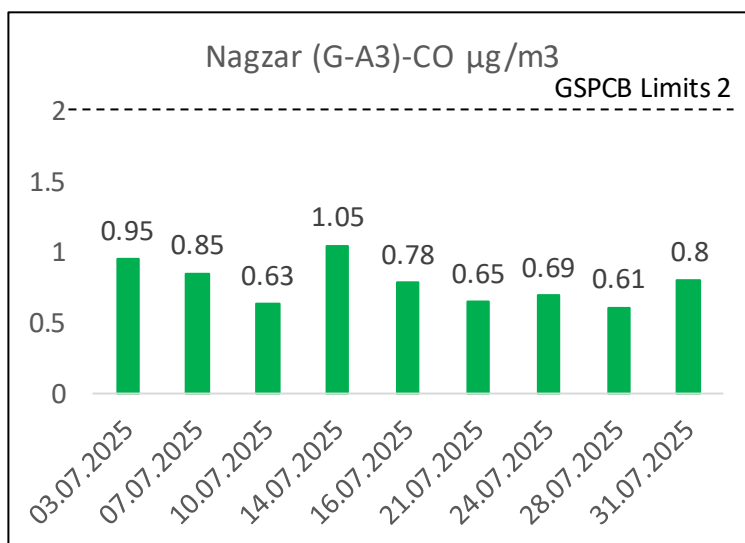
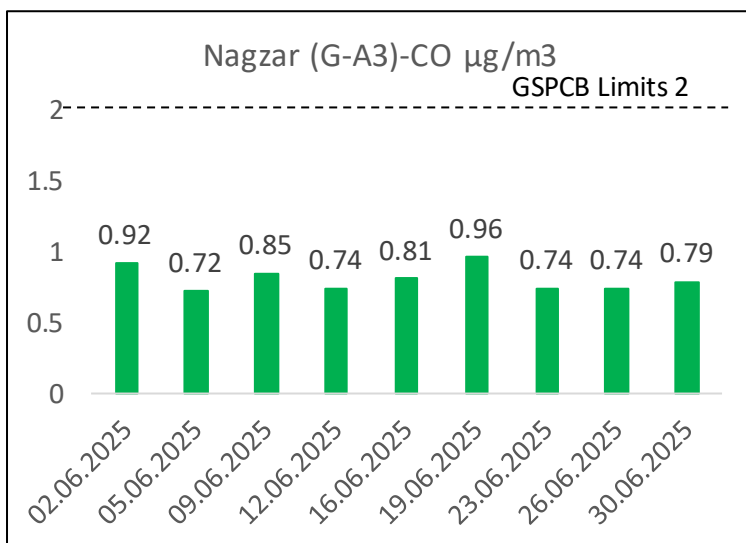
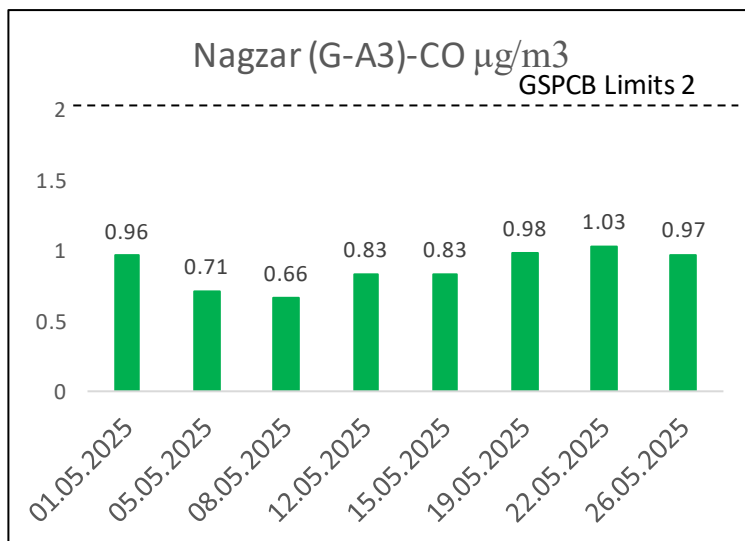
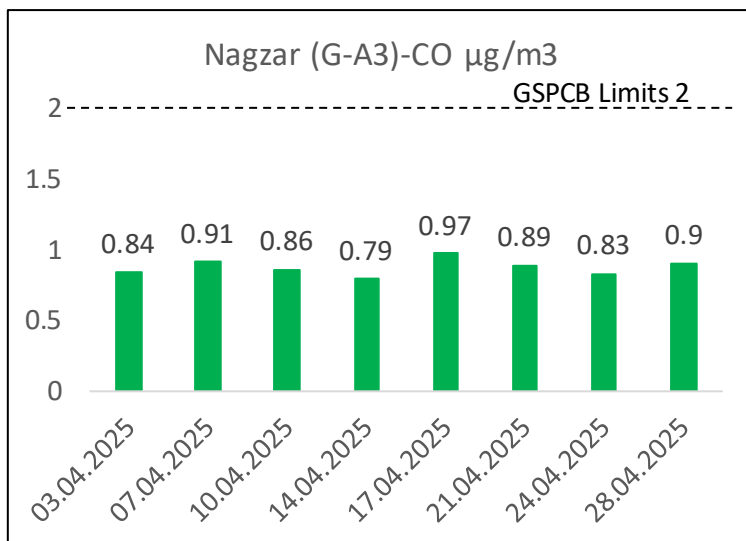
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

PM 2.5 of Nagzar (G-A3)

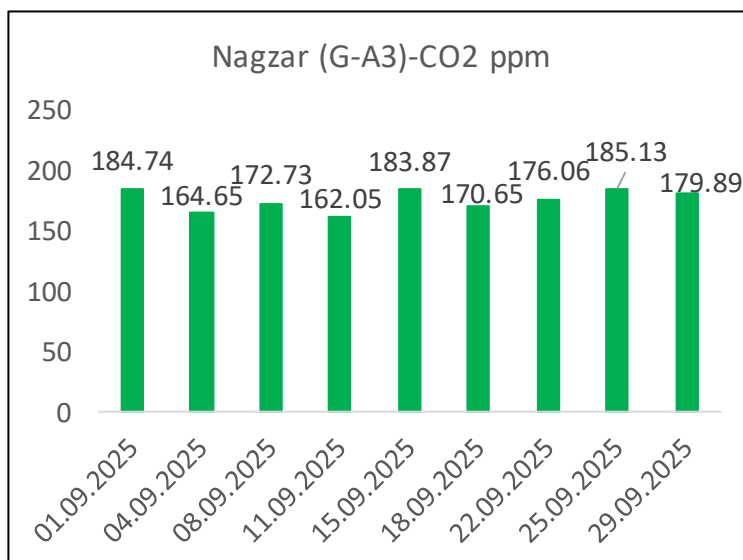
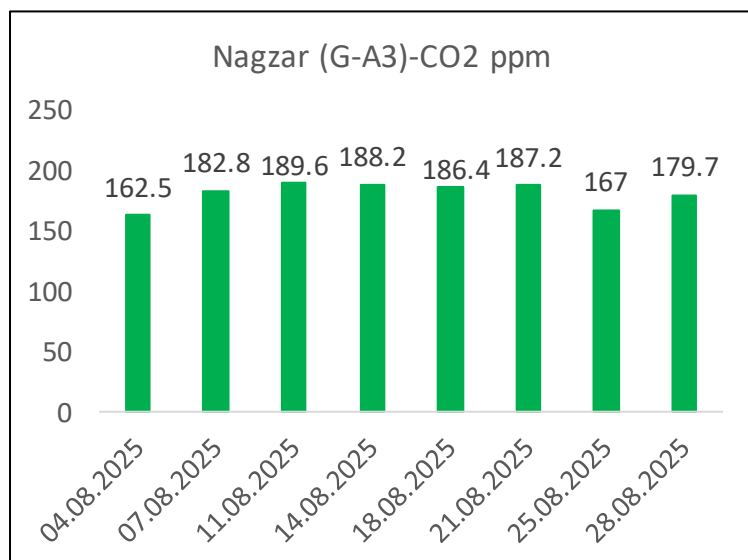
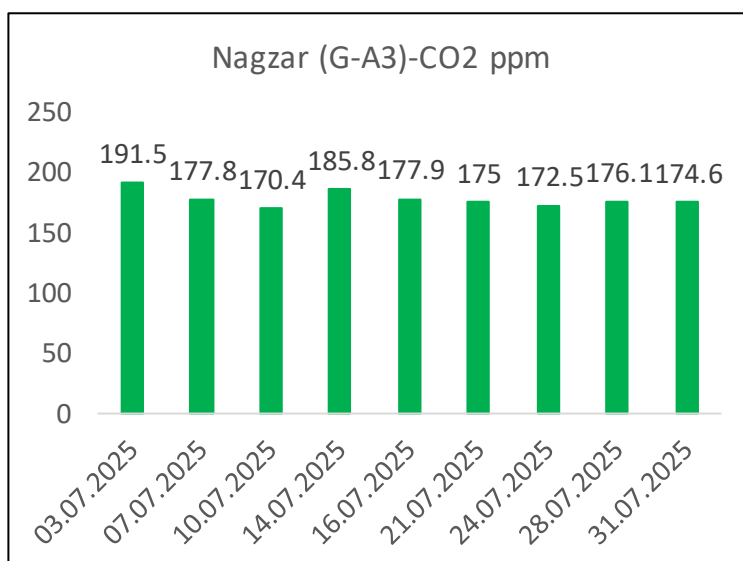
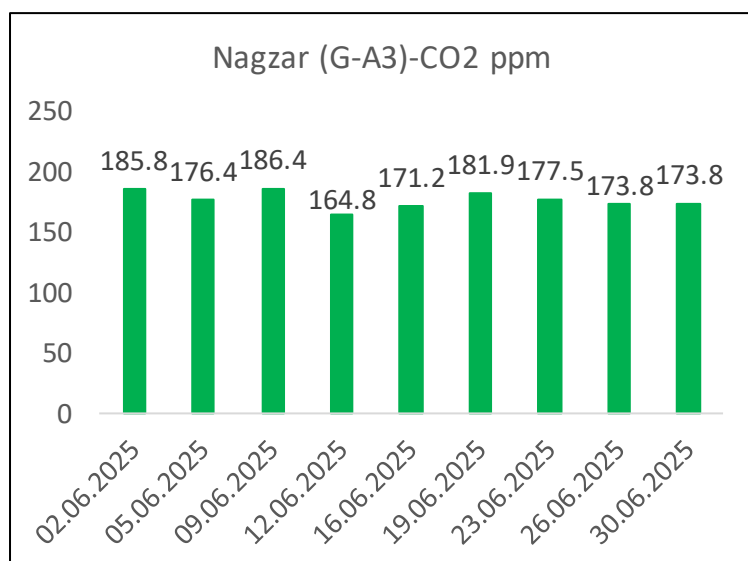
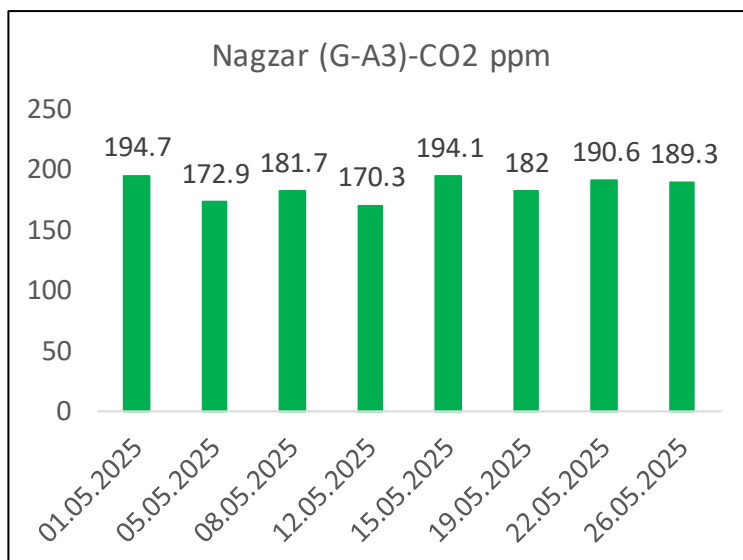
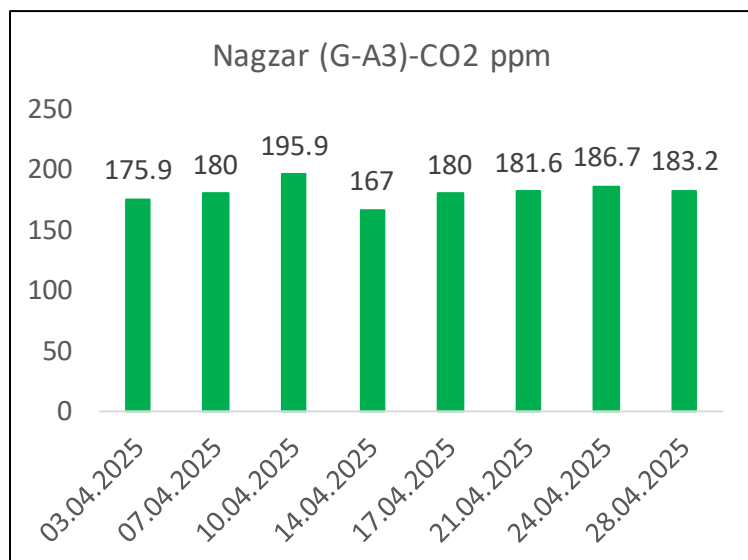


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

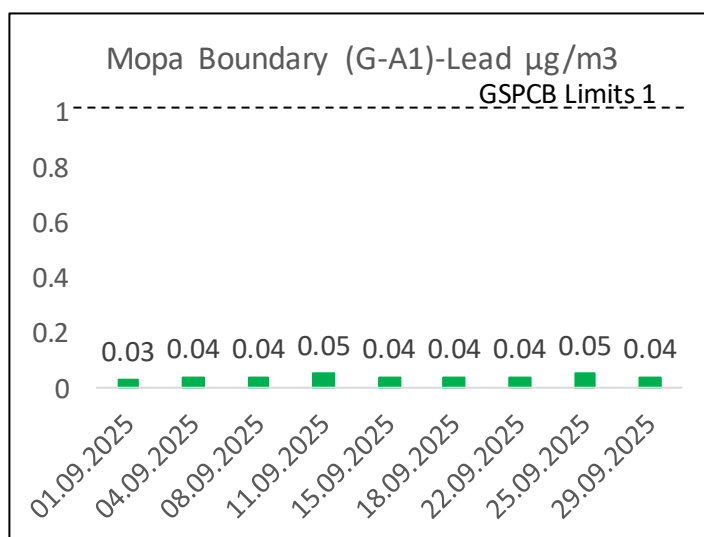
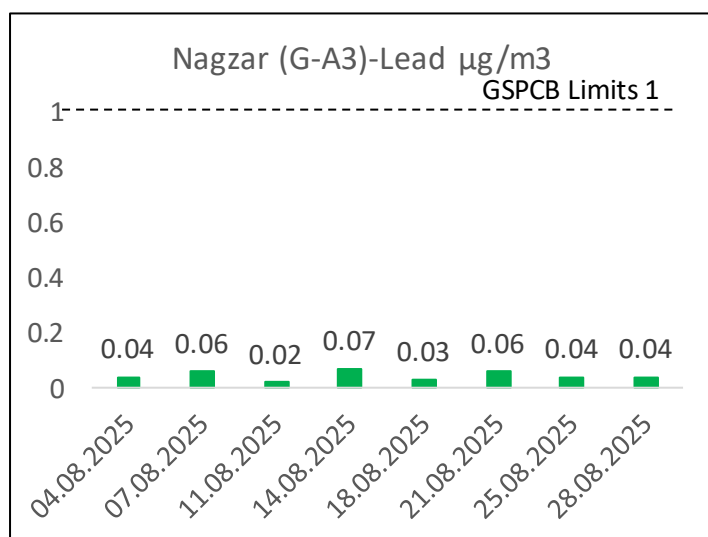
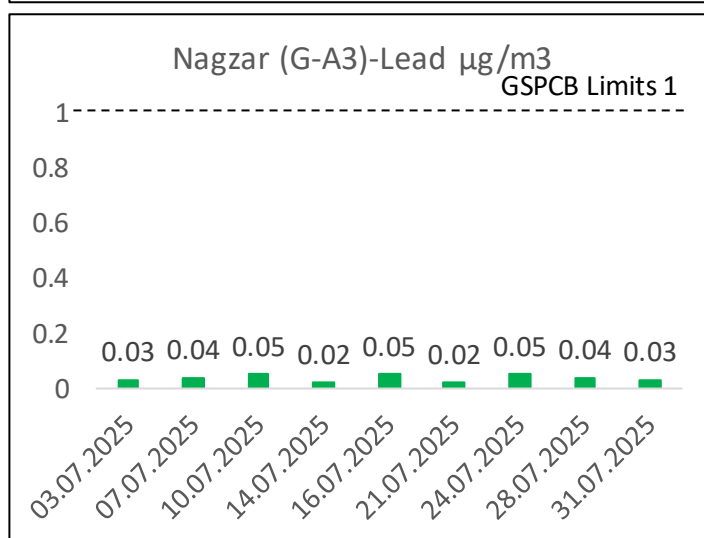
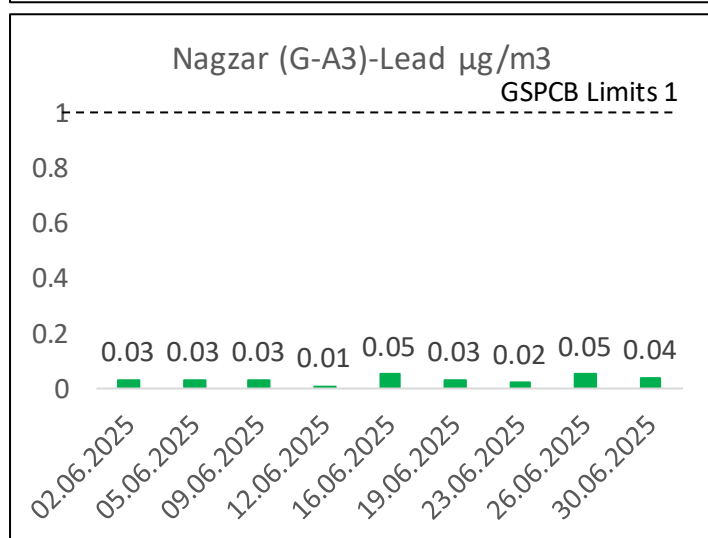
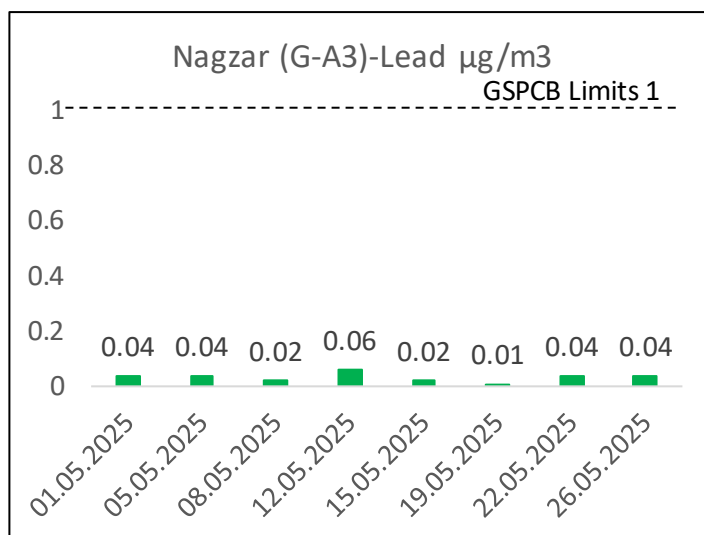
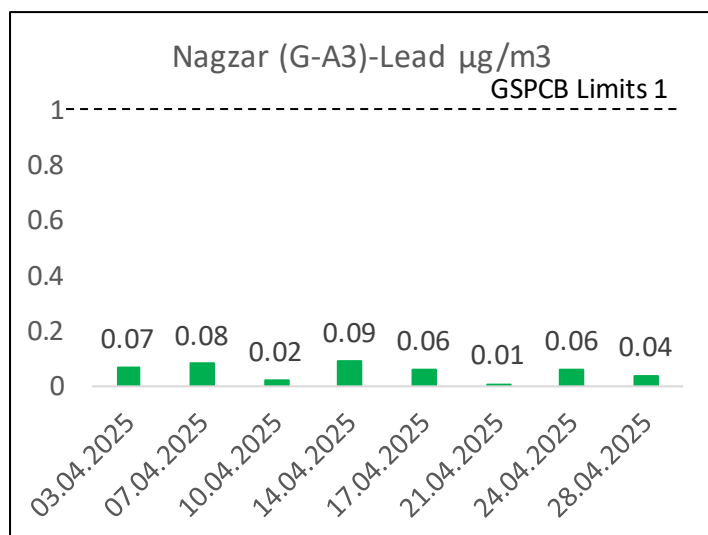
CO of Nagzar (G-A3)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Nagzar (G-A3)



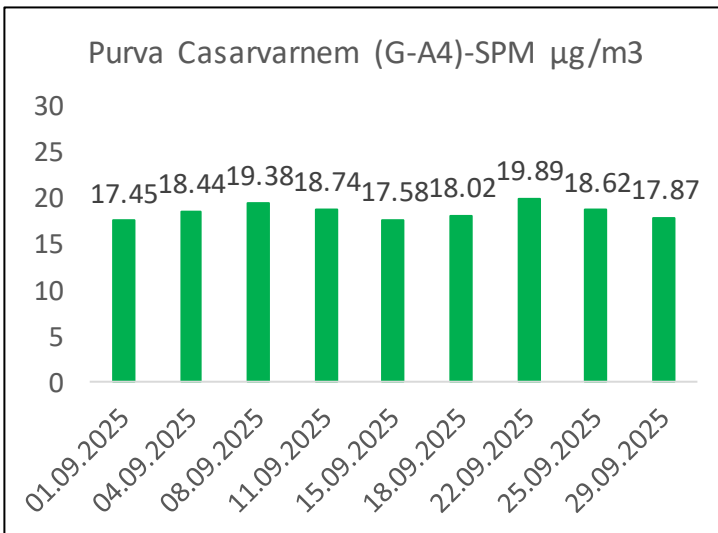
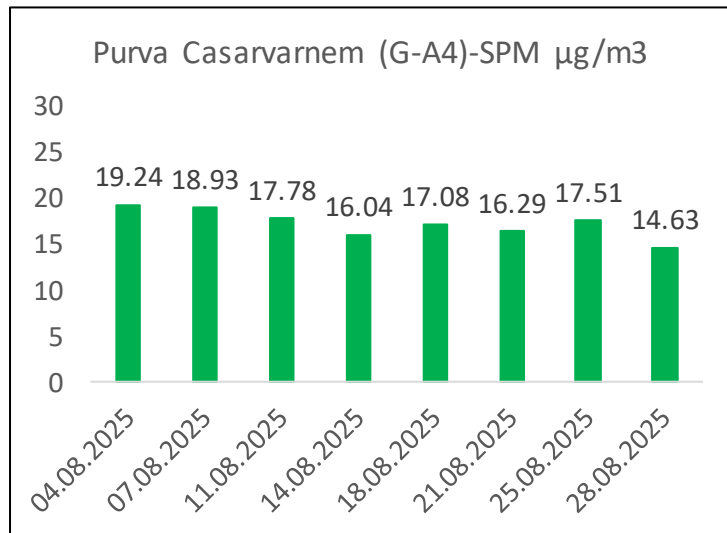
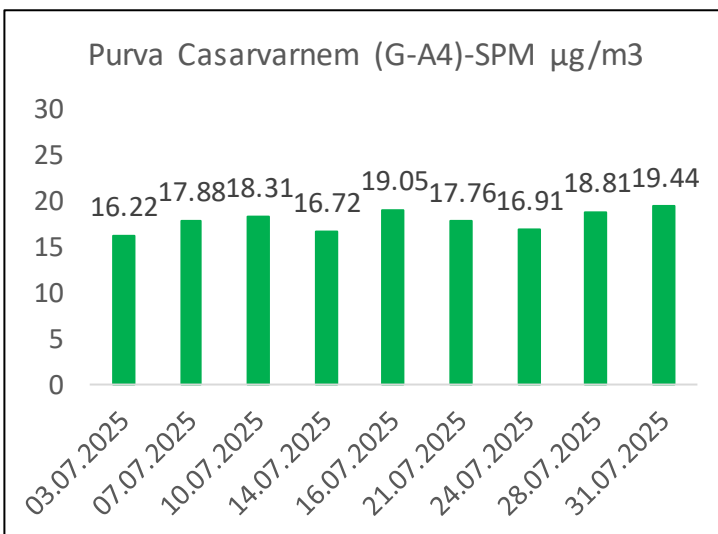
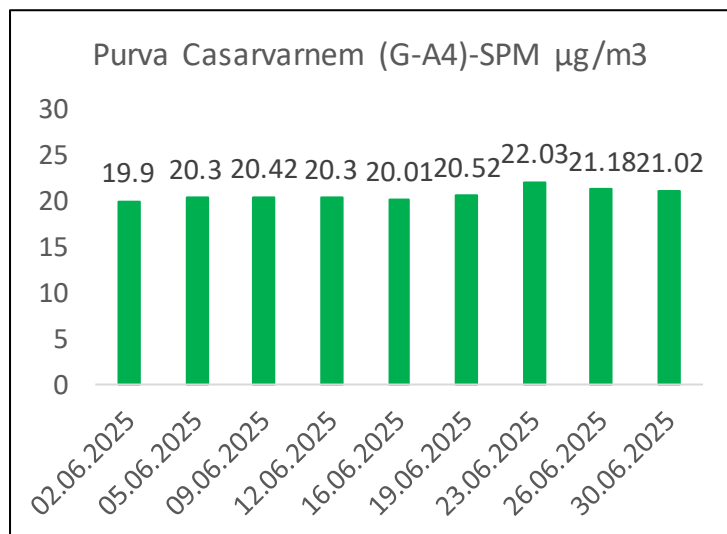
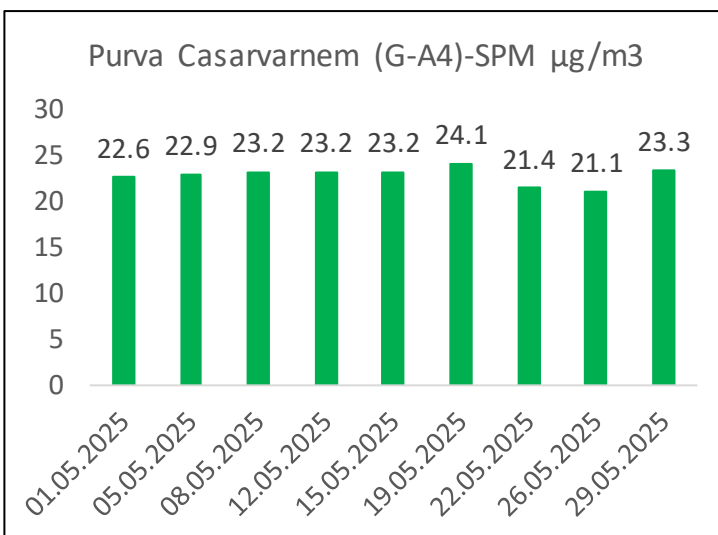
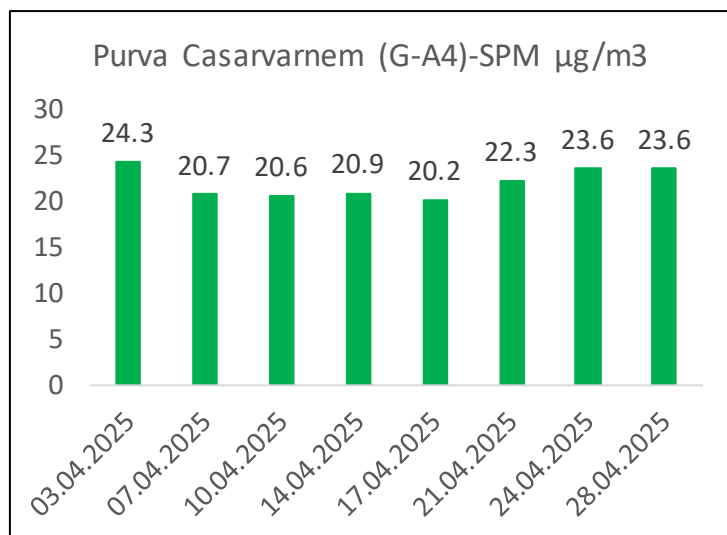
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Nagzar (G-A3)



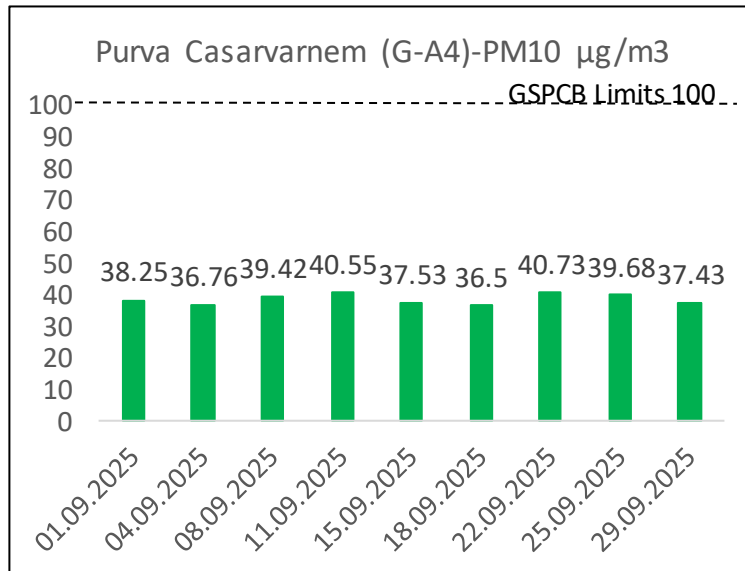
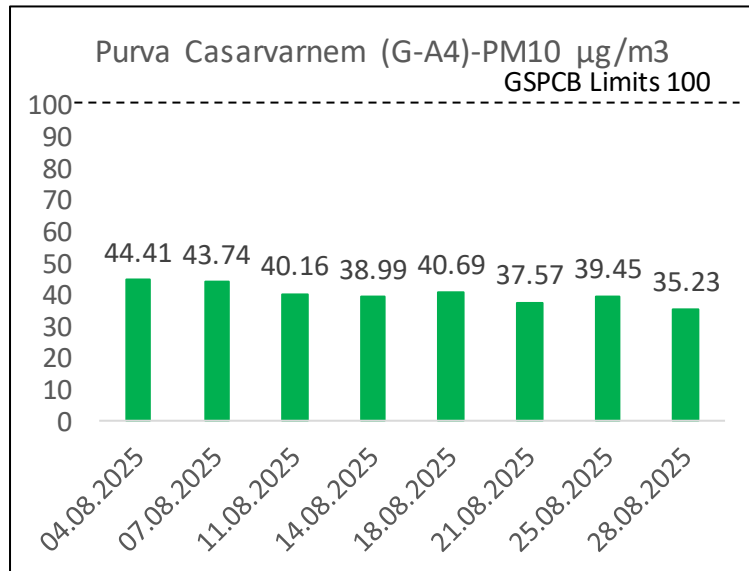
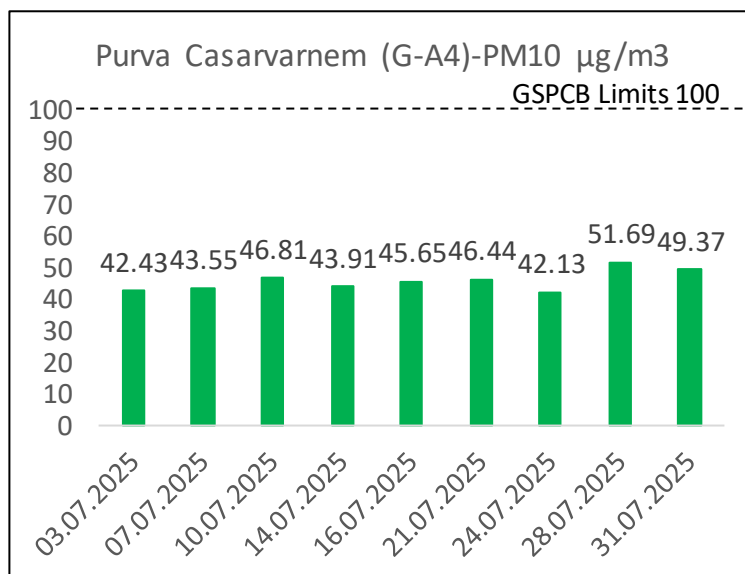
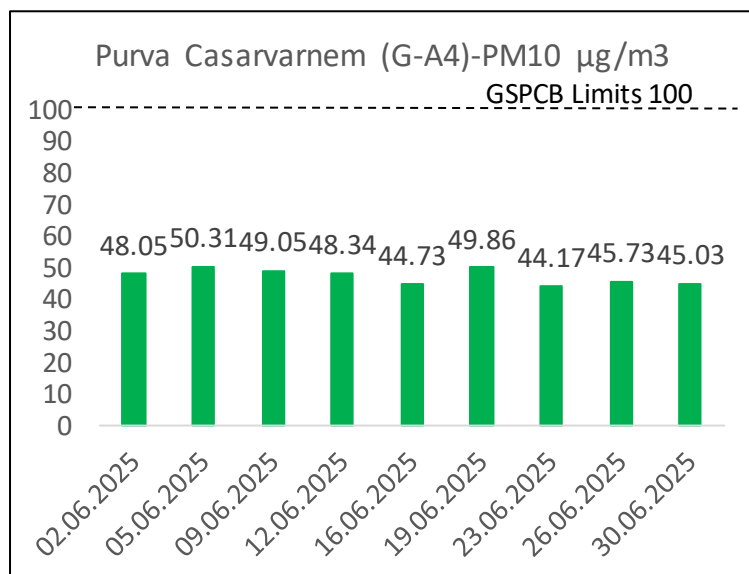
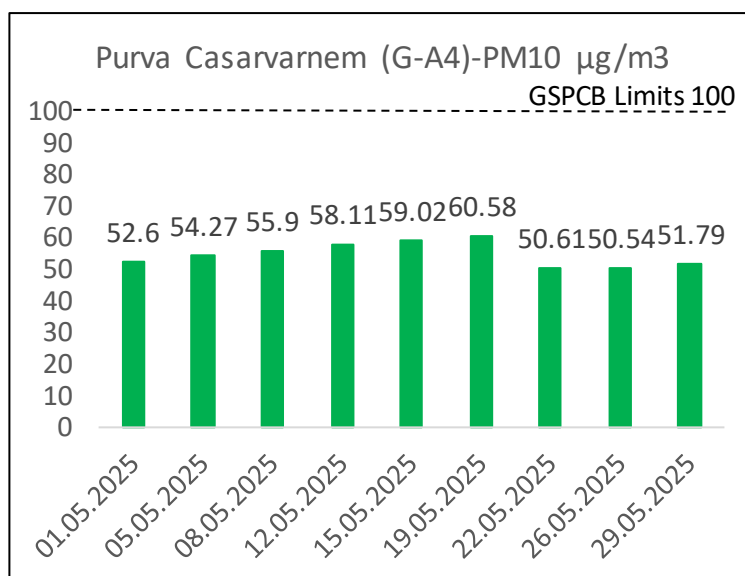
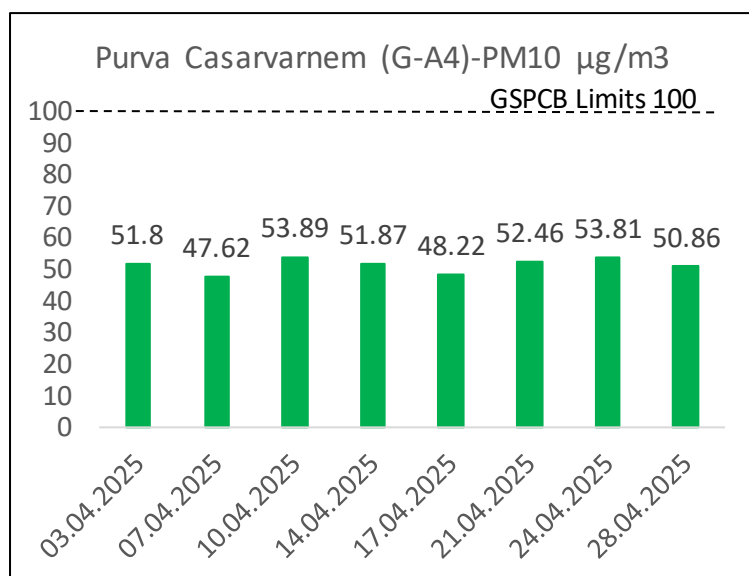
Note: SO_2 , NO_x & VOC result of Nagzar (G-A3) are <6 , <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Purva Casarvarnem (G-A4)

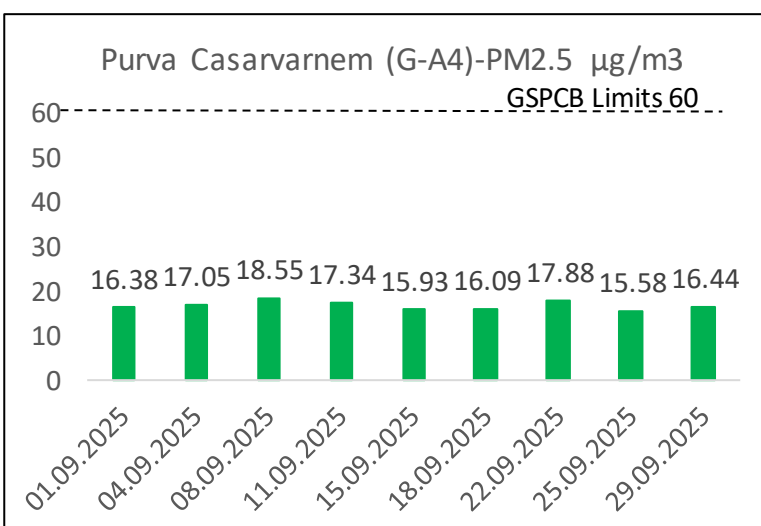
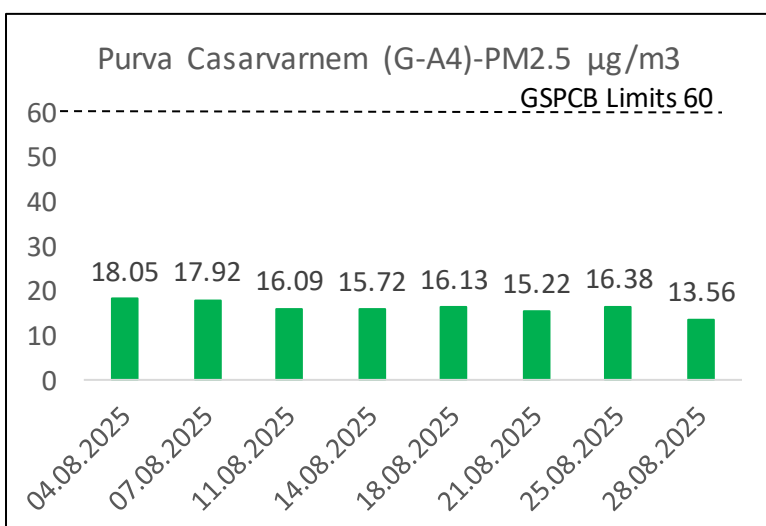
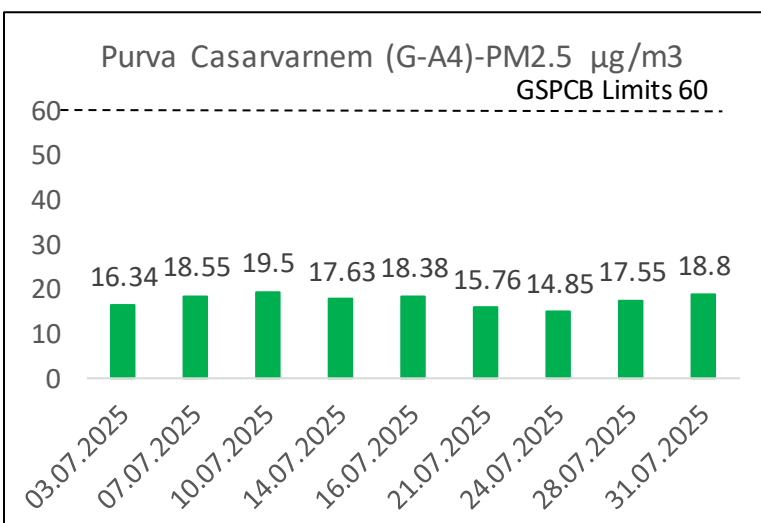
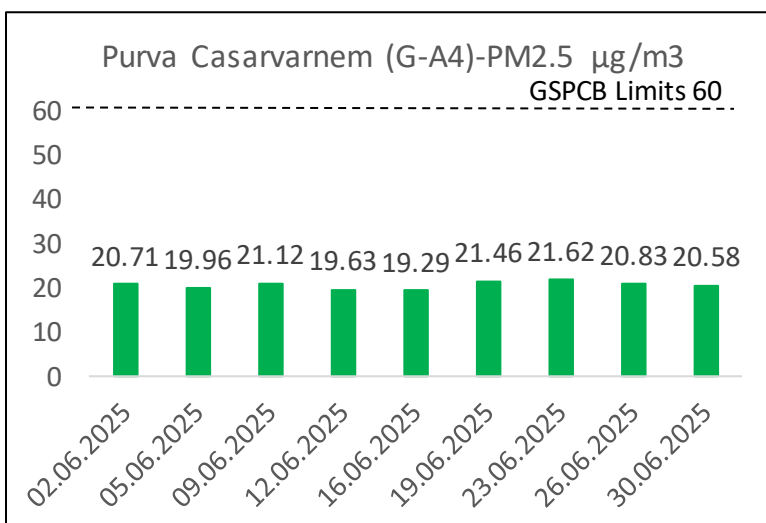
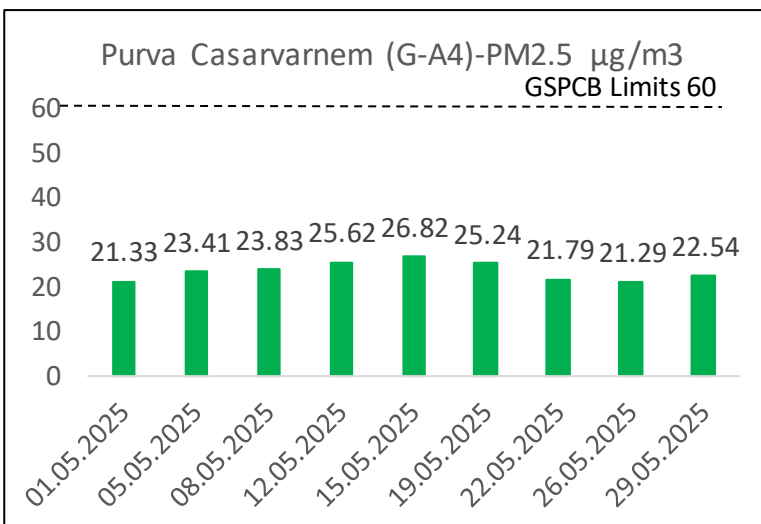
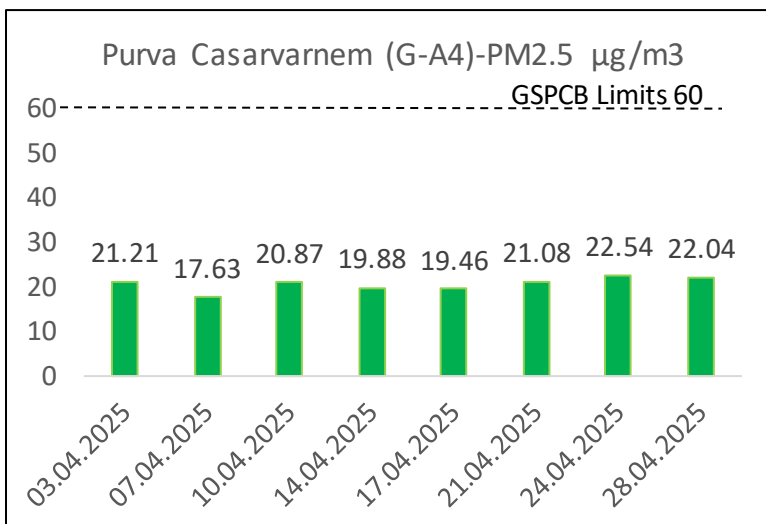


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Purva Casarvarnem (G-A4)

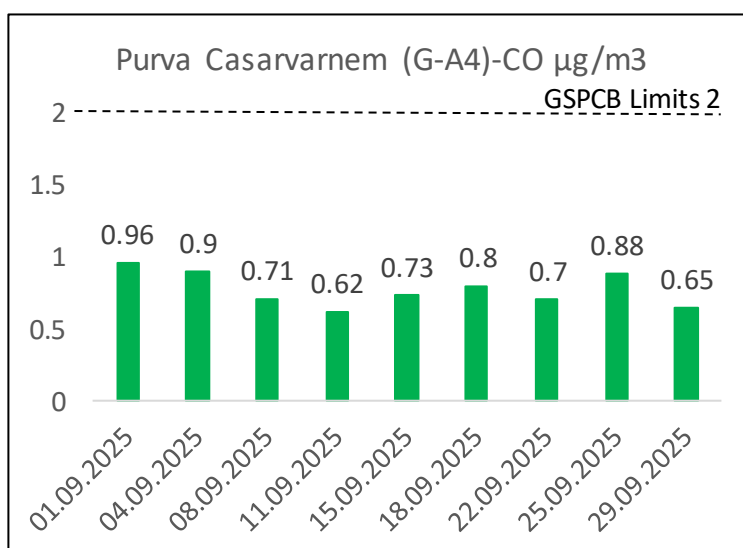
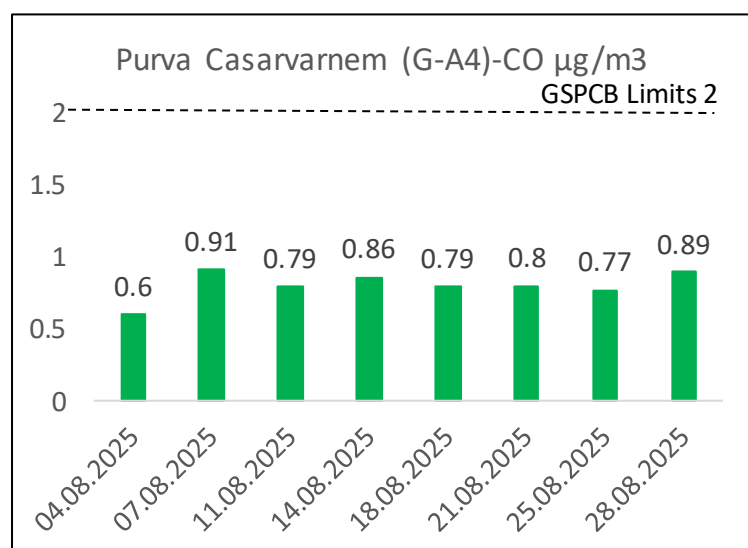
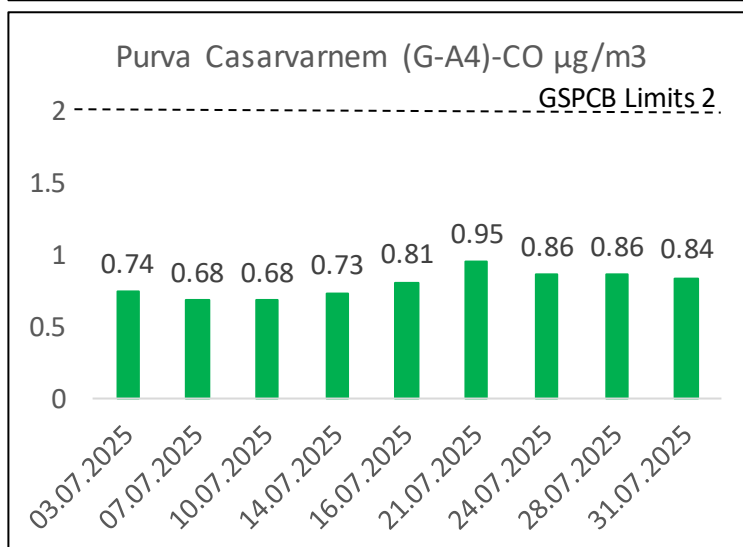
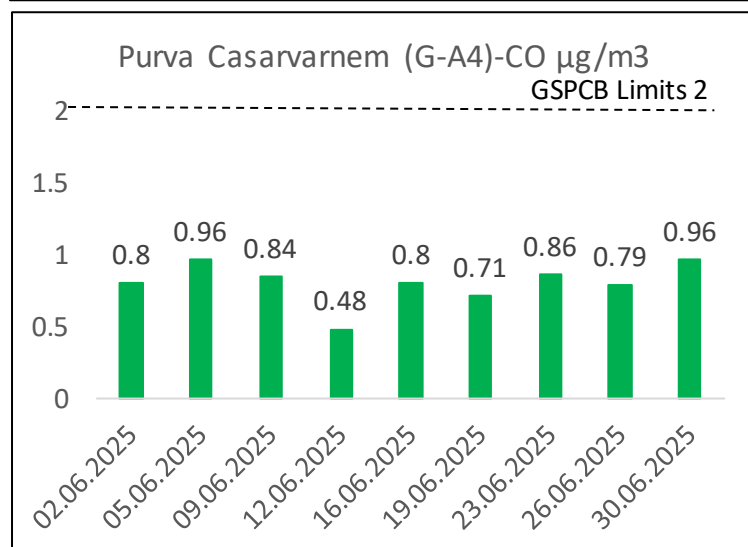
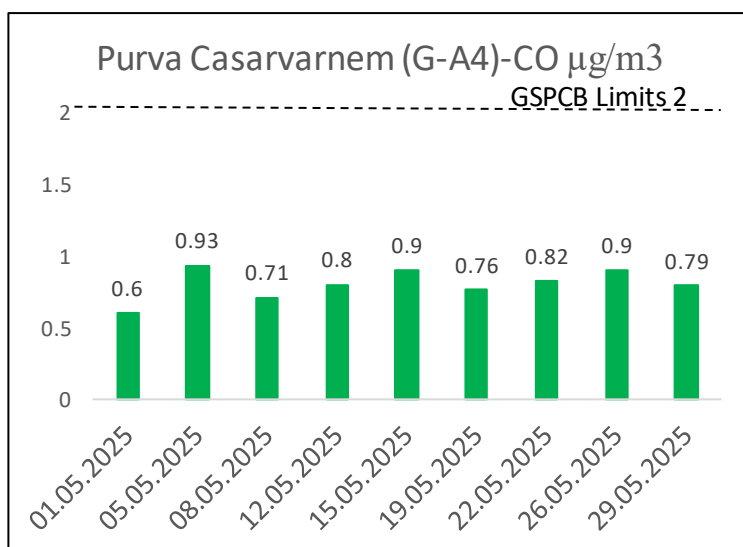
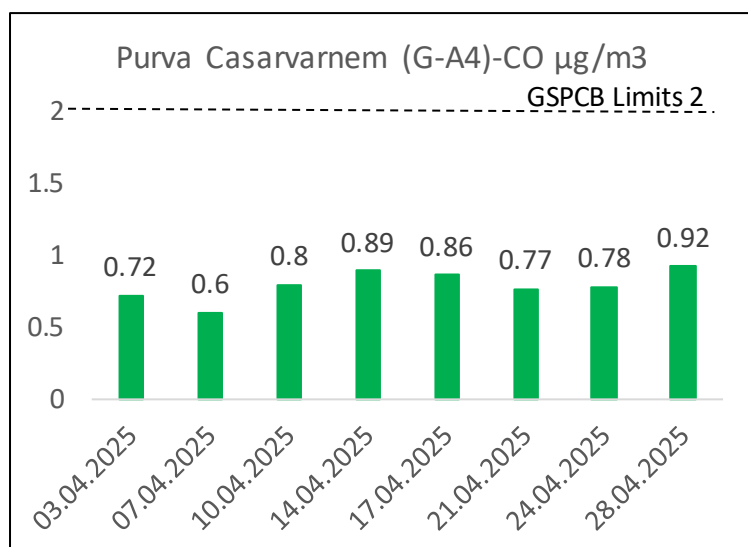


