



सत्यमेव जयते

File No: 21-46/2023-IA.III
Government of India
Ministry of Environment, Forest and Climate Change
IA Division



Date 07/12/2023



To,

Sanjeev Kumar Garg
AIRPORTS AUTHORITY OF INDIA
O/ Regional Executive Director, Regional Head Quarter, Borjhar, Guwahati-781015, Distt.- Kamrup
(M), Assam. , Civil Airport Jammu, JAMMU, JAMMU AND KASHMIR, Civil Airport, 180003
Imner@aai.aero

Subject: Expansion of Civil Enclave at Jammu Airport over an area of 40,000 m2 proposed by Airports Authority of India by Ms Airports Authority of India - Environmental Clearance - regarding.

Sir/Madam,

This is in reference to your application submitted to MoEF&CC vide proposal number IA/JK/INFRA2/451372/2023 dated 08/11/2023 for grant of prior Environmental Clearance (EC) to the proposed project under the provision of the EIA Notification 2006 and as amended thereof.

2. The particulars of the proposal are as below :

(i) EC Identification No.	EC23A2902JK5192762N
(ii) File No.	21-46/2023-IA.III
(iii) Clearance Type	Fresh EC
(iv) Category	A
(v) Project/Activity Included Schedule No.	7(a) Airports
(vi) Sector	INFRA-2
(vii) Name of Project	Expansion of Civil Enclave at Jammu Airport with an area of 40000 m2 proposed by Airports Authority of India
(viii) Name of Company/Organization	AIRPORTS AUTHORITY OF INDIA
(ix) Location of Project (District, State)	JAMMU, JAMMU AND KASHMIR
(x) Issuing Authority	MoEF&CC
(xi) Applicability of General Conditions as per EIA Notification, 2006	No

3. The project/activity is covered under the category 'B' of item 7(a) 'Airports' of the Schedule to the EIA

Notification, 2006 as amended, and requires appraisal at the State level. However, due to the temporary absence of SEIAA, Jammu, the proposal has been considered and appraised by sectoral EAC in the Ministry.

4. Accordingly, the above-mentioned proposal for Environmental Clearance has been examined by the Expert Appraisal Committee (Infra-2) in its 113th meeting held on 17.11.2023.

5. The details of the project, as per the application form, documents submitted by the project proponent, and also as informed during the aforesaid meetings of EAC, are provided below for reference:

i. The present proposal is for expansion of Civil Enclave with Infrastructure such as New Terminal Building, Car Parking, Apron, Link Taxiways etc and associated city side/airside infrastructure on approximately 122 Acres of land is planned in phases.

ii. Earlier project proponent has obtained Environmental Clearance from Ministry vide number 10-19/2015-IA-III dated 12.07.2019 for extension of Runway at Jammu Airport.

iii. Terms of Reference (ToR) were granted by the SEIAA, Jammu vide letter no. JKEIAA/2022/621/ 7671-74 dated 08.08.2022.

iv. The land use breakup for the site is given in **Table 1**.

v. The consumption of water during will be about 1375 KLD out of which 465 KLD is fresh water requirement. Water requirement for domestic purposes is met through bore well. Permission for abstraction of the ground water has been obtained from the Jal Shakti (PHE) Department, Jammu, J&K vide connection no. 1211030000114.

vi. Total waste water generation would be 724 KLD i.e. from domestic usage and flushing. The generated effluent will be treated with the help of proposed STP based on MBBR technology.

vii. 2153 Kg/day Municipal solid waste is estimated to be generated from Jammu Airport Terminal on the basis of population projection estimation till year 2041-42. The waste shall be handed over to Municipality for proper disposal.

viii. The essential electrical services shall be backed with DG. All the electrical HT & LT cables shall be laid as per the stipulations of CPWD specifications. The source is Power Development Department (PDD) Jammu and Kashmir State Government is responsible for all functions related to transmission and distribution of electric power in the state. Details are given in **Table 2**.

ix. Energy efficient Internal and external electrification for Terminal Building Complex, associated buildings, Car Park i/c high mast light and roads i/c boom barriers etc. lighting shall be of IED based.

x. Energy efficient HVAC System with provision of vertical air-conditioning concept & BMS i/c VRF/Split AC system as required.

xi. Solar PV plant shall be integrated with power distribution system as per electricity boards and as approved by AAI.