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

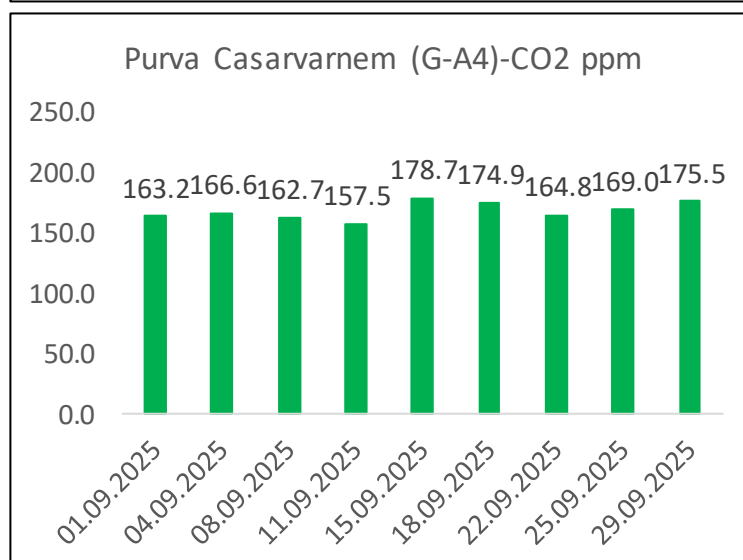
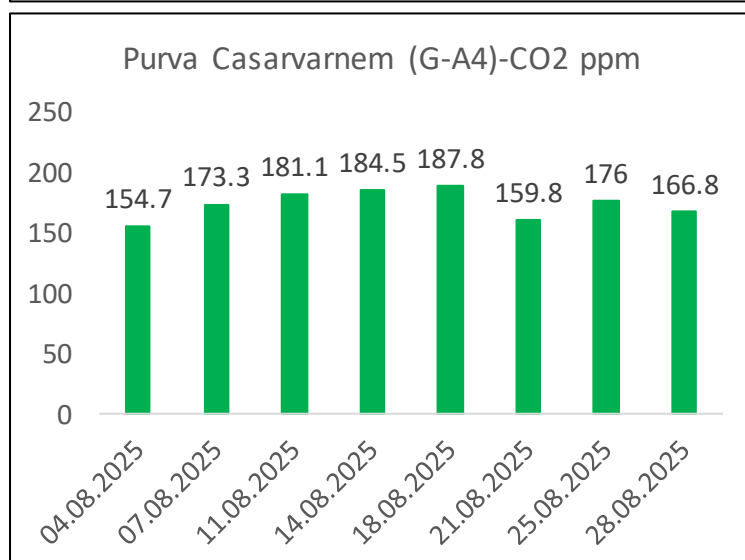
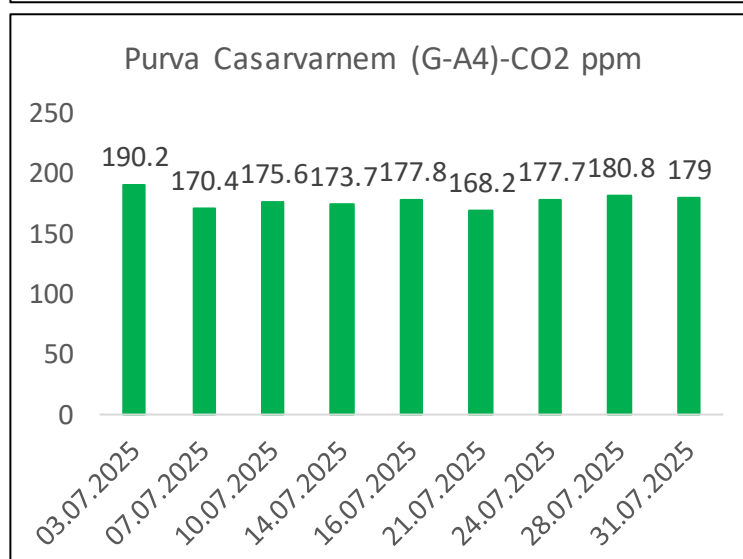
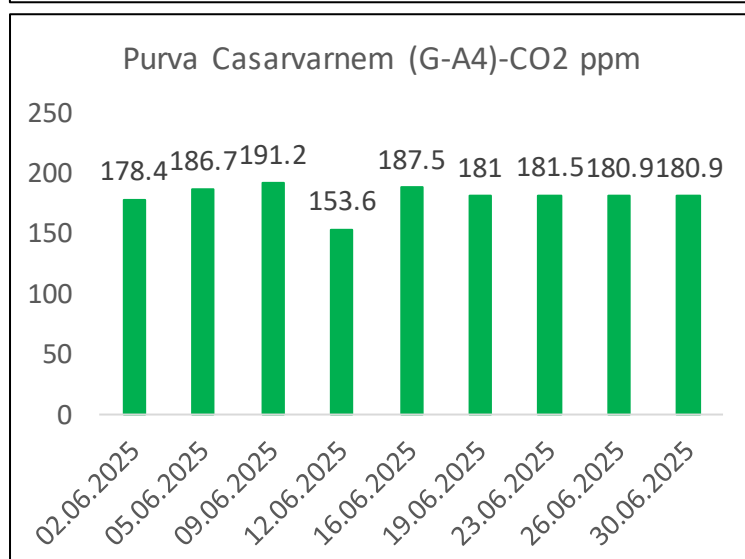
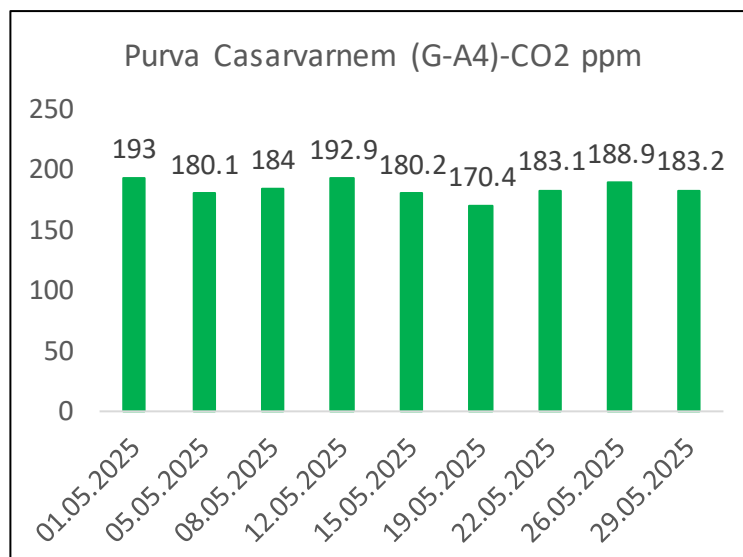
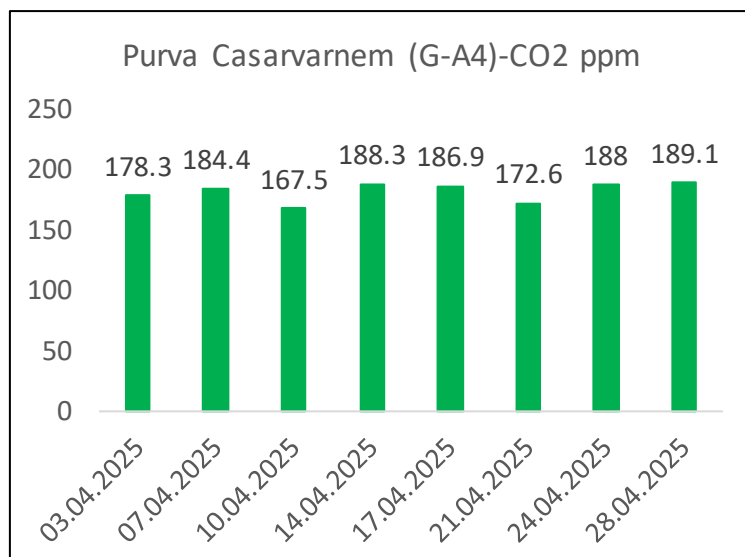
PM 2.5 of Purva Casarvarnem (G-A4)



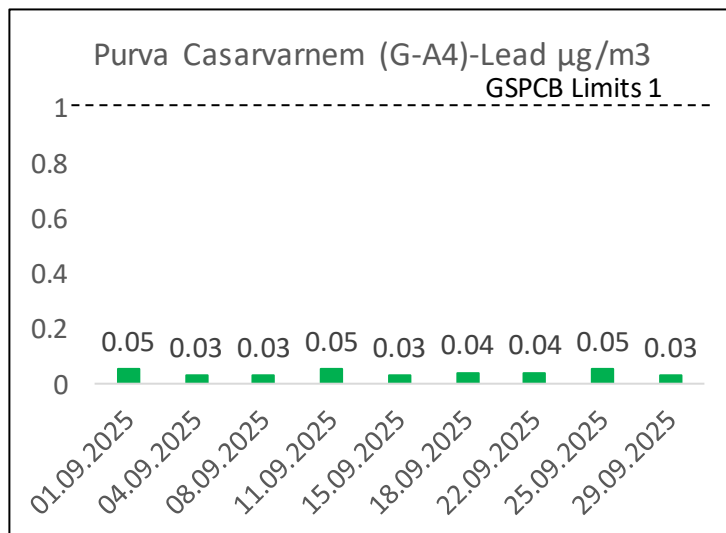
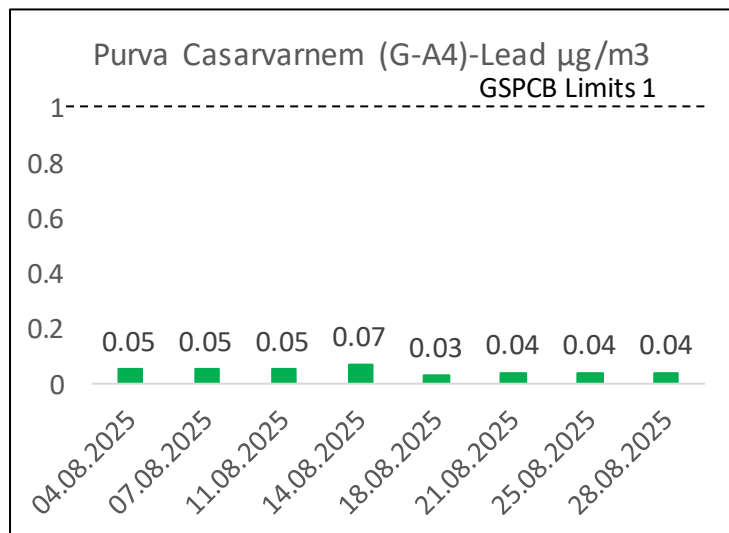
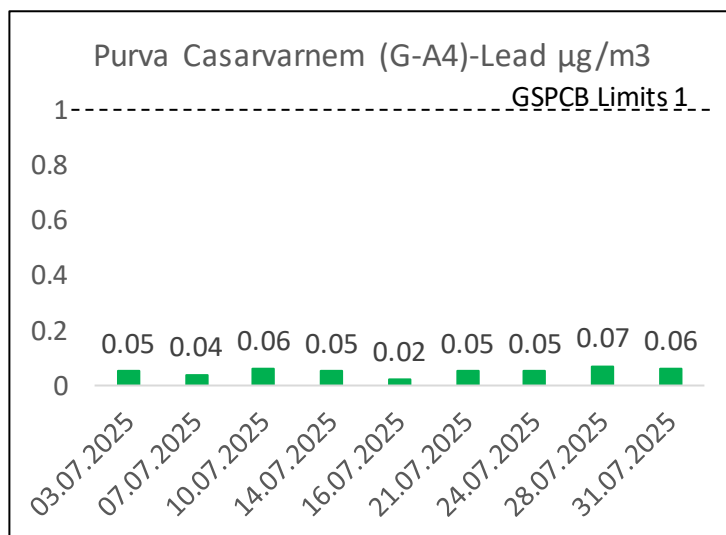
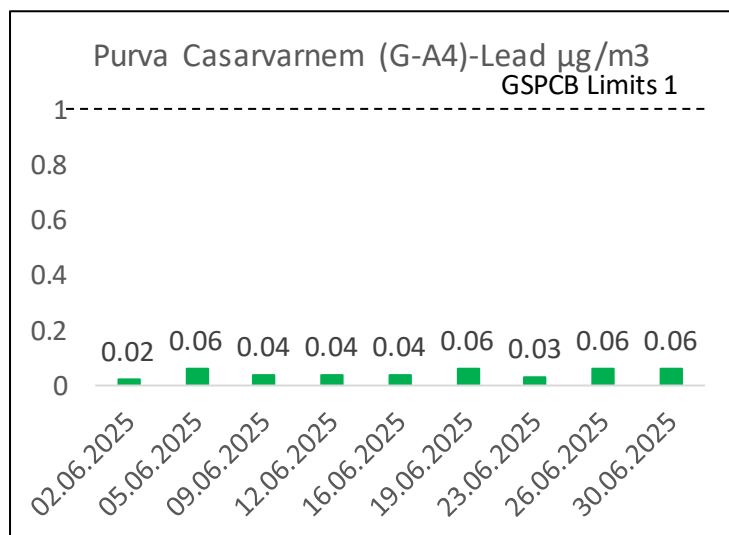
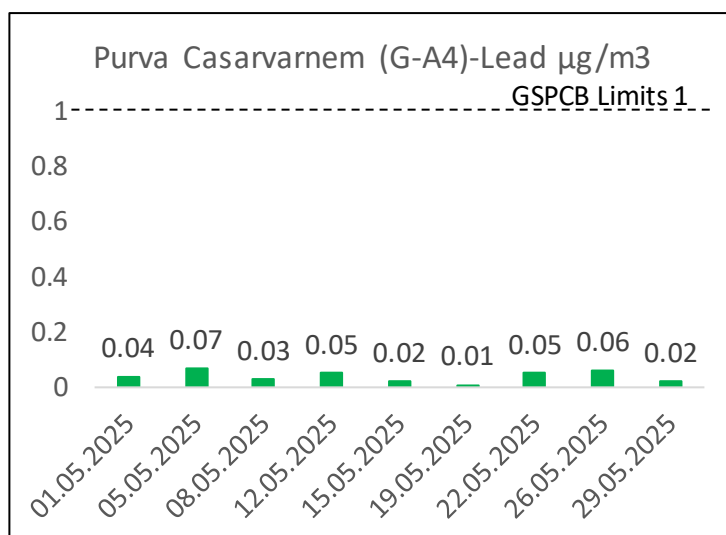
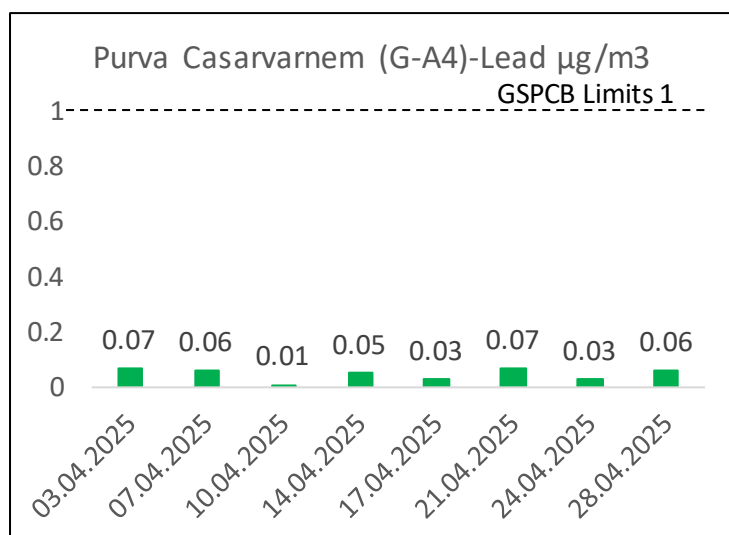
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO of Purva Casarvarnem (G-A4)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Purva Casarvarnem (G-A4)



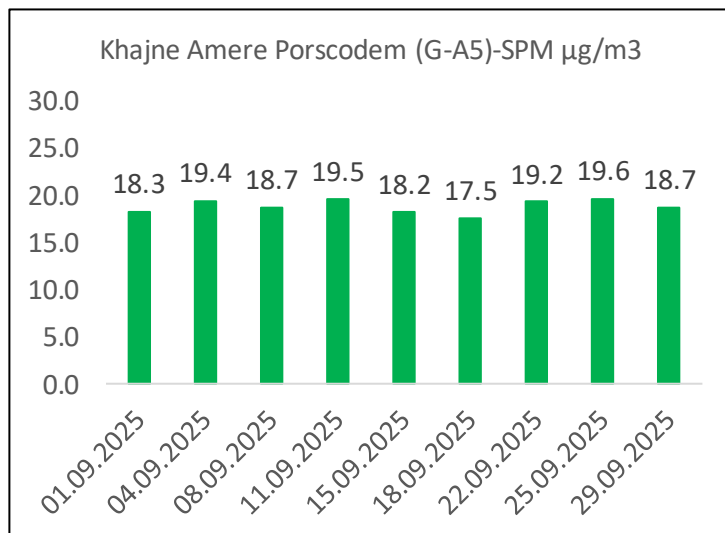
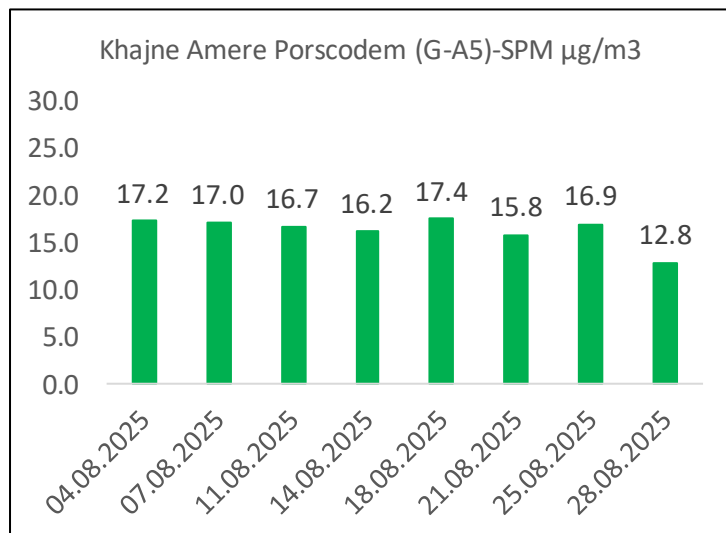
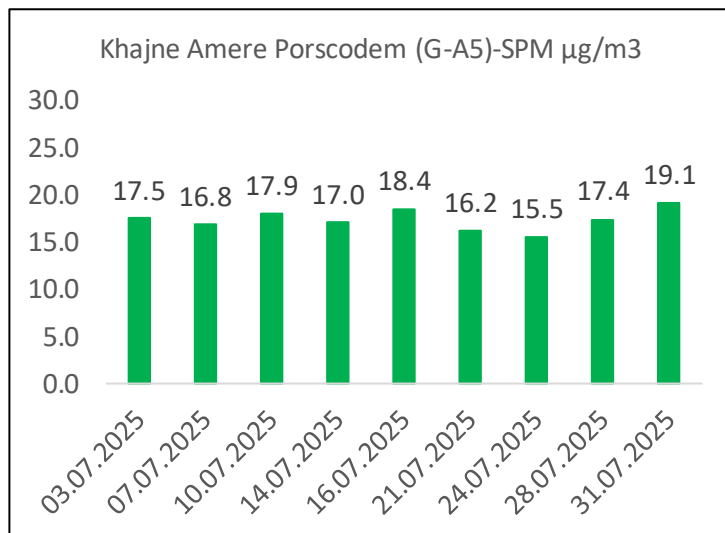
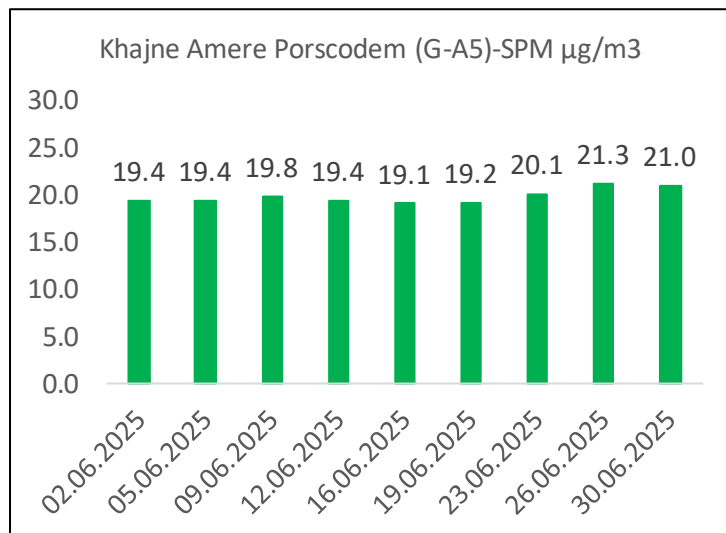
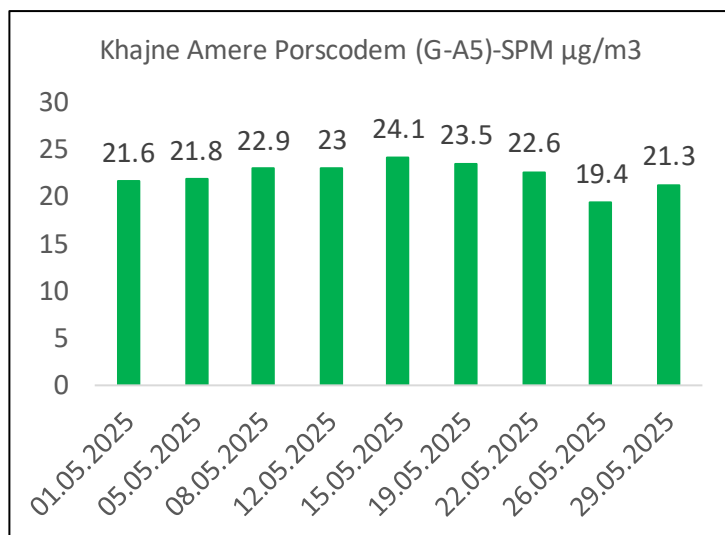
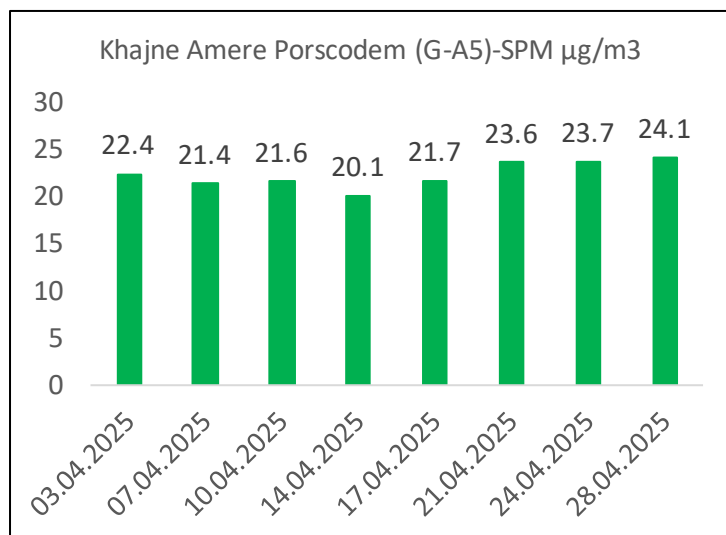
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Purva Casarvarnem (G-A4)



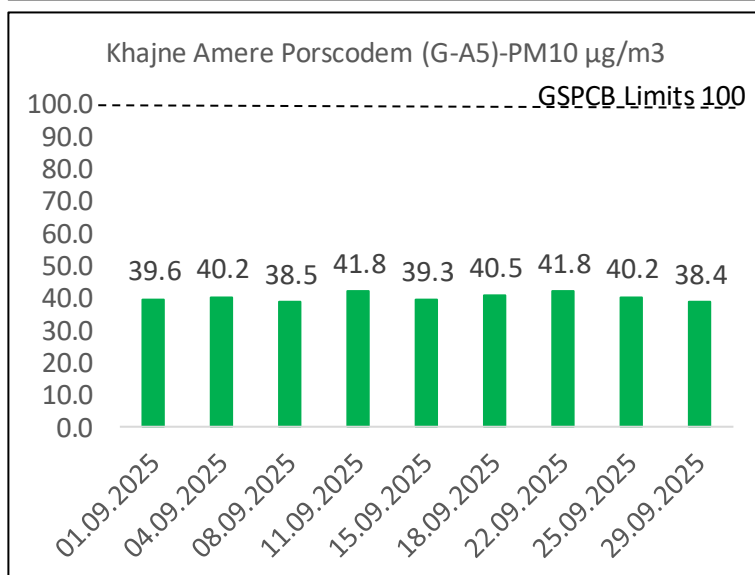
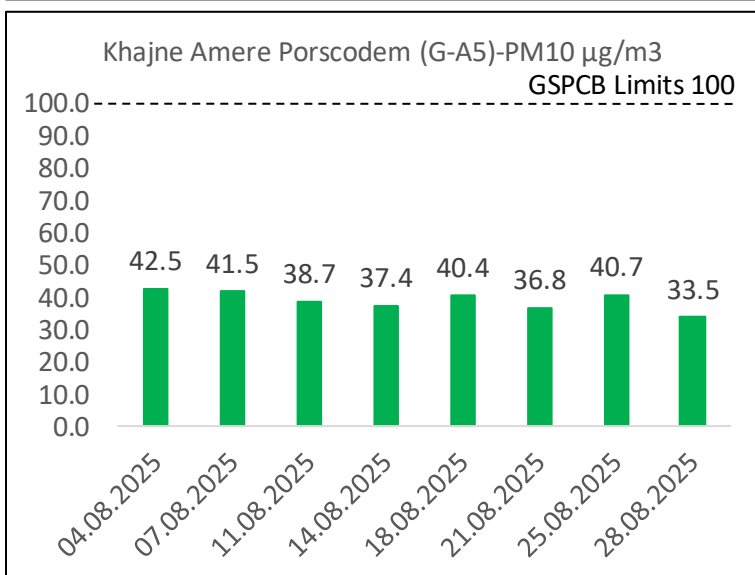
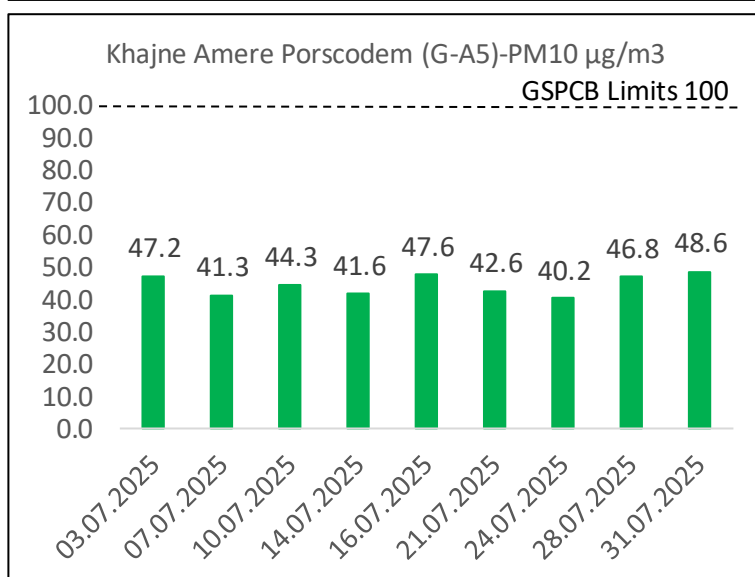
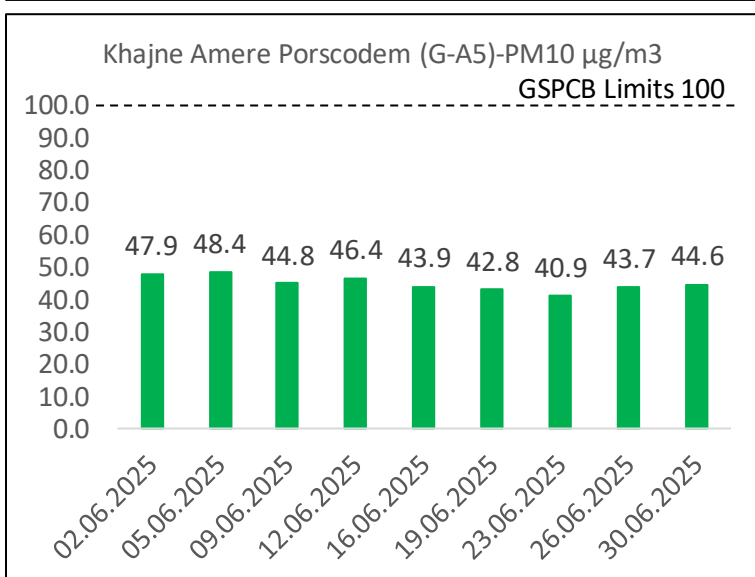
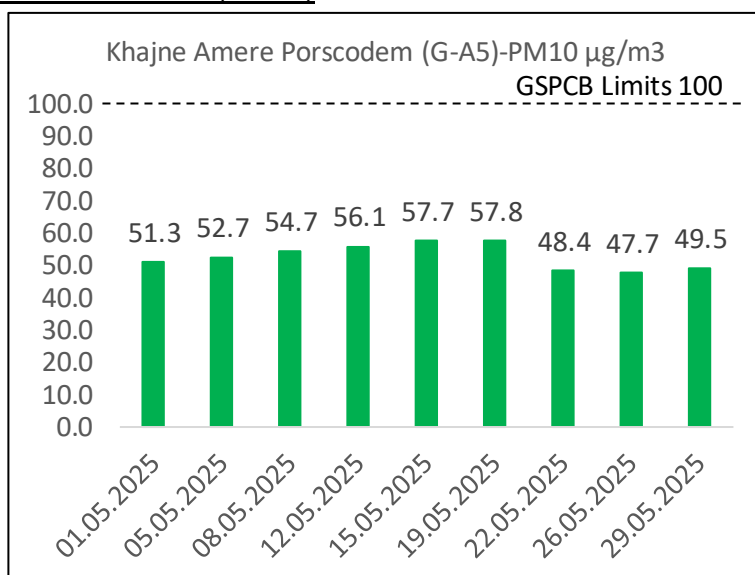
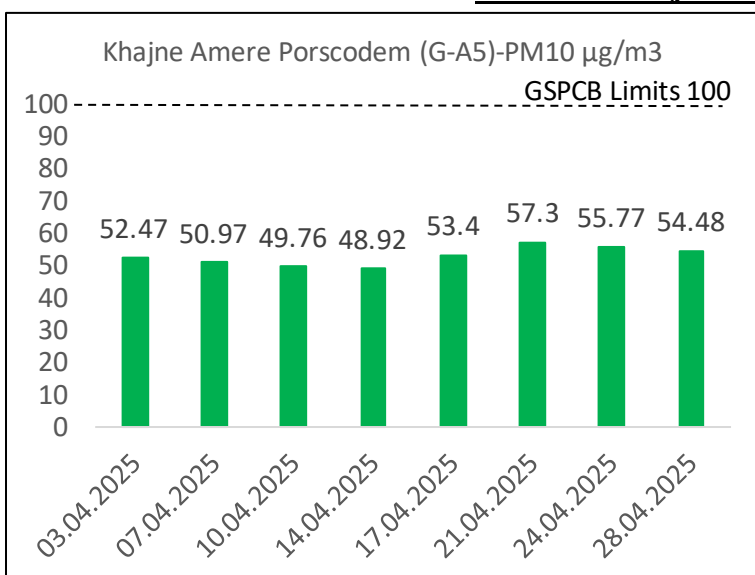
Note: SO_2 , NO_x & VOC result of Purva Casarvarnem (G-A4) are <6 , <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Khajne Amere Porscodem (G-A5)

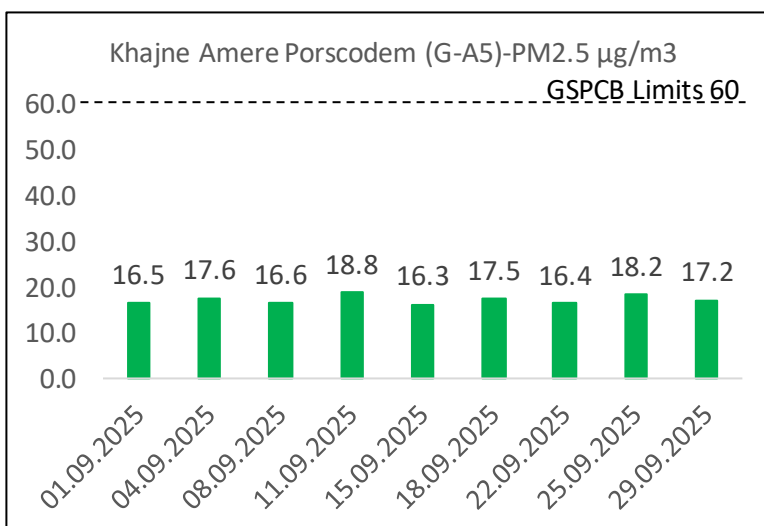
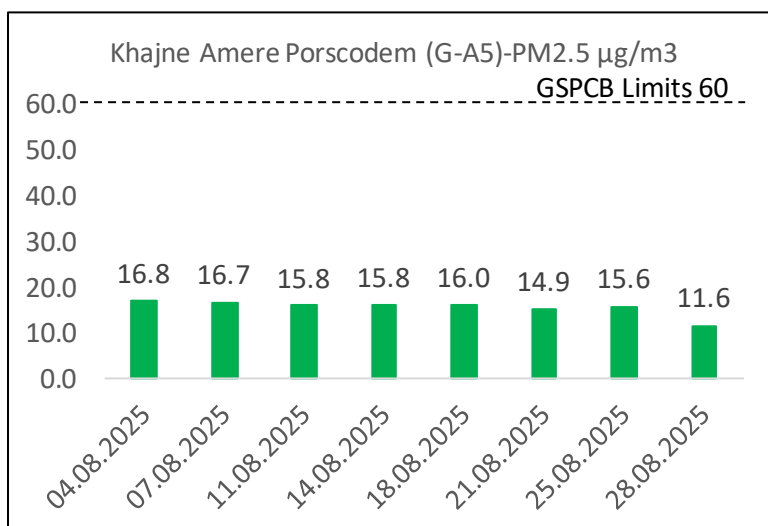
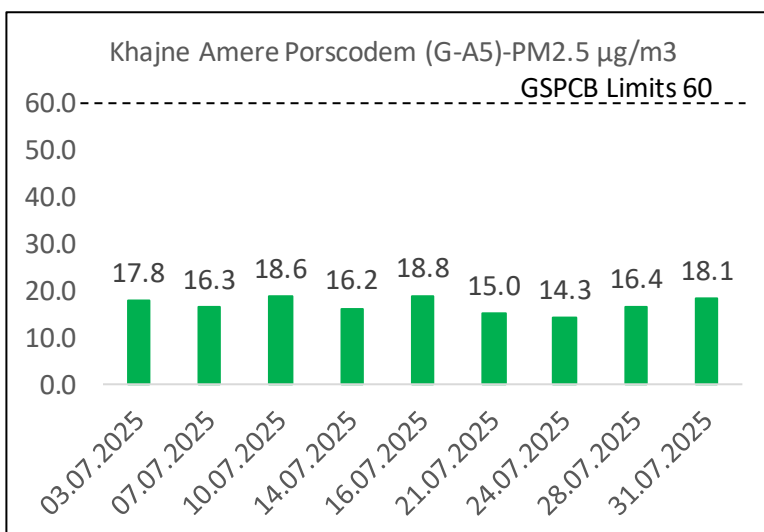
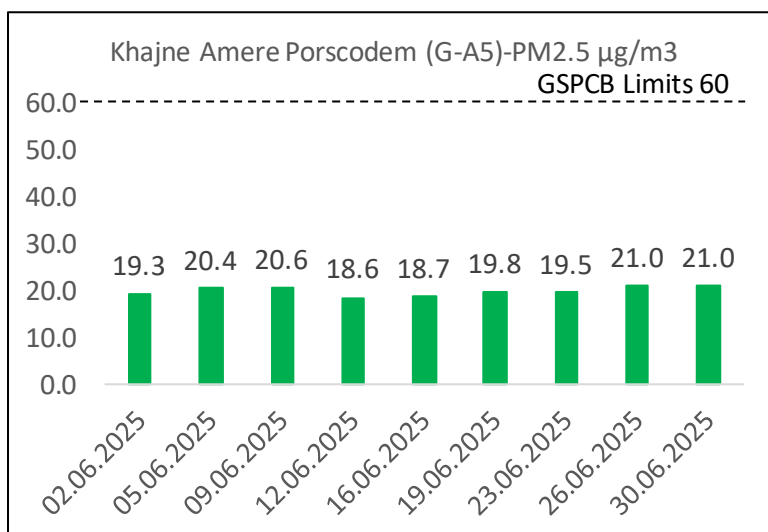
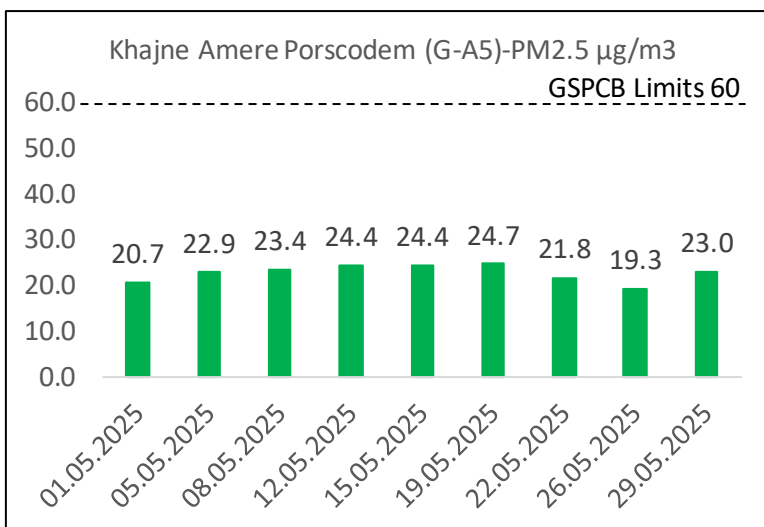
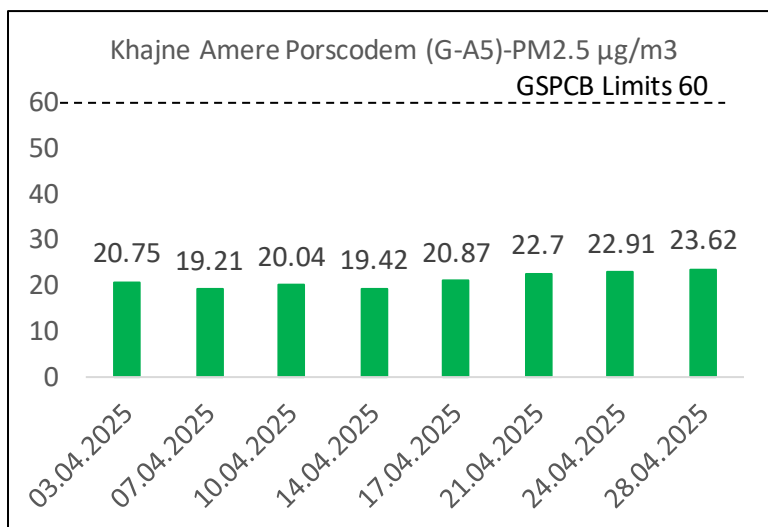


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Khajne Amere Porscodem (G-A5)



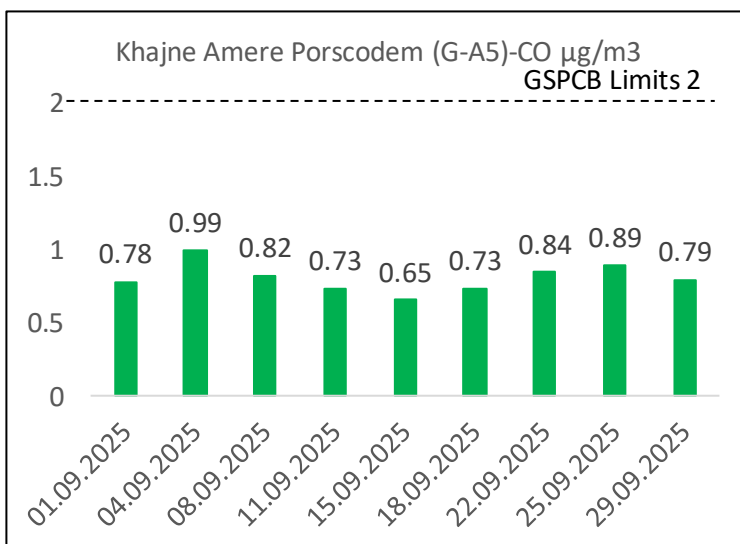
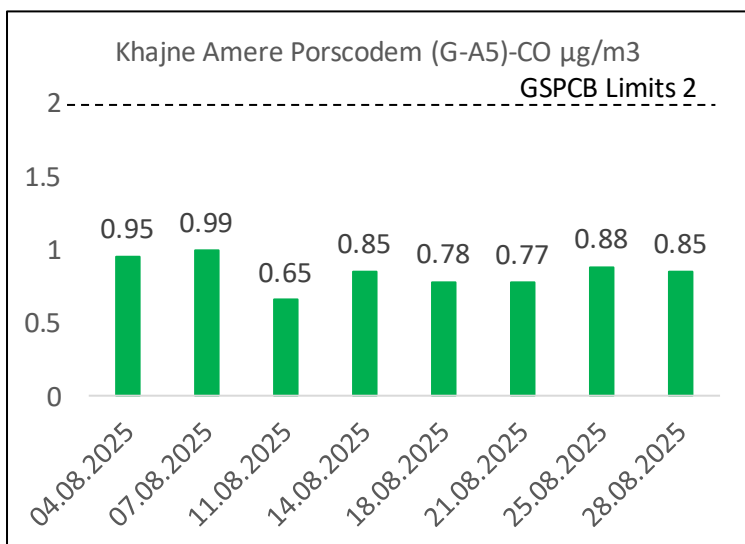
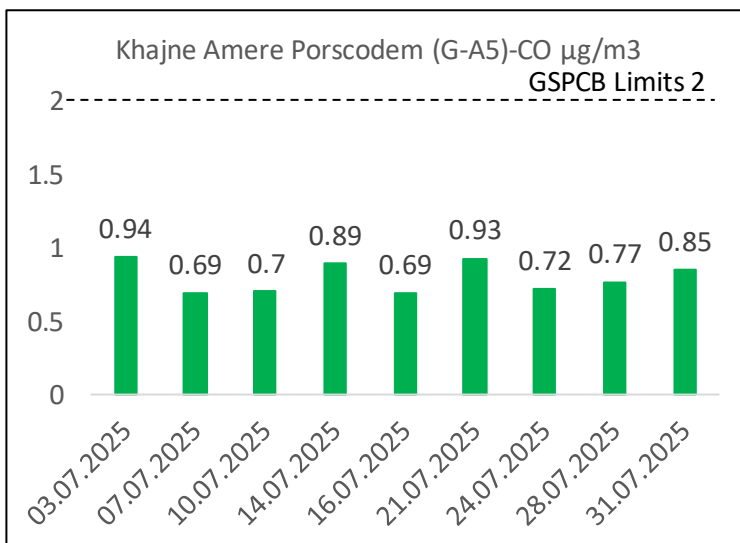
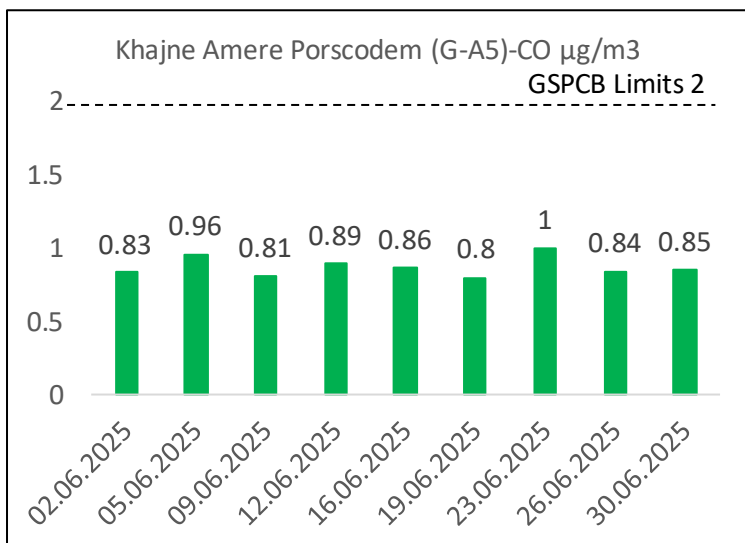
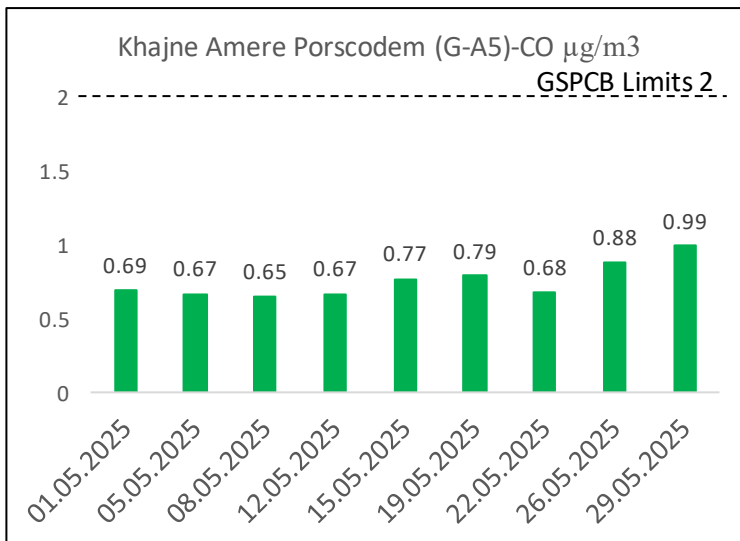
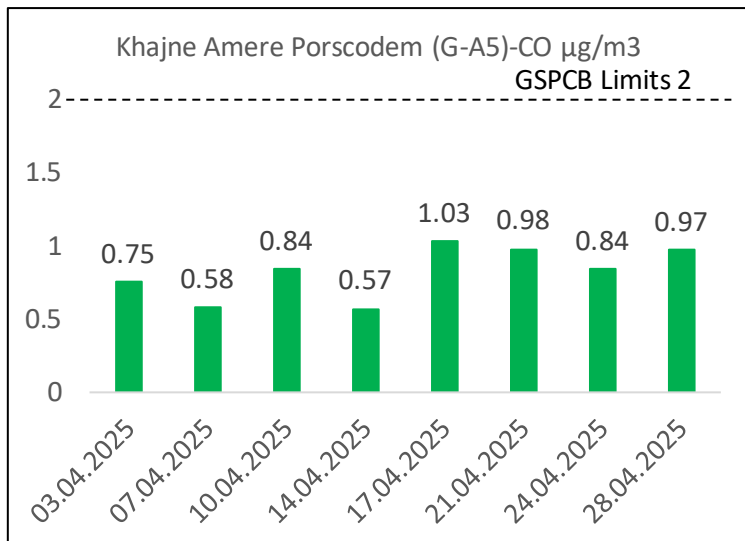
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

PM 2.5 of Khajne Amere Porscodem (G-A5)