xii. Based on the site plan of the project area, the computation of rainfall-runoff of entire project premises has been worked out and the details are given in **Table 3**.

xiii. PP is proposing 5 nos of recharging pits for collection the rainwater and recharging the ground water.

xiv. A total area of approximately 24,510 m² has been allotted for the Car Parking area in the proposed expansion of civil enclave at Jammu Airport by Airports Authority of India.

xv. This proposed project area does not fall in the Critically polluted area.

xvi. Public hearing was conducted under the chairmanship of Additional District Magistrate, Jammu, Sh Harvinder Singh for the proposed Expansion on 30.12.2022 at 11:00 AM at Government Cattle Breeding Farm, Animal Husbandry Department, Belicharana, District Jammu.

xvii. Due to restrictions and safety reasons (as operations are under the control of IAF) Green area/Grass landscape will be developed over an approximate area of the 55,460 m² (11.23% of total plot area). The tree which needs to be cut at the proposed site 10 times plantation will be done to compensate the same i.e. 3,280 Nos of plants will be planted in the area. Total budget for green belt plantation is proposed as Rs. 50,00,000/- as capital cost and Rs. 10,00,000/- has been proposed as recurring cost.

xviii. Total Cost of the project is Rs 861.37 crore.

xix. Employment potential: The temporary employment during construction phase in proposed project will be 350 nos skilled, unskilled and professional workforce would be generated. While during the project operation stage for the purposes of day-to-day professional and maintenance works about 213 staff shall be required in addition to the Existing manpower of 350 Nos.

xx. Benefits of the project:

- There would be various benefits from the proposed expansion project of development of Civil enclave at Jammu Airport along with other allied infrastructure facilities.
- There will be growth in indirect jobs and business opportunities for the local population and surrounding people will get jobs such as contractors, transporters and raw material suppliers etc. due to the proposed development in the area.
- The project expansion will lead to generation of direct employment for 350 persons.
- The expansion of Airport will lead to increase the number of flights in the region which will be helpful for the beneficiaries to cover longer distance in shorter duration.
- The establishment of Terminal Building will significantly enhance the capacity of the Airport in handling traffic, which will further boost tourism, economy and will generate employment opportunities.
- The expansion of Jammu Airport will play a key role in the economic growth of the country by increasing tourism.
- Benefits to the nearby areas with the CER activities to be done in providing basic facilities in the area, infrastructure development in the nearby schools etc.

6. The EAC has noted that earlier the same proposal was returned in its present form by the EAC in its 110th meeting held on 19.09.2023 due to non-compliance of EC conditions (stipulated vide letter dated 12.07.2019) as reported by the Regional Office (RO) of this Ministry at Jammu in its Certified Compliance Report dated 12.06.2023. Due to non-compliance of key EC conditions, the Ministry issued a letter on 12.09.2023 and asked for clarifications, action taken report (ATR) and an action plan from the project proponent. The EAC asked the project proponent to furnish ATR after satisfactory compliance with stipulated EC conditions for further appraisal of the proposal and deferred its decision on the proposal till the directions of the Ministry are carried out in full.

7. Subsequently, the project proponent approached the Ministry and presented the Action Taken Report (ATR) before EAC in its meeting held on 17.11.2023. The EAC examined the Action Taken Report and, on account of satisfactory compliance with EC conditions, observed that proposal may be recommended for grant of EC.

8. Accordingly, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, the EAC has recommended granting environmental clearance to the project subject to the following specific conditions and other Standard EC Conditions as specified by the Ministry vide OM dated 04.01.2019 for the said project/activity, while considering for grant of environmental clearance.

9. Based on recommendations of EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance for Expansion of Civil Enclave at Jammu Airport over an area of 40,000 m² proposed by Airports Authority of India under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the specific and standard conditions are given in **Annexure 1**.

10. This issues with approval of the Competent Authority.

Copy To

1. The Principal Secretary, Forest, Ecology and Environment Department, Government of Jammu and Kashmir, Civil Secretariat, Jammu, Srinagar.
2. The Deputy Director General of Forest, Integrated Regional Office, Ministry of Environment, Forest & Climate Change, A, Section, 24 & 25, Dakshin Marg, Sector 22C, Sector 31, Chandigarh, 160030.
3. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4. The Member Secretary, Jammu and Kashmir State Pollution Control Board, Parivesh Bhawan, Transport Nagar, Narwal, Jammu.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/ Record File/ Notice Board/MoEF&CC website.