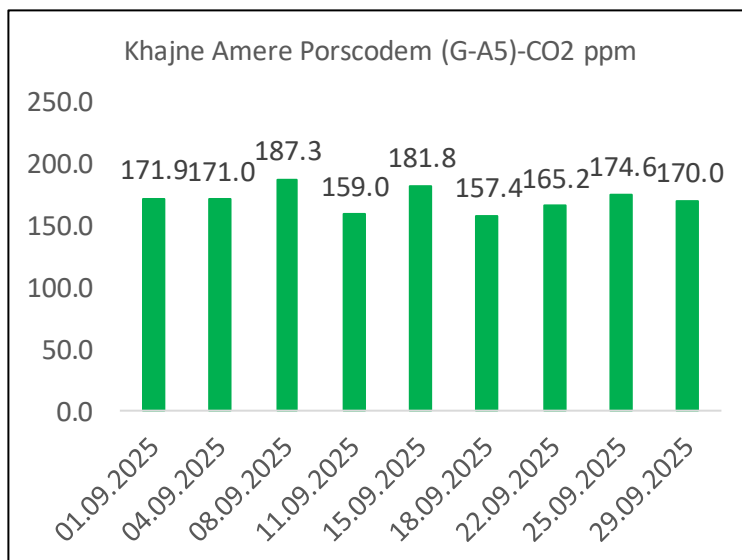
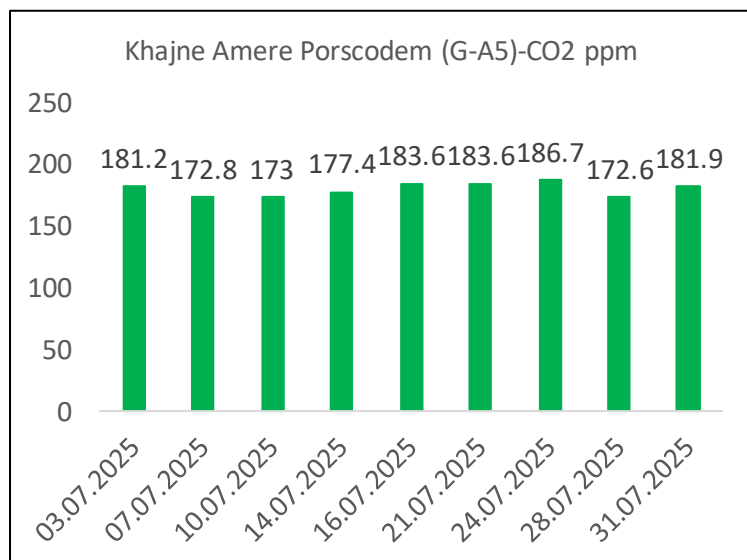
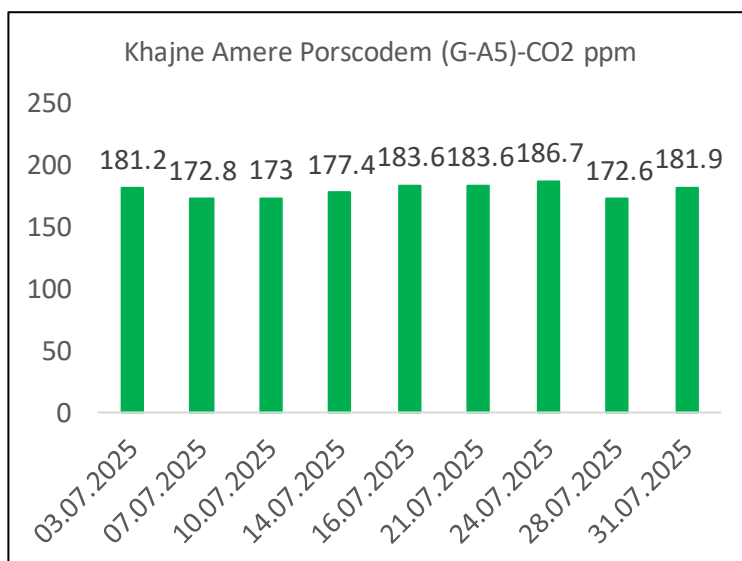
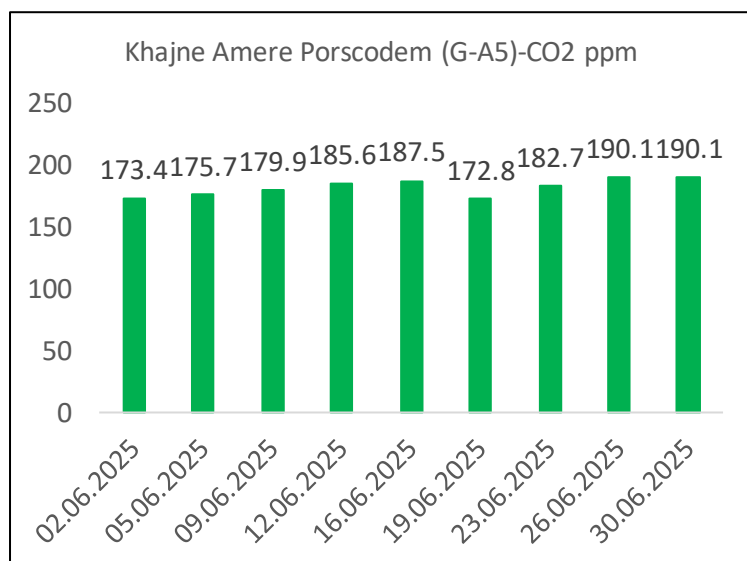
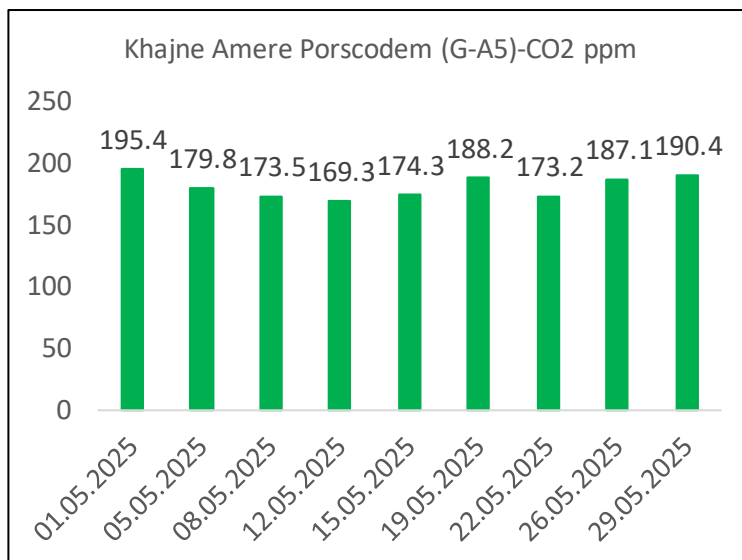
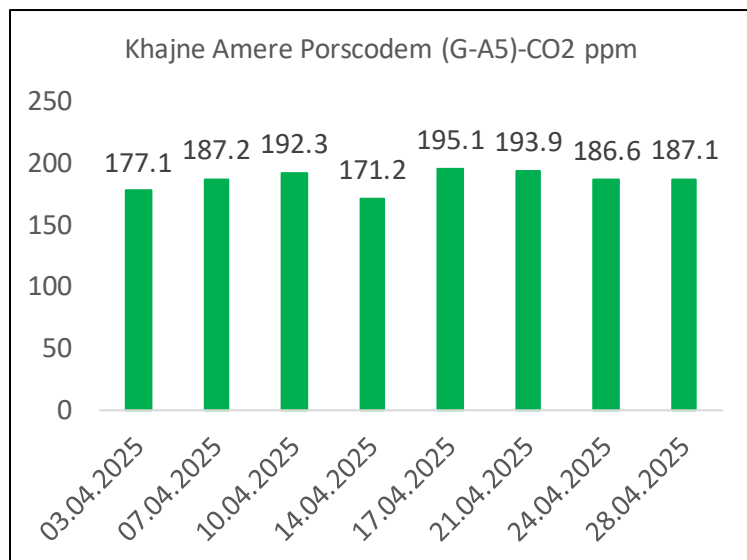


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

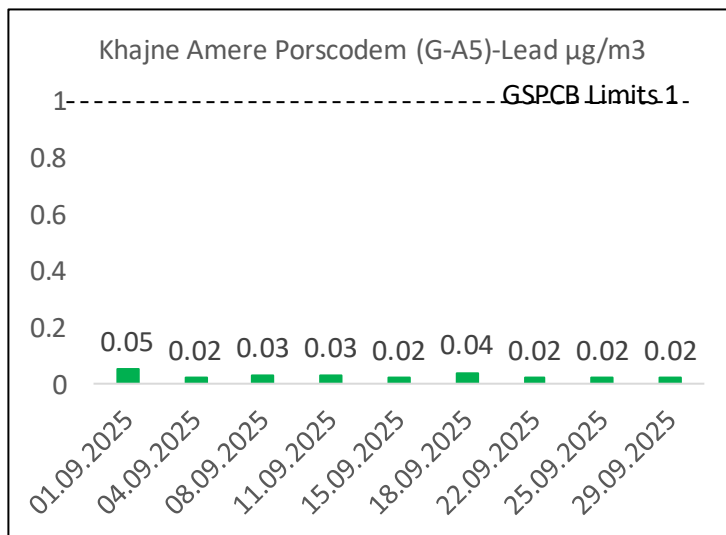
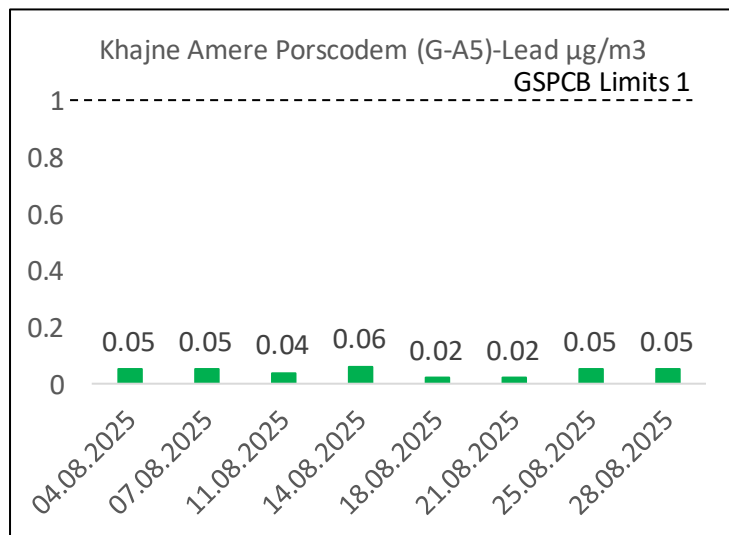
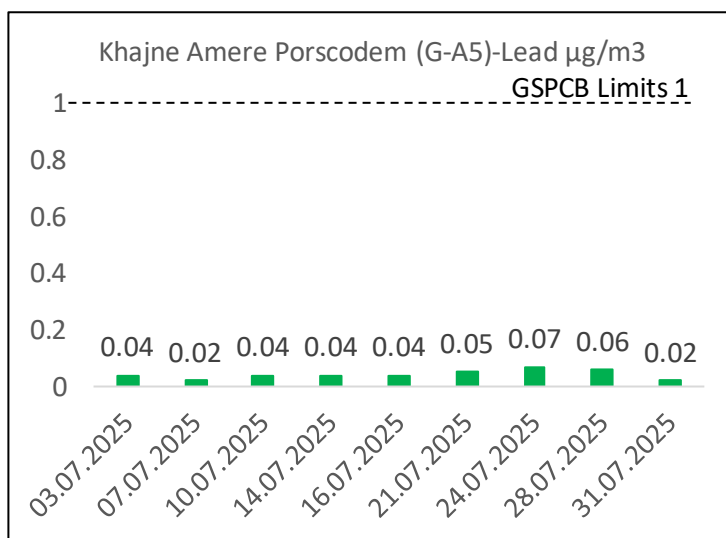
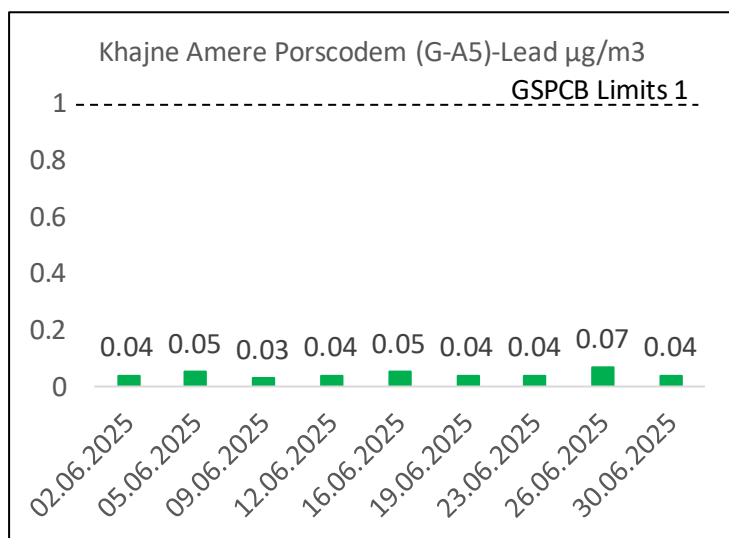
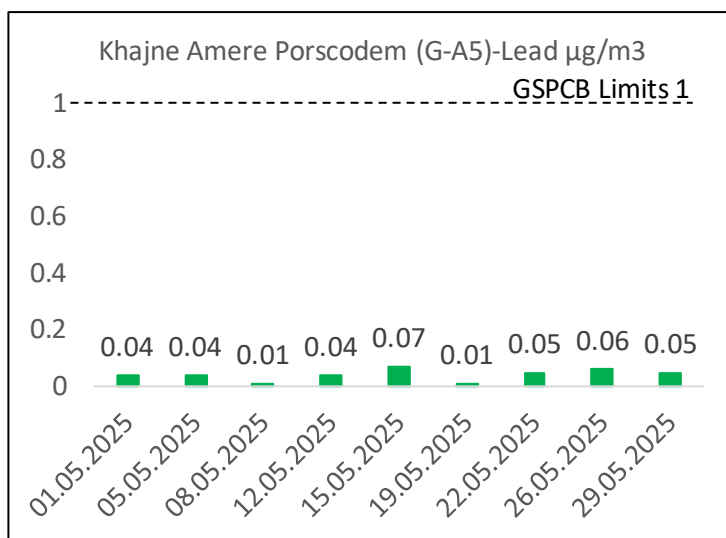
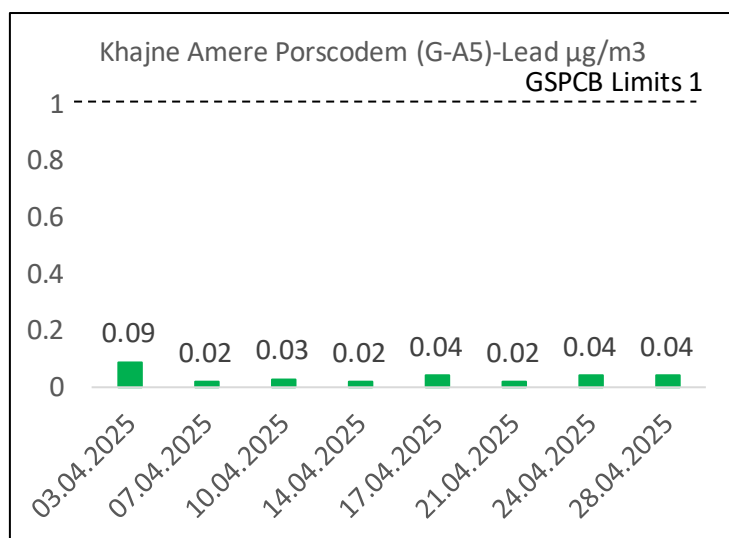
CO of Khajne Amere Porscodem (G-A5)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Khajne Amere Porscodem (G-A5)



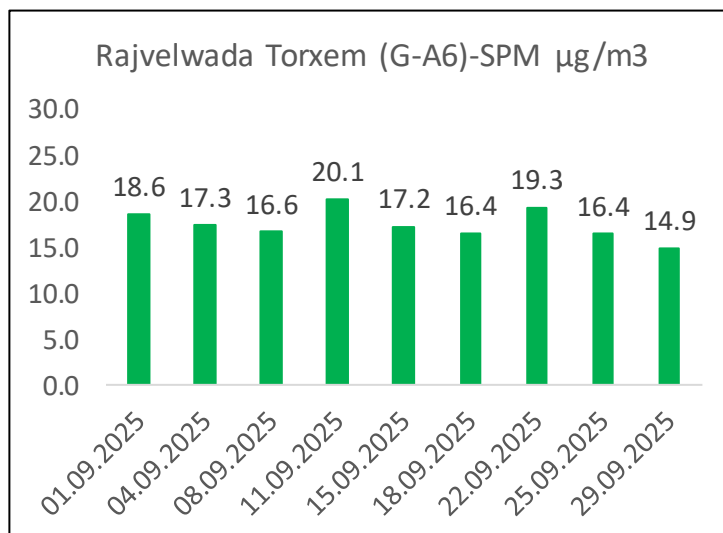
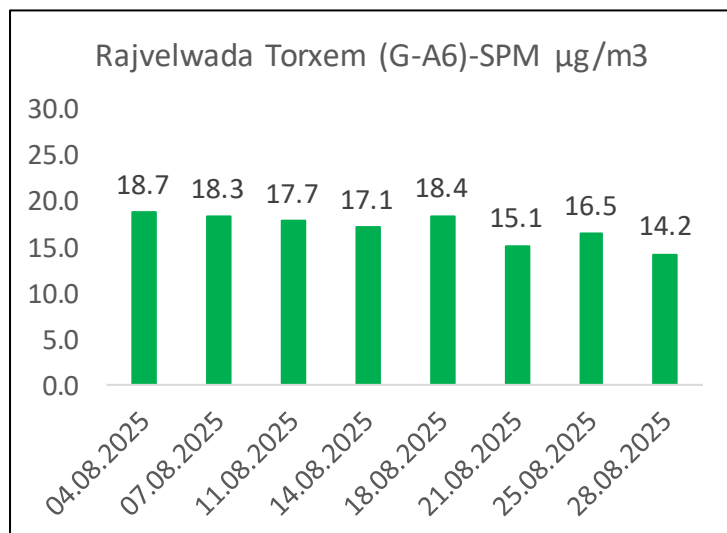
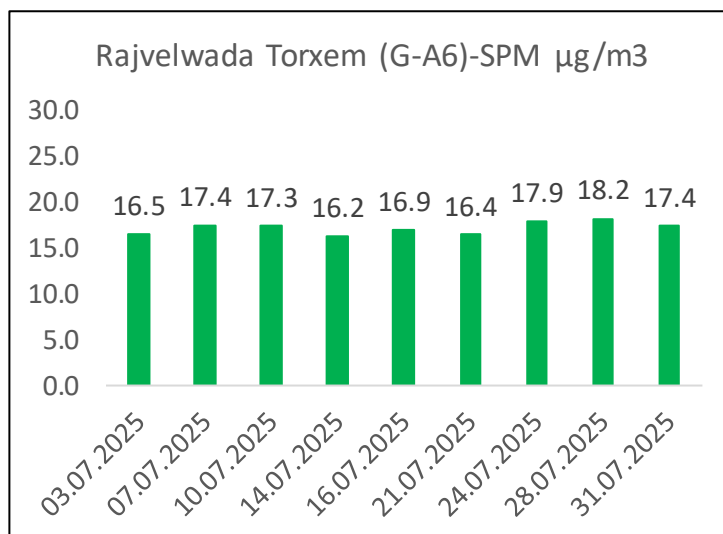
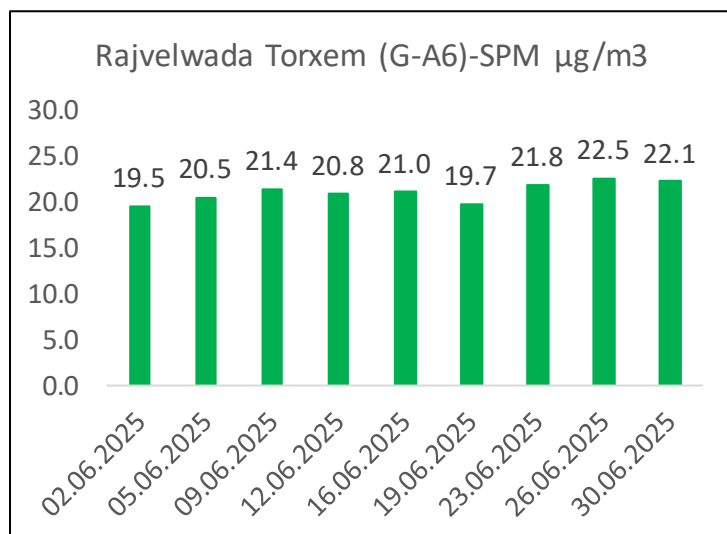
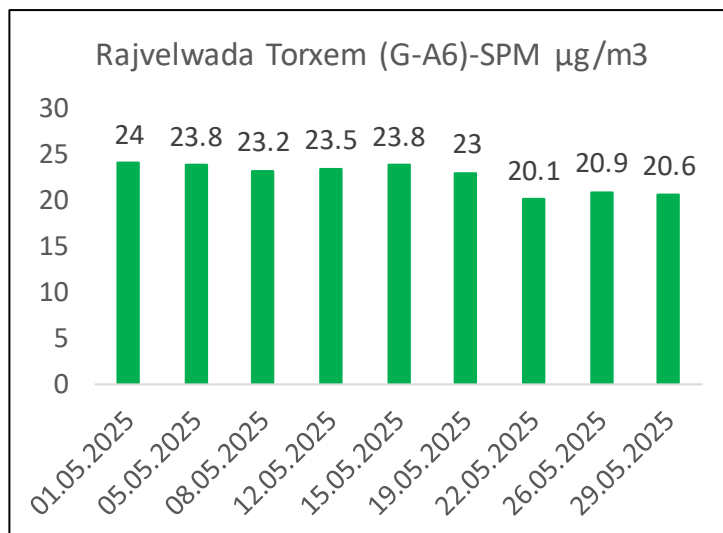
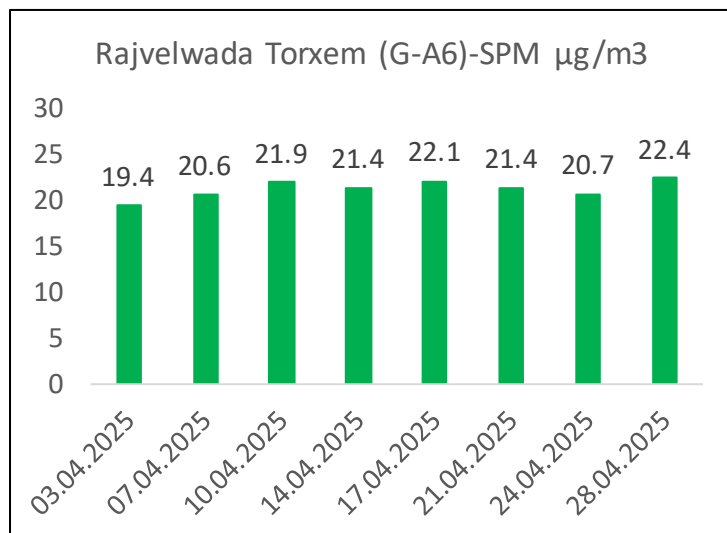
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Khajne Amere Porscodem (G-A5)



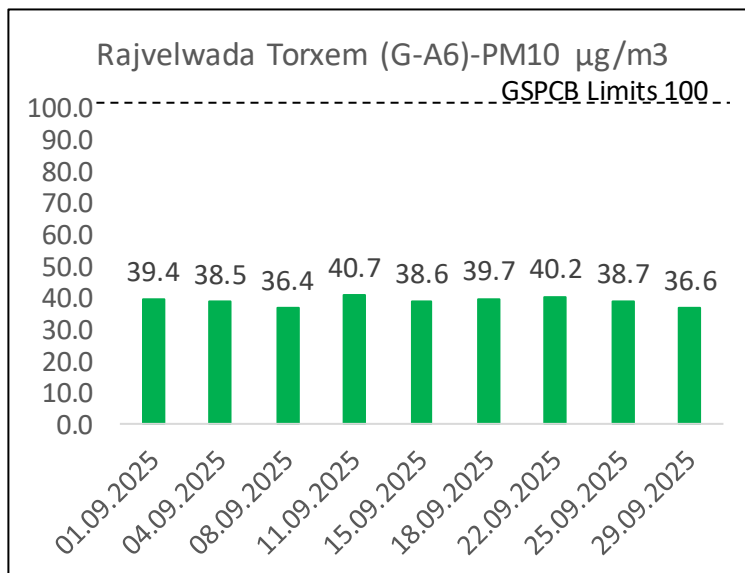
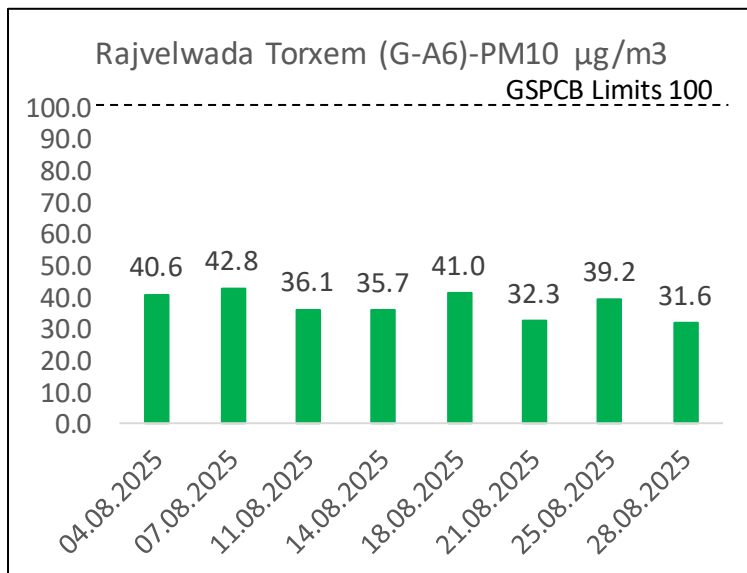
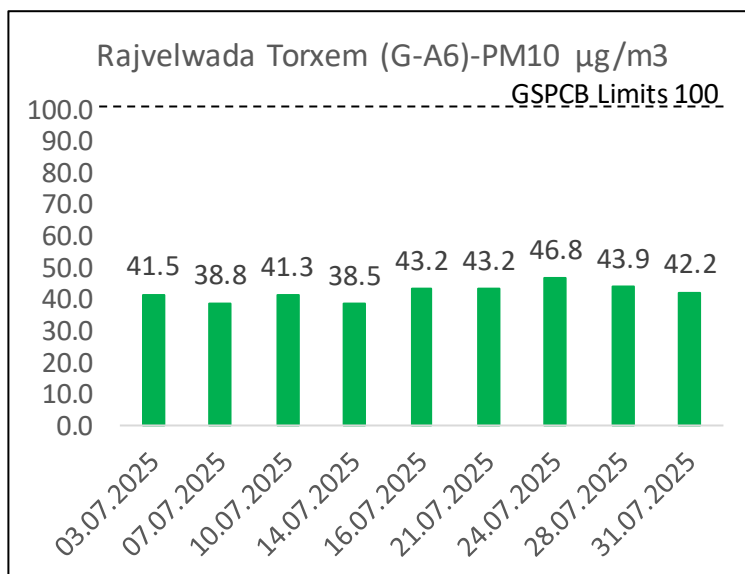
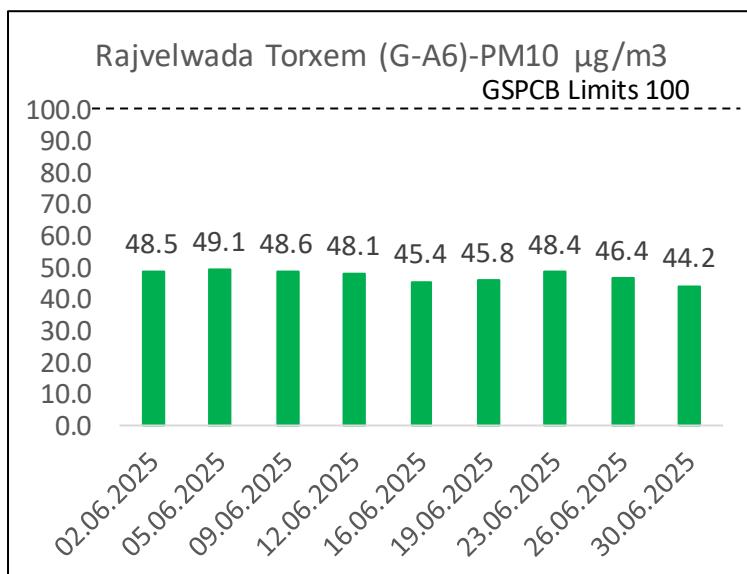
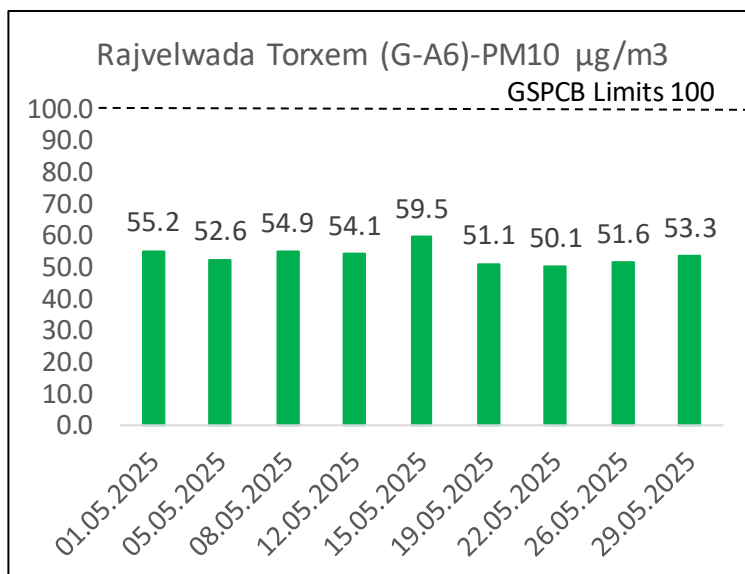
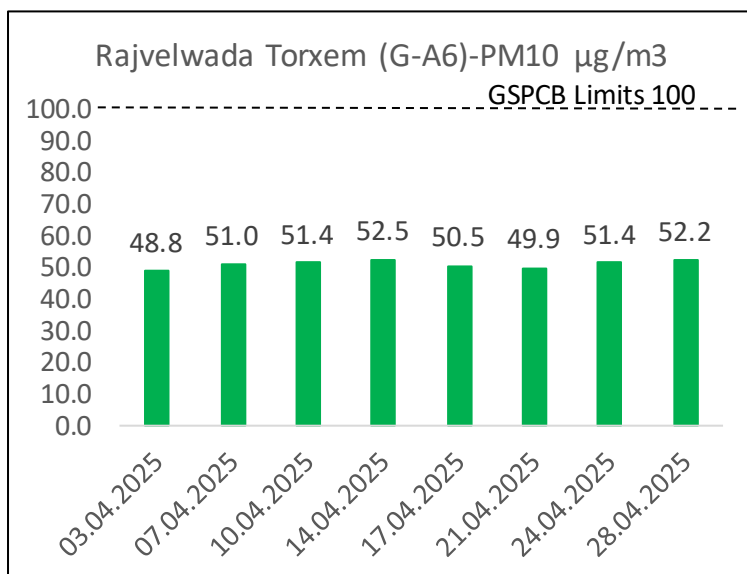
Note: SO_2 , NO_x & VOC result of Amere Porscodem (G-A5) are <6 , <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

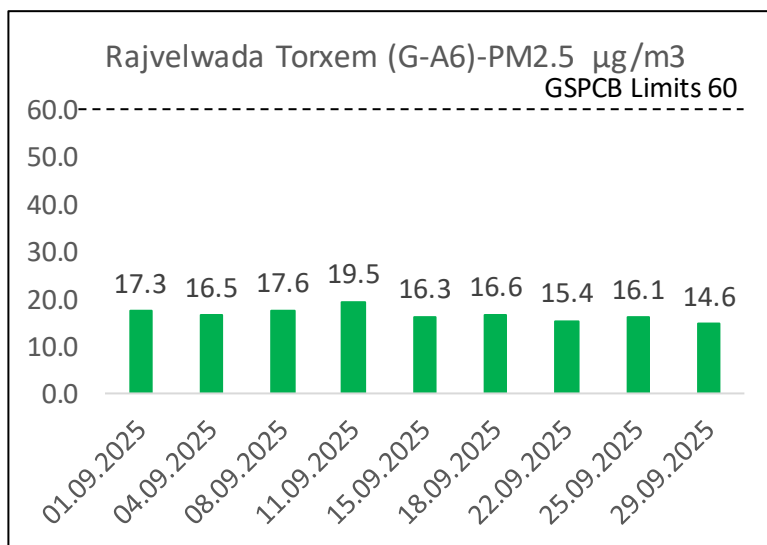
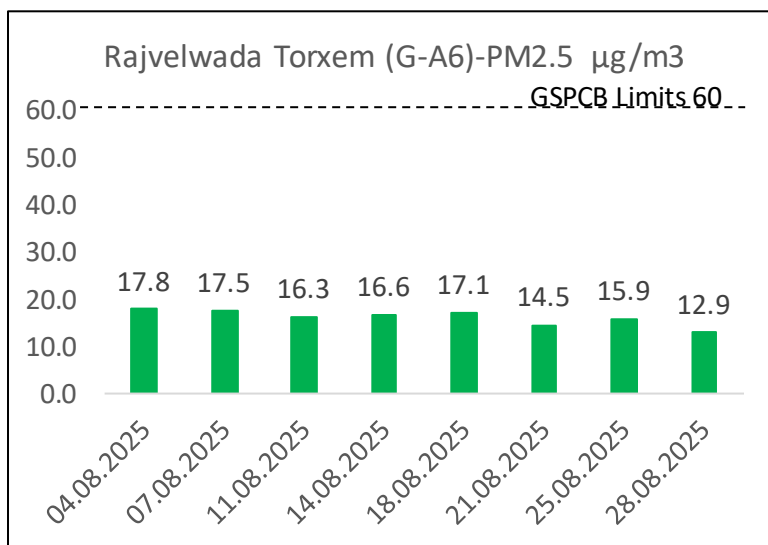
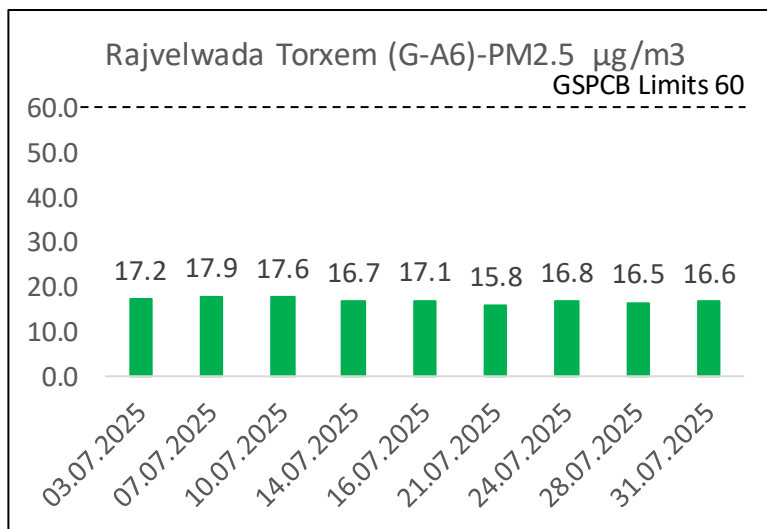
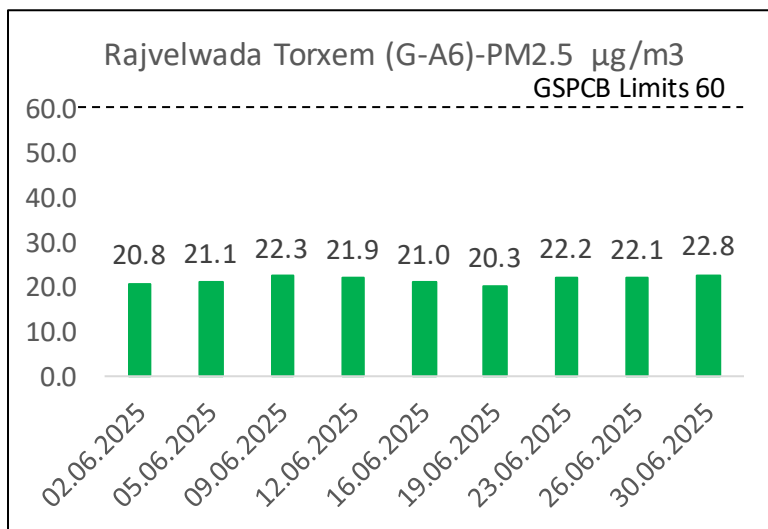
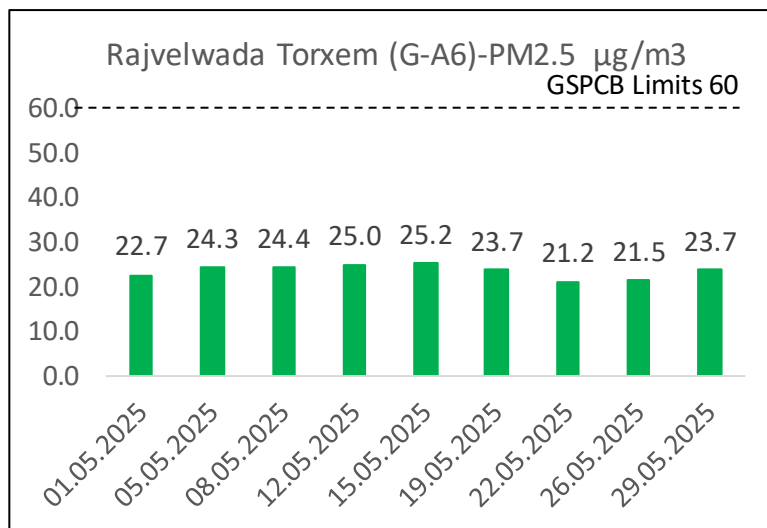
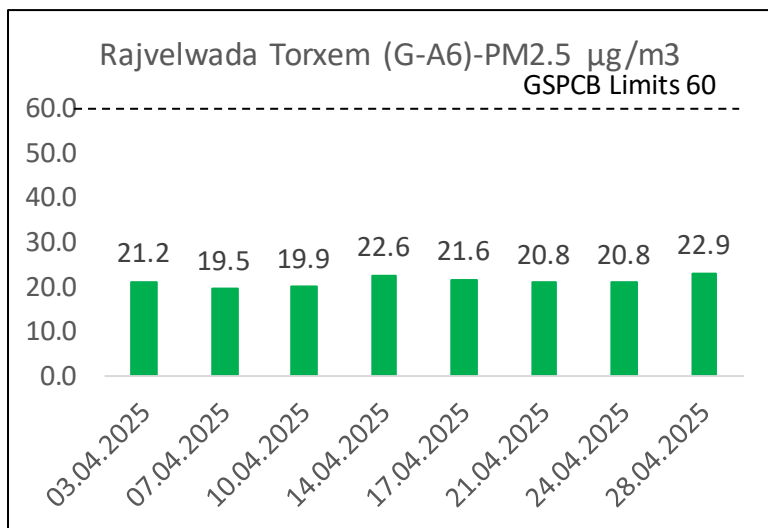
SPM of Rajvelwada Torxem (G-A6)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Rajvelwada Torxem (G-A6)

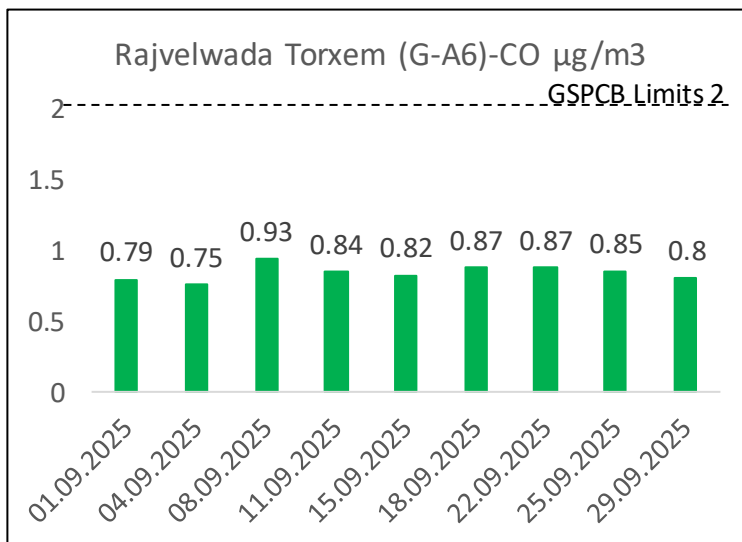
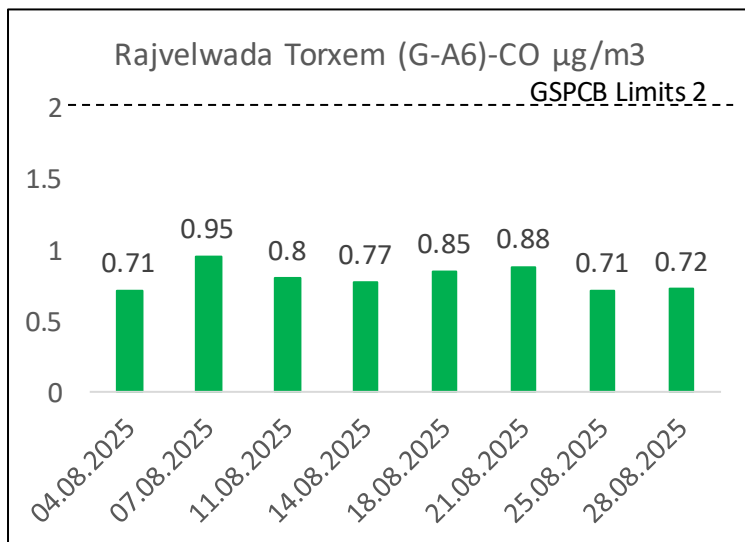
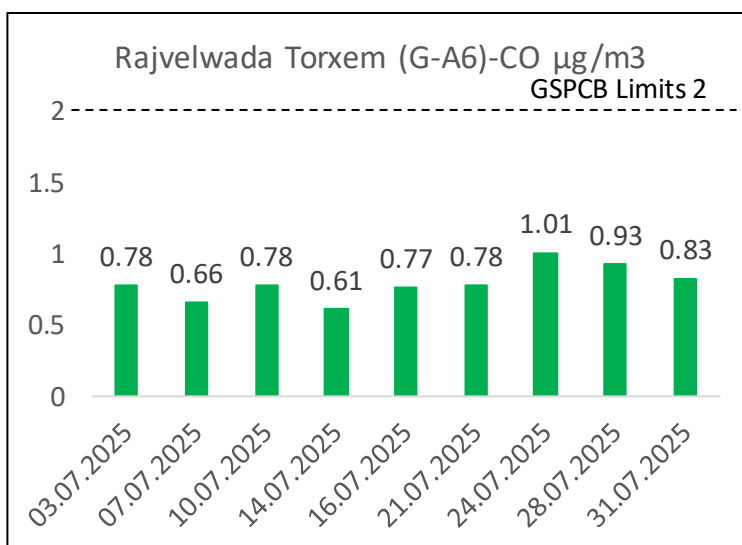
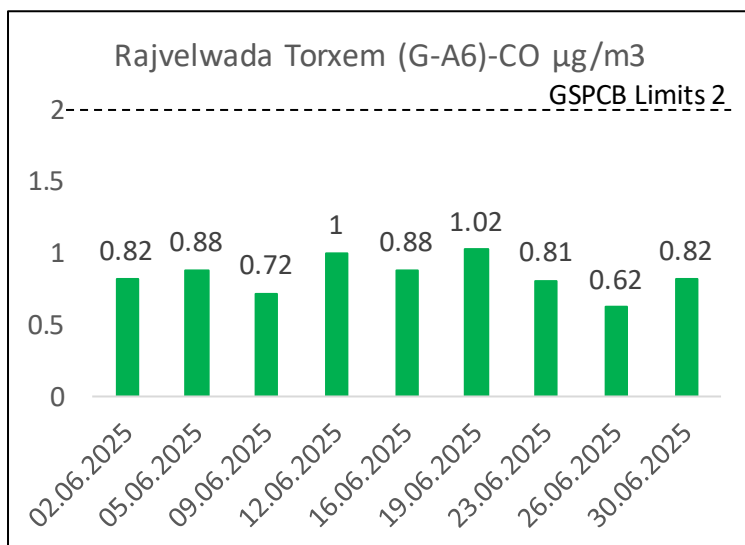
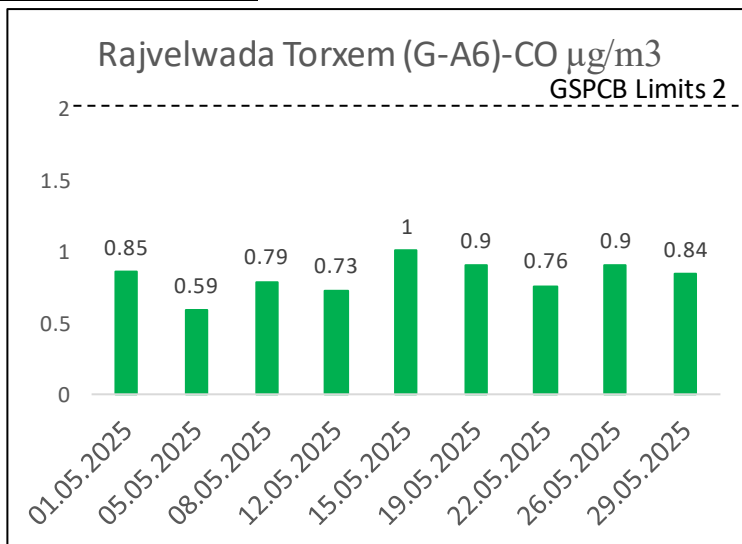
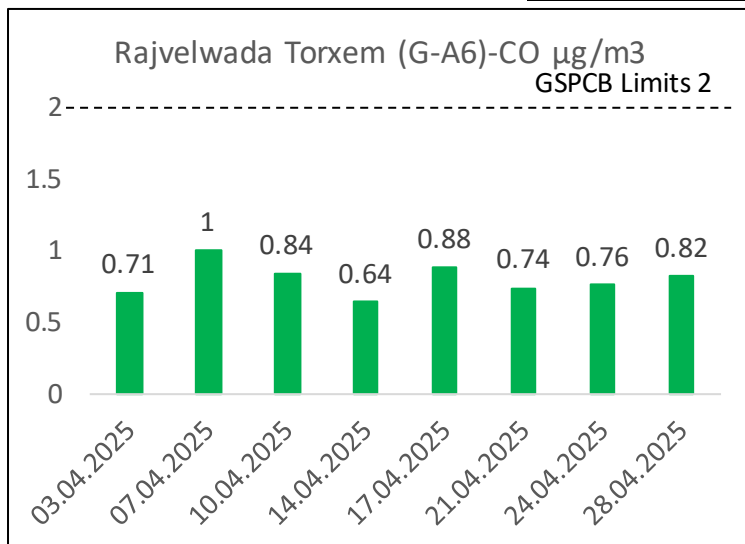


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 2.5 of Rajvelwada Torxem (G-A6)

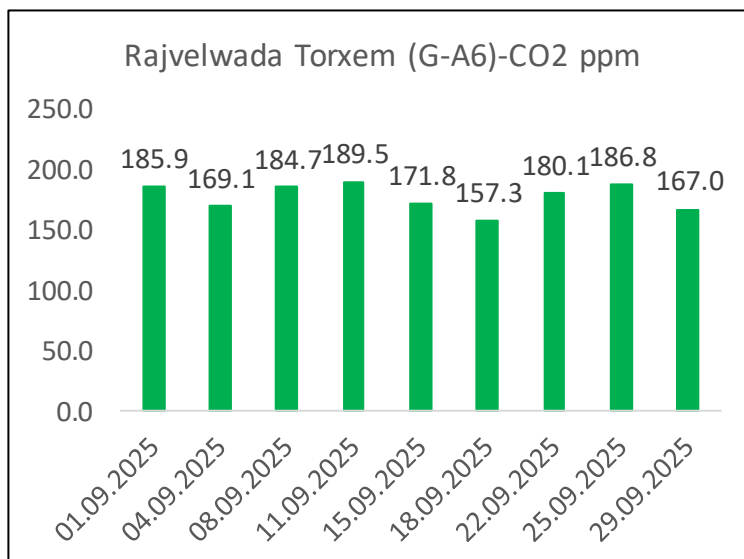
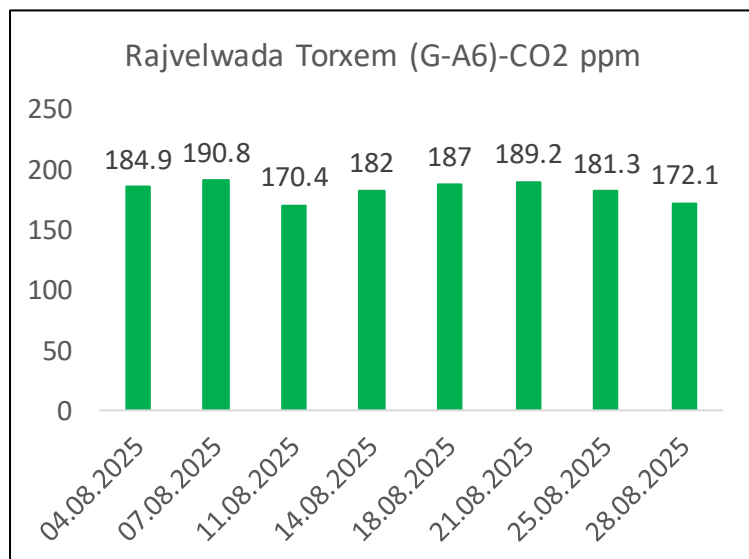
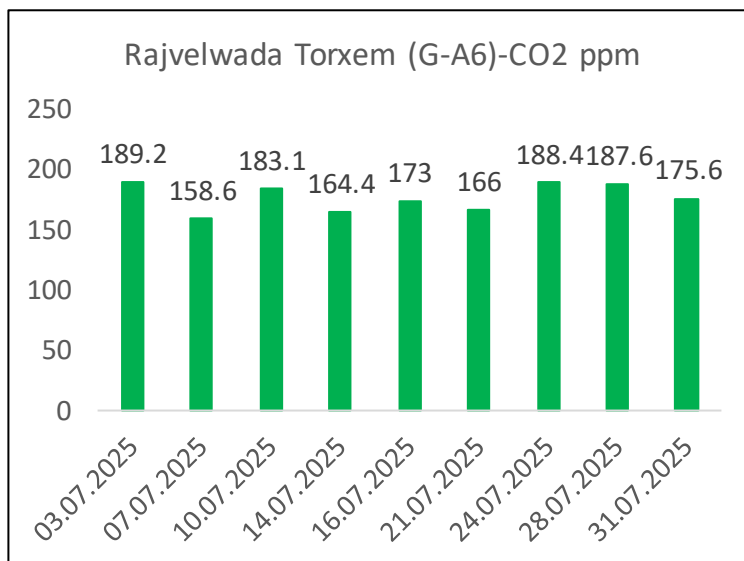
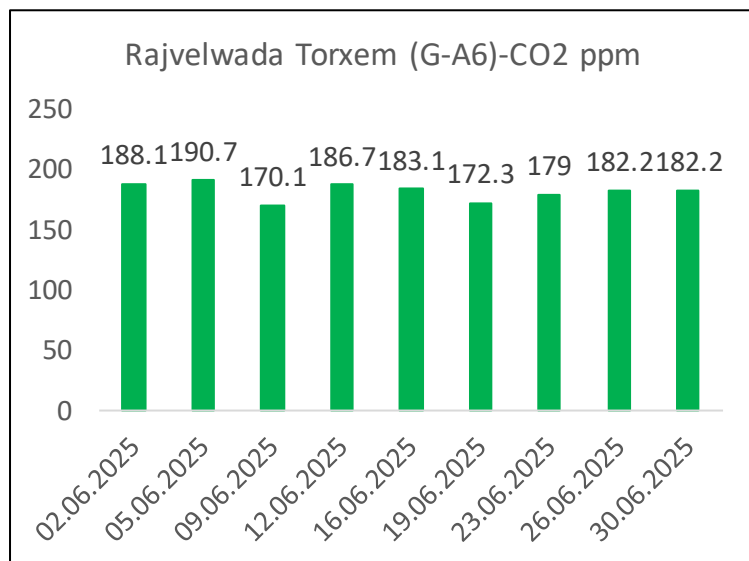
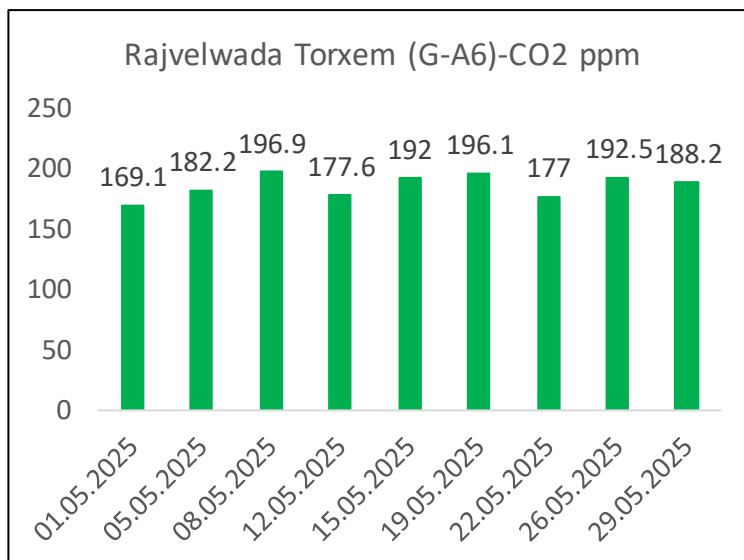
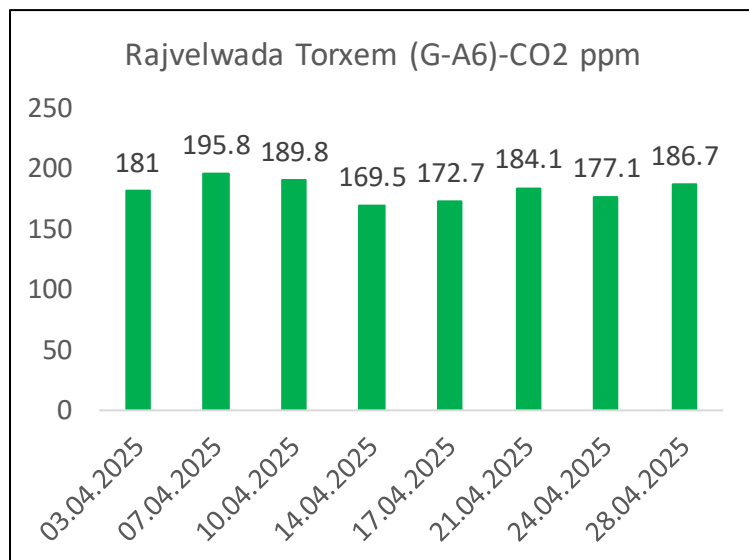


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

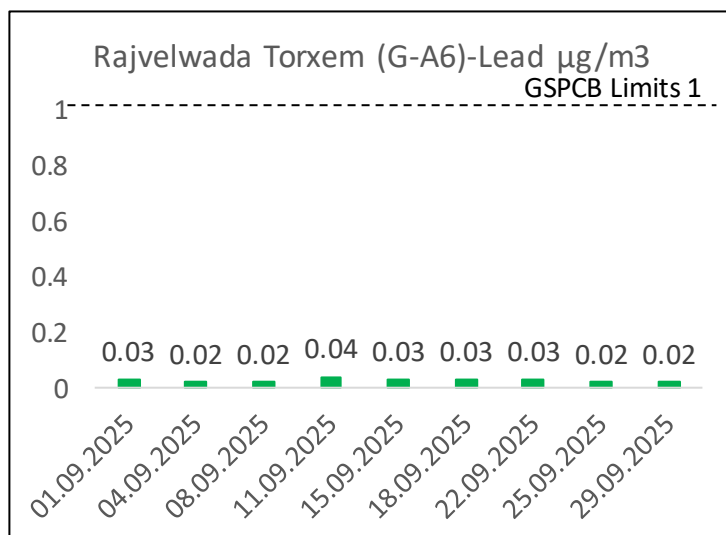
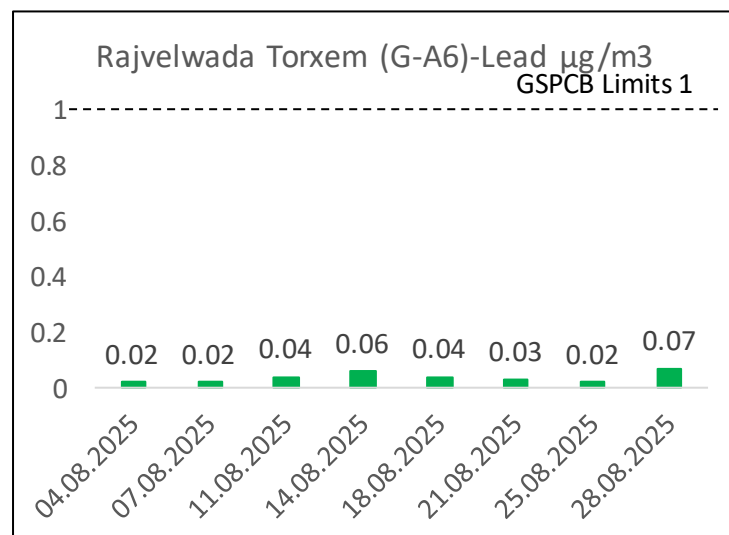
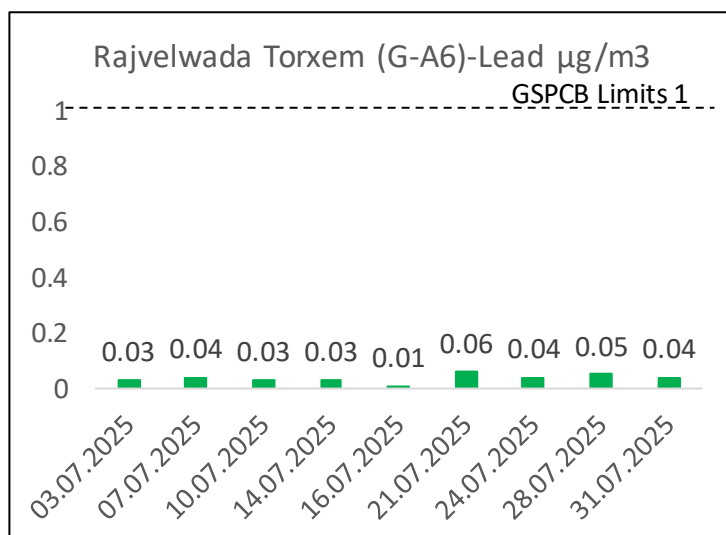
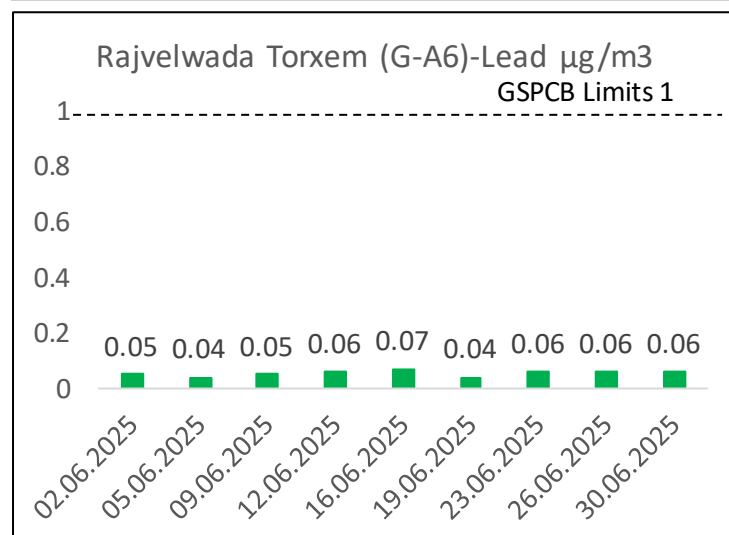
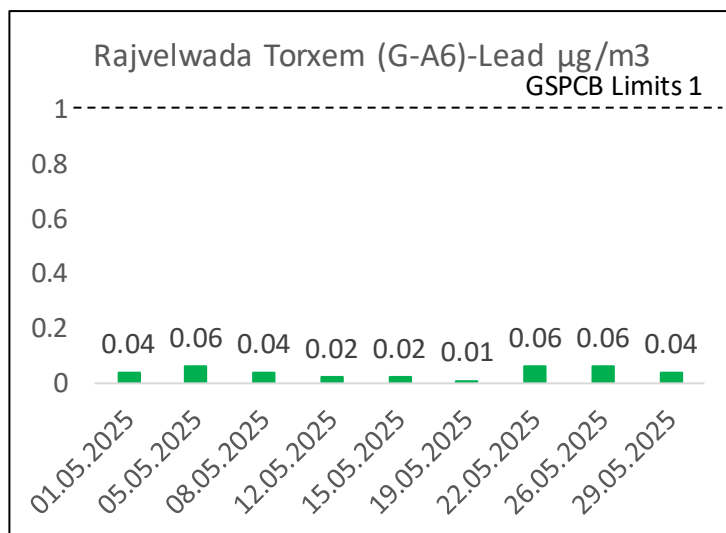
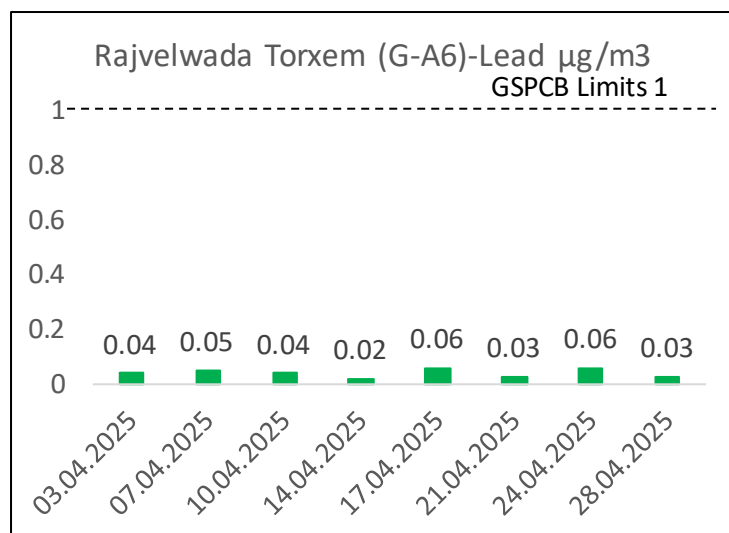
CO of Rajvelwada Torxem (G-A6)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Rajvelwada Torxem (G-A6)



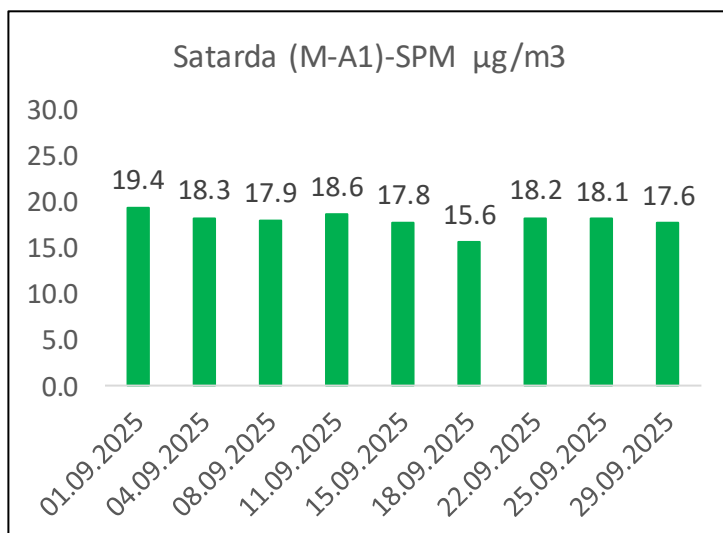
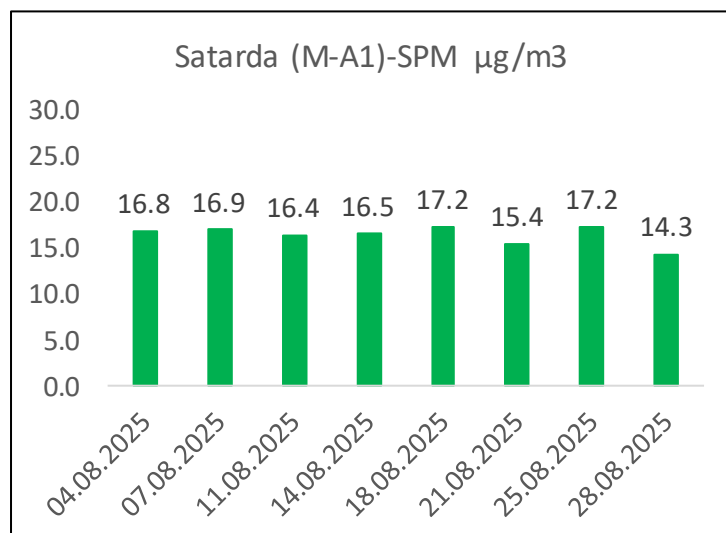
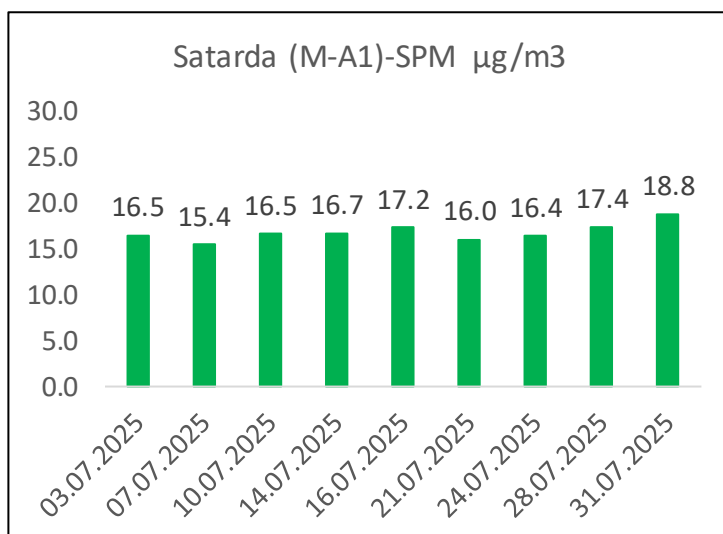
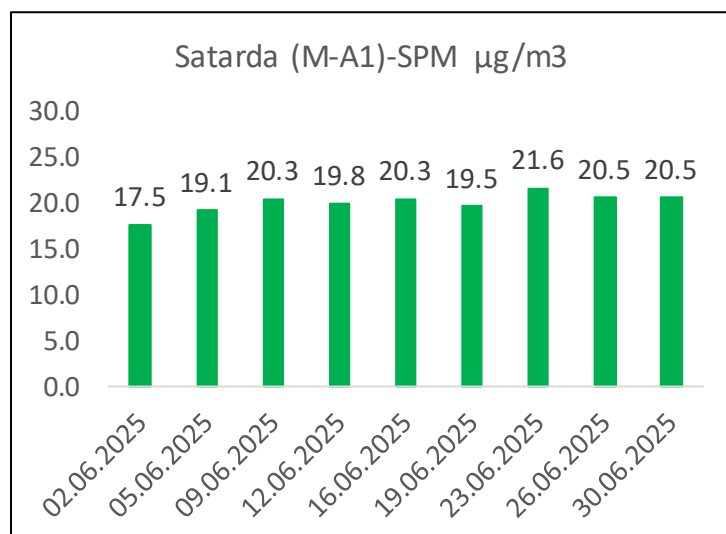
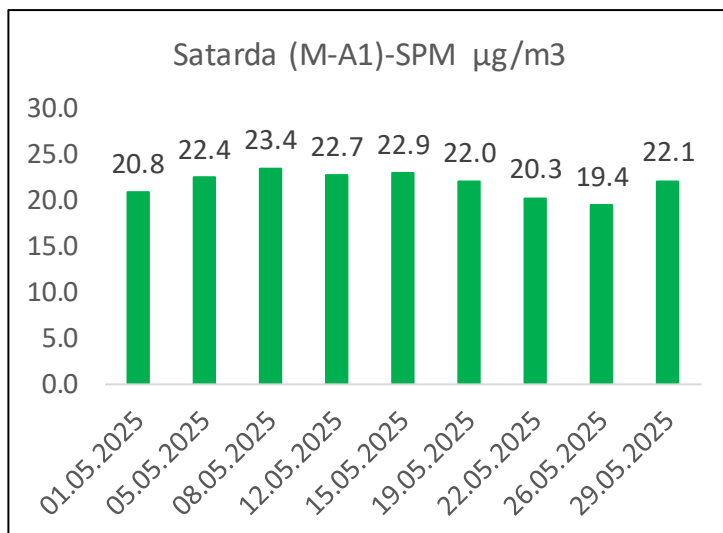
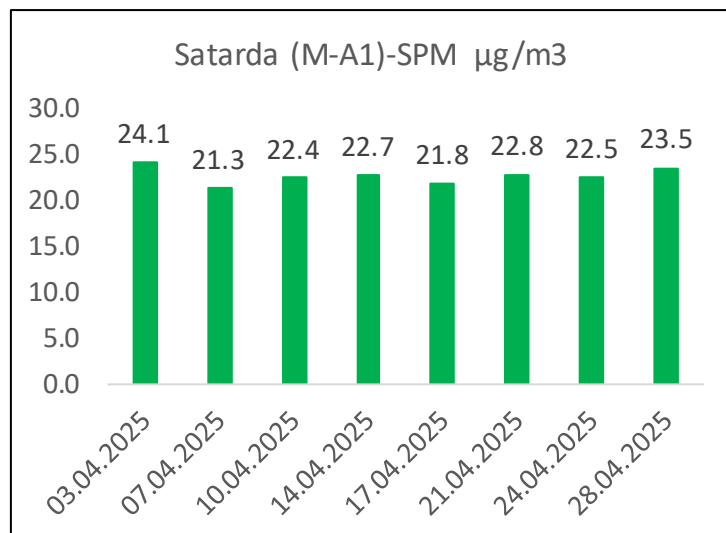
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Rajvelwada Torxem (G-A6)



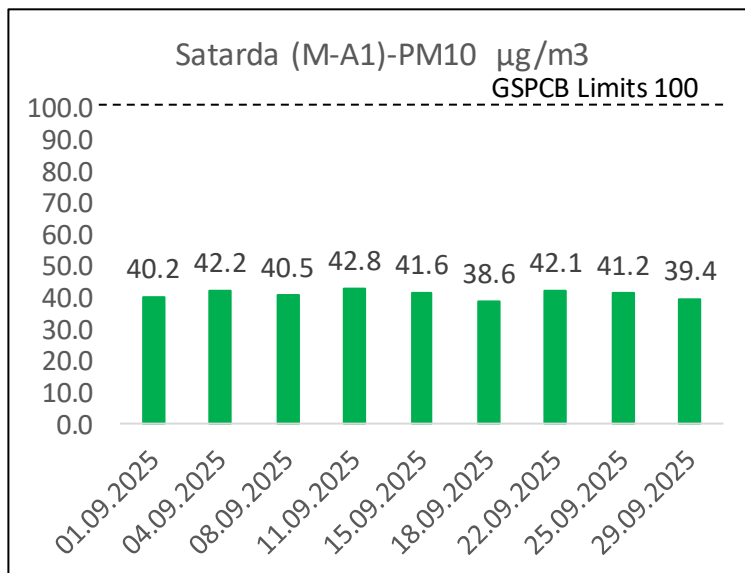
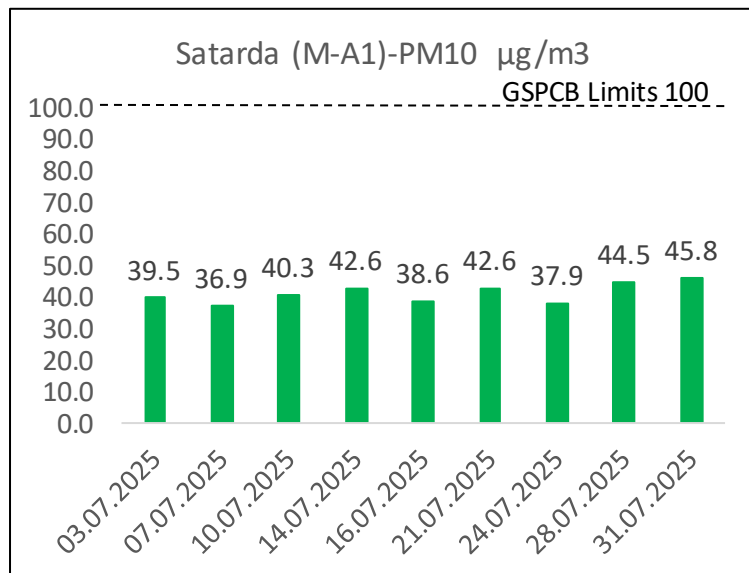
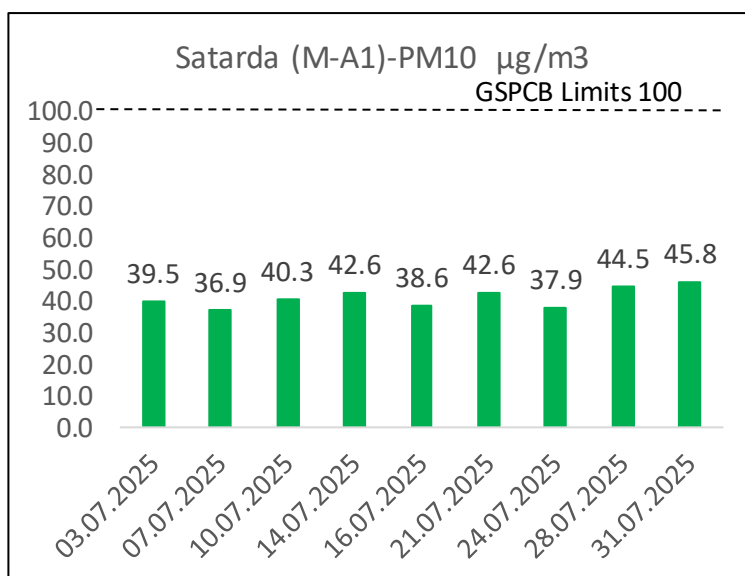
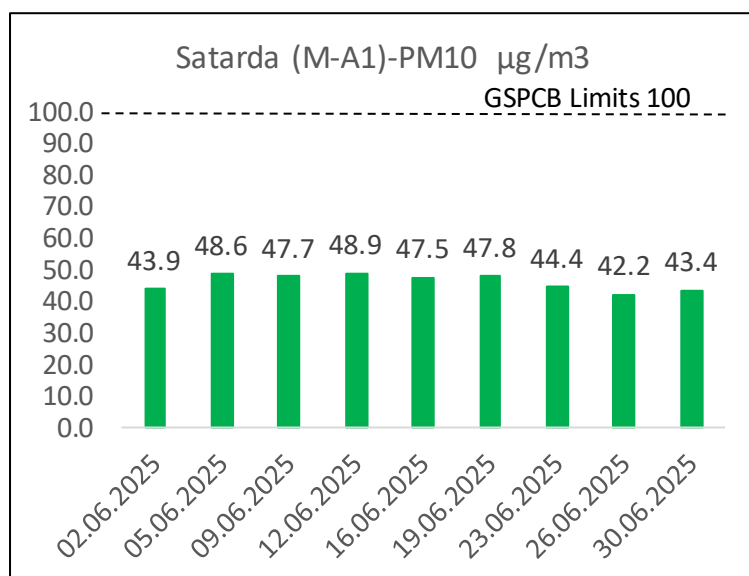
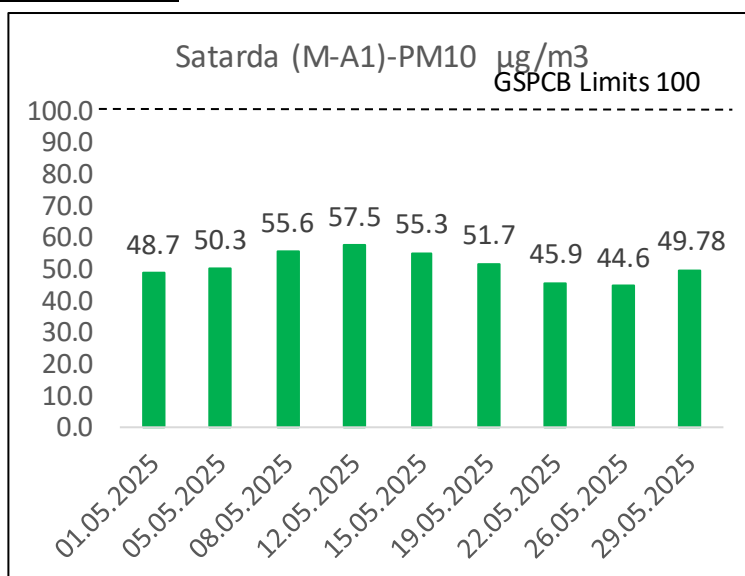
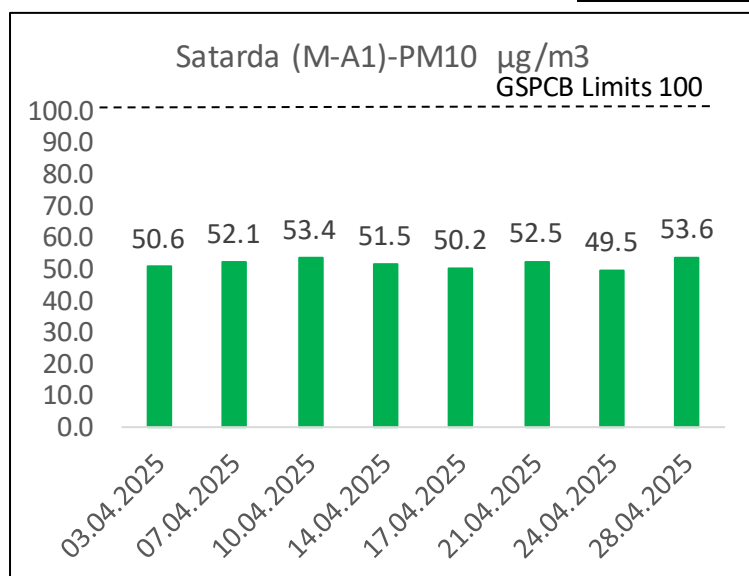
Note: SO_2 , NO_x & VOC result of Rajvelwada Torxem (G-A6) are <6 , <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

SPM of Satarda (M-A1)

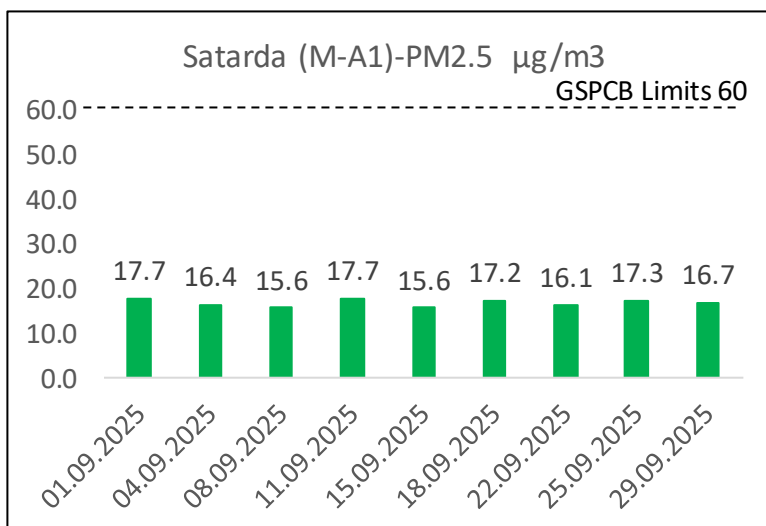
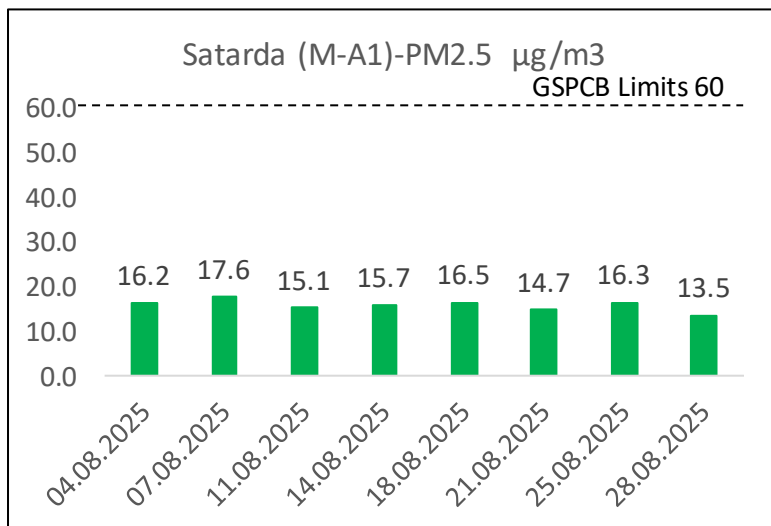
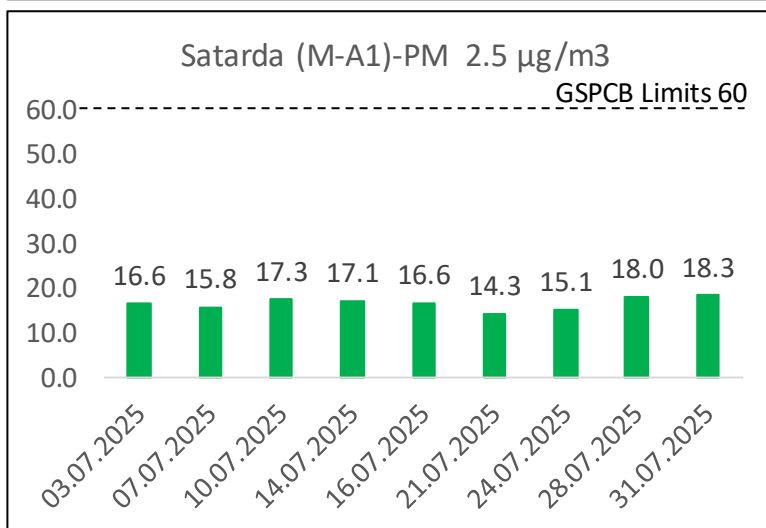
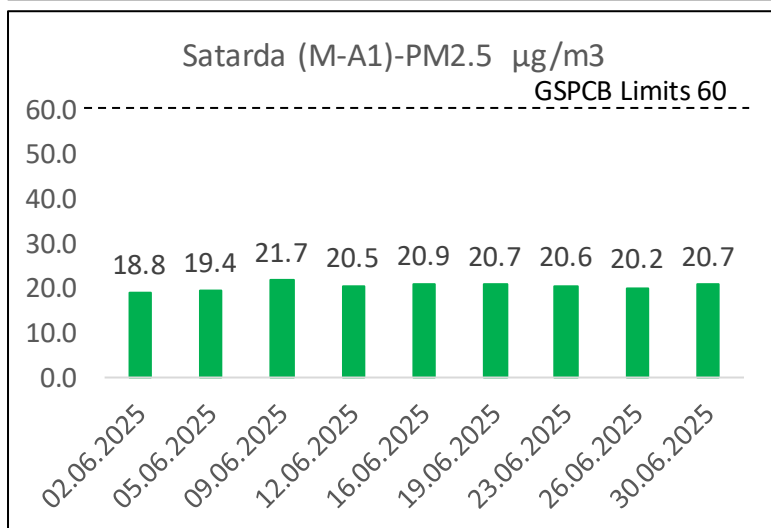
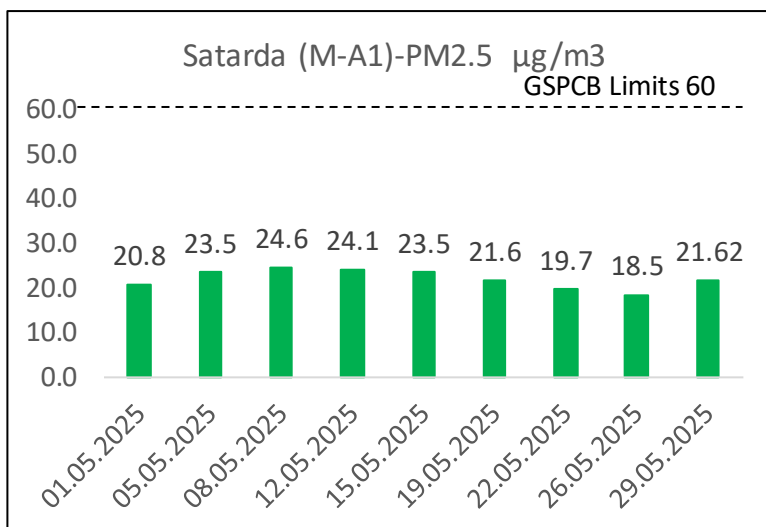
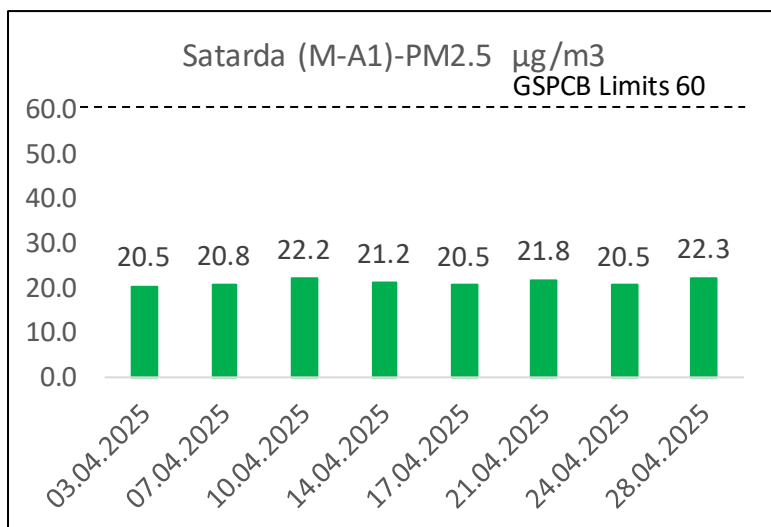


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Satarda (M-A1)



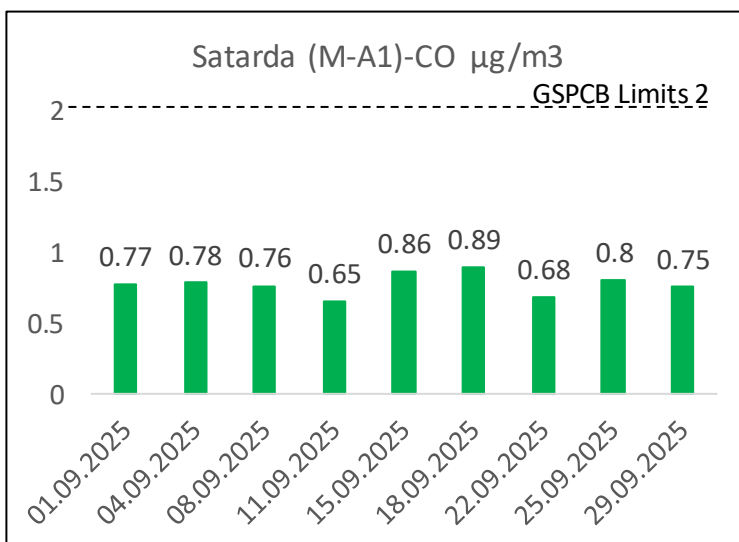
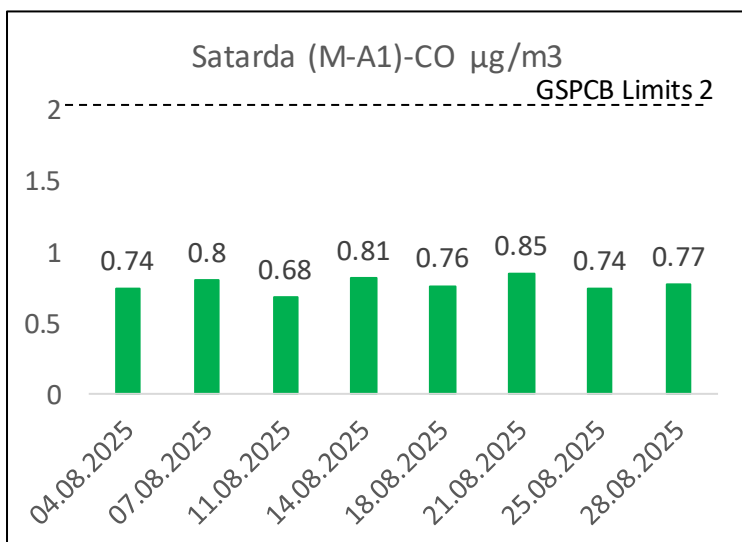
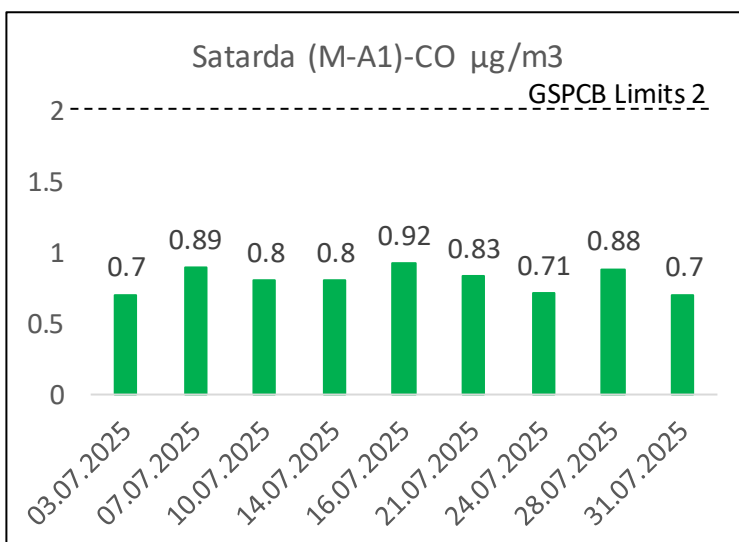
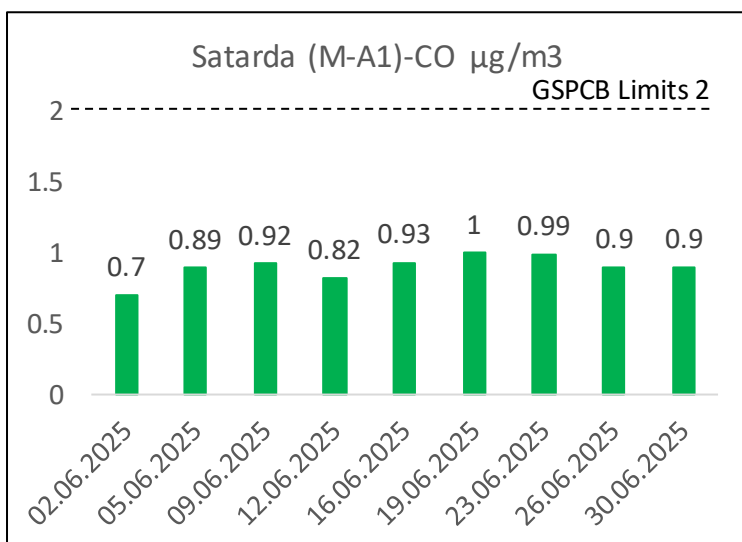
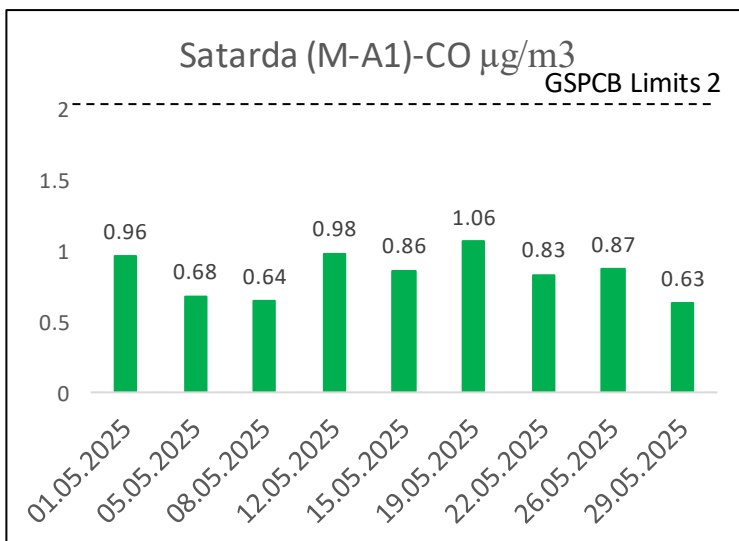
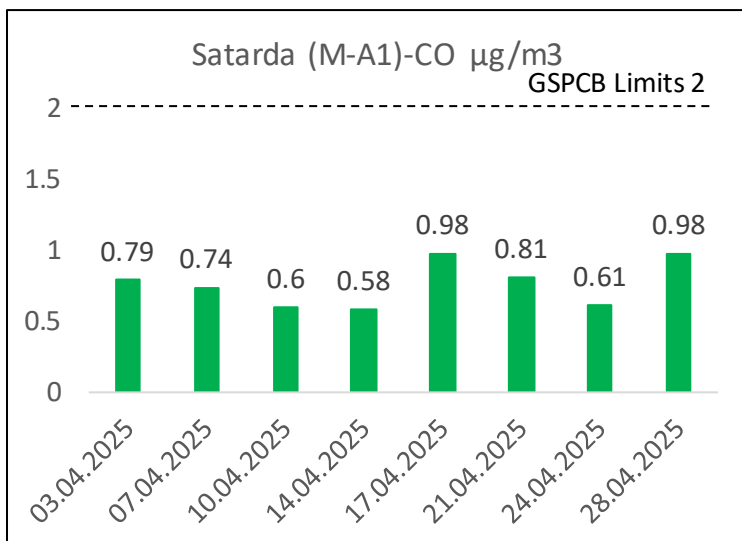
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

PM 2.5 of Satarda (M-A1)

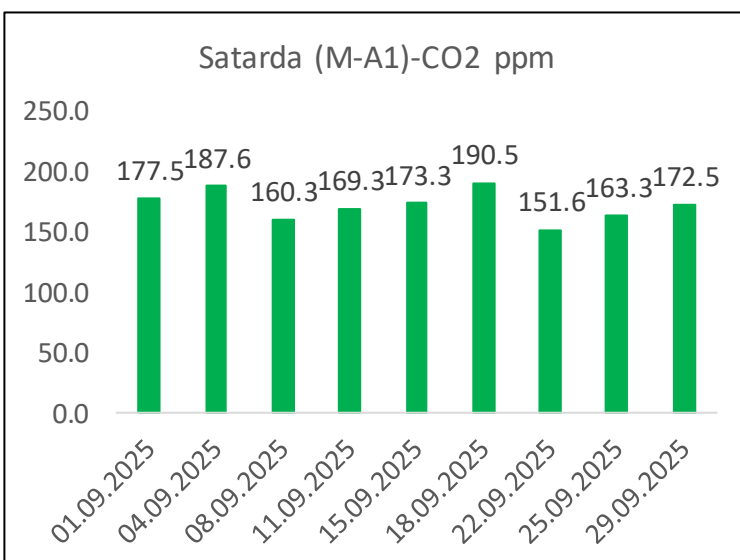
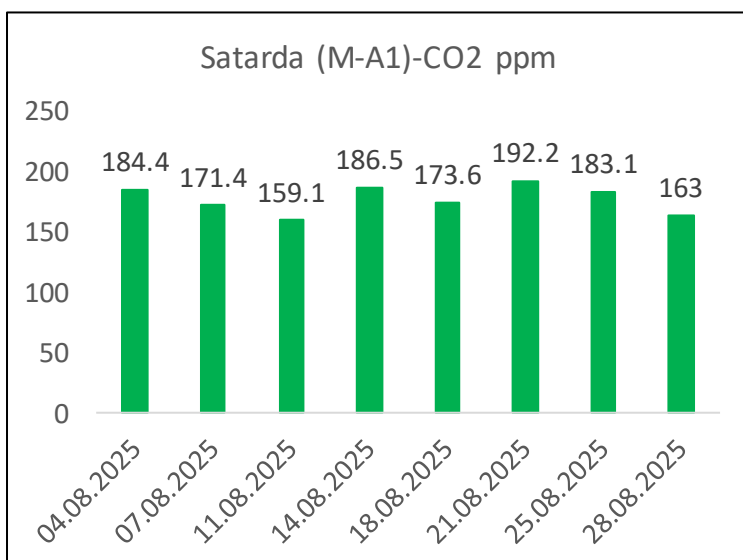
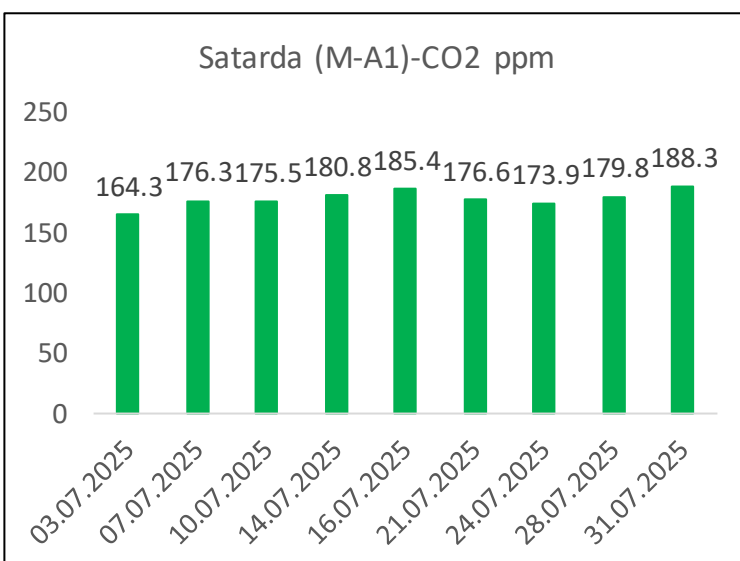
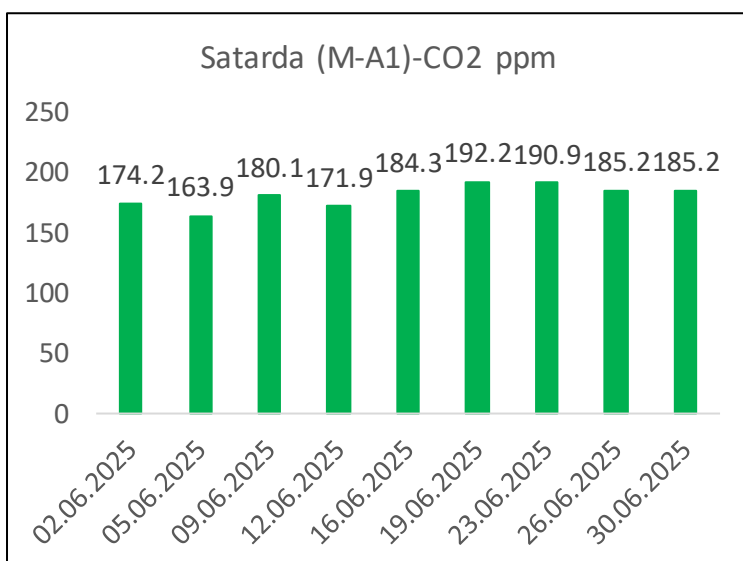
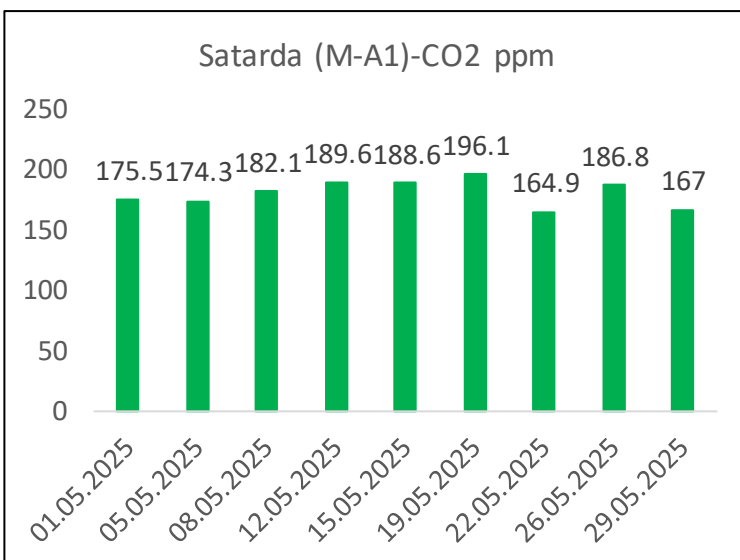
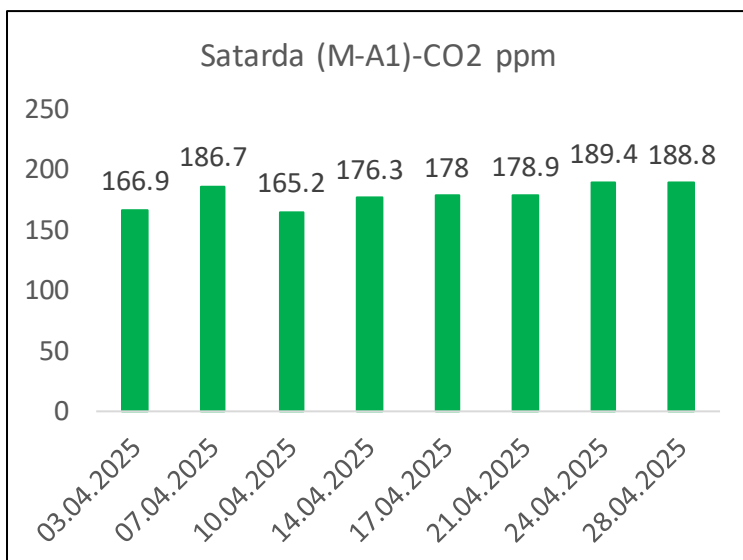