Annexure 1

Specific EC Conditions for (Airports)

1. Specific Conditions

S. No	EC Conditions
1.1	The entire area should be cordoned off with large tin shed (at least up to 6.0 m) so that no dust goes outside from the active area during construction phase.
1.2	All measures should be taken as per rules for control of pollution during construction.
1.3	At least 2% of moisture should be maintained all time in all materials (except construction materials, cement and other equivalent materials) including excavated material during construction phase.
1.4	As the building construction progresses, the inside area should be covered with fine screen cloth.
1.5	Construction activities that are likely to cause noise nuisance to nearby residents should be carried out only between 6 am to 8 pm.
1.6	Fresh water requirement from local authority shall not exceed 465 KLD. Extraction of ground water shall be subject to the permission of Central Ground Water Authority (CGWA).
1.7	The project proponents would commission a third-party study on the implementation of conditions related to quality and quantity of recycle and reuse of treated water, efficiency of treatment systems, quality of treated water being supplied for flushing, and the quality of water being supplied through spray faucets attached to toilet seats.
1.8	The proponent shall also provide electric charging points in the parking areas for e-vehicles as committed.
1.9	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.
1.10	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.
1.11	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.
1.12	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should be operated only during non-peak hours, as applicable.
1.13	Ready mixed concrete must be used in building construction.
1.14	Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
1.15	Construction spoils, including bituminous material and other hazardous materials, must not be

S. No	EC Conditions
	allowed to contaminate watercourses and the dumpsites for such material must be secured so that they should not leach into the ground water.
1.16	Appropriate drainage channels need to be designed to take care of the water flow into the nearest water courses/streams, etc. It should be ensured that sustainable water flow in the various channels of watershed in the plateau is maintained
1.17	Separation of grey and black water should be done by the use of dual plumbing line for separation of grey and black water.
1.18	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.
1.19	Use of environment friendly materials in bricks, blocks and other construction materials, shall be required for at least 20% of the construction material quantity. These include Fly Ash bricks, hollow bricks, AACs, Fly Ash Lime Gypsum blocks, Compressed earth blocks, and other environment friendly materials.
1.20	Notification GSR 568 dated 18.06.2018 of MoEF&CC regarding Ambient Air Quality Standards with respect to Noise in Airport Noise Zone shall be complied with.
1.21	Integrated Noise Model (INM) be more frequently used and mitigation undertaken during the operational phase of the project shall be recorded and reported.
1.22	Debris and Muck Management Plan to be prepared and implemented so as to avoid spillage of muck and debris on the slopes.
1.23	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).
1.24	No tree can be felled/transplant unless exigencies demand & need to be cut with prior permission from the concerned Authority. Efforts to be made to transplant the trees to other locations in the same vicinity by using appropriate mechanical devices which are available these days. Old trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut, compensatory plantation in the ratio of 1:10 (i.e., planting of 10 trees for every 1 tree that is cut) shall be done and maintained. Efforts be made to plant indigenous species which are tall in size rather than small saplings. The survival rate studies on the plantation shall be done after every 3 years.
1.25	The plantation species in and around proposed 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.
1.26	Energy conservation to the extent of at least 20% shall be incorporated, including water conservation (reuse/recycle, rainwater harvesting and water efficient fixtures) and other green building practices for various buildings proposed within the New Civil Enclave. 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.

S. No	EC Conditions
1.27	Adopt 'Zero Carbon Programme' both in the construction and operational phases of the proposed project.
1.28	The project proponent shall strictly comply with the concern raised during public consultation and commitment(s) made by them in the same and recommendation(s) made by EAC in compliance to the OM as per F. No. 22-65/2017-IA.III dated 30.09.2020 issued by MoEF&CC as amended from time to time.

Standard EC Conditions for (Airports)

1. Statutory Compliance

S. No	EC Conditions
1.1	The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
1.2	The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
1.3	The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan/Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of schedule-I species in the study area).
1.4	The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.
1.5	The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
1.6	Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
1.7	A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
1.8	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.