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

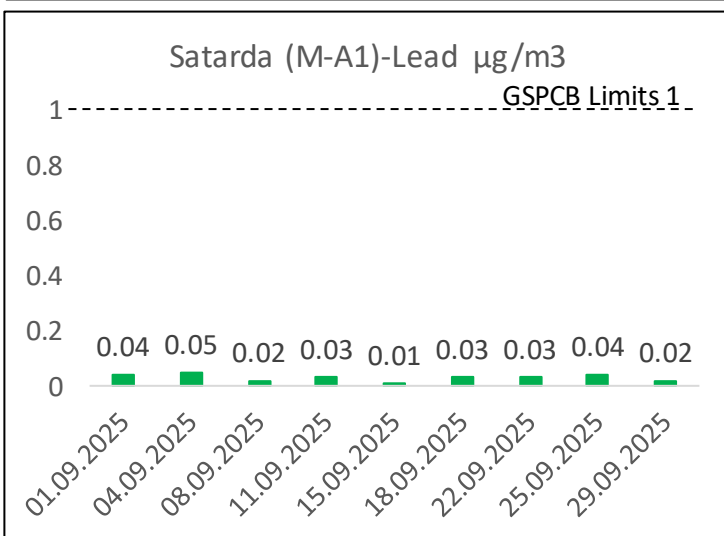
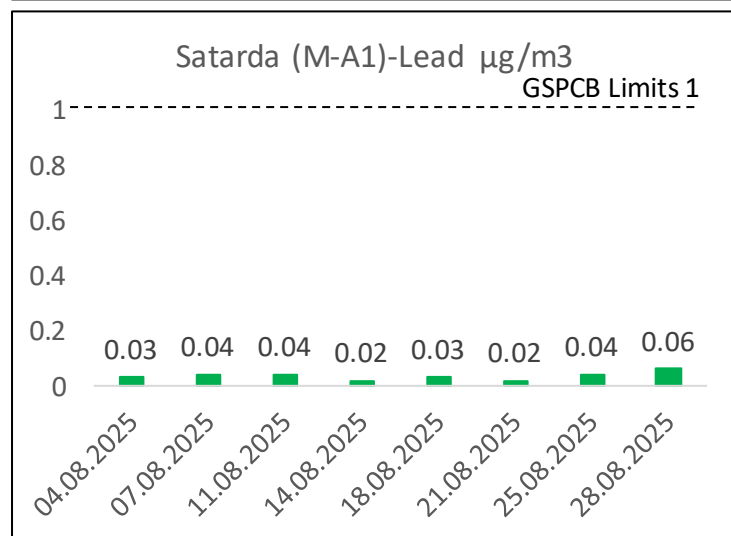
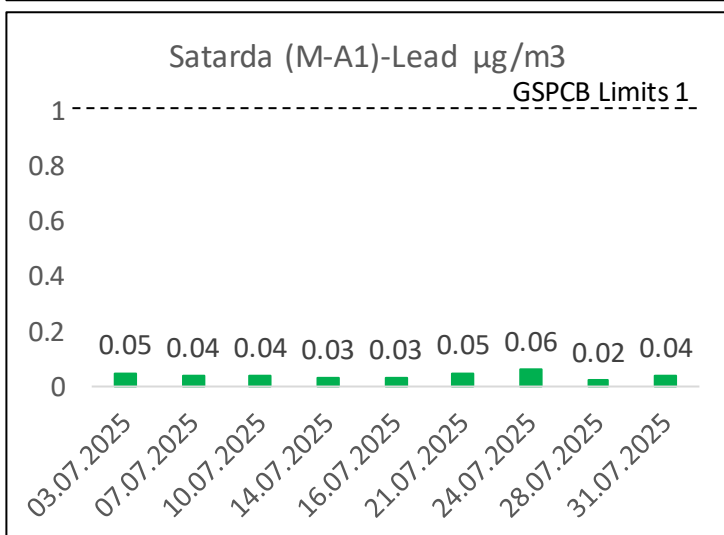
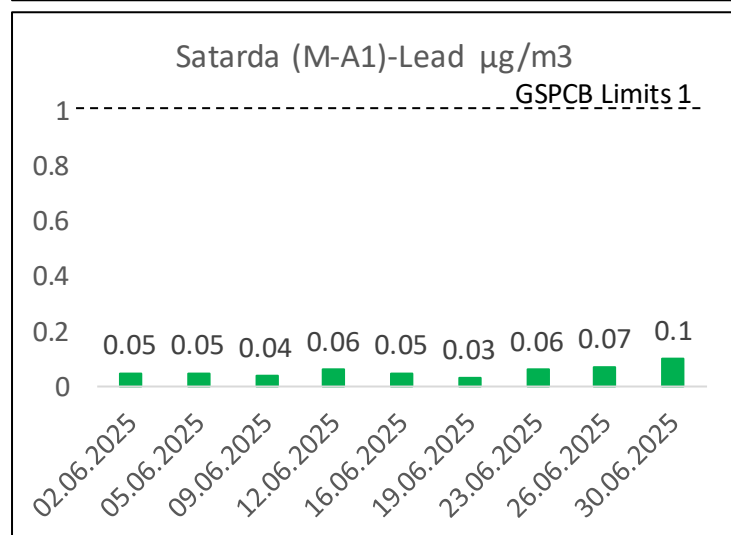
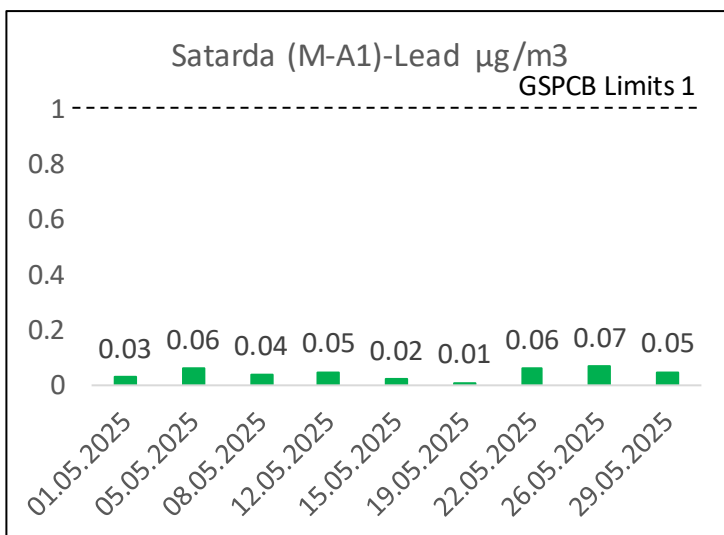
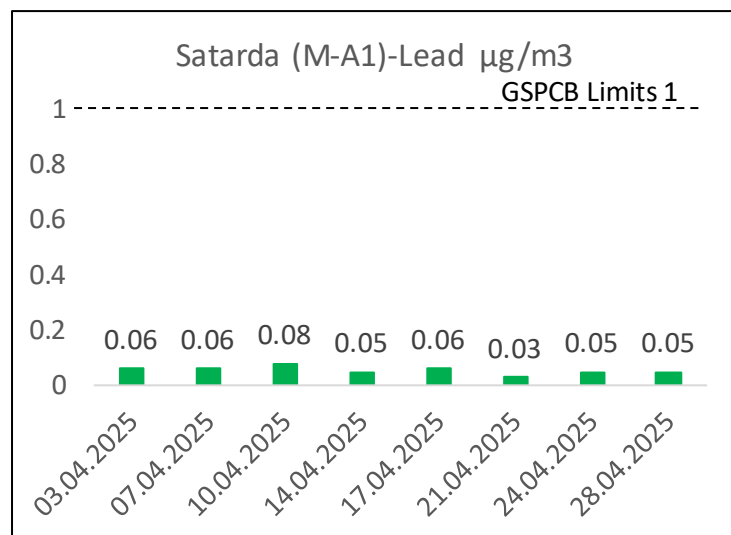
CO of Satarda (M-A1)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Satarda (M-A1)

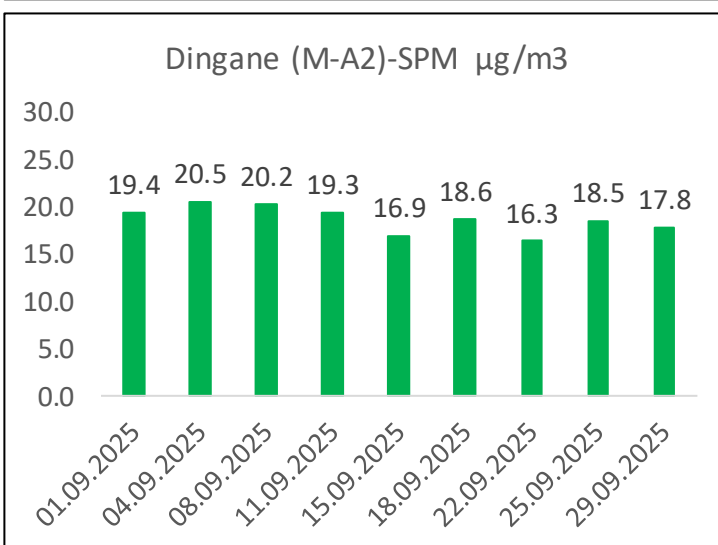
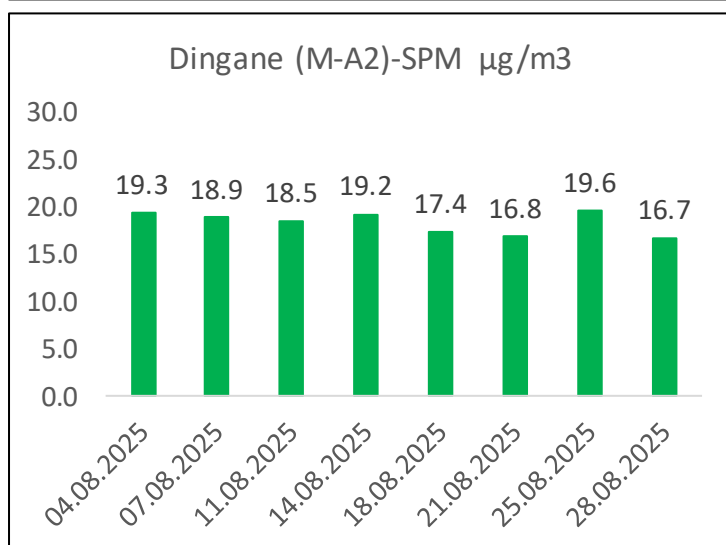
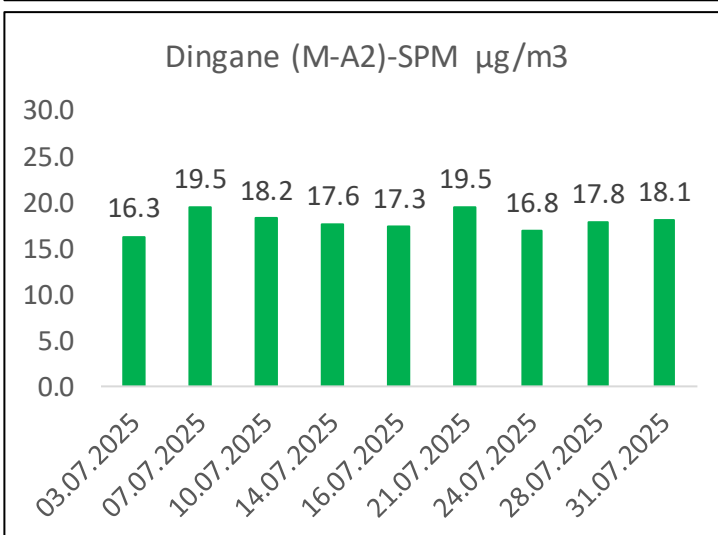
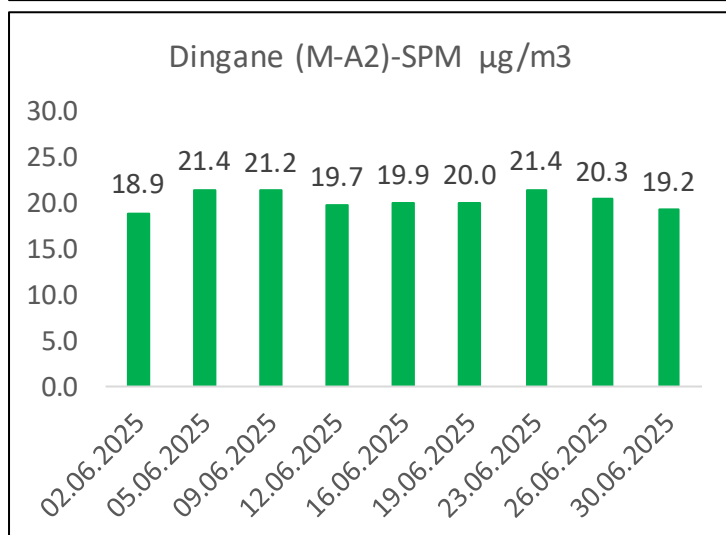
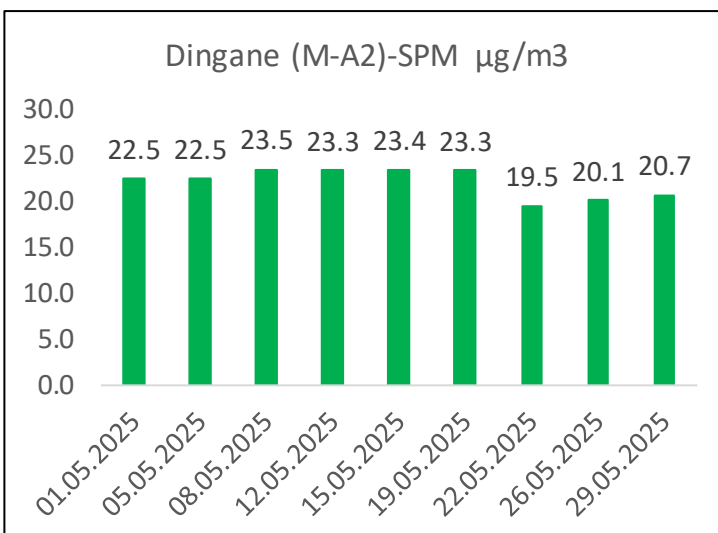
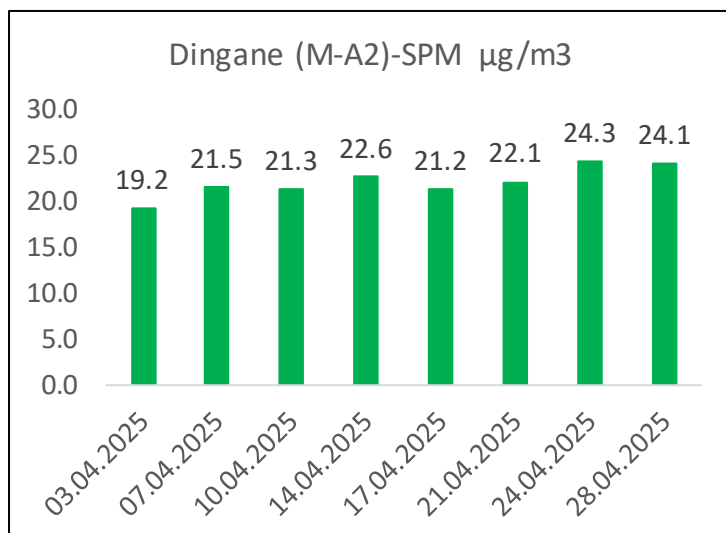


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Satarda (M-A1)

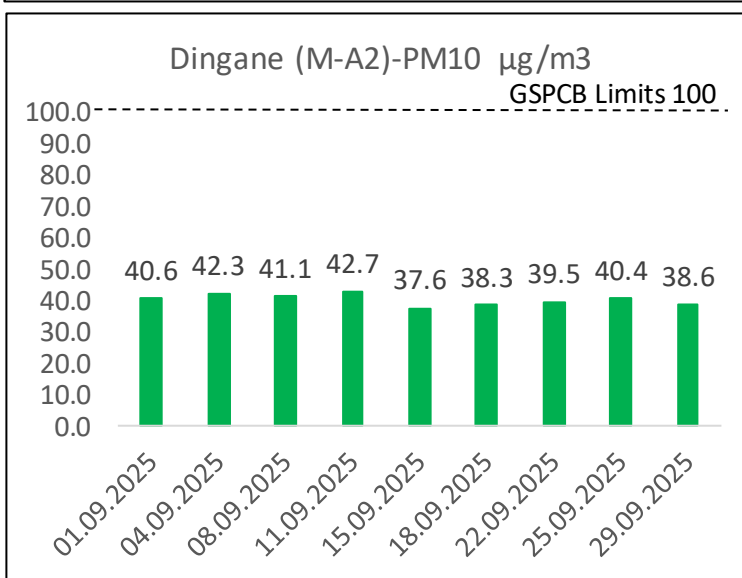
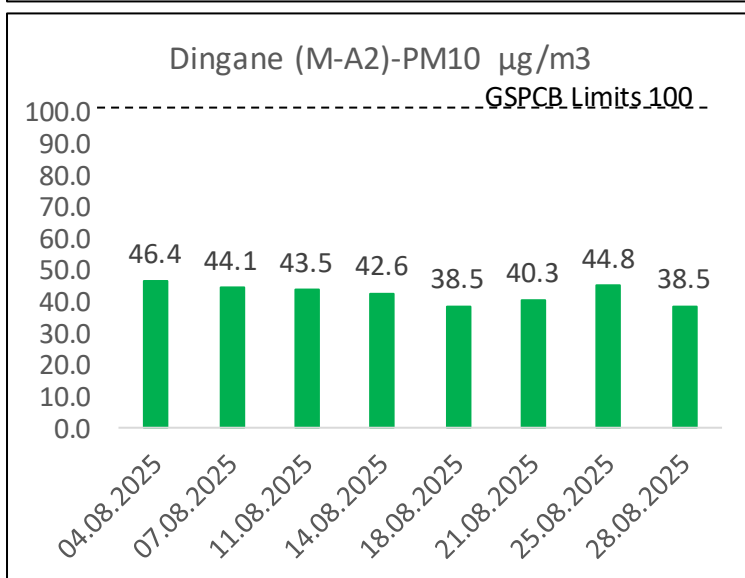
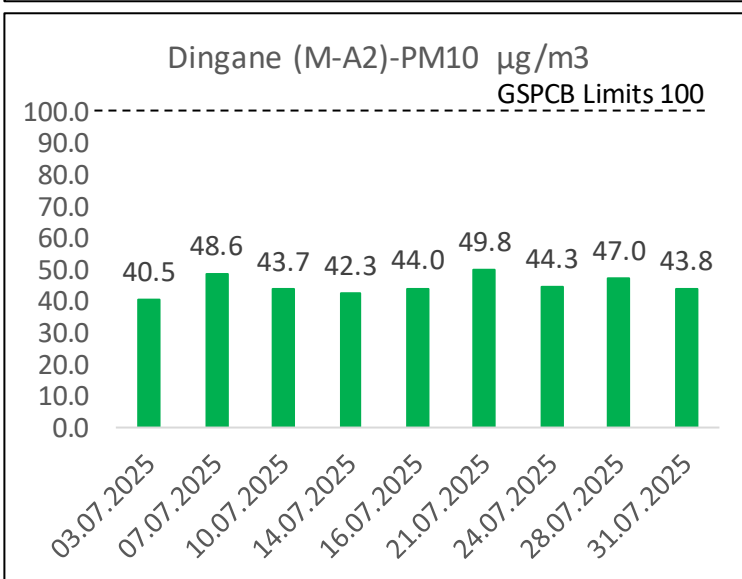
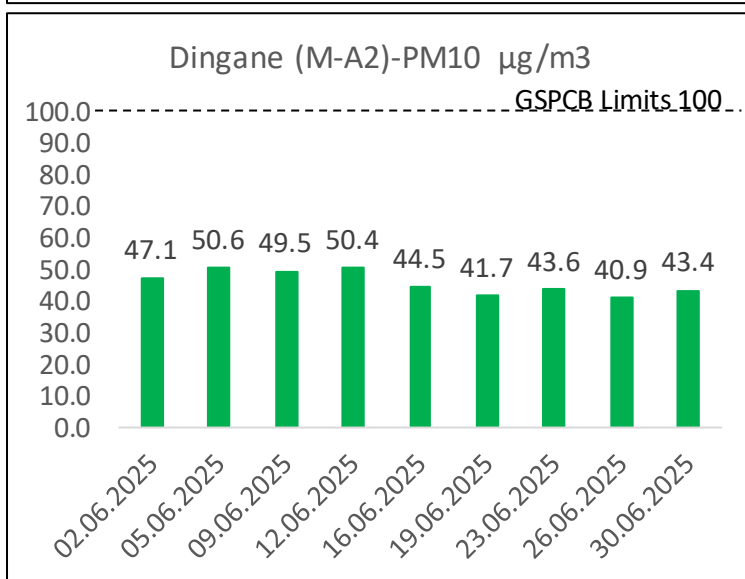
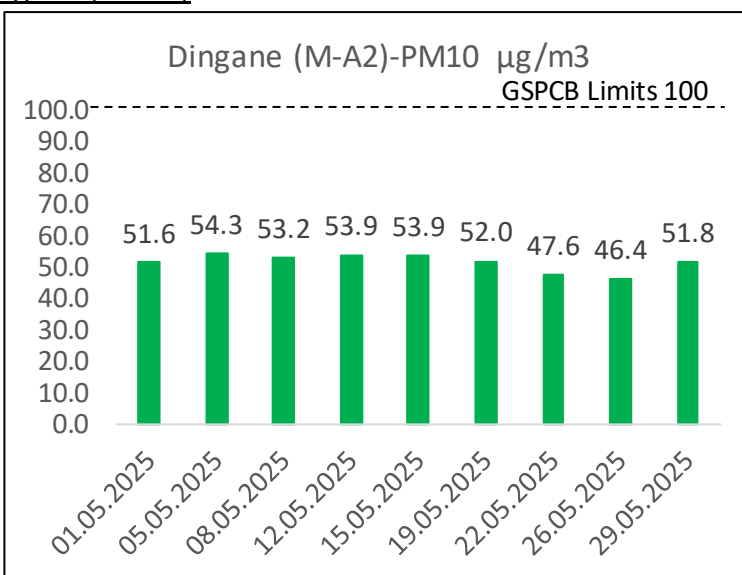
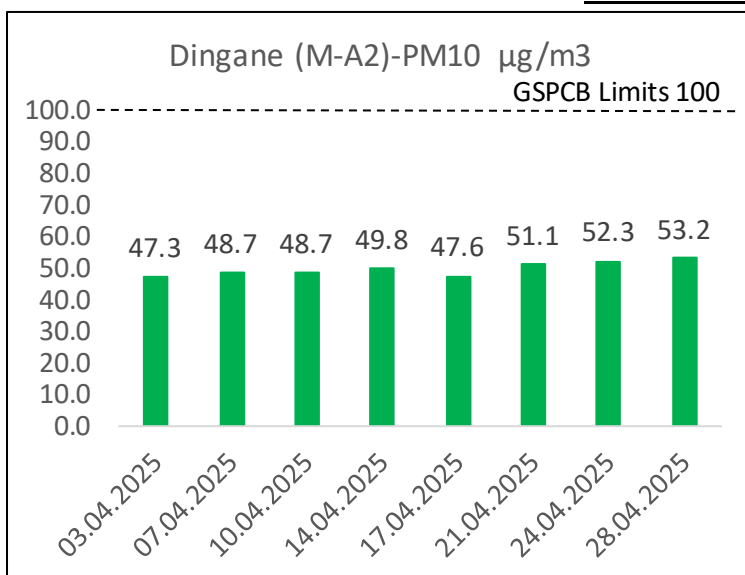


Note: SO_2 , NO_x & VOC result of Satarda (M-A1) are <6 , <9 & <1 respectively; hence graph has not plotted.

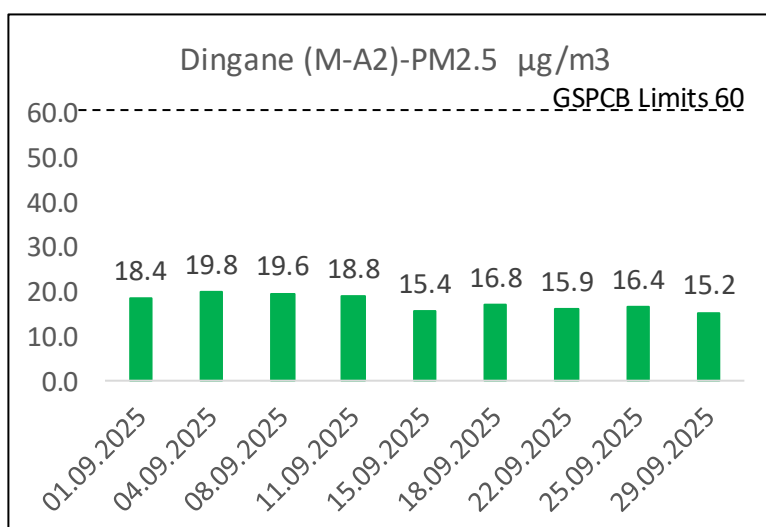
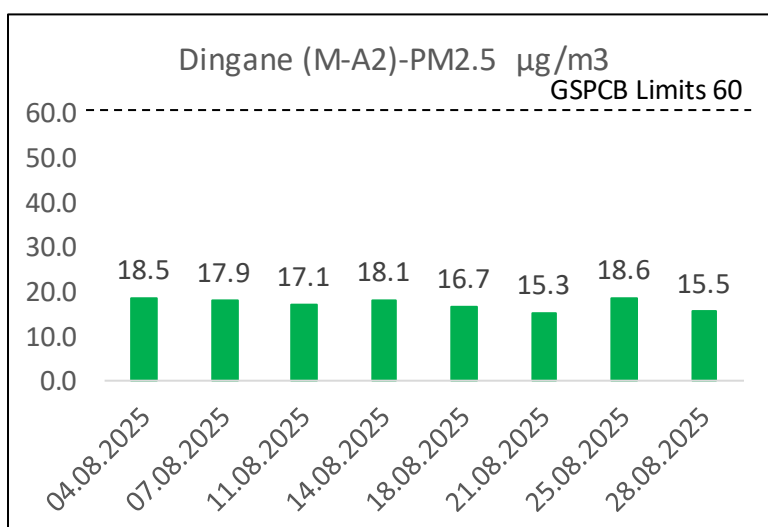
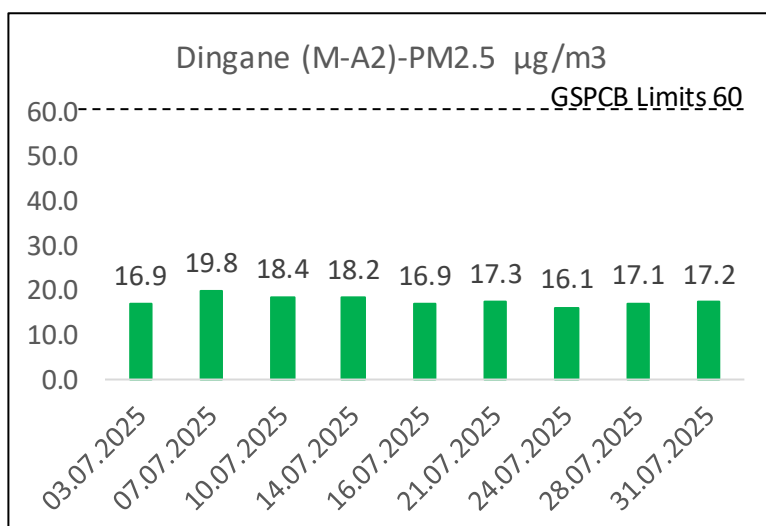
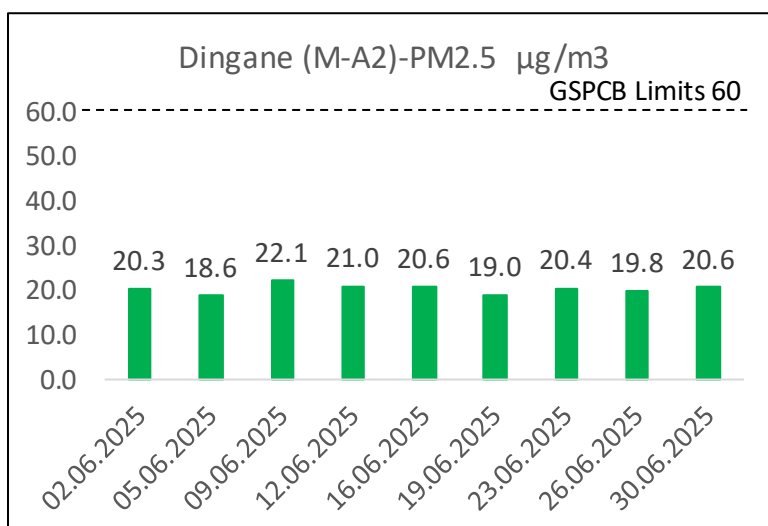
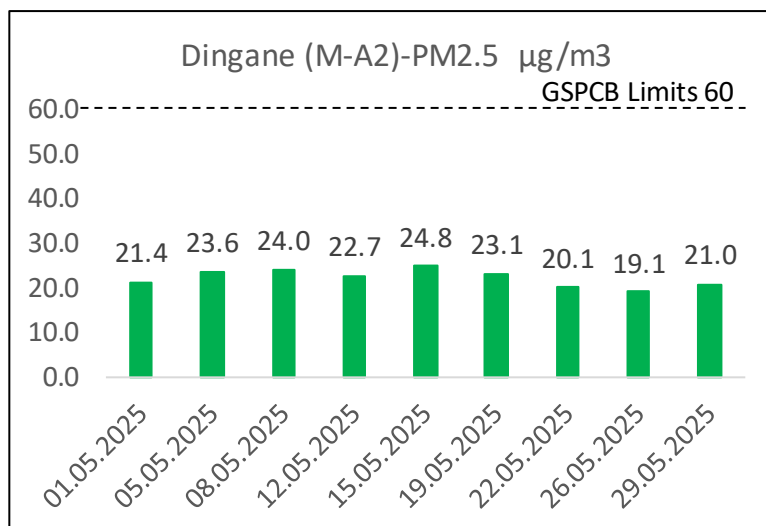
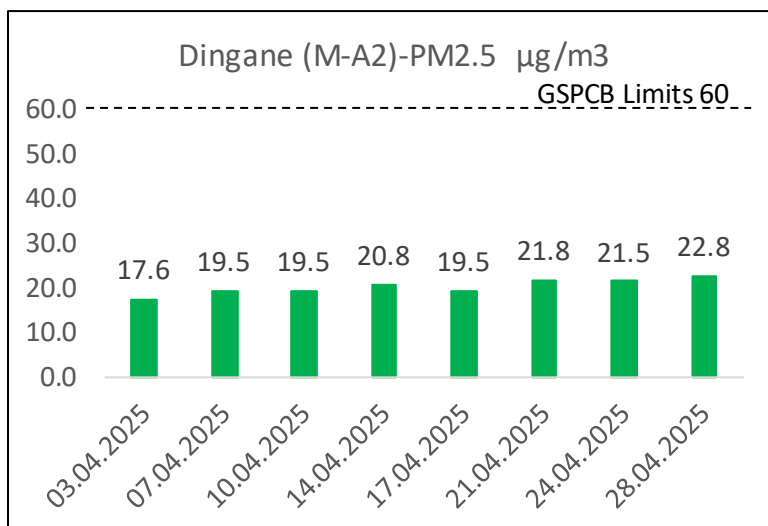
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
SPM of Dingane (M-A2)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Dingane (M-A2)

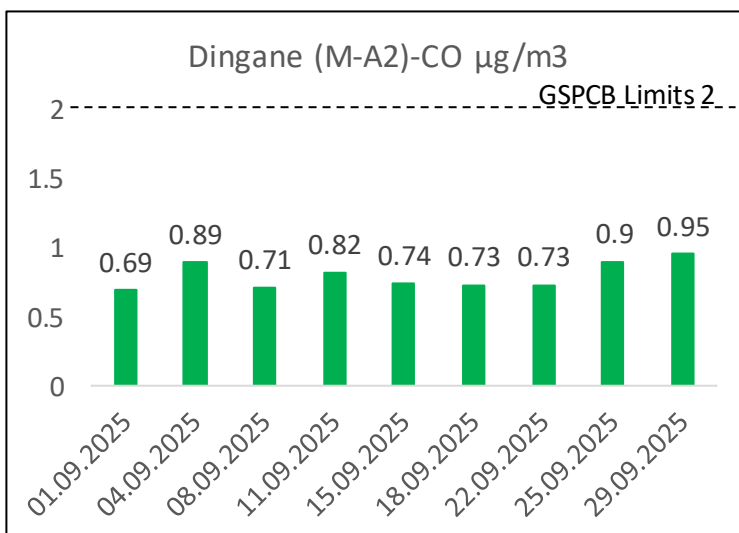
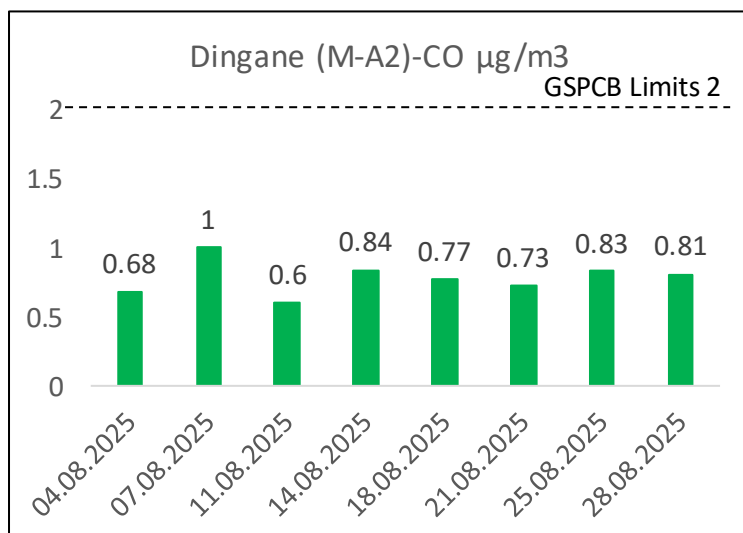
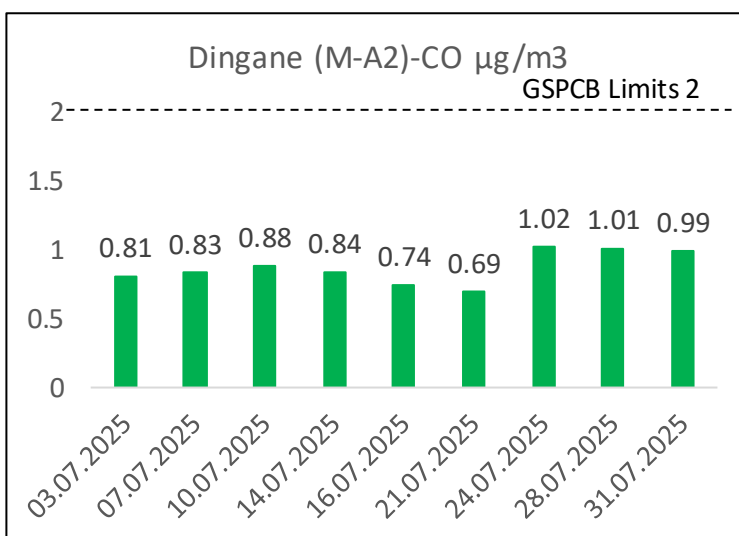
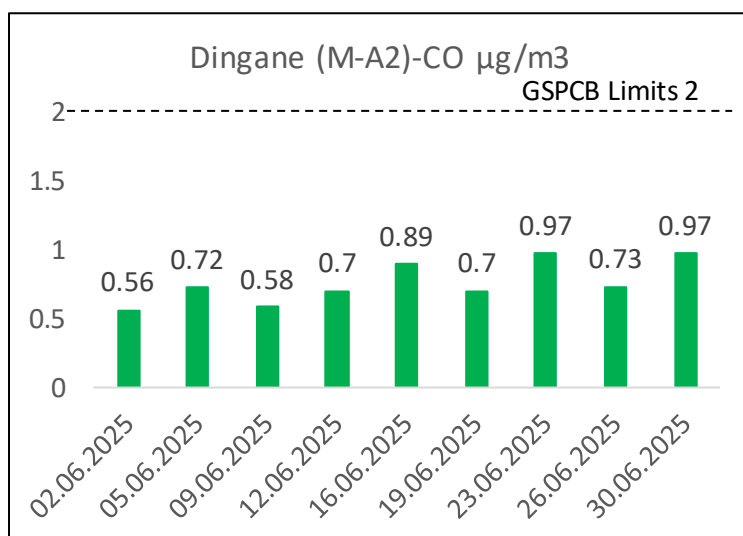
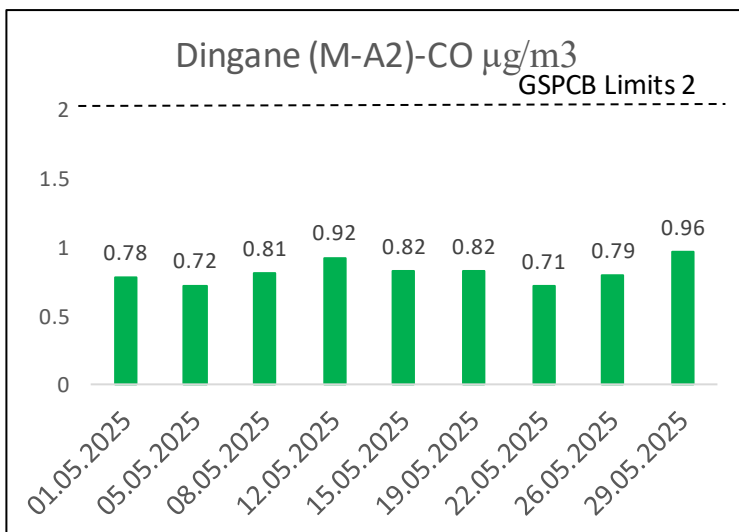
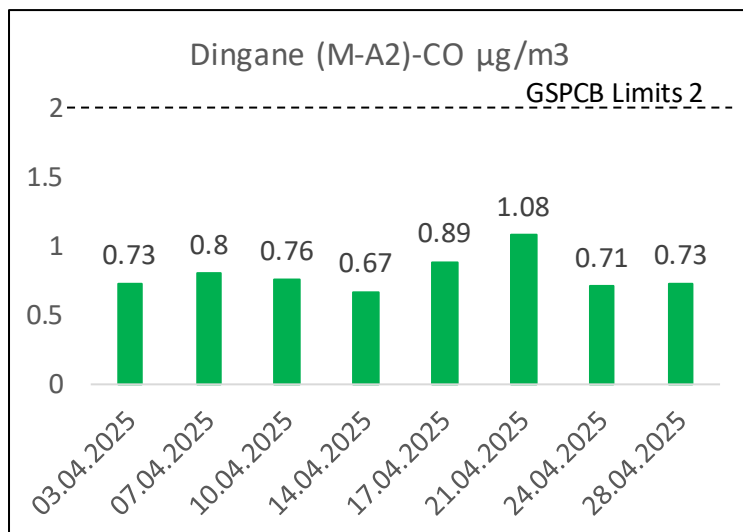


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 2.5 of Dingane (M-A2)

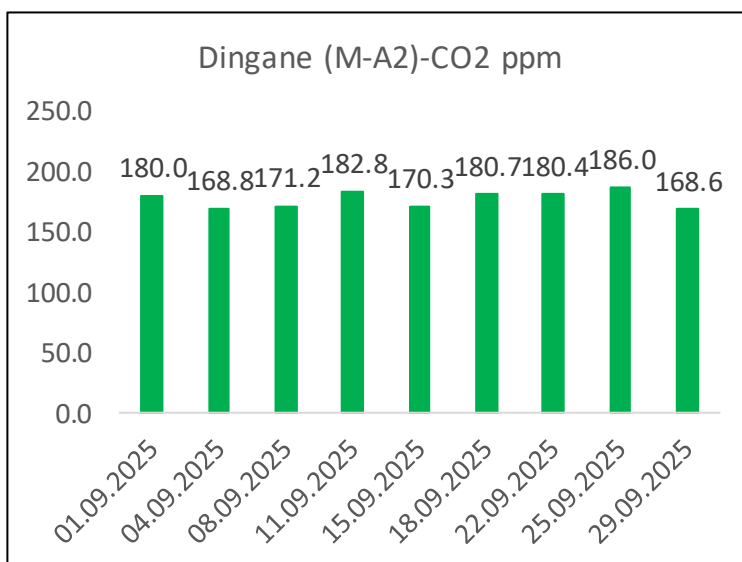
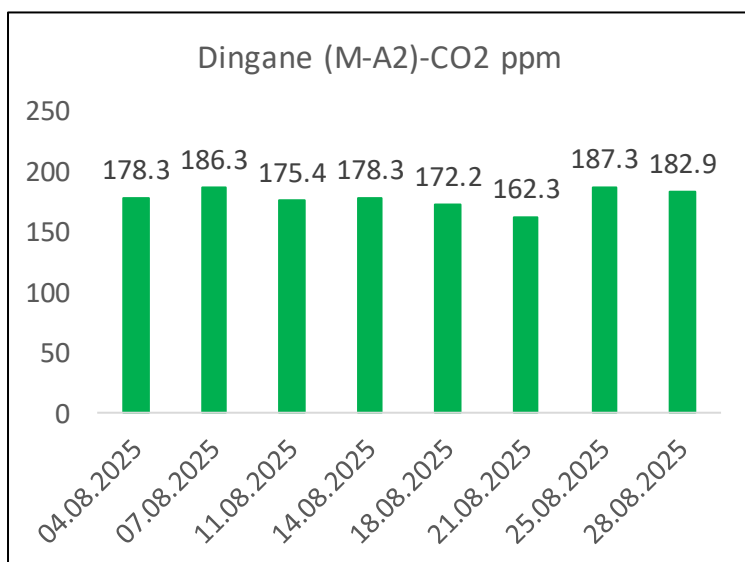
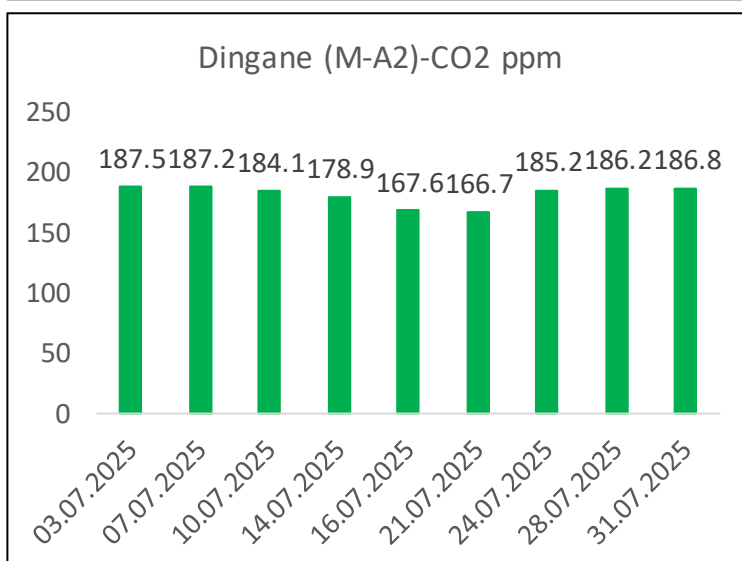
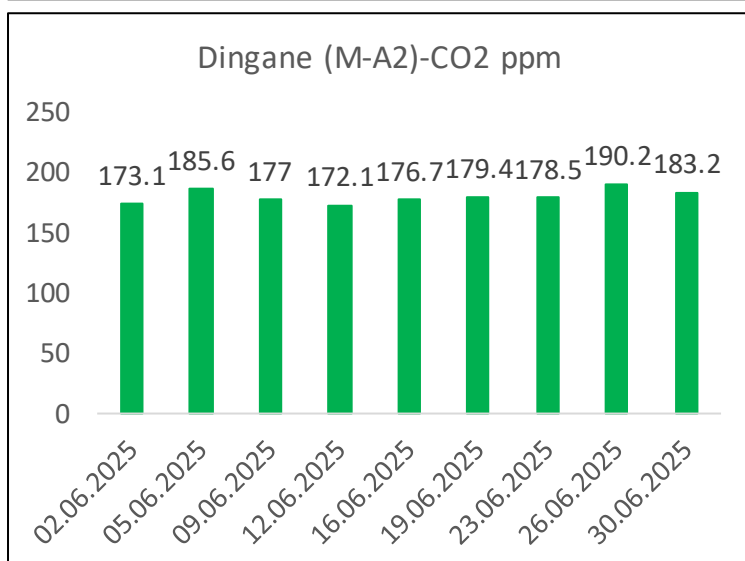
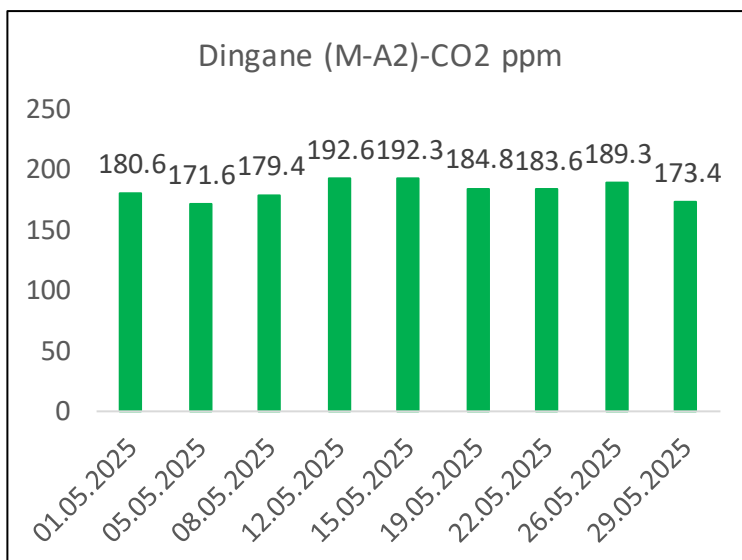
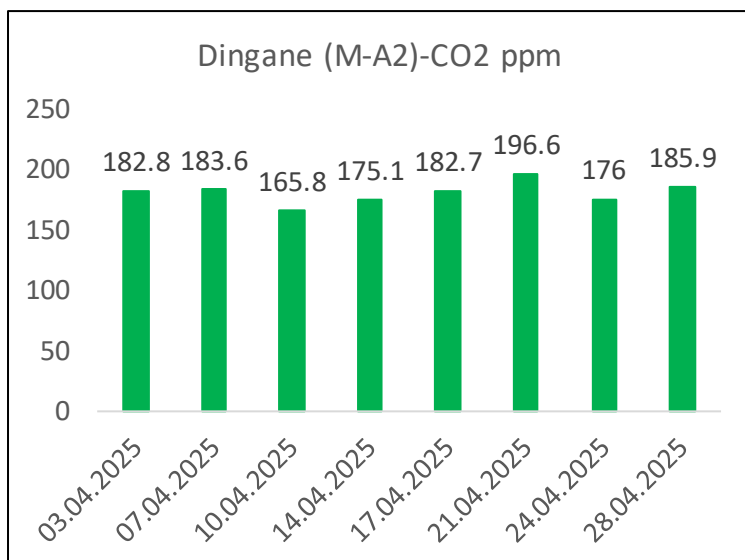


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

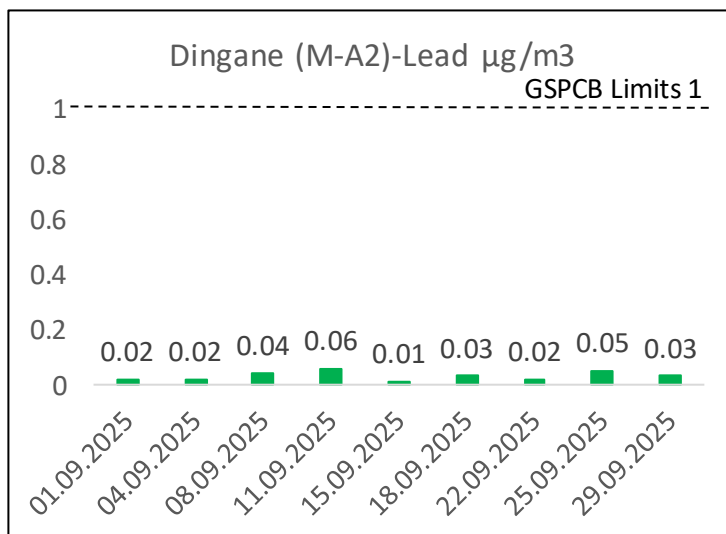
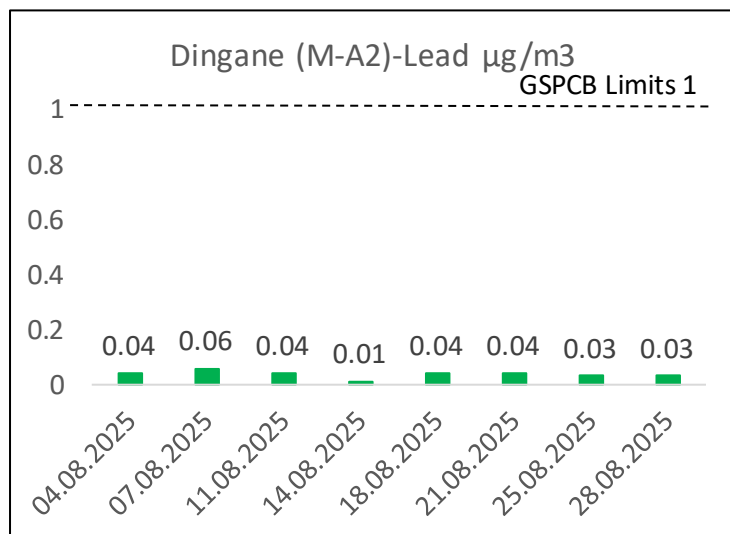
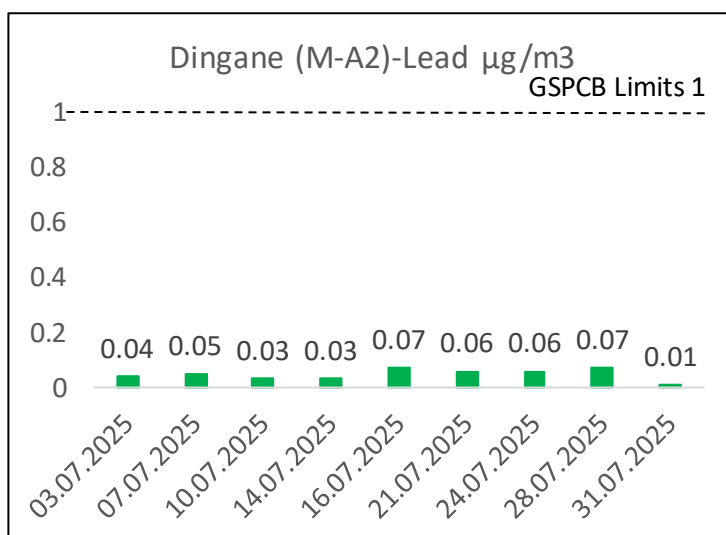
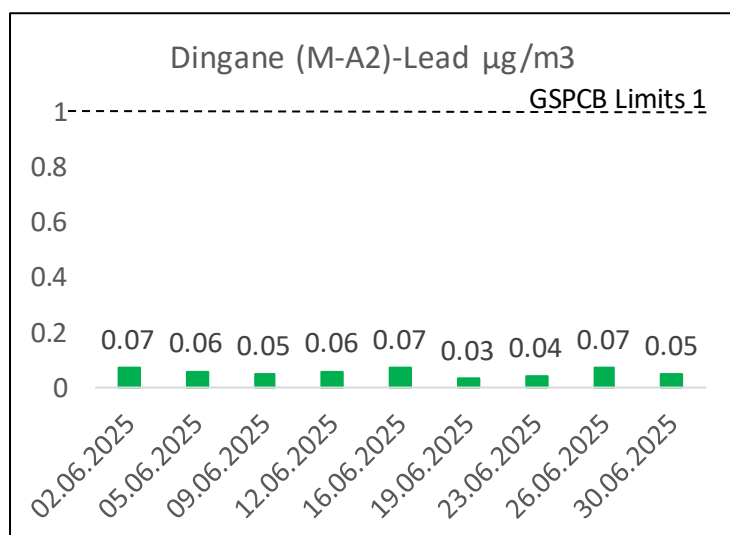
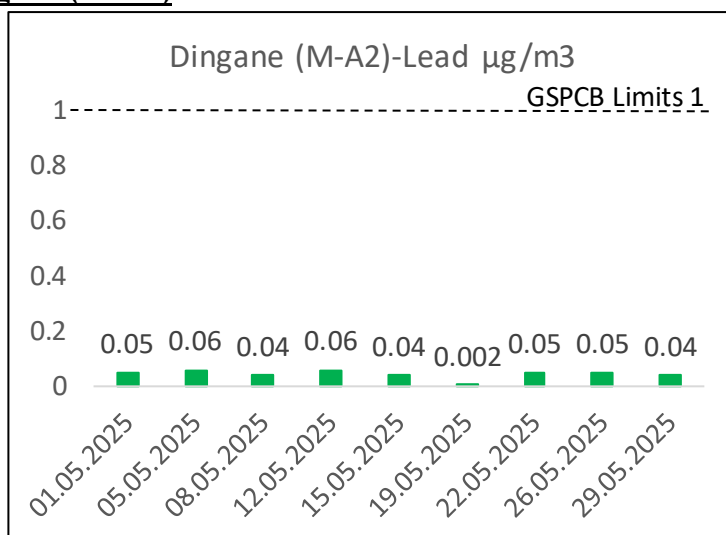
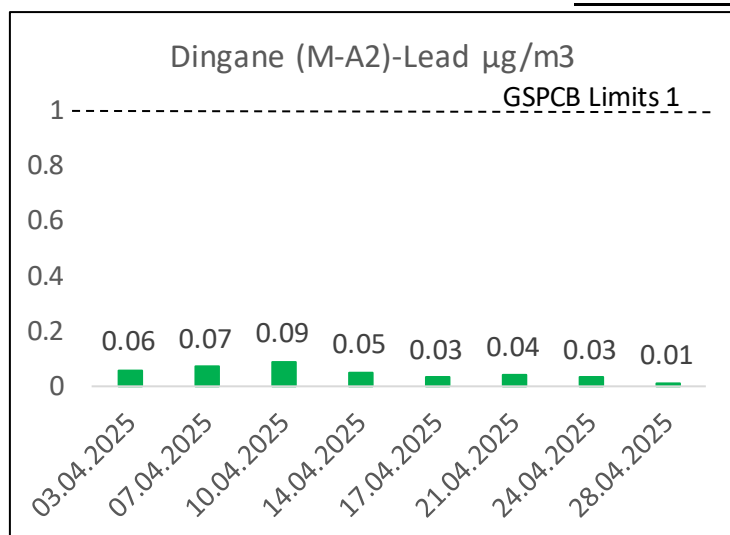
CO of Dingane (M-A2)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Dingane (M-A2)

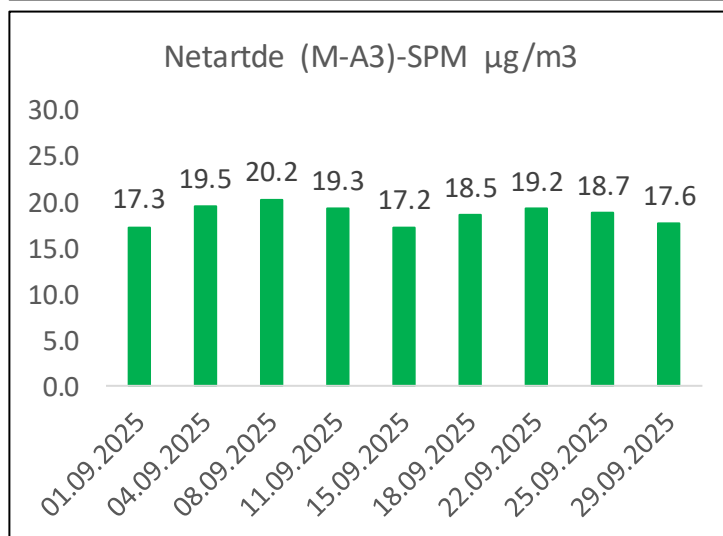
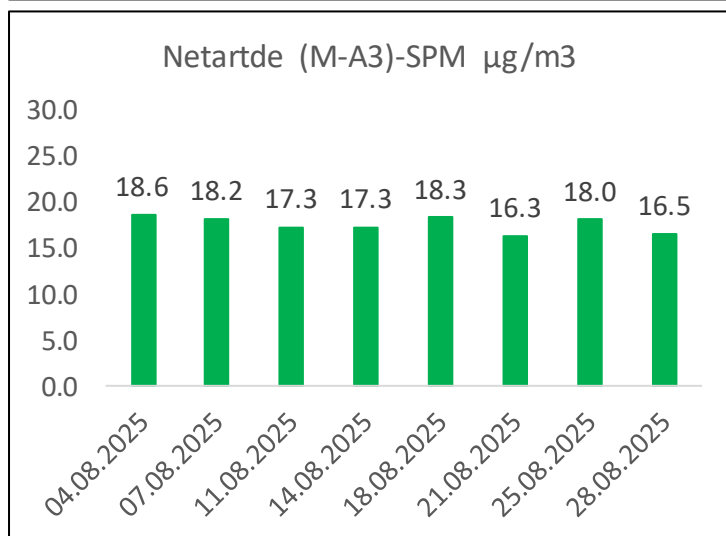
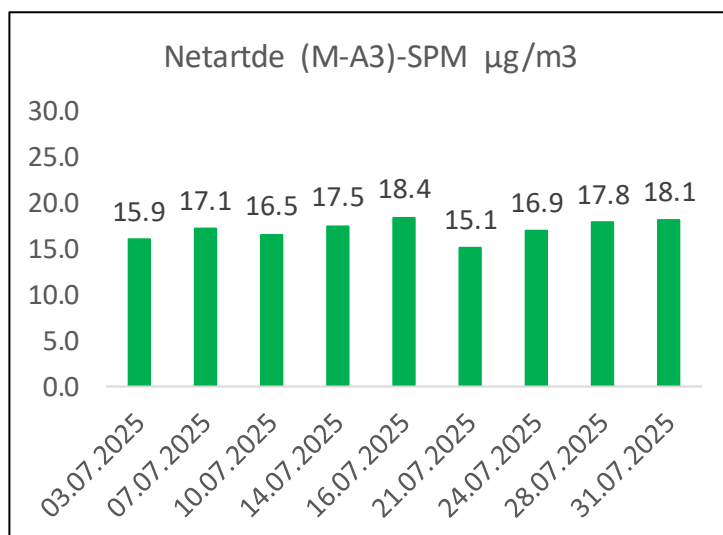
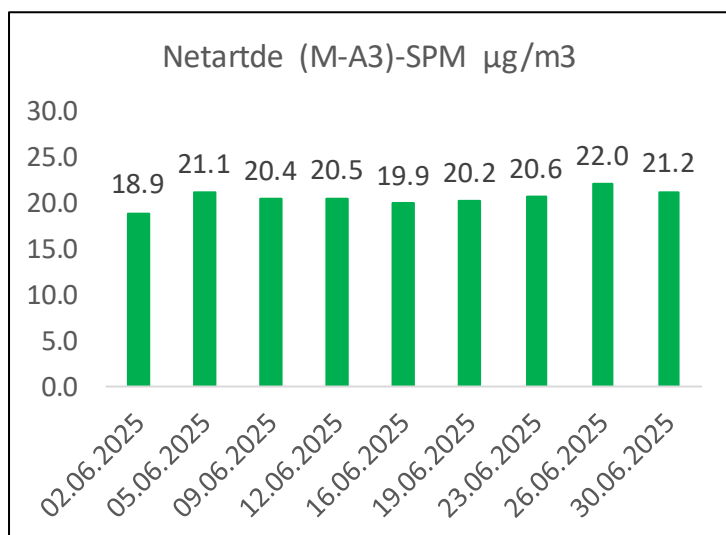
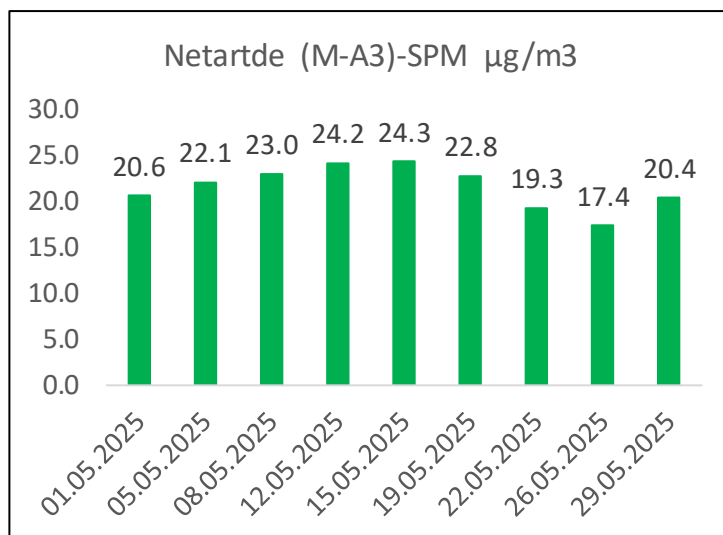
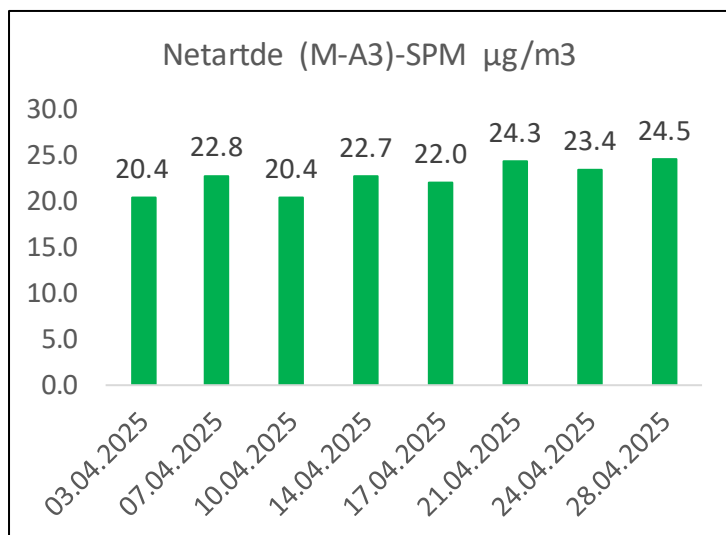


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Dingane (M-A2)

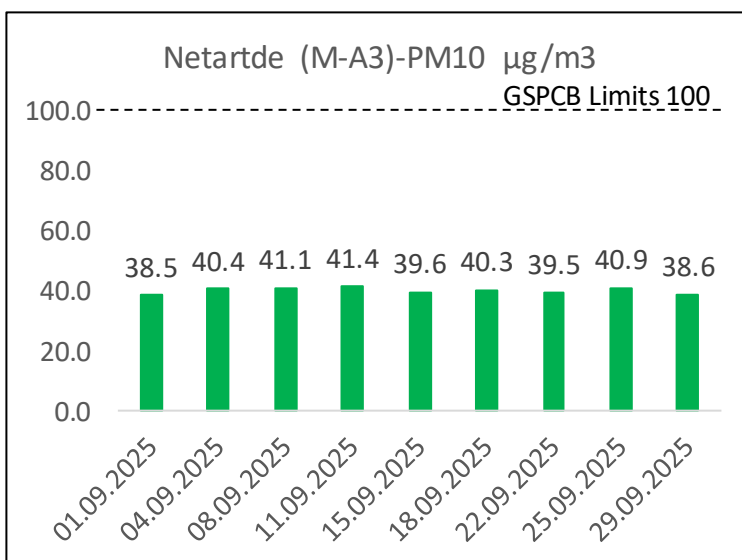
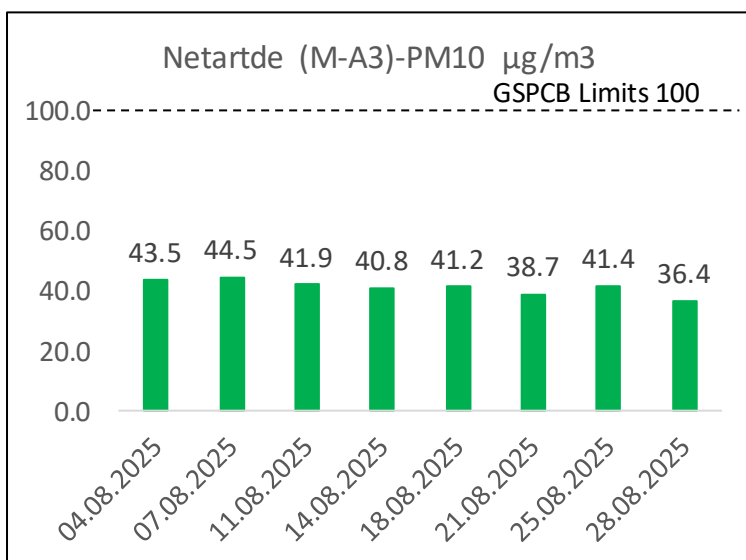
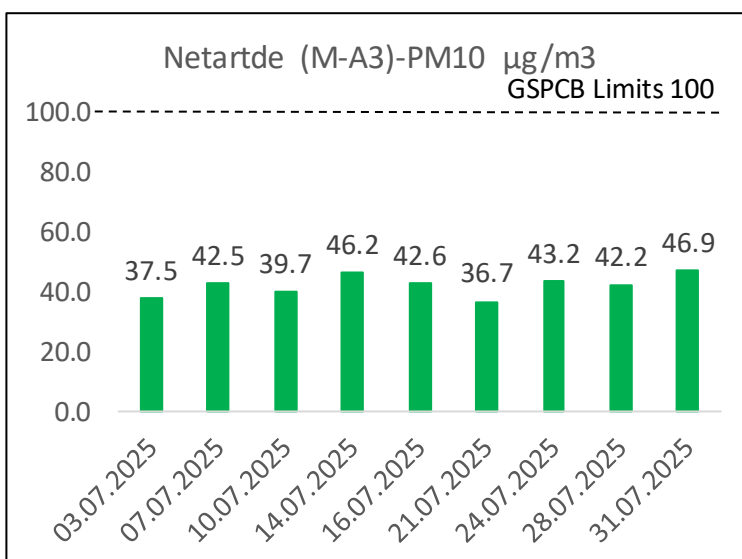
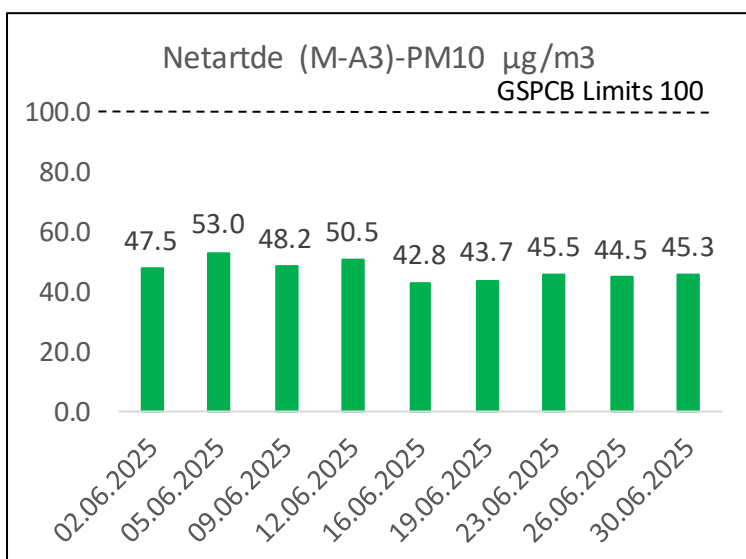
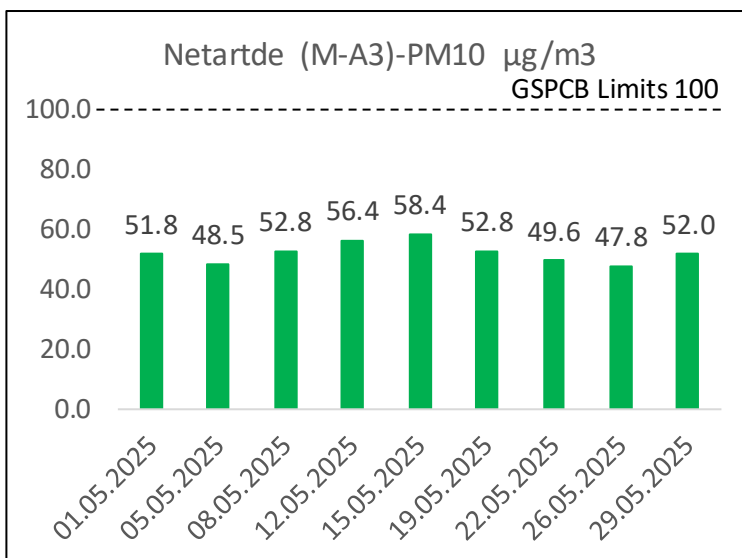
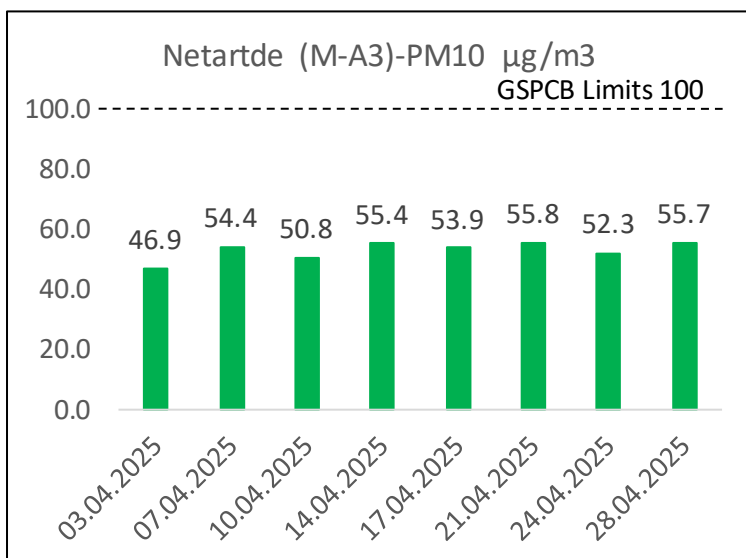


sNote: SO_2 , NO_x & VOC result of Dingane (M-A2) are <6 , <9 & <1 respectively; hence graph has not plotted.

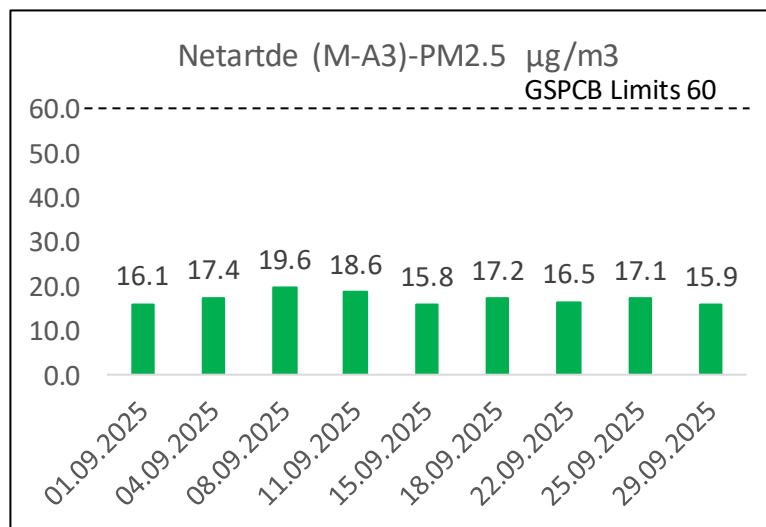
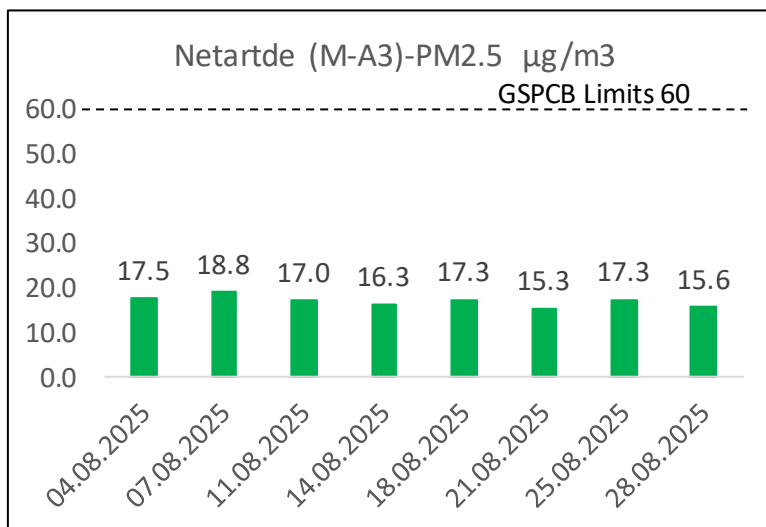
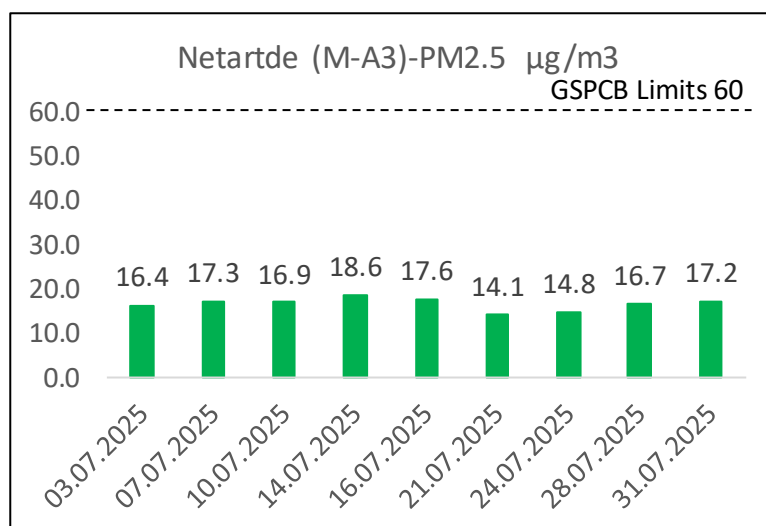
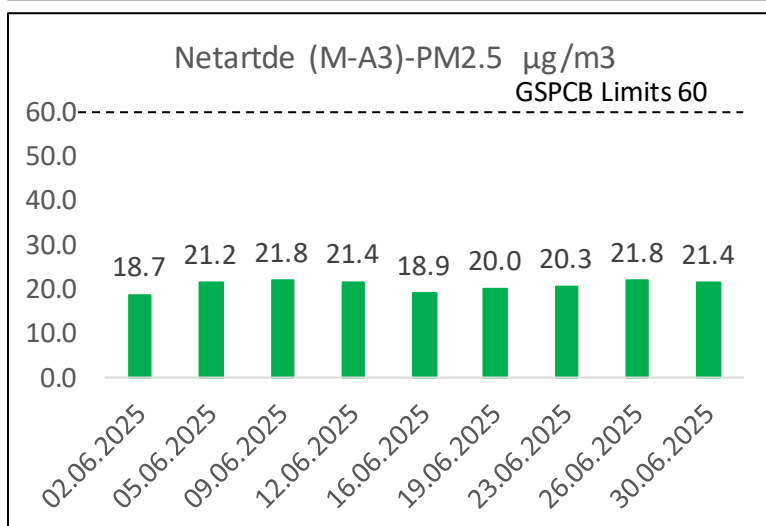
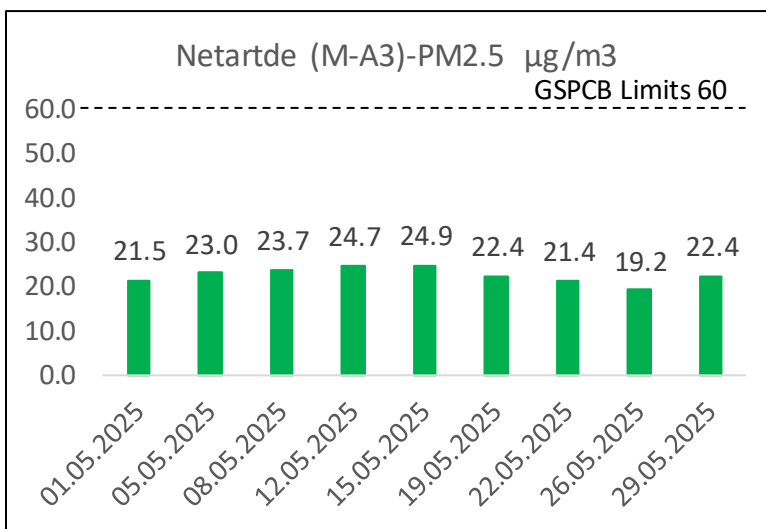
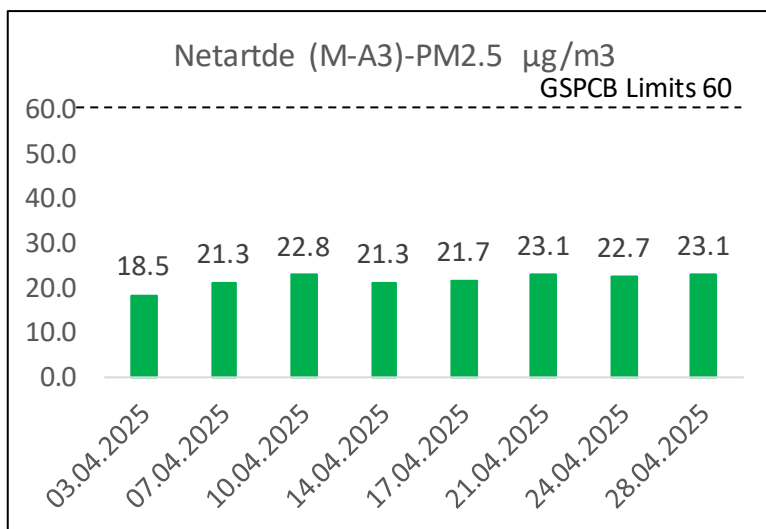
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
SPM of Netartde (M-A3)



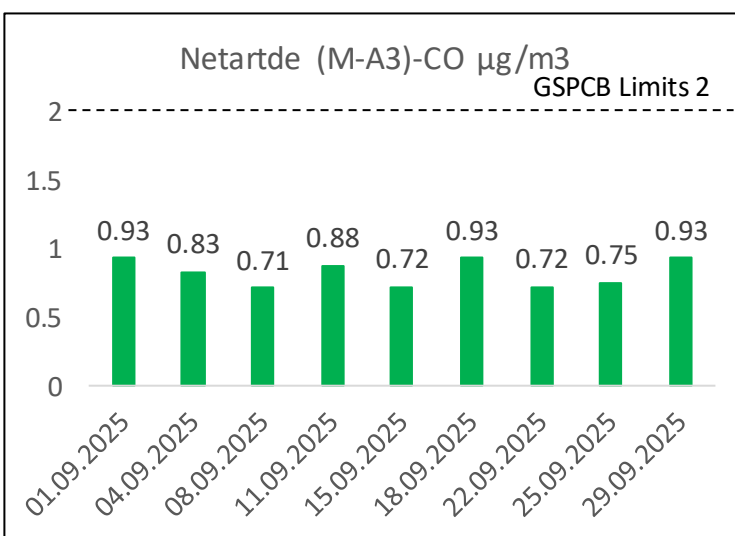
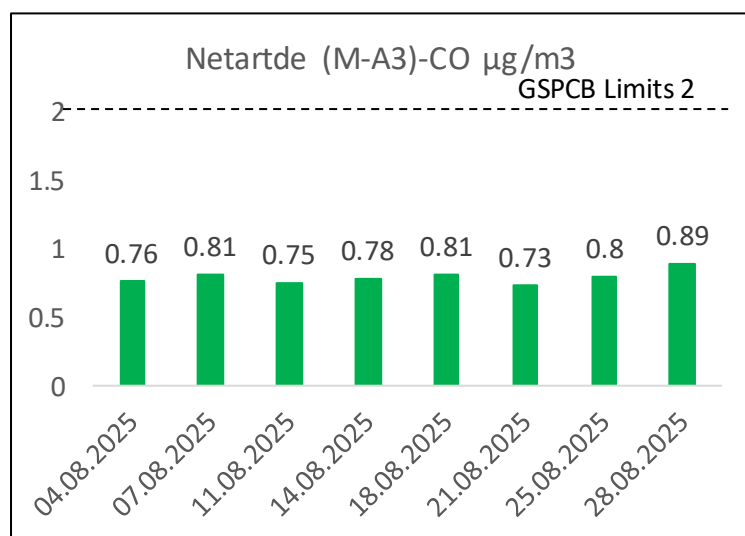
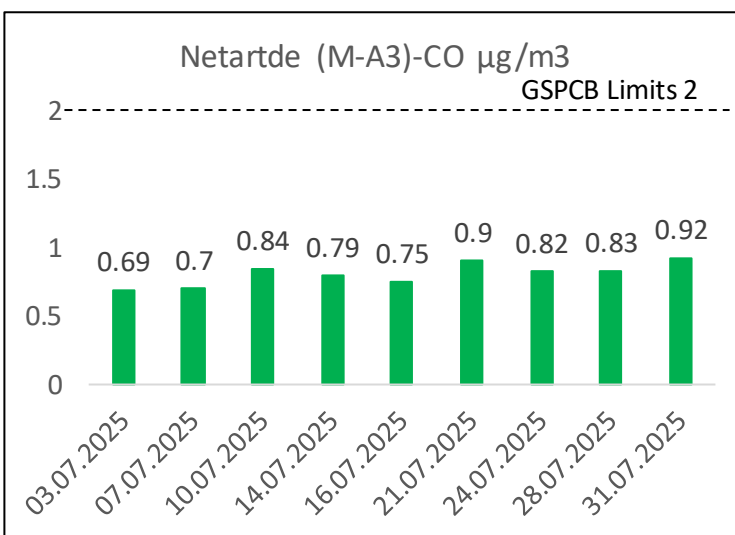
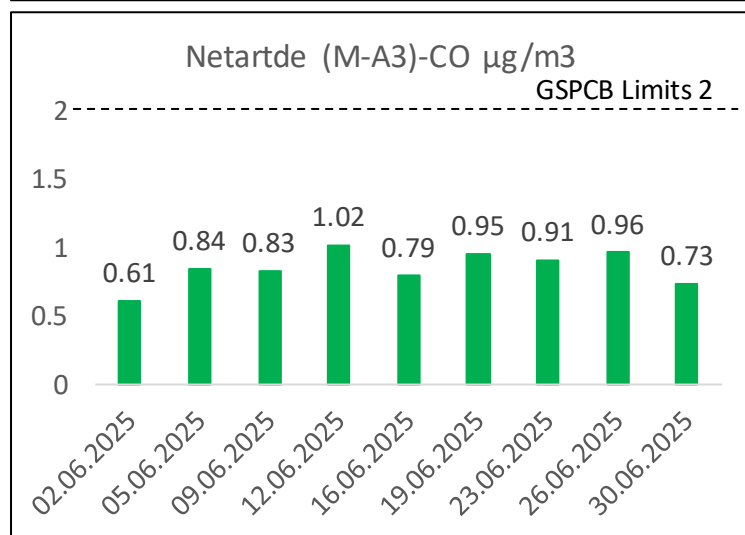
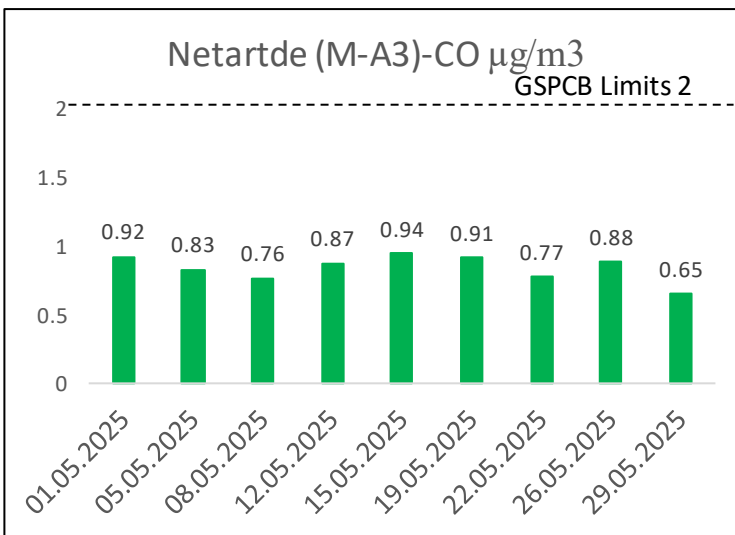
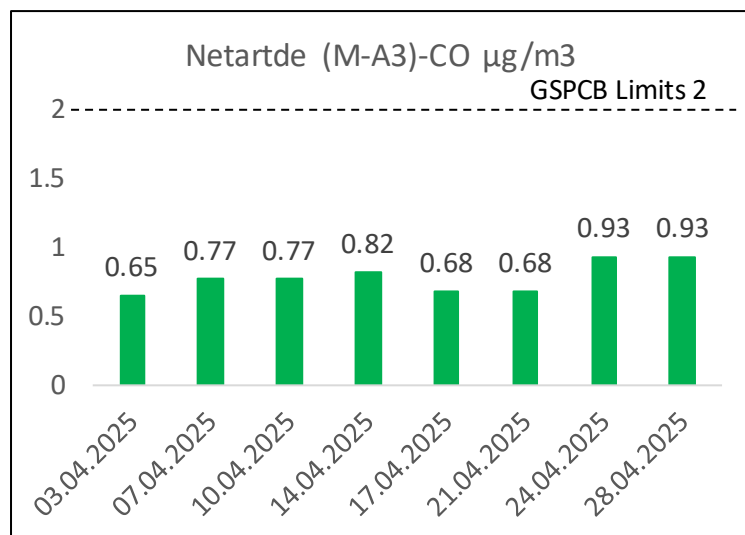
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 10 of Netartde (M-A3)



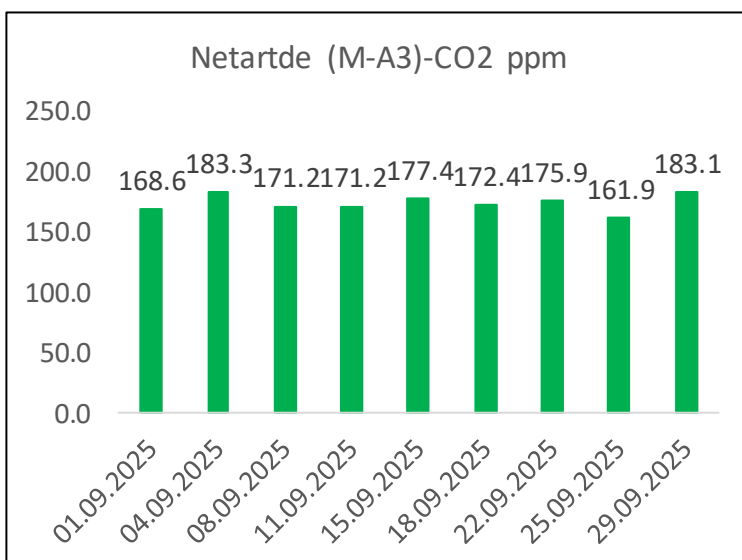
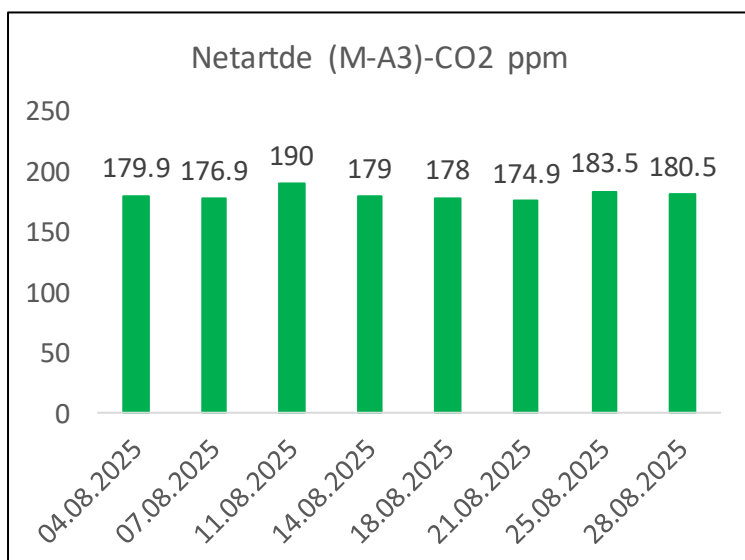
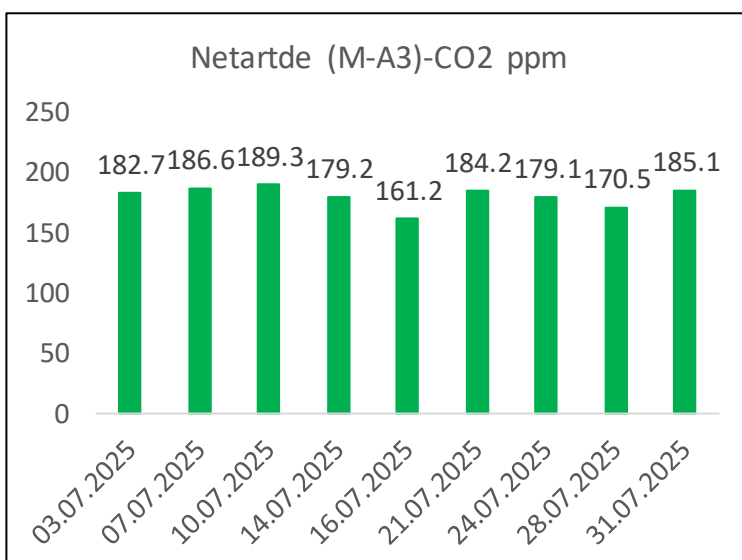
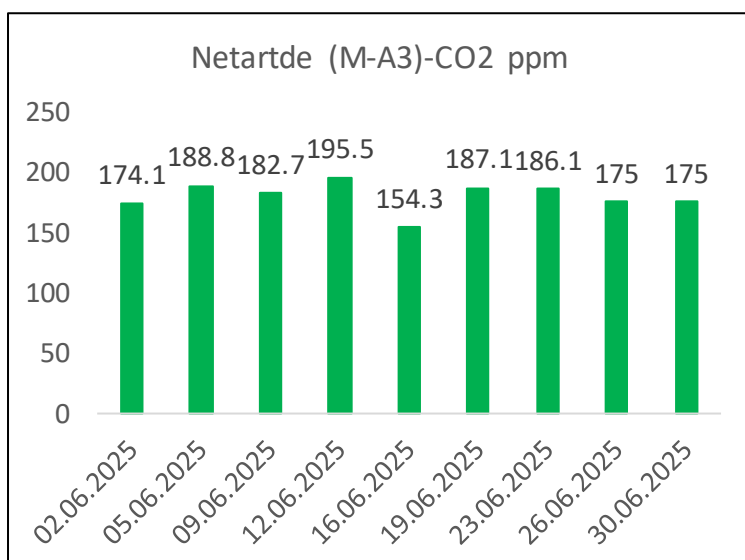
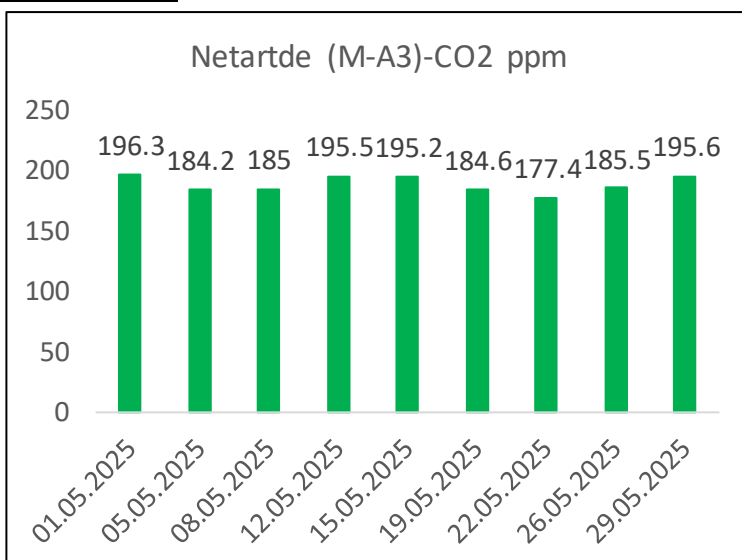
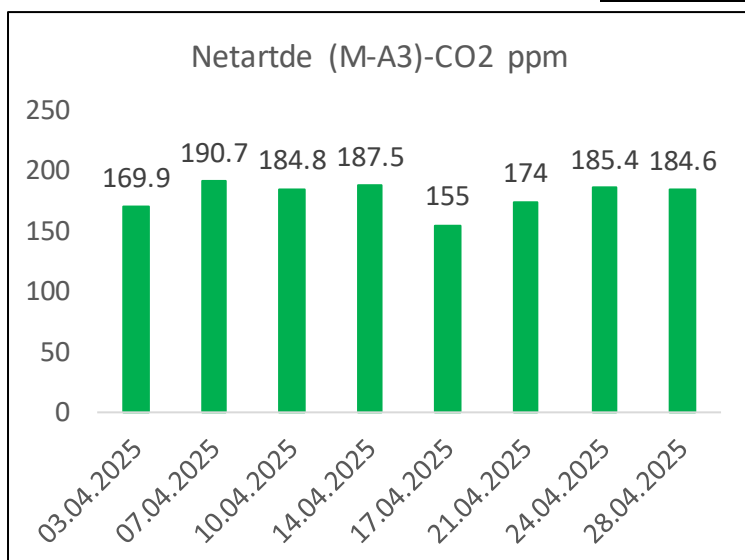
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
PM 2.5 of Netartde (M-A3)



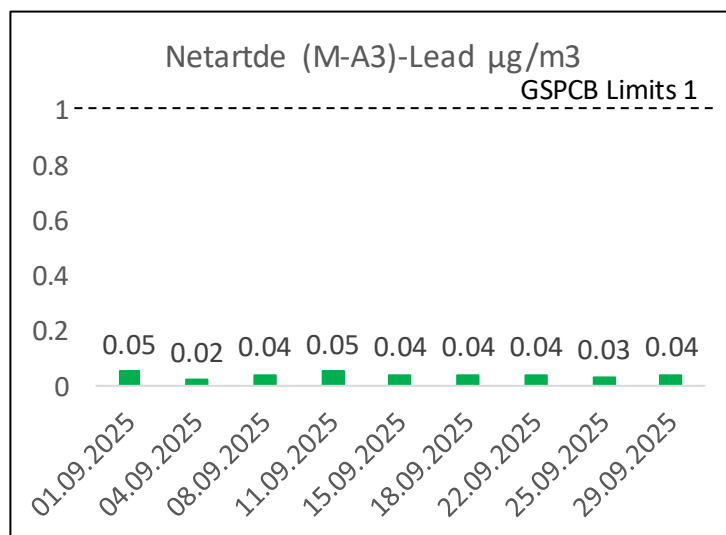
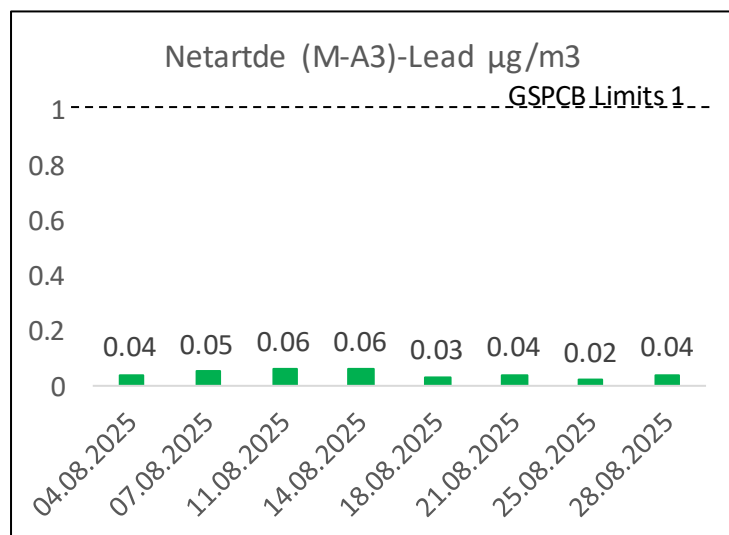
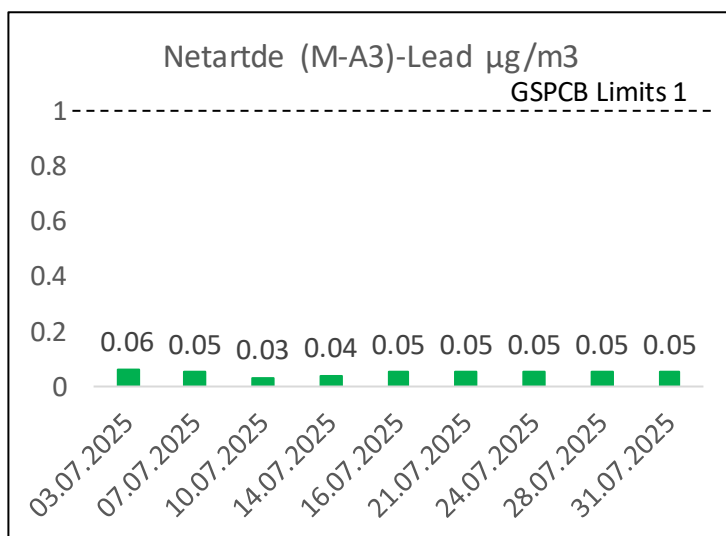
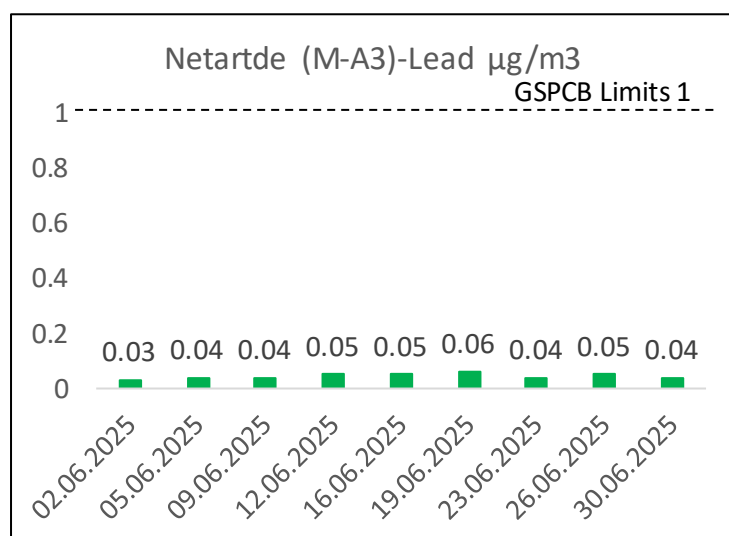
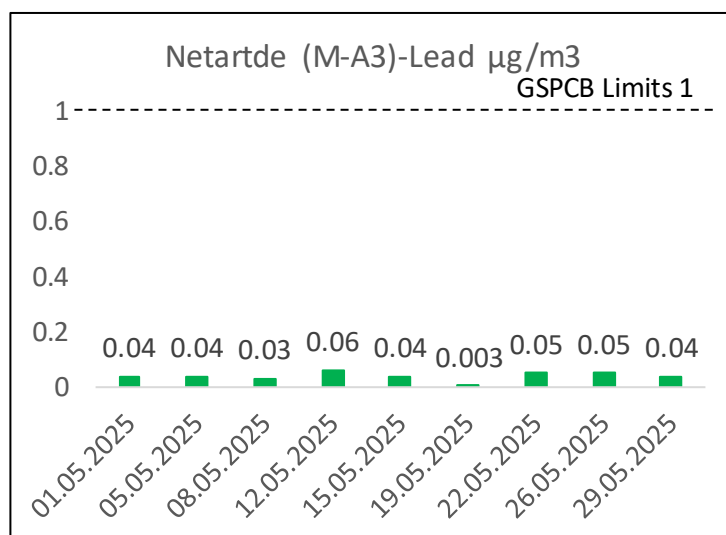
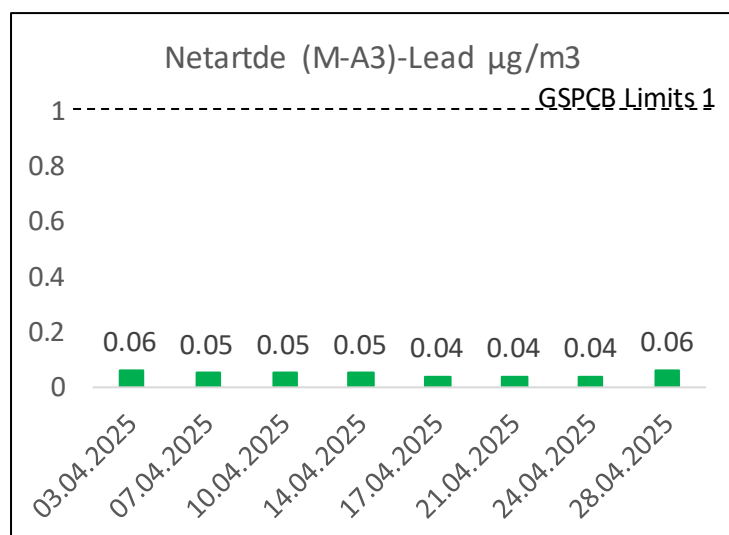
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO of Netartde (M-A3)