2. Air Quality Monitoring And Preservation

S. No	EC Conditions
2.1	The project proponent shall install system to carryout Ambient Air Quality monitoring for

S. No	EC Conditions
	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 at least at four locations (one within and three outside the plant area at an angle of 120°each), covering upwind and downwind directions.
2.2	Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
2.3	A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
2.4	Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet
2.5	The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
2.6	Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
2.7	The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

3. Water Quality Monitoring And Preservation

S. No	EC Conditions
3.1	Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
3.2	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
3.3	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.

S. No	EC Conditions
3.4	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 storm water drains.
3.5	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 designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
3.6	Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
3.7	Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression
3.8	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
3.9	A detailed drainage plan for rain water shall be drawn up and implemented.

4. Noise Monitoring And Prevention

S. No	EC Conditions
4.1	Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
4.2	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's.
4.3	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
4.4	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
4.5	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

5. Energy Conservation Measures

S. No	EC Conditions
5.1	Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

6. Waste Management

S. No	EC Conditions
6.1	Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
6.2	The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
6.3	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
6.4	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
6.5	The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of: a. Trash collected in flight and disposed at the airport including segregation, collection and disposed. b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport. c. Wastes arising out of maintenance and workshops d. Wastes arising out of eateries and shops situated inside the airport complex. e. Hazardous and other wastes
6.6	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
6.7	A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
6.8	Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.

7. Green Belt

S. No	EC Conditions
7.1	Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.

8.

S. No	EC Conditions
8.1	Top soil shall be separately stored and used in the development of green belt.

9. Public Hearing And Human Health Issues

S. No	EC Conditions
9.1	Construction site should be adequately barricaded before the construction begins.
9.2	Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
9.3	Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
9.4	Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
9.5	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.
9.6	Occupational health surveillance of the workers shall be done on a regular basis.

10. Miscellaneous

S. No	EC Conditions
10.1	The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
10.2	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
10.3	The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
10.4	The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
10.5	The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholder's / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.

S. No	EC Conditions
10.6	A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
10.7	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
10.8	Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.
10.9	The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
10.10	The criteria pollutant levels namely; PM10, PM2.5, SO2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
10.11	The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.
10.12	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
10.13	The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
10.14	No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
10.15	Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
10.16	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
10.17	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
10.18	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data/ information/monitoring reports.
10.19	The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the

S. No	EC Conditions
	Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts/NGT and any other Court of Law relating to the subject matter.
10.20	Any appeal against this EC 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.

Additional EC Conditions

1. This environmental clearance is subjected to satisfactory compliance of EC conditions stipulated vide letter no. 10-19/2015 dated 12.07.2019, yet to be verified and reported by Ministry's Regional Office at Jammu in response to Ministry's letter dated 22.11.2023.
2. As committed, proponent is required to achieve 4-stars GRIHA rating and follow Green building norms with respect to the design, use of materials and principles of Cooling.



Table 1. The land use breakup for the site.

Sl. No.	Aspects	Area	
1	Existing Area	152 acres (61.51 ha)	
2	Existing Runway	1,09,710 m ²	
3	Existing Terminal Building	14,500 m ²	
Sl. No	Proposed Facilities	Ground coverage (Sqm)	Built-up area (Sqm)
1.	Plot Area	4,93,716.5 m ²	-
2.	Green Area	55,460 m ² (11.23%)	-
3.	Terminal Building (With Basement area)	17258 m ²	40,000 m ²
4.	Service area, Meet & Greet Area, Security Check Post	6,596.5 m ²	3,000 m ²
5.	Basement area	-	15,445 m ²
6.	Car Parking area & pavements, footpaths and associated infrastructure, Road area (rigid & flexible) including elevated road	1,20,206.68 m ²	
7.	Pavement Works- Apron & Link Taxi Track	95,988 m ²	
8.	GSE Area	8,545 m ²	
9.	Open Space for Future Expansion	1,89,662.32 m ²	

Table – 2. Details of total power requirement and sources for existing and proposed projects.

	Total power requirement	Source
Existing	1000 KW	JPDCL
Proposed	2525 KWP	JPDCL

Table – 3. Details of the computation of rainfall-runoff of entire project premises.

Details	Area (m ²)	Annual Rainfall (m)	Run-off Coeff.	Total Runoff (m ³ /annum)
Rooftop Area of buildings/sheds Area	27927	1.3886	0.85	38780
Total Runoff water quantity/Annual				38780