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
CO₂ of Netartde (M-A3)



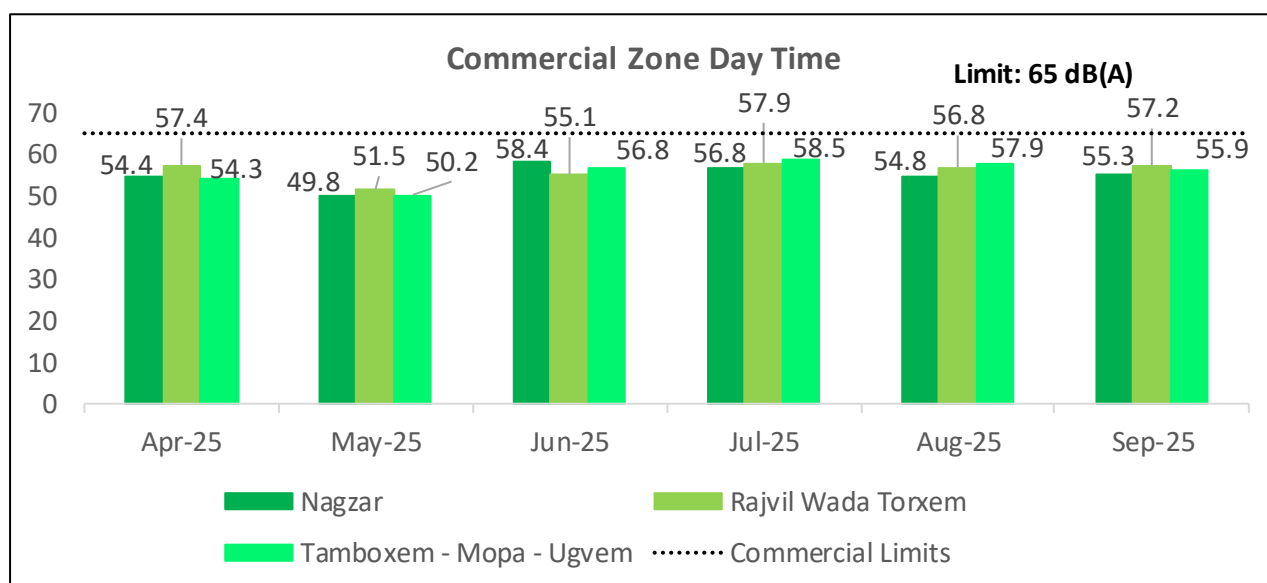
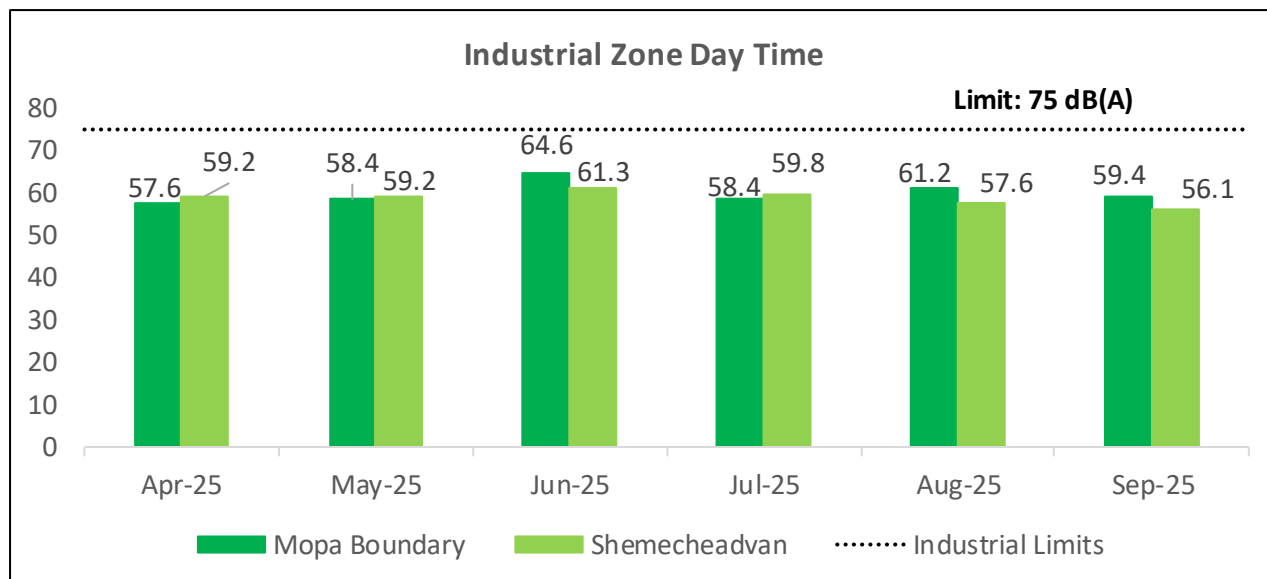
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
Lead of Netartde (M-A3)



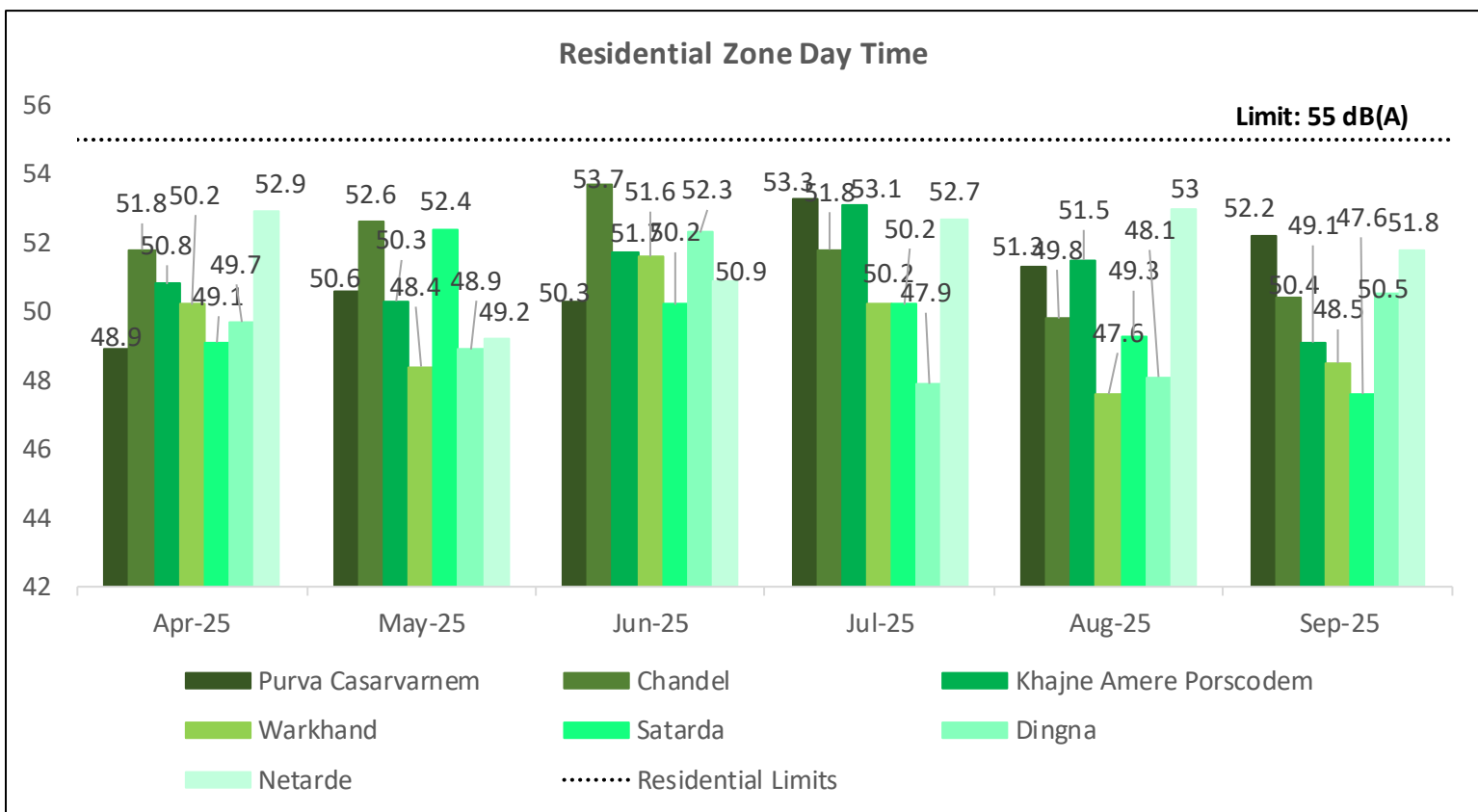
Note: SO_2 , NO_x & VOC result of Netartde (M-A3) are <6 , <9 & <1 respectively; hence graph has not plotted.

ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

Noise Monitoring in daytime

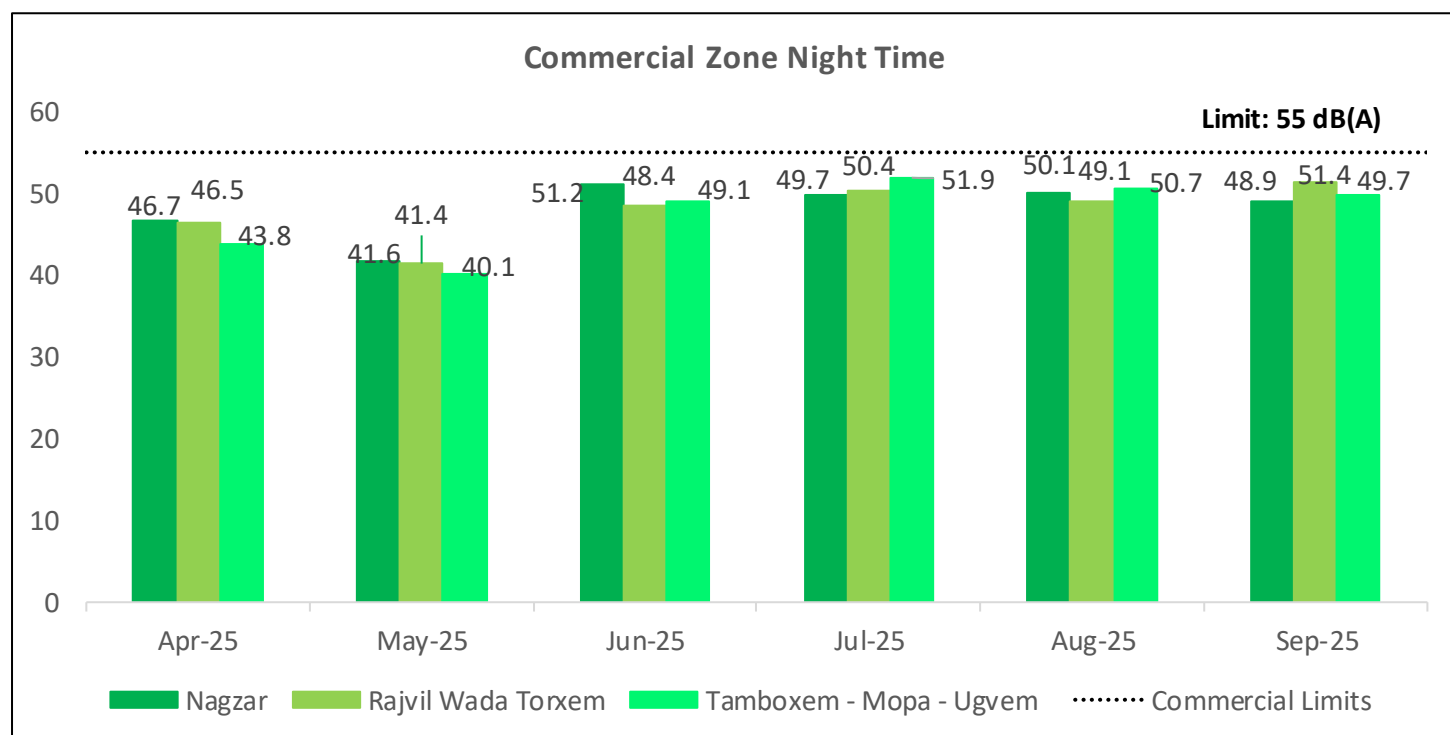
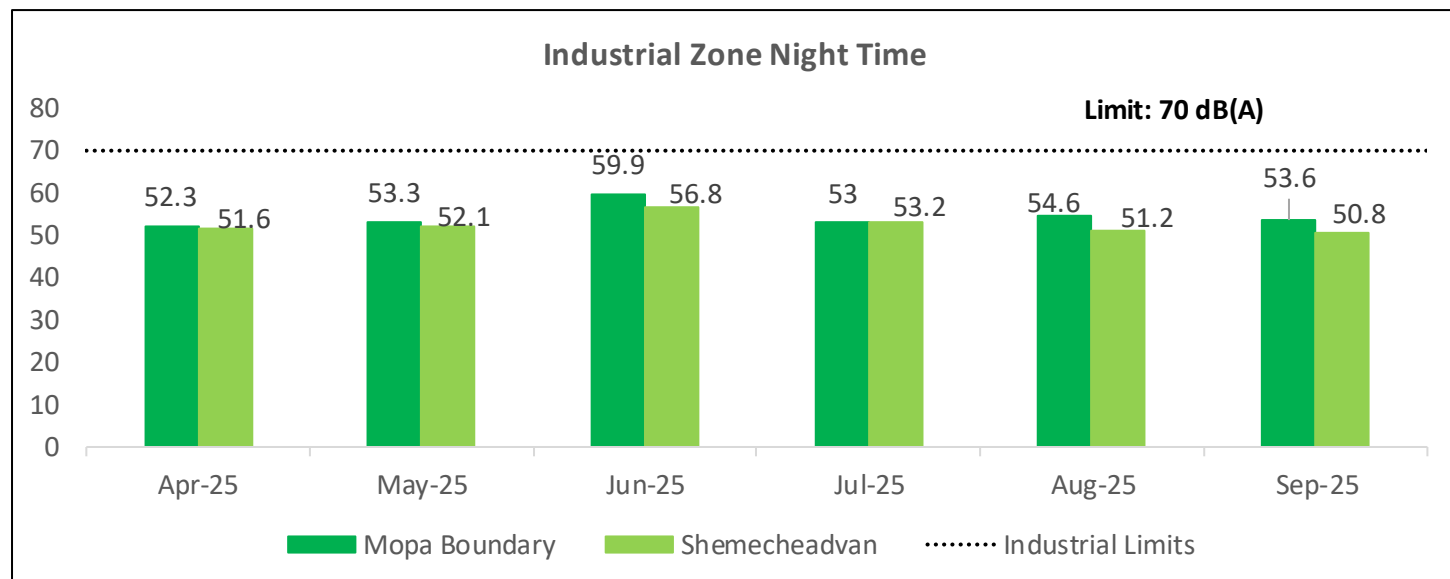


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

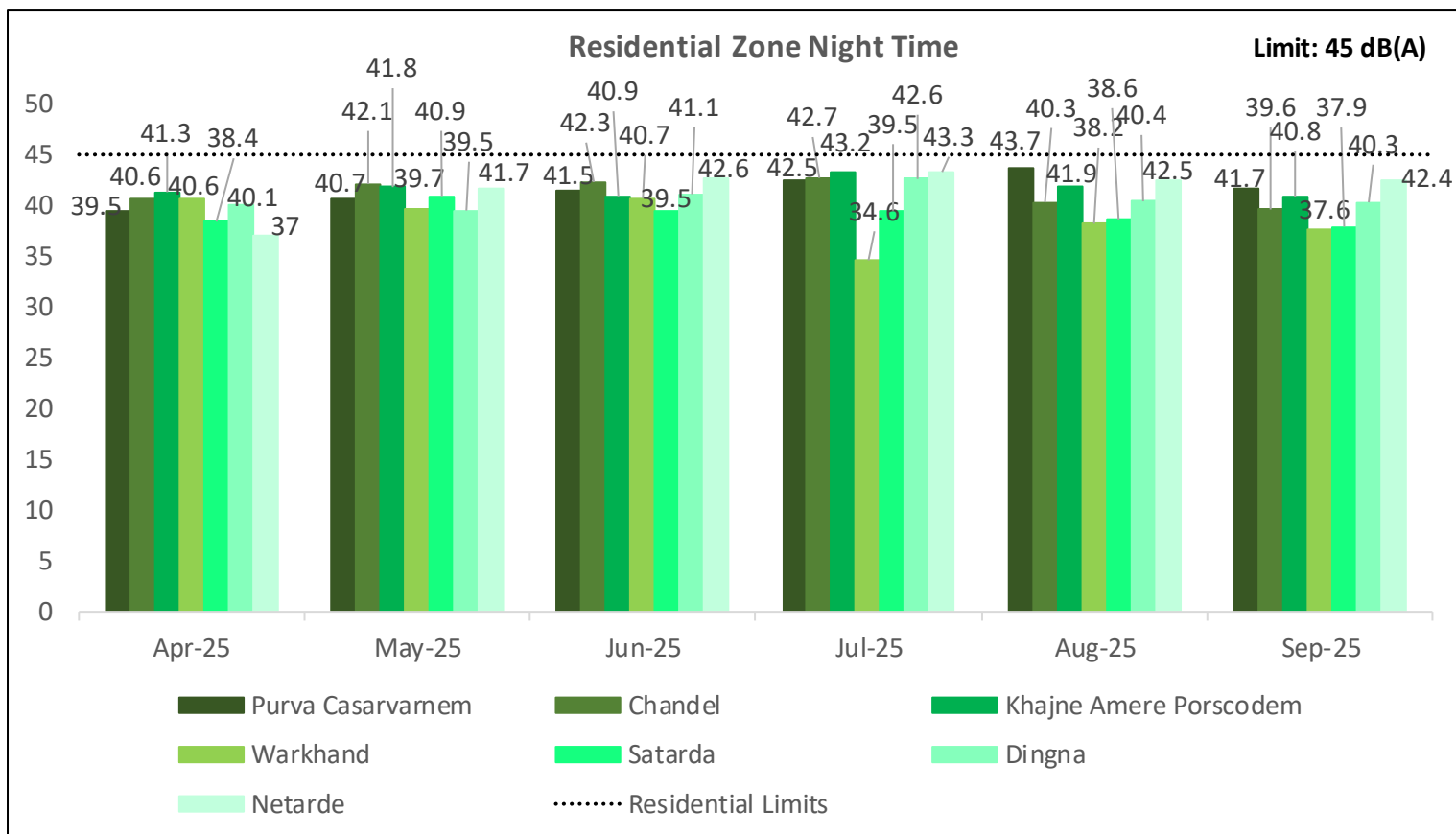


ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025

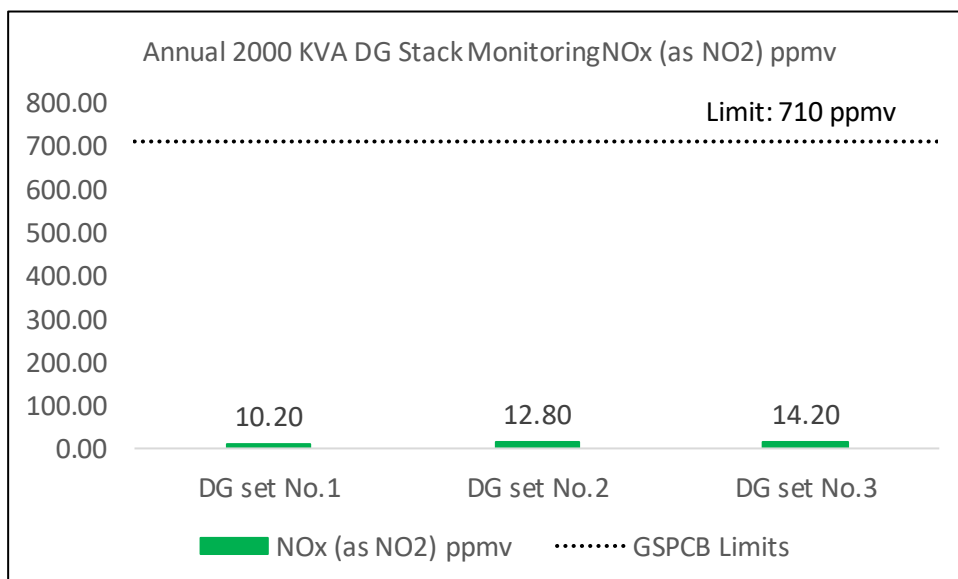
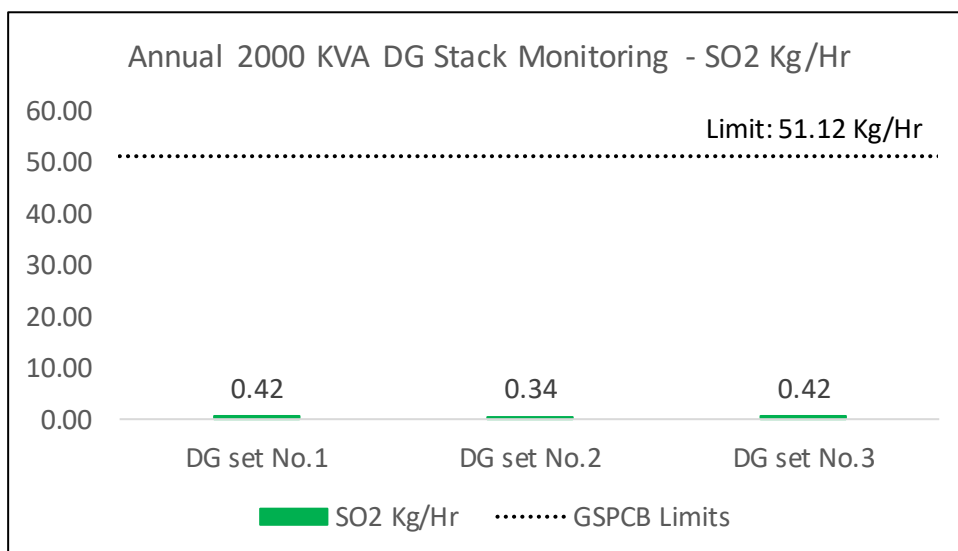
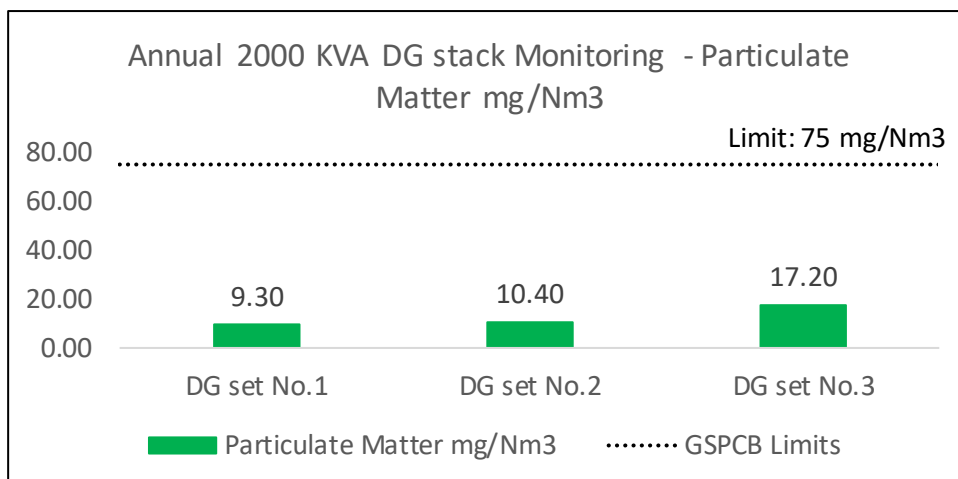
Noise Monitoring Report in nighttime



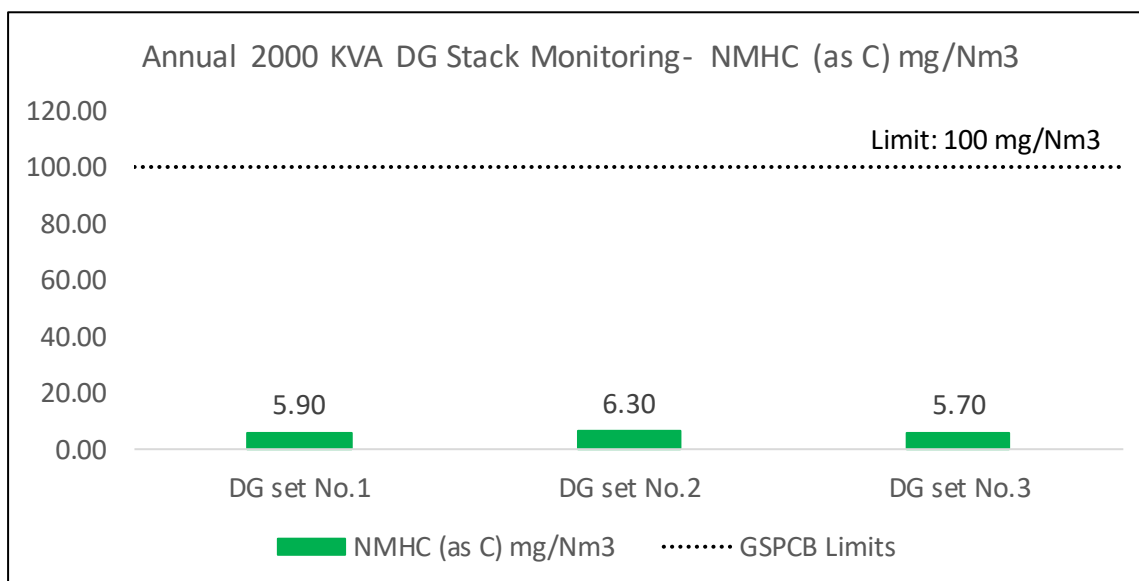
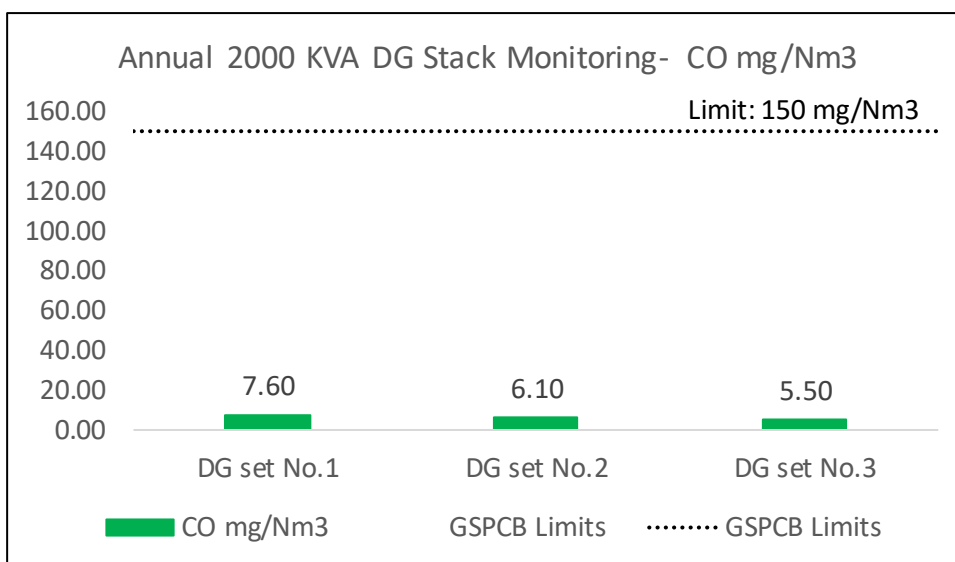
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025



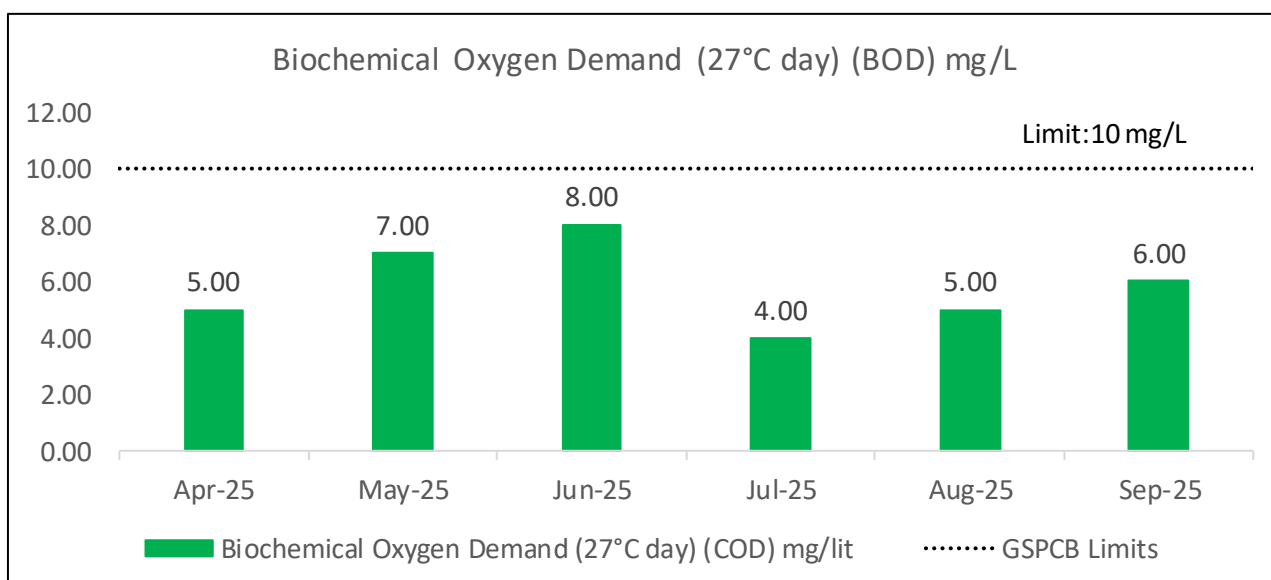
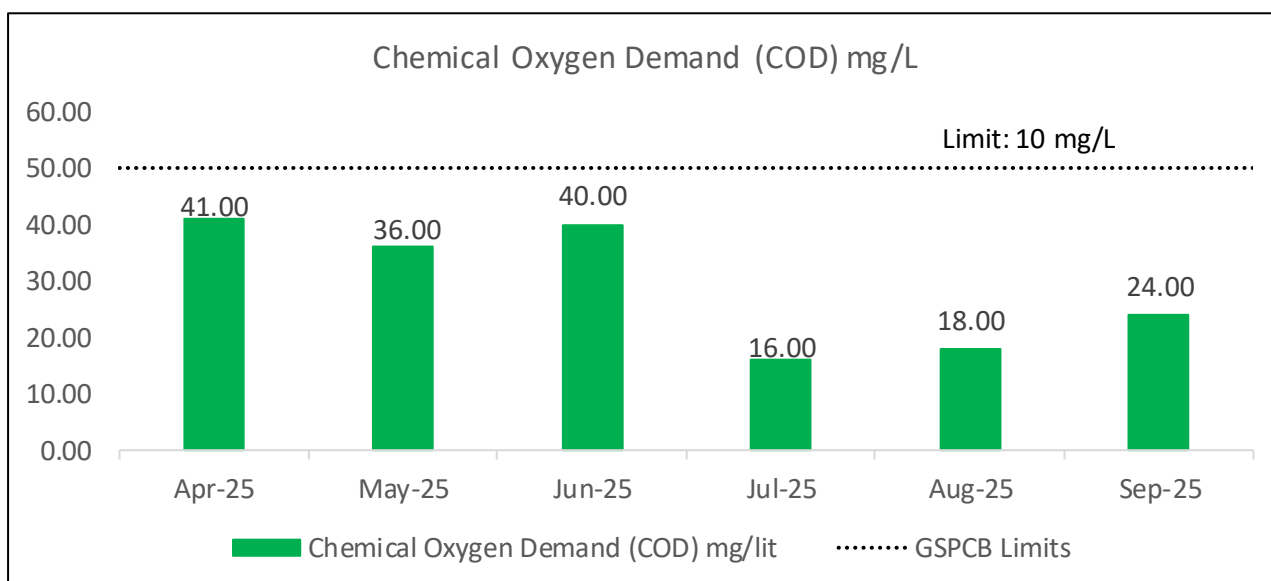
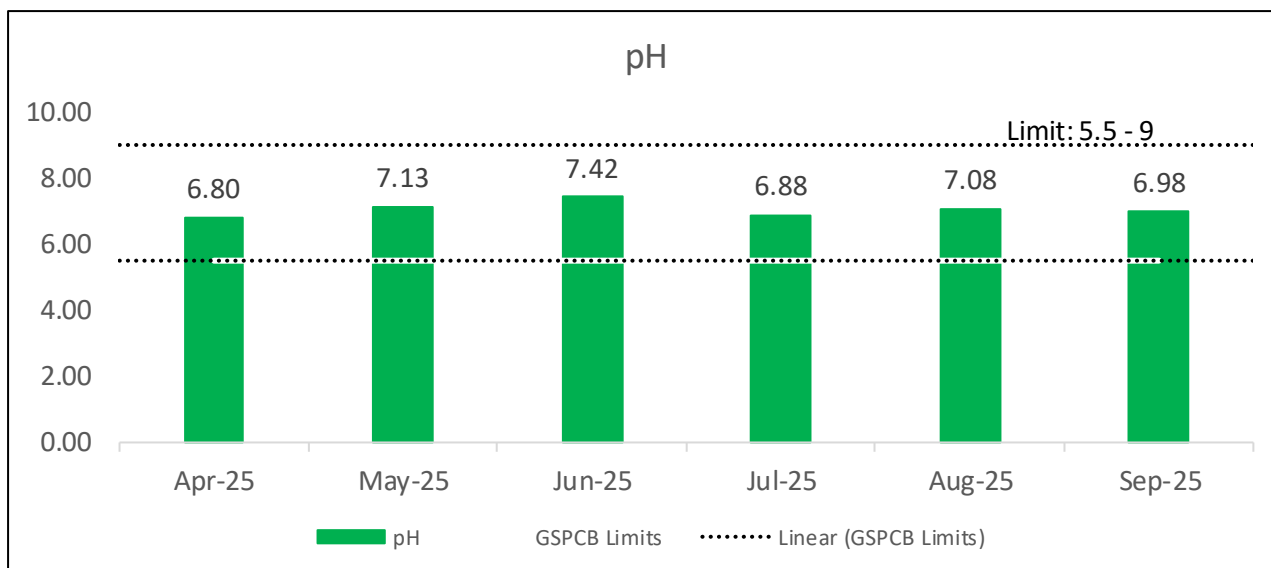
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
DG Stack Monitoring Report



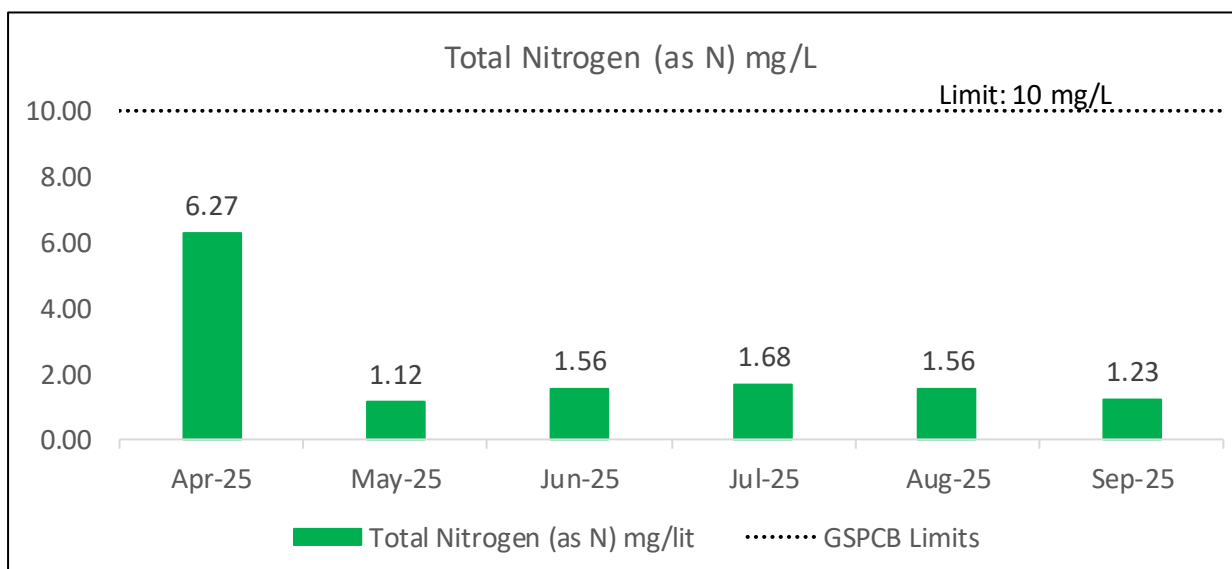
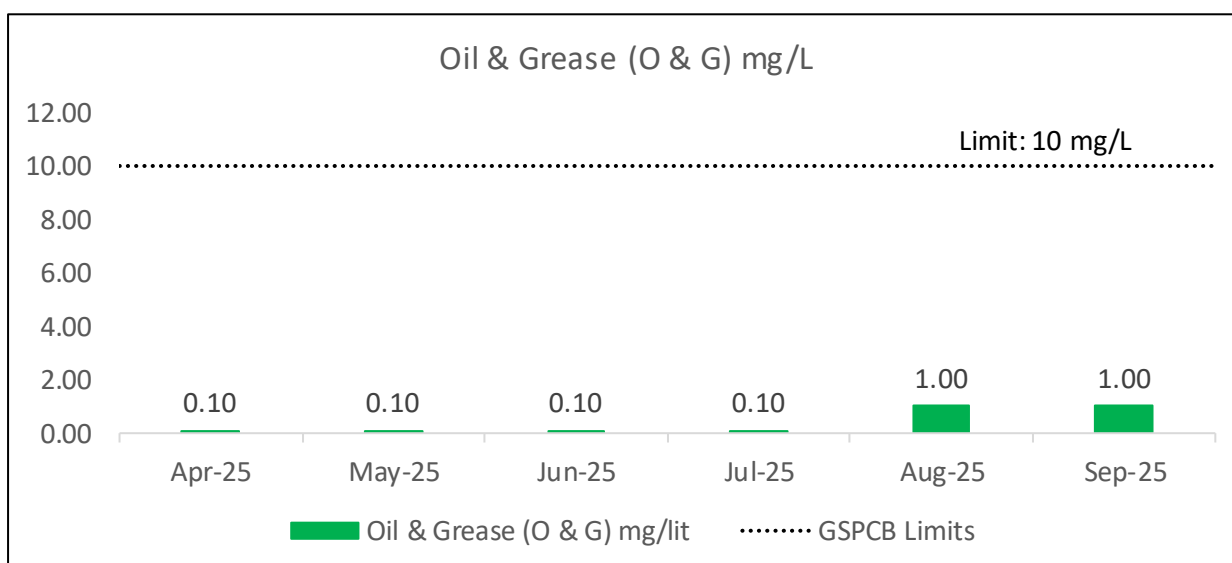
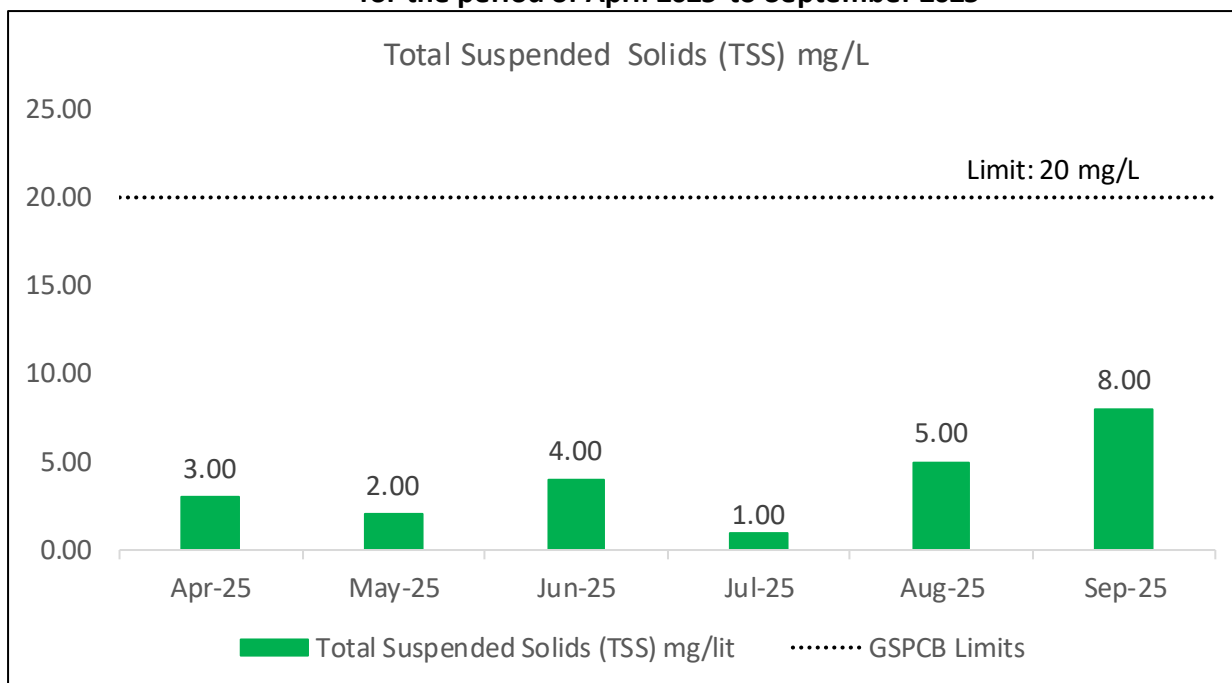
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025



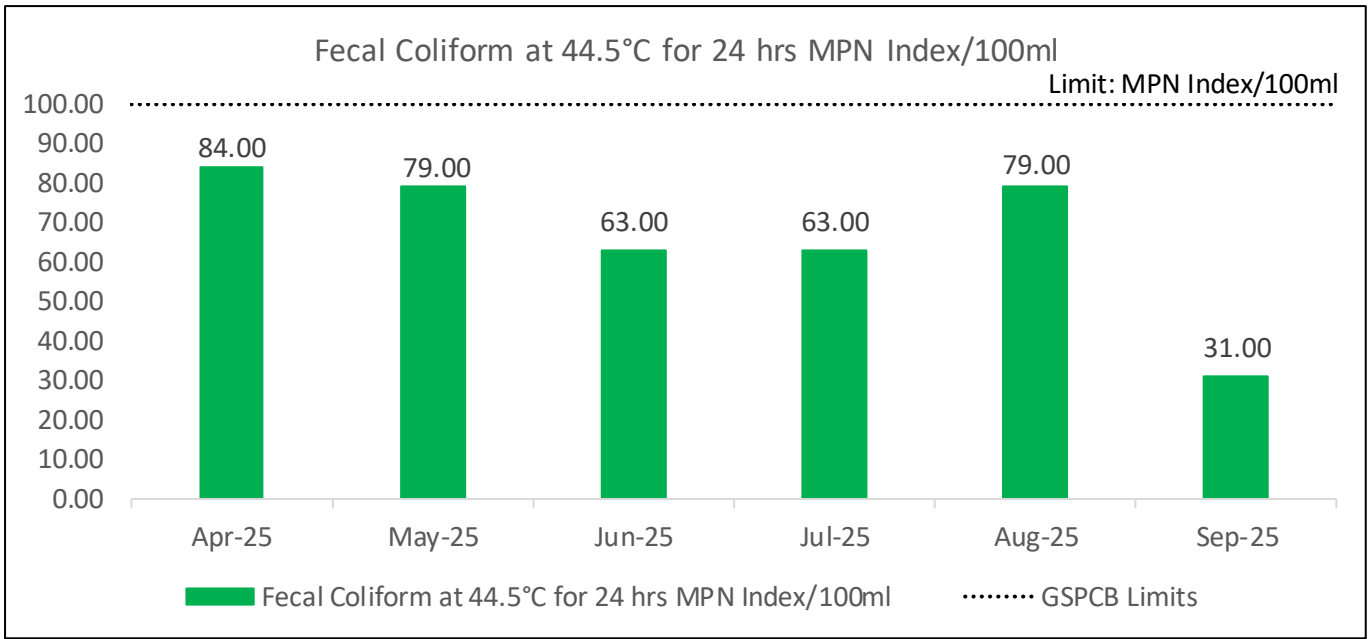
ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025
STP Treated Water Analysis Report



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025



ANNEXURE – 2
Environmental Quality Monitoring Report
for the period of April 2025 to September 2025



ANNEXURE – 3

**ENVIRONMENTAL MANAGEMENT
EXPENSES INCURRED FROM APR TO SEP 2025**

Amount in INR Crore.

No.	Particulars	Amount
A.	AAQ & Noise Levels Monitoring	0.240
B.	Environment Management Cell	0.006
C.	Hazardous Waste Management	0.003
D.	Solid Waste Management	1.000
E	Construction Debris Management	0.040
F	Environmental Compliance Monitoring by NEERI	0.170
G	Operation & Maintenance Charges (STP & WTP)	0.830
H	Landscaping & Horticulture	4.000
I	Miyawaki Plantation	0.070
J	Miscellaneous	0.014
	Total	6.370



ANNEXURE 4

COMPLIANCE STATUS
of
CONCERNS RAISED DURING
PUBLIC HEARING

GREENFIELD
MANOHAR INTERNATIONAL AIRPORT,
Mopa, Goa

Directorate of Civil Aviation
Government of Goa

&

GMR Goa International Airport Limited

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
01	Questioned the panel members present on the dais for the public hearing and the role of other members seated on the dais.	Collector North Goa clarified that as per the Notification, Collector & the Addl. Collector were present along with the Member Secretary, Goa State Pollution Control Board and other officials of the Airport Directorate (Project Proponent)	No further action is required.
02	Desired to know whether thorough inspection has been done of the Mopa plateau by the panel of six members.	The agency who prepared the Master Plan and collected the baseline data have visited the site.	No further action is required.
03	<ul style="list-style-type: none"> Dabolim Airport is controlled by Navy, when assurance was given that the same will be permitted for civilian use. However, the assurances are not kept. It was feared that the Dabolim airport will be closed down due to the commencement of the Mopa airport. How can 3 Airports exist within 100-150 Kms (Dabolim, Mopa & Chiqli) Environmental Impact study has to be done in a proper manner. 	<ul style="list-style-type: none"> It is a cabinet decision by the Government of India that the Dabolim Airport will continue to operate its civilian enclave even after commissioning of Mopa Airport. As per traffic forecast made in the Master Plan of Mopa Airport there will be traffic for both Dabolim and Mopa Airport to operate. The EIA report has been prepared as per the TOR & Guidelines issued by MoEF. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p>
04	The report states that rain water harvesting will be done, when the plateau is surrounded by the Villages on all sides which will be affected.	Rain water harvesting will be done and the path of water flow is shown in the report and there will be no effect on the Villages.	The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.
05	Not against Dabolim Airport, however, Mopa will improve the state financial position of Goa and raise Goa on an international map. It was further stated that Mopa airport is required since Dabolim does not have the required capacity and Mopa airport will provide ample employment opportunities to the people. It was requested that the work on the airport be started at the earliest.	Work started as per Concession Agreement.	Scheduled commercial Airport operations started on 5 th Jan 2023.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
06	The plateau has multiple water sheds, and the discharge of water is going down to the rivers. Desired to know whether ETP /STP for industrial discharge from the plateau will be constructed. Whether there will be individual STP/ETP and whether disposal of garbage is taken care of. Desired to know the stress on the garbage management on account of catering facilities, the cargo inflow and the outflow.	Separate STP and garbage management plan has been provided in the Master Plan keeping in mind catering & cargo facilities as well.	STP and Garbage Management Facility have been provided.
07	<ul style="list-style-type: none"> The report shows couple of rain water harvesting sites which appear to be not sufficient. Rainfall is approximately 1200 mm (One Thousand Two Hundred). No water is harvested till date. Desired to know whether the airport is going to have a Green building 	<ul style="list-style-type: none"> A dedicated Rain water harvesting project will be carried out. The terminal building will be a green building. 	<p>The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.</p> <p>Passenger Terminal Building (PTB), designed & constructed as a Green Building has been accredited with Indian Green Building Council (IGBC) Green Building Platinum Standard Certification.</p>
08	<ul style="list-style-type: none"> Due to the setting up of the airport the water supply has to be increased, electricity supply has to be augmented, the fresh water springs have to be rejuvenated. Technical and Professional colleges should be set up 	<ul style="list-style-type: none"> 5 MLD of water from Right Bank Main Canal of Tillari Irrigation Project is allotted. Starting with 10 MVA in Phase I, eventually at the time of airport attaining the saturation capacity up to 40 MVA power supply capacity has been planned. Natural channels of water flow feeding the water bodies will not be disturbed by suitably channelizing the water flow at the project site. 	<p>Water supply pipelines to the airport have been provided. Water is being pumped into water storage tanks.</p> <p>A dedicated power supply line has been provided for the airport.</p> <p>The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.</p> <p>An Aviation Skill Development Centre</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<p>to impart training to the locals so as to provide employment opportunities and minimum price of land should be notified for the benefit of the farmers</p> <ul style="list-style-type: none"> People who will lose land should be adequately compensated. Till date no compensation has been paid to the land affected. Supported for the early commencement of the project. 	<ul style="list-style-type: none"> All the required trainings shall be provided at the ITI Pernem, for which the Infrastructure will be provided by the Govt. and Faculty and other software will be provided by the Developer wherein the locals will be trained and absorbed when operations start. Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition, GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled. 	<p>(ASDC) has been set up at the airport.</p> <p>No further action is required.</p>
09	<ul style="list-style-type: none"> The flora and fauna of the village will be affected. The springs which number around 40 will be affected. The EIA report does not state the farming and agricultural places. The hearing has been conducted where the land is barren which shows that there is no plantation at all. The report is biased and is done on political pressure. It was felt that the report has been prepared not on the basis of site visit by taking the locals into consideration, but prepared as per the documents available. 	<ul style="list-style-type: none"> The airport is presently coming on a flat terrain of a hill top. The valleys where some forest exists will be unaltered due to the project activities. The Compensatory Afforestation program will be adopted with due consultation with Goa Forest Department. The report has been prepared based on the field study carried out by Functional area experts. 	<p>Plantation of 5 lakh saplings by Goa State Bio-diversity Board has been completed.</p> <p>In addition, plantation of 51,000 saplings has been completed within the airport site.</p> <p>No further action is required.</p>
10	<ul style="list-style-type: none"> Copy of the EIA report has not been made available to individuals. The Report does make a mention of the animal life in the report wherein endangered species have been reflected. The Civil Aviation Ministry has declared that no two Airports shall be allowed in the State of Goa. 	<ul style="list-style-type: none"> EIA report is not made available to the individuals, but available for public with the authorities concerned. The threatened species as per Schedule-I category of Wildlife Protection Act, 1972 are mentioned in the EIA report. There is no such declaration by the Civil Aviation Ministry, GOI 	<p>No further action is required.</p> <p>No further action is required.</p>
11	<ul style="list-style-type: none"> The preparation of EIA report takes 3 years and not 3 months as this report, which has been prepared in a hurry. The fertility of the soil is not mentioned. Report does 	<ul style="list-style-type: none"> The EIA report is prepared as per the Terms of Reference/EIA Manual for Airports and accordingly the information provided is for one season data. The soil quality and its impact have been measured and 	<p>No further action is required.</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<p>not go into the aspect of the overall impact.</p> <ul style="list-style-type: none"> The effect of river Chaporawhich comes under the 10 Kms Zone, which will be destroyed, is not considered. It was further questioned whether this will be destruction of Goa. The flora and fauna of the villages have not been reflected and feared its destruction. The area is a permeable area and cause flooding in the villagers. EIA has not shown the Disaster Management Plan in the report. 	<p>mentioned in the EIA Report. (Pg. No. 41/42)</p> <ul style="list-style-type: none"> Overall impact of the project has been analyzed and details provided in chapter 5 of EIA report. There will be no effect on Chaporariver other than water consumption from Tillari canal due to the proposed Airport. The flora and fauna mentioned in the report is 10 km surrounding from the project site where all villages coming under 10 km radius were covered. There will be no flooding due to construction of Airport. Drainage patterns have been studied for before and after construction of project and the same have been reflected in the report under section 5.3.3 of chapter 5. It is shown in Annexure VI of EIA Report. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p>
12	<ul style="list-style-type: none"> Whether the Public Hearing has a legal status like a Court – questioned the legality of the proceeding. Whether advertisement is issued in the Goa Newspapers and on which newspapers. There are two buffer zones within 5Kms and 10 kms radius. Whether the EIA report has been submitted to the Gram Panchayats in these buffer zones. Whether advertisement has been issued in the newspapers in Maharashtra. Non submission of the EIA report and advertisement on papers affects the Public hearing. No EIA report given to the Panchayats falling in the core zone areas. How the plateau has Bengal Tigers. How long the Engineers were there to carry out this study? EIA does not state the Buffer zone area. Ground water percolation and recharge have not been mentioned. The EIA is false and fabricated as such this Public hearing in absence of authenticated data does not have any standing. The Public Hearing 	<ul style="list-style-type: none"> It was clarified that advertisement was issued in the local newspapers i.e. The Navhind Times, Sunaparant and Gomantak, Herald and Indian Express (Mumbai edition) on 31st January, 2014. However, a repeat of the advertisement was issued on 31/01/2014, besides FM Radio, News Channels and Panchayats in the vicinity of the project have been given copies of the EIA report and the Executive summary for the perusal of the public. Copies of the Reports were also made available at the office of the District Magistrate, North Goa, Deputy Collector's Office, Zilla Panchayats, District Industries Officer, and other local bodies. Enough care has been taken for giving wide publicity. The present EIA report did not mention any Bengal tiger presence. However, some tiger species of butterflies are observed in the field and included in the report. One month The EIA report is prepared as per the Terms of Reference/EIA Manual for Airports with buffer zone of 5 km & 10Km radius. Rain water harvesting will be done for natural ground water recharge. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p> <p>The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No.</p>

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<p>becomes illegal.</p> <ul style="list-style-type: none"> The entire Mopa Plateau for the proposed airport is of 2271 acres of land which is by itself is a natural mechanism for ground water re-charge, whereas ground water recharge mentioned in the project by the project proponent could hardly be 500 sq. mtrs. 	<ul style="list-style-type: none"> Present Ground water level at Mopa is 5 – 10 mbgl (Annexure IV). To maintain the recharging of Ground water level after construction of the proposed Airport a Rain water Harvesting system as given in Annexure II & III of EIA Report will be developed. 	<p>9/3/EO/WRD/2020-21/527 dated 10-02-2021.</p> <p>The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.</p>
13	Government is promoting agriculture and not airport. Raised the issue of providing employment opportunities to the local people. He questioned how the Other Backward Class population will survive if their lands are taken away for the development of the airport.	The Airport project is expected to give a big boost for overall economic development of the State and generate employment opportunities.	No further action is required.
14	The springs in the vicinity of the proposed site will be affected and the impact on the water table will have to be studied.	Present Ground water level at Mopa is 5 – 10. mbgl (Annexure IV). To maintain the recharging of Ground water level after construction of the proposed Airport a Rain Water Harvesting system as given in Annexure II & III of EIA Report will be developed. The runoff inside the Airport area will be collected through storm water drains and will be routed to the nearest surface water body. There by, there will be no impact on ground & surface water resources.	The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.
15	The EIA report contains many flaws, which have to be corrected by the Environment Ministry and the concerns raised by the public, should be addressed.	EIA report has been prepared as per relevant guidelines.	No further action is required.
16	<ul style="list-style-type: none"> The EIA report prepared by Engineers India Limited is a false, manipulated report prepared at the behest of the Government of Goa. The EIA report is a gross fraud on the people of Goa. The same had to be prepared before acquiring the land and not after the acquisition of the land proceedings, which is stated as per the Law. Desired to know whether the EIA report has been 	<ul style="list-style-type: none"> All guidelines of the MoEF are adhered to while preparing the report. Public hearing is conducted as per the Notification of the Govt. of India. GSPCB is not required to stamp / approve the report. 	<p>No further action is required.</p> <p>No further action is required.</p>

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	<p>authenticated by the Goa State Pollution Control Board</p> <ul style="list-style-type: none"> The proposed six lane road project of the state Govt. does not reflect on the displacement of the affected people 	<ul style="list-style-type: none"> No people are likely to be displaced on account of the proposed approach road. 	<p>Ministry of Road Transport & Highways (MoRTH), Government of India (GoI) has notified the approach road connectivity to airport as a National Highway (NH) No. 166S, vide Gazette Notification dated 23-09-2020. Dedicated 6 lane access control expressway connectivity is constructed & operational.</p>
17	<p>Desired to know whether all guidelines for having a Green building for the airport have been followed. There is adequate requirement for water and electricity, and that the project will change the face of the North Goa District.</p>	<p>All the notifications issued by the Central Govt. will be adhered to in the construction of the Green building for the airport</p>	<p>Passenger Terminal Building (PTB), designed & constructed as a Green Building has been accredited with Indian Green Building Council (IGBC) Green Building Platinum Standard Certification.</p>
18	<p>The compensation towards land is not adequate, which has to be increased. Stated that it is better to have an airport than having a mining site in the location</p>	<p>GoG has already declared additional 3 times compensation to the persons whose lands have been acquired for Mopa Airport project. Payment of this additional compensation has already been made to the persons who have already claimed initial compensation as per Land Acquisition Awards.</p>	<p>No further action is required.</p>
19	<ul style="list-style-type: none"> Houses are located within 10 Kms of the buffer zone. The study shows the presence of a bauxite ore located on the plateau. The area is ideal for an airport? A detailed study report has to be carried out at least of the two seasons of the ground water, the socio – cultural impact study has also to be carried out. 	<ul style="list-style-type: none"> NOC has been obtained from Mining department EIA Study covers one season data of Groundwater and Socio cultural impact as per EIA Manual for Airports 	<p>No further action is required.</p> <p>No further action is required.</p>
20	<p>Congratulated for conduct of environmental public hearing for the development of the Village of Mopa. Desired that the Village Panchayat of Allornabe taken into confidence in this project. The ground water aspects should be assessed properly of Allorna Village.</p>	<p>The existing natural water channels at the Project site will not be disturbed by channelizing the water flow from the airport to feed the water bodies so that ground water levels in the surrounding villages is not disturbed</p>	<p>The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.</p>
21	<ul style="list-style-type: none"> Jobs should be reserved for the persons who are 	<ul style="list-style-type: none"> 1 person each from the displaced families has been provided 	<p>No further action is required.</p>

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<p>losing land</p> <ul style="list-style-type: none"> The compensation for the land owners should be enhanced to Rs. 400/- per sq. mtr. The land disputes should be settled. Local suggestions regarding bio-diversity should be taken into confidence. Rain water should be utilized for generation of electricity. 	<p>employment by the Concessionaire. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable.</p> <ul style="list-style-type: none"> GoG has declared 3 times additional compensation to the persons whose lands have been acquired. Wherever there are disputes in the land compensation claims the same are referred to the District Court as per land acquisition act 1894. Rain water harvesting is planned to replenish ground water levels. 	<p>No further action is required.</p>
22	<ul style="list-style-type: none"> Desired that the affected farmers should be paid adequately. Arrangements should be done for the supply of water to the farmers for their cultivation. Dust pollution during construction activity should be controlled. 	<ul style="list-style-type: none"> GoG has declared 3 times additional compensation to the affected land losers. The existing natural water channels will not be disturbed by channelizing the water flow from the airport to feed the water bodies so that availability of water for cultivation is addressed. Dust pollution during construction activity will be controlled and the same is reflected in EIA Report. 	<p>No further action is required.</p> <p>The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.</p> <p>Dust Control Management Plan was implemented during construction phase.</p>
23	<ul style="list-style-type: none"> The EIA report has not been available to the buffer affected zones and Gram Panchayat. Desired to know why the report has not been made available in Maharashtra. Desired that the Western Ghats have to be protected. 	<ul style="list-style-type: none"> The EIA report was available as per the requirements of the EIA Notification, to the local bodies and the concerned Government Authorities and Offices within whose jurisdiction the project is located. State pollution control board has coordinated the task of PH and no administrative unit of Maharashtra is falling in the development area The present proposed airport site is falling under Pernem taluka of North Goa district. The Pernem taluka has not been included in the Ecologically Sensitive Areas submitted by HLWG. The MoEF order on ESA is attached as Annexure XVI. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p>

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	<ul style="list-style-type: none"> The air traffic should not disturb the flora and fauna of the Western Ghats which is under threat. 	<ul style="list-style-type: none"> The air traffic will not disturb the flora and fauna of the region much. However, the noise generation in the night time may affect some bird movement. 	No further action is required.
24	Cattle farming and plantation of the local people will be affected, which should be taken care of	Cattle farming and plantation of the local people of the buffer areas would not be affected. The settlements coming inside the core areas of the project will be rehabilitated as per Government of Goa compensation.	No further action is required.
25	<ul style="list-style-type: none"> The locals should be adequately compensated which is not done till date. The EIA study contain all flaws, which should have impartially contained all facts. For the conduct of Environmental Public Hearing all contracts have been entrusted to the people from Kolhapur, then what guarantee is there that employment will be provided to the local people. The number of trees to be affected by the proposed project have not been included in the report. The area required for the Airport has not been declared. The excess land which Govt. acquired needs to be deleted specially in the Simechem Advem. 	<ul style="list-style-type: none"> Compensation is paid as per the awards passed by the concerned authority, besides additional 3 times compensation has been sanctioned by the GoG. EIA Report has been prepared as per relevant guidelines 1 person each from the displaced families has been provided employment by the Concessionaire. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable. After enumeration 54,176 trees were felled after taking due permissions from the competent authorities and 500 trees have been identified for transplantation. No excess land has been acquired for the project 	<p>No further action is required.</p> <p>No further action is required</p> <p>No further action is required.</p> <p>Plantation of 5 lakh saplings by Goa State Bio-diversity Board has been completed. In addition, plantation of 51,000 saplings has been completed within the airport site. Trees translocation has been completed.</p> <p>No further action is required.</p>
26	Supported the project as Goa's development will be based on the construction of the airport.	Noted	No further action is required.
27	Objected for the construction of the Golf course on the land earmarked for the Airport project. However, supported the project for the construction of the airport	There is no proposal for construction of Golf Course at the airport area.	There was no such proposal at that time.

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
25	Supported the proposal for the construction of the airport	Noted	No further action is required.
26	Supported the airport project but however, desired that adequate compensation be given to the affected people.	Compensation is paid as per the awards passed by the concerned authority, besides additional 3 times compensation has been sanctioned by the GoG.	No further action is required.
27	The problems related to Schools, water, farming and agriculture should be resolved. However, supported the construction of the airport.	Noted	No further action is required.
28	<ul style="list-style-type: none"> Adequate land compensation has not been paid to the affected people. Further desired that guidelines for rain water harvesting be followed. 	<ul style="list-style-type: none"> Compensation is paid as per the awards passed by the concerned authority, besides additional 3 times compensation has been sanctioned by the GoG. A dedicated Rain water harvesting project will be carried out. 	<p>No further action is required.</p> <p>The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.</p>
29	Natural resources will be affected. The roads should be properly demarcated by following all the norms.	Natural channels of water flow feeding the water bodies will not be disturbed by suitably channelizing the water flow at the project site. A dedicated Rain water harvesting project will be carried out. Road demarcation and construction will be done as per norms.	The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.
30	Supported both the Airports Dabolim and Mopa but insisted that the locals should be trained and given job opportunities.	As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable.	An Aviation Skill Development Centre (ASDC) has been set up at the airport.

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
31	Proper rates should be given for their acquired land. First preference for jobs should be given for the locals of this village. Locals should be given priority, opportunities.	Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition, GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment.	No further action is required.
32	Adequate compensation should be given to the land owners; preference should be given for locals with regard to employment opportunities.	Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition, GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment.	No further action is required.
33	Supported the proposal for the construction of the airport	Noted	No further action is required.
34	Supported the proposal for the construction of the airport, however care should be taken for conducting water harvesting.	Rain water harvesting is planned	The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.
35	Supported the proposal for the construction of the airport	Noted	No further action is required.
36	Compensation to the affected land owners should be adequate and proportionate. Attention should also be paid for the recharging of the ground water and soil which requires to be given due attention.	Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled.	No further action is required.
37	The report ignores the wild life, and has omitted the springs, the flora the fauna and the fertile soil. Further sought to know why was the data collected from the survey conducted in 2011?	The flora and fauna data for the present site was collected during December 2013 to February 2014. Secondary resources, institutions like Goa University, Fisheries Department, Botanical Survey of India, Zoological Survey of India, Forest Department, Goa State Biodiversity Board were consulted while writing the report. The biological report was made with primary data	No further action is required.

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
		collection in the field as well as available literature.	
38	Stated that the rate of compensation to the affected people is very less, which should be reasonable.	Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled.	No further action is required.
39	The water table and the springs will be adversely affected.	Present Ground water level at Mopa is 5 – 10 mbgl (Annexure IV). To maintain the recharging of Ground water level after construction of the proposed Airport a Rain Water Harvesting system as given in Annexure II & III of EIA Report will be developed. The runoff inside the Airport area will be collected through storm water drains and will be routed to the nearest surface water body. There by, there will be no impact on ground & surface water resources.	The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021. The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.
40	Failed to meet the requirements of the Wild Life Act, 1972	The species belong to Schedule-I category of WPA, 1972 are mentioned in the EIA report.	No further action is required.
41	Supported the proposal for the construction of the airport	Noted	No further action is required.
42	The destruction of the water tables / springs in every village has to be assessed and proper remedial measures have to be proposed.	Present Ground water level at Mopa is 5 – 10 mbgl (Annexure IV). To maintain the recharging of Ground water level after construction of the proposed Airport a Rain Water Harvesting system as given in Annexure II & III of EIA Report will be developed. The runoff inside the Airport area will be collected through storm water drains and will be routed to the nearest surface water body. There by, there will be no impact on ground & surface water resources.	The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021. The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm

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			water runoff outflow from airport site connected to natural water channels.
43	The dhangar families living in the earmarked land for the proposed project should be properly compensated, since they are not having proper records of their lands, although they were residing in the area for centuries.	Out of 15 Project Affected Families, 14 have been rehabilitated and 1 family has claimed compensation.	No further action is required.
44	Supported the proposal for the construction of the airport	Noted	No further action is required.
45	<ul style="list-style-type: none"> Guidance Manual, points out that stress should be given to the location. The EIA has not taken the location of the project in consideration. The plateau is located close to the Western Ghats. EIA fails to reflect the impact on Tillari dam. The Dodamarg Wild Life sanctuary has been sanitized by the Hon. High Court. Adequate permissions from the Chief Wild Life warden have not been obtained. 	<ul style="list-style-type: none"> The present proposed airport site is falling under Pernem taluka of North Goa district. The Pernem taluka has not been included in the Ecologically Sensitive Areas submitted by HLWG. No objection certificate from GOG dated 30.01.2015 to withdraw 5 MLD of water from Right Bank Main canal of Tillari Project is obtained. Tillari dam is beyond 15 Kms from the project site. Bombay High Court has ordered the Maharashtra Government to declare the DodamargSawantwadi wildlife corridor an ecologically sensitive area. MoEF has not declared the region as a Wildlife Sanctuary so far. Moreover, the present project is not a part of this wildlife corridor. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p>
46	The project proponent has ignored the fact that the site is having bauxite ore, 43 perennial springs which support farming and agriculture and fisheries of Chapora and Tiracol rivers.	NOC has been obtained from Mining department for construction of Airport. Agricultural activities and fisheries of this region will not be affected by these project activities. Natural channels of water flow feeding the water bodies will not be disturbed by suitably channelizing the water flow at the project site.	No further action is required.
47	The socio-cultural impact on the State of Maharashtra has been ignored in the report.	The contours of the project area border the neighboring state of Maharashtra. The land is mainly non-cultivable used largely by	No further action is required.

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No	Public Hearing (Oral)	Responses submitted to EAC	Status
		interstate migratory populace herding cattle. This inter-state migratory segment of the population would also benefit by way of employment and increased income opportunities arising from the project including tourism, transportation and communications.	
48	Medicinal use of the plants has also not been reflected in the report.	Medicinal plants of this region are included in the EIA report.	No further action is required.
49	The Terms of Reference has expired in May, 2014 which is invalid	Validity of the TOR has been extended by one year up to 31 st May, 2015.	No further action is required.
50	Forest Clearance has not been obtained and the Other Backward Community has not been included in the Report	Stage I and II Forest Clearance for an area of 1133 sq. mts. has been obtained under FCA, 1980 for approach lighting system. For an area of about 25,000 sq. mts. in the approach road alignment, FCA clearance will be obtained.	No further action is required.
51	The Manual requires Litigation to be mentioned in the EIA Report, but it does not mention ongoing litigation regarding land acquisition.	There is no litigation regarding land acquisition.	No further action is required.
52	The approach lighting extends 100s of meters beyond the edge of the plateau, making it technically not feasible.	For an area of 1133 sq. mtrs (length 250 meters) for approach lighting system stage I & stage II clearance has been obtained under FCA 1980	No further action is required.
53	The sacred groves of the area have not been described including the Barazan which will be lost.	To ensure that the Sacred groove (Barazan) is protected and kept untouched. It has been culled out of the project area to give unhindered access to the villagers.	No further action is required.
54	The socio economic aspect of the community is our greatest wealth.	As per the Environment Management Plan in the EIA Study, the local population will benefit from employment and income generating opportunities both during the construction and operational phases of the project. Further, it has been suggested that local population is to be employed to the extent possible. The socio economic impacts including increase in tourism, transportation, communication, employment generation, and	No further action is required.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
		revenue income to state government would have positive impacts for the local population enabling increased economic activities and enhancement of wealth in the area.	
55	Supported the proposal for the construction of the airport	Noted	No further action is required.
56	The land owners should be adequately compensated and precautions should be taken to safeguard springs.	<p>Land compensation claims are paid by Special Land Acquisition Officer as per land acquisition awards. In addition, GoG has paid additional 3 times compensation to the land losers whose lands have been acquired and claims have been settled.</p> <p>The existing natural water channels at the Project site will not be disturbed by channelizing the water flow from the airport to feed the water bodies.</p>	<p>No further action is required.</p> <p>The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.</p>
57	Supported the proposal for the construction of the airport	Noted	No further action is required.
58	<ul style="list-style-type: none"> That the issues raised at the hearing namely environment issues and land related issues should be addressed in detail by the Government. Stated that all the issues are to be considered and resolved by the Government. 	<ul style="list-style-type: none"> All the issues are considered for resolution. Additional 3 times compensation is declared to the land losers. 1 person each from the displaced families has been provided employment by the Concessionaire. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable. Environmental issues are being addressed. 	<p>No further action is required.</p> <p>No further action is required.</p> <p>An Aviation Skill Development Centre (ASDC) has been set up at the airport.</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
59	Stated that he resides at Dhangarvaddo his livelihood by way of agriculture and rearing of livestock. Stated that the airport project will cause huge loss to livelihood.	1 person each from the displaced families has been provided employment by the Concessionaire. 14 Project Affected families have been rehabilitated with a house, cowshed to each family and common area for grazing of livestock.	No further action is required.
60	<ul style="list-style-type: none"> Stated that the Airport project will cause destruction of standing crops. Stated that the airport project will cause destruction of water resources. Stated that the Kamdhenu Yojana Scheme will be affected if the project takes off, and milk production will also be affected. Stated that local population is uneducated and will not be able to get employment in the Airport project. 	<ul style="list-style-type: none"> The proposed airport project will not hamper the standing crops as the flight movement is restricted to certain areas. Proper Solid & Hazardous Management plan will be adopted to avoid any ground water contamination through leachates. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable. 	<p>No further action is required.</p> <p>Integrated Solid Waste Management Plan approved by Goa State Pollution Control Board is being implemented.</p> <p>An Aviation Skill Development Centre (ASDC) has been set up at the airport.</p>
61	Stated that the airport project will cause destruction of the environment and agriculture in the area.	For construction of airport, 54,176 trees have been felled by taking necessary permission from competent authority and 500 trees are identified for transplantation. Afforestation of 10 times the number of trees felled is planned over a period of 5 years, which will enhance the overall green cover of the state. A Budget with capital & Recurring cost is also considered for executing the Environmental Management Plan and is mention in section 10.5 of EIA Report.	Plantation of 5 lakh saplings by Goa State Bio-diversity Board has been completed. In addition, plantation of 51,000 saplings has been completed within the airport site.
62	<ul style="list-style-type: none"> Stated that airport project will cause serious problems in supply of water and electricity to the local residents. 	<ul style="list-style-type: none"> Permission to draw 5MLD of water from Right Bank Main Canal of Tillari Irrigation Project and 220 KV from State grid have already been obtained. There will be no impact on agricultural land due to proposed 	<p>Water supply pipeline has been provided for the airport project. Water is being pumped into water storage tanks at site.</p> <p>No further action is required.</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<ul style="list-style-type: none"> Stated that the project will cause destruction of agriculture in the area. Stated that the Government will be required to provide adequate employment to the local residents. 	<ul style="list-style-type: none"> project. There will be many employments opportunities' from the proposed Airport and its associated development. 	No further action is required.
63	<ul style="list-style-type: none"> Submitted that there are 5 issues namely environment, land, construction of airport, development of Pernem Taluka and development of youth of Mopa. Stated that this issue should not lead to North - South divide in the State. Stated that there should be adequate safeguards during construction of the airport to protect the environment. Stated that compensation to the affected farmers/landowners should be adequate. Stated that the airport which will be constructed is a Greenfield airport. Stated that the airport is required for development of the State as especially Tourism sector. Stated that the airport will create employment for the locals. 	<ul style="list-style-type: none"> All the issues are considered for resolution. Additional 3 times compensation is declared to the land losers. 1 person each from the displaced families has been provided employment by the Concessionaire. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafideGoans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable. Environmental Management Plan is included in the EIA report. All the conditions stipulated by the MoEF& CC in EC and additional conditions of NGT will be complied. All safety measures will be taken during construction and operation of the Proposed Mopa Airport. A detailed study on Disaster Management Plan for Airport has also been carried out and is attached along with EIA Report as Annexure VI. Additional 3 times compensation is declared to the land losers. The project will create employment opportunities for the locals. 	<p>Water supply pipelines have been provided to the airport project. Water is being pumped into water storage tanks at site.</p> <p>No further action is required.</p> <p>No further action is required.</p> <p>An Aviation Skill Development Centre (ASDC) has been set up at the airport.</p> <p>No further action is required.</p> <p>No further action is required.</p> <p>No further action is required.</p>
64	Stated that due to the project and land acquired for the	Additional 3 times compensation is declared to the land losers.	No further action is required.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	same he has lost all his fields and property. Stated that in spite of being an affected person, he has not been adequately compensated by the Government.		
65	Stated that the EIA report was made available in all the affected Village Panchayats. Stated that with regard to para 2.1 of the EIA report regarding air pollution he has suggestion that an independent office should be set up at Pernem to control pollution that will be caused due to operation of the project.	Post project monitoring will be carried out by project proponent as mentioned in EIA Report.	Environmental quality monitoring is being done.
66	Stated that he has large number of livestock including goats, cows, etc. Stated that if the project is constructed he will lose all the livestock. Stated that if the project takes place, the forest in the area will be destroyed including the unique medicinal plants available in the forests. Requested the Govt. to consider these issues.	<p>The surrounding villages in the buffer areas will not be hampered by the project activities. The livestock of the surrounding villages will graze in the surrounding grassland and forests.</p> <p>The important medicinal plants, if any, found at site will be shifted to the greenbelt of proposed airport.</p>	<p>No further action is required.</p> <p>The Goa State Bio-diversity board has transplanted 20 medicinal plant species at GSBCC campus, as communicated vide their e-mail dated 04-02-2019 and letter No. 6-1-2020/GSBB/ISS/140 dated 20-07-2020.</p>
67	<ul style="list-style-type: none"> Stated that EIA report falsely states that the plateau in question is flat and slopes on the side. The report does not state the reality as there are cashew plantations on the slopes. Stated that the EIA report refers to setting up of a business center and the golf course. This needs to be clarified. Stated that the data used in the report has been submitted by the project proponent. States that this is wrong as the State Government is the interested party and its data will be biased. Stated that this data should have been submitted by an independent authority like Goa University. Stated that the EIA report should have been prepared by a local college or university and not by an agency from Ghaziabad. 	<ul style="list-style-type: none"> The land acquisition awards have covered compensation for trees including cashew plantations. The cashew plantations on the slopes outside the project area will not be affected. EIA report does not refer to setting up of any business center and golf course. A fresh baseline data has been collected during the period of November 2014 to January 2015. A comparative study is made and the same is depicted in EIA Report. The project proponent submitted that no further area will be acquired for the project. The project proponent submitted that a local college/university could not be permitted to prepare the EIA report as they are not MoEF/NABET accredited Consultant. 	<p>No further action is required.</p> <p>There was no such proposal at that time.</p> <p>No further action is required.</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<p>Stated that the affected area falling in Maharashtra has not been studied in the EIA report.</p> <ul style="list-style-type: none"> Stated that the EIA report also mentions the names of the animals inaccurately e.g. Bengal Fox 	<ul style="list-style-type: none"> The Bengal Fox (<i>Vulpes bengalensis</i>) which is also known as Indian Fox mentioned correctly in the EIA report. 	No further action is required.
68	The slopes of plateau have huge cashew plantations of nearly 40 lakh cashew trees which give income of nearly Rs. 50 crores per annum.	The EIA report already mentioned the cashew trees in the study area and there will be no impact due to project activities.	No further action is required.
69	The study has not been done in Maharashtra in the 10 km. radius of the proposed project	The study covers the ecologically sensitive parameters within 15 Kms radius and study area of 10 Kms including Maharashtra for various other parameters as per the guidelines.	No further action is required.
70	<ul style="list-style-type: none"> Stated that his land has been acquired on account of the project. Stated that he has not taken compensation offered by the Government as the same is less. Stated that Water sources in the area will not be affected by the project. Stated that cultivation of cash crops i.e. cashew will not be affected by the project. Stated that this project is required for the development of the Pernem Taluka. Submitted that it is wrong to say that the locals of Pernem Taluka are opposed to the project. 	<ul style="list-style-type: none"> Additional 3 times compensation is declared to the land losers. The land acquisition awards have covered compensation for trees including cashew plantations. 	<p>No further action is required.</p> <p>No further action is required.</p>
71	Stated that similar projects are constructed across the World without any issues, there is no reason why this project cannot be successfully implemented in Goa, after adopting adequate measures to safeguard environment in a planned manner.	The project is being implemented in a planned manner.	No further action is required.
72	<ul style="list-style-type: none"> Submitted that the animals and the wild life in the proposed area need to be protected. Stated that peacocks are also present in the area which needs to be protected. 	<ul style="list-style-type: none"> Wildlife management plan will be followed in consultation with State Forest Department. Airport Concessionaire will address wildlife hazard management as per the prescribed procedure of DGCA vide their circular No. 6 of 2017, dtd. 04th Aug, 2017. 	<p>Forest Department, Government of Goa has approved the Wildlife Management Plan vide letter No. 134/DOCA/EC/WMP/2020/1991 dated 27-08-2020.</p> <p>Bird Aircraft Strike Hazard Management (BASHM) cell has been set up to address the same.</p>

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	<ul style="list-style-type: none"> Stated that the herbal medicines and the various plants species are available in the forests of the affected area and that these need to be protected. Submitted his objection to the project. 	<ul style="list-style-type: none"> Indian Peafowl is found and mentioned in the EIA report. 15 Species of medicinal plant species transplanted. 	No further action is required.
73	<ul style="list-style-type: none"> Stated that the sewage water generated from the project will enter the Chandel Village. Stated that the youth of the affected village are not educated and the government will have to explain as to how these uneducated youths will get employment in the airport project. Stated that the Airport is of the Central Government Project and not the State Government project. Stated that if agriculture is destroyed due to the project and the youth are unable to get employment then they will not survive in the future. 	<ul style="list-style-type: none"> A STP will be established during construction phase of the project itself and the same will be extended for operation phase of the Airport. Thereby no sewage will enter Chandel Village. 1 person each from the displaced families has been provided employment by the Concessionaire. As per the Concession Agreement, the Concessionaire is obligated to give preference to bonafide Goans in employment. The Concessionaire is obligated to setup an Aviation Skill Development Centre to provide training to the local youth to become employable. 	<p>STP has been established and in operation.</p> <p>No further action is required.</p>
74	<ul style="list-style-type: none"> Stated that the solid waste management facility of the project will have to be studied in detail and strictly implemented in order to control the solid waste generated from the project. Further stated that the project will have to be studied in detail and strictly implemented in order to control the solid waste generated from the project. 	<ul style="list-style-type: none"> Solid waste collected during operation phase will be disposed in disposal facility owned by Government of Goa. Hazardous waste management: From Airport, used oil, lubricants, electronic wastes shall be generated and the same shall be disposed through SPCB authorized re-processor. Used batteries will be given to dealer as part of buy back arrangement. 	<p>Integrated Solid Waste Management Plan approved by Goa State Pollution Control Board is implemented.</p> <p>Integrated Solid Waste Management Plan approved by Goa State Pollution Control Board is implemented</p>
75	Submitted his total support to the project. Stated that various objections raised by the public at the hearing will have to be considered by the government	Noted	No further action is required.
76	Stated that it is the first time in Goa that such an	Noted	No further action is required.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Oral)	Responses submitted to EAC	Status
	efficient and successful public hearing has been conducted. Stated that this public hearing has enabled the affected people to place their views before the committee		

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Written submission)	Responses submitted to EAC	Status
01	Proposed Mopa airport location consists of Agricultural lands owned by locals.	As per Land use map of Goa State, Remote sensing center, proposed Airport location is covered with 55% scrubs, 8% scrub forest, 22% Barren rocky area. Only 15 % is covered with Kharif& Plantations.	No further action is required.
02	Mopa Plateau contains huge water store & springs. Construction of Mopa Airport would permanently destroy the ground water store and run the dependent water bodies dry's.	Present Ground water level at Mopa is 5 – 10 mbgl (Annexure IV). To maintain the recharging of Ground water level after construction of the proposed Airport a Rain Water Harvesting system as given in Annexure II & III of EIA Report will be developed. The runoff inside the Airport area will be collected through storm water drains and will be routed to the nearest surface water body. There by, there will be no impact on ground & surface water resources.	The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels. The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021.
03	The springs of Shedichozoro, Nanyache and Vazar provide perennial drinking water		
04	The spring near Rastolider temple provide perennial drinking water		
05	What is the plan for ground water replenishment		
06	Tulaskarwadi is located adjoining major perennial springs along the steep slopes of a valley. Water of perennial springs is used for drinking and irrigation		
07	No hydrological studies have been carried out by the project proponent		
08	The report does not mention even a single perennial source of water from Plateau.	It is mentioned in EIA Report of section 2.1 of chapter 2.	No further action is required.
09	Tillari which is to provide water for irrigation purposes is proposed to provide water construction of Airport. This will cause tremendous water shortage	Mopa Airport will consume water only within the permissible limit	No further action is required.
10		Wildlife management plan will be followed in consultation with	

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Written submission)	Responses submitted to EAC	Status
	Need to know long term measures on wildlife	State Forest Department	Forest Department, Government of Goa has approved the Wildlife Management Plan vide letter No. 134/DOCA/EC/WMP/2020/1991 dated 27-08-2020.
11	In Mopa, there exists wide range of butterflies, moths, insects, reptiles, birds & mammals.		
12	The collection of fodder from plateau which is a major economic activity on the plateau is missed in the report. Livelihood and business will be damaged if the fodder supply is stopped on account of construction of the airport.	The Project will have multiplier effect on the economy of the state generating significant employment and allied economic opportunities, which will benefit the local population in particular and Goans in general	No further action is required.
13	Time period for biological survey should be one year	Survey was conducted for one season as per approved TOR	No further action is required.
14	IUCN Status of floral species not mentioned	Considering the IUCN status evaluation has been done	No further action is required.
15	Accidents of bison in study area	Evaluation of impacts has been done considering all relevant human activities during both construction and operation phases	No further action is required.
16	Listing of schedule, I / II species	Based on survey all relevant species are included.	No further action is required.
17	Ignorance of grazing ground	1 person each from the displaced families has been provided employment by the Concessionaire. 14 Project Affected families have been rehabilitated with a house, cowshed to each family and common area for grazing of livestock	No further action is required.
18	Listing of ecological sensitive zone of Mopa	The Mopa Airport project area is not identified as Ecologically Sensitive Zone	No further action is required.
19	Airport construction will destroy the medicinal plants	Some species of medicinal plants have been conserved and planted in the campus of Goa state biodiversity board	No further action is required.
20	No hydrological studies have been carried out by the	Detailed hydrological assessment in terms of catchment area	No further action is required.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Written submission)	Responses submitted to EAC	Status
	project proponents'	mapping estimation of runoff is included	
21	What is the plan to ensure the permanent protection of forest ?	For construction of airport, 54,176 trees have been felled by taking necessary permission from competent authority and 500 trees are identified for transplantation. Afforestation of 10 times the number of trees felled is planned over a period of 5 years, which will enhance the overall green cover of the state. A Budget with capital & Recurring cost is also considered for executing the Environmental Management Plan and is mention in section 10.5 of EIA Report.	Plantation of 5 lakh saplings by Goa State Bio-diversity Board has been completed. In addition, plantation of 51,000 saplings has been completed within the airport site.
22	Destruction of Religious sites	No religious site will be destructed. Considering religious sentiments, the sacred groove (Barazan) is protected and kept out of the project boundary ensuring unhindered access to the villagers	No further action is required.
23	Water management for project is not convincing. When existing water supply not sufficient How it can be used for Airport	Rain water harvesting system will be adopted to maintain the water balance.	The rain water harvesting has been implemented as per revised Plan approved by Water Resources Department (WRD) vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021. Water supply pipelines have been provided to the airport project. Water is being pumped into water storage tanks at site.
24	Tillari irrigation canal belongs to the farmers and cannot be diverted to other uses under any circumstances	No objection certificate from GOG dated 30.01.2015 to withdraw 5 mld of water from Right Bank Main canal of Tillari Project is attached.	
25	The report states that the land use around the plateau is mostly nonagricultural but it is completely agricultural land.	As per Landuse map of Goa State Remote sensing center, proposed Airport location is covered with 55% scrubs, 8% scrub forest, 22% Barren rocky area. Only 15 % is covered with Kharif& Plantations.	No further action is required.
26	The study of land use of the entire study area is not carried out		
27	What will happen to bauxite deposits?	NOC has been obtained from Mining department for construction of airport	No further action is required.

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Written submission)	Responses submitted to EAC	Status
28	Most important religious site like Barazan, Dattatreya Devasthan etc. will be destroyed	No religious site will be destructed. Considering religious sentiments, the sacred groove (Barazan) is protected and kept out of the project boundary ensuring unhindered access to the villagers.	No further action is required.
29	We are connected with the neighboring village of casarvanem, chandel, Hali, Mopa, Tambose, Ugeum etc. If Airport is constructed, these traditional paths are closed and our economic and social exchanges will be severely affected	No connectivity will be spoiled due to development of Airport. Instead, an approach road from NH-17 to Mopa Airport Site has been proposed.	Dedicated access controlled link road NH166S is operational.
30	The executive summary is supposed to provide the overall justification for implementation of the project and its mitigation measures.	Executive summary includes environmental impacts and mitigation measures	No further action is required.
31	Baseline data collected was three years older	A fresh baseline data has been collected during the period of November 2014 to January 2015. A comparative study is made and the same is depicted in EIA Report.	No further action is required.
32	Baseline should have been conducted over a period of at least one year	As per Airport Guidance Manual, one season data other than monsoon is acceptable	No further action is required.
33	EIA consultant neglected their professional duties by accepting data collected by a laboratory which is not authorized to collect	M/s. EMTRC Lab had collected the baseline and it was accredited during the period of study.	No further action is required.
34	Airport is proposed within western Ghats which is already divested	The present proposed airport site is falling under Pernem taluka of North Goa district. The Pernem taluka has not been included in the Ecologically Sensitive Areas submitted by HLWG.	No further action is required.
35	The report does not consider the impact of waste water generated during construction phase	STP shall be developed during construction phase itself and will be upgraded to design capacity of each phase.	STP has been established & in operation.
36		~ 11.7 million CUM cut & 10.0 million CUM fill (cut & fill put	

COMPLIANCE STATUS OF CONCERNS RAISED DURING PUBLIC HEARING

GREENFIELD INTERNATIONAL AIRPORT, MOPA, GOA

No	Public Hearing (Written submission)	Responses submitted to EAC	Status
	No estimates are provided for the amount of cutting and filling	together)	No further action is required.
37	EIA Study has not been conducted in the area falling state Maharashtra	The study covers the ecologically sensitive parameters within 15 Kms radius and study area of 10 Kms including Maharashtra for various other parameters as per the guidelines.	No further action is required.
38	EIA Report states biological study is conducted based on secondary sources. No reference for the same is provided in the report.	References are included in the final EIA Report	No further action is required.
39	No geological study has been conducted	Geotechnical studies, Aerial Lidar & Physical survey of the project site completed	No further action is required.
40	Insufficient data on micro meteorology. The data is needed for at least 5 years with a time daily record in time series method.	Primary meteorology data has been used for the study	No further action is required.
41	There is no data in six affected villages of Varconda, Casarvanem, Amberem, Uguem, Mopa and Chandel as per census 2011	Census of the complete Goa is considered in the study	No further action is required.
42	ShemecheAdvan has 34 homes all of which lie within the valley surrounding the springs. The construction of airport will totally displace all of the residence due to the loss of springs, loss of agriculture	<ul style="list-style-type: none"> Natural channels of water flow feeding the water bodies will not be disturbed by suitably channelizing the water flow at the project site. 	The Storm water drainage has been implemented as per revised plan approved by WRD vide letter No. 9/3/EO/WRD/2020-21/527 dated 10-02-2021, to channelize the storm water runoff outflow from airport site connected to natural water channels.

Goa
State Pollution Control Board

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Welcome GMR Goa International Airport Limited

Date : 11-9-2025

Application No : 2928083

You have successfully submitted Environmental Statement for this duration 2023-2024.
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Welcome GMR Goa International Airport Limited

Date : 11-9-2025

FORM V

Environmental Statement for the financial year ending on 31st March on or before 30th of September every year.

PART A	
(i) Name and address of the owner/ occupier of the industry operation or process	RV Seshan , 381/3, Mathura one, 1st Floor, Porvorim, Goa-403 501
(ii) Industry category Primary & Secondary	RED - Airports and Commercial Air Strips
(iii) Production capacity	<input type="text"/> <div>Unit : Mili Liter</div> <div>Add View Delete</div>
(iv) Year of establishment	Manohar International Airpor
(v) Date of the last environmental statement	28/08/2024

PART B			
Water and Raw Material Consumption			
	Process	Cooling	Domestic



GOA STATE POLLUTION CONTROL BOARD

FORM V

(See Rule 14)

Environmental Statement for the financial year ending on 31st March on or before 30th of September every year.

PART A

- (i) Name and address of the owner/ occupier of the industry operation or process : RV Seshan
- (ii) Industry category Primary-(STC Code) : RED, Airports and Commercial Air Strips
Secondary-(STC Code)
- (iii) Production capacity : Mili Liter

Production Name	Production Capacity	Production Unit
-----------------	---------------------	-----------------

- (iv) Year of establishment : Manohar International Airport, Goa started scheduled commercial operations from 5th January 2023
- (v) Date of the last environment statement submitted : 28/08/2024

PART B

1. Water consumption m³/ d

Process :

Cooling :

Domestic :

Name of products	Process water consumption per unit of product output	
	During the previous financial year	During the current financial year
Airport Operation and Maintenance	1,254 KLD (Including domestic, cooling, flushing & irrigation during the period from 1st April 2023 to 31st March 2024)	1,256 KLD (Including domestic, cooling, flushing & irrigation during the period from 1st April 2024 to 31st March 2025)

2. Raw material consumption

Name of raw materials	Name of products	Consumption of raw material per unit	
		During the previous financial year	During the current financial year
Nil	Nil	Nil	Nil

*Industry may use codes if disclosing details of raw materials would violate contractual obligations, otherwise all industries have to name the raw material used.

PART C

Pollution discharged to environment/ unit of output.

Pollution	Quantity of pollutants discharged(mass/day)	Concentration of pollutants in discharges(mass/volume)	Percentage of variation from prescribed standards with reasons
Water			
Water	Nil	Airport adopted Zero Liquid Discharge Policy. Entire sewage/effluent is treated in 975 KLD sewage treatment plant established within the airport premises.	0% variation from the prescribed standards. Sewage/effluent quality is monitored through MoEF&CC approved environmental laboratory.
Air			
Air	Details are provided in Annexure-I (attached). All three Diesel Generator sets (stack height of 30 m) are used as a standby for emergency purpose.	Details are provided in Annexure-I (attached). The concentration of the pollutants is well within the GSPCB permissible norms	0% variation from the prescribed standards. DG sets stack emission parameters are monitored through MoEF&CC approved

Name of Pollutants : .

PART D

Hazardous Wastes

(as specified under Hazardous Wastes (Management and Handling) Rules, 1989)

Hazardous Wastes	Total Quantity (Kg)	
	During the previous financial year	During the current financial year
(a) From process	2000 kg (Including Cat. 5.1, 33.1 and 33.2)	2308 kg (Including Cat. 5.1, 33.1 and 33.2)
(b) From pollution control facilities	NA	NA

PART E

Solid Wastes

	Total Quantity	
	During the previous financial year	During the current financial year
(a) From process	1,18,275 Kg during the period from 1st April 2023 to 31st March 2024. (Food Waste, Plastic, Metal, Glass, Paper, etc. from airport operations)	1,73,787 Kg during the period from 1st April 2024 to 31st March 2025. (Food Waste, Plastic, Metal, Glass, Paper, etc. from airport operations)
(b) From pollution control facility	NA	NA
(c)(1) Quantity recycled or re-utilised within the unit	79,441 kg (Food waste converted as compost)	1,17,469 kg (Food waste converted as compost)

(2) Sold	34,270 kg (plastic, paper, metal and glass scrap sold to authorized recyclers)	60,106 kg (plastic, paper, metal and glass scrap sold to authorized recyclers)
(3) Disposed	4,564 kg (Refused Derived Fuel disposed of to Goa Waste Management Corporation)	5,589 kg (Refused Derived Fuel disposed to Goa Waste Management Corporation)

PART F

Please specify the characterization (in terms of composition and quantum) of hazardous as well as solid wastes and indicate disposal practice adopted for both these categories of wastes Please specify the characterization (in terms of composition and quantum) of hazardous as well as solid waste and indicate disposal practice adopted for both these categories of wastes Total 2308.5 kg of hazardous waste was generated (including cat. 5.1, 33.1 & 33.2) during FY 2024-25.

Arrangement has been made for the storage and disposal of category-wise hazardous waste (category 5.1, 33.1 & 33.2) through manifest system.

Membership has been taken with M/s. Goa Industries Environment Management Association for disposal of hazardous waste. Consequently, Agreement has been made with M/s. Ponda Envocare Limited for disposal of hazardous waste in Common Hazardous Waste Treatment & Disposal Facility in Goa State. Solid Waste generated during FY2024-25 is as below:

Total Bio-degradable/Food Waste (1,17,469 Kg) processed through Organic Waste Composter and used as manure within airport premises.

Total Non-Biodegradable Recyclable Waste (60,106 Kg) sent to the authorized recyclers for recycling.

Total non-biodegradable non-recyclable waste (5,589 Kg) was bailed as Refused Derived Fuel (RDF) in the bailing machine & sent to Goa Waste Management Corporation (GWMC).

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PART G

Impact of the pollution abatement measures taken on conservation of natural resources and on the cost of production Impact of the pollution abatement measures taken on conservation of natural resources and on the cost of production 100% of treated sewage/effluent has been recycled & reused for toilet flushing, cooling tower makeup & irrigation within the airport premises.

This has resulted in significant reduction in fresh raw water consumption and corresponding cost savings during FY2024-25.

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PART H

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

of pollution Integrated Solid Waste Management Facility, equipped with Organic Waste Converter, Bailing Machine, Manual Segregation System & Electric Vehicles for waste collection. The entire solid waste management is being managed through a professional third-party waste management agency.

Night Soil Pit is provided on the airside for collecting sewage from Aircrafts, which is further pumped to 975 KLD STP for treatment and recycling. Airside Waste Transfer Station has been established on the airside to collect solid waste from aircraft.

State of the art Sewage Treatment Plant on the landside, Oil Water Separator on the airside, Storm water drainage system across the airport complex with in-line rainwater harvesting pits, acoustic enclosure to the DG sets, concrete/asphalted road network across the airport complex, avenue plantation, landscaping, etc. has been provided.

Passenger Terminal Building has been designed and constructed as per Green Building concepts, which is certified with IGBC Platinum Standard.

PART I

Any other particulars for improving the quality of the environment Any other particulars for improving the quality of the environment GGIAL along with the stakeholders have adopted following measures to improve the quality of environment.

- 5 MWp Solar Power Plant is installed & operational within the Airport Premises.
- Use of Bridge Mounted Equipment (Pre-Conditioned Air and Ground Power Unit)
- Single Engine Taxing In & Out,
- 100% use of LED lighting system across the Airport complex
- GHG Scope-1 and Scope-2 emissions tracking
- 2 nos. of dedicated heavy duty Road Sweeping Machines
- Prohibition of Single Use Plastic (SUP)
- Landscape development & Tree Plantation
- Ground Water Recharging through in-line rainwater harvesting pits
- Environmental Promotional Campaigns, Trainings & Awareness
- Electrical Vehicle/Bus for public/passenger transport by Kadamba Transport Corporation Limited (KTCL), GoG
- 1 number Continuous Ambient Air Quality Monitoring Station (CAAQMS) within the airport premises & 2 nos. of online real-time Noise Monitoring Terminals in the airport funnel zone are installed to monitor Online ambient air quality parameters & online noise levels respectively.
- Noise Levels & hazardous waste generation quantities are displayed on Online Display System at the airport entry.

Ambient Air Quality Monitoring is being carried out inside & outside the Airport (6 locations in Goa State & 3 locations in Maharashtra State)

Ambient Noise Level Monitoring is being carried out inside and outside the Airport (9 locations in Goa State & 3 locations in Maharashtra State)

Besides above, DG sets stack emissions monitoring, ground water, drinking water and storm water quality are being monitored through MoEF&CC & NABL approved environmental laboratory.

Remarks : GGIAL's Passenger Terminal Building (PTB) is awarded with Platinum Standard Certification for New Building by Indian Green Building Council (IGBC), for embracing various resources conservation and efficiency practices (energy, water, wastewater, passive architecture, natural light, ventilation, waste minimization, etc.)

GGIAL awarded with NSCI "Sarvashretha Suraksha Puraskar" (Golden Trophy).

