

F.No.10-12/2018-IA-III
Government of India
Ministry of Environment, Forest and Climate Change
(IA.III Section)

Indira Paryavaran Bhawan,
Jor Bagh Road, New Delhi - 3

Date: 3rd September, 2019

To,

**The Airport Director,
M/s Airports Authority of India,
Tirupati Airport, Renigunta,
Chittoor - 517520, Andhra Pradesh
E-Mail: apdtp@aai.aero**

Subject: Extension and strengthening of runway at Tirupati Airport by M/s Airports Authority of India, Tirupati - Environmental Clearance - reg.

Sir,

This has reference to your online proposal No. IA/AP/MIS/104831/2011 dated 9th May, 2019, submitted to this Ministry for grant of Environmental Clearance (EC) in terms of the provisions of the Environment Impact Assessment (EIA) Notification, 2006 under the Environment (Protection) Act, 1986.

2. The proposal for grant of environmental clearance to the project Extension and strengthening of runway at Tirupati Airport by M/s Airports Authority of India, Tirupati was considered by the Expert Appraisal Committee (Infra-2) in its 42nd meeting held during 10-12 July, 2019. The details of the project, as per the documents submitted by the project proponent, and also as informed during the above meeting, are under:-

- (i) Tirupati International Airport, is a public international airport located at Renigunta, a suburb of Tirupati in the state of Andhra Pradesh. The airport is located 14 km away from Tirupati and 40 km from Venkateswara Temple, Tirumala. Central Government has approved the proposal to make Tirupati airport as an international airport. The existing Runway 08/26 of dimension 2286 x 45m is suitable for operation of AB-320 type of aircraft. To meet the demands of International traffic and International Chartered flights, the existing runway is proposed to be extended by 1524 m to make it 3810 m, suitable for Code-'E' type of aircrafts.
- (ii) The operating airport accorded Environmental Clearance from MoEF&CC vide letter F.No.10-80/2009-IA-III dated 1st June, 2011. Certified EC compliance obtained from Regional Office – Chennai vide letter No: EP/12/1/2011-12/3/AP/0504 dated 22nd March, 2019.
- (iii) ToR for the proposed runway extension granted by MoEF&CC vide letter F.No. 10-12/2018-IA-III dated 16th April 2018.
- (iv) Public hearing for the proposed extension and strengthening of runway at Tirupati airport was conducted on 22nd January, 2019 at old terminal, Tirupati airport.



- (v) Tirupati airport is located at Renugunta, Chittoor district, Andhra Pradesh. It is at a distance of about 14 km from Tirupati city. The project site is located at an elevation of about 103-m above MSL at Airport Reference Point.
- (vi) The airport covers an area of 339.56 acres and AAI projected additional 733.15 acres of land to State government out of which 702.27 acres of land has already been handed over to AAI. Balance area of 30.88 acres is yet to be handed over to AAI, Tirupati. Commissioning of extended Runway for Code-E category of aircraft can be taken up only after the balance, 30 acres of land is handed over by State Government.
- (vii) Water requirement for the existing operations is 280 KLD. Water required for the proposed expansion project is estimated to be around 100 to 150 KLD and will be sourced from municipal water supply.
- (viii) The wastewater generated from the airport terminal building will be mainly consisting of sanitary waste, which will be treated in the existing Sewage Treatment Plant (STP). Recycled and reused after treatment for flushing & gardening.
- (ix) The proposed extension and strengthening of runway does not involve any demolition of structures/buildings. Hence, no generation of demolition waste. The runway construction activity consist of mostly inert and non-biodegradable material like concrete, tiles, brick aggregates, plaster, gypsum, asphalt, excavated soil & rock particles etc, many of which can be recycled. These wastes are heavy, bulky and occupy considerable amount of space when dumped without processing. The excavated material will be used for filling up the low lying areas as lot of earth filling is required to level-up and grade the area. Further, guidelines on environment management of Construction & Demolition Waste Management Rules, 2016 will be followed.
- (x) Hazardous waste shall be handled as similar to the existing practices. Strict adherence to the Hazardous Waste (Management, Handling & Trans-boundary Movement) Rules, 2016 will be ensured in collection, storage and disposal system thereby to maintain clean environment at the airport.
- (xi) Power requirement for the existing airport is 1150 KVA. Additional power requirement for the proposed expansion project is estimated to be 530 KVA. Power is sourced from Andhra Pradesh State Electricity Board. 3 x 750 KVA standby DG sets are available and there is no additional requirement. Being a part of green initiative Tirupati airport is proposing to install 1 MW solar power plant to handle the additional power load. And it is proposed that after commissioning can take care of total air conditioning load which constitutes 80% of total airport load. This meets the ECBC recommendation up to 40% electricity savings and also compensated the additional load because of Airport runway extension. Hence, there will be reduction of power consumption from the grid and diesel consumption
- (xii) Investment/Cost of the project is Rs. 177.10 Crore.
- (xiii) Employment potential: During construction phase of the proposed runway extension about 200 personnel will be required.
- (xiv) Benefits of the project: To meet the demands of international traffic and international chartered flights, the existing runway is proposed to be extended by 1524 m to make it 3810 m, suitable for Code-E type of aircrafts.

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3. The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central Level by sectoral EAC.

4. During deliberation the EAC was informed that Tirupati airport was constructed and commissioned in the year 1971. It was declared as an International Airport on 12th June, 2017 *vides* Gazette no. 1723 dated 20th June, 2017. The current peak hour passenger capacity is 700 (200-International and 500-Domestic). The earlier environmental clearance for integrated terminal building was issued vide letter F.No. 10-80/2009-IA-III dated 1st June, 2011. Runway extension is proposed from existing 2286 m to 3810 m to cater for E-category aircraft operations.

The EAC during deliberation had some query and the project proponent was asked to submit/present the details. Accordingly, the project proponent submitted details sought by the EAC on the same day as follows:

- **Description of Water bodies within study area and drainage details**

Ralla Kaluva River is about 1.0 km, NE and Swarnamukhi River which is about 2.2 km, S. Both nallah/rivers are seasonal. The airport is at an elevation of 103 m above MSL. And it was observed from almost 50 years (i.e. since the start of Tirupati Airport in the year 1971), there was no occurrence of flooding. Also, the high flood levels of this Nallah and Swarnamukhi river is much below the aerodrome reference point of 103m above MSL. Total drainage network around runway/operational area is also proposed for which about Rs. 5 crores is earmarked.

- **Greenbelt/ Green area development**

The area of green belt/green cover in existing city side of the airport is about 30 acres is already developed by spending about Rs. 7.0 crores. Proposed tree plantation around airport and its nearby areas for which Rs. 2.0 crores is earmarked under Environment Management measure. Tree plantation will be taken up to meet the airport guidelines and the trees will be selected in consultation with the Forest Department.

- **Water Balance**

Considering the ultimate capacity of the airport, the fresh water requirement for the airport operations will be around 280 KLD out of which 221 KLD is the expected wastewater generation. The total water demand including the recycling water will be about 501 KLD. The fresh water requirement will be met from municipal water supply. The present wastewater generation from the existing operations is about 80 KLD, which is treated in the existing STP of 150 KLD capacity. However, the present STP of 150 KLD will be further enhanced to 225 KLD in future as per the demand. Further, the present proposal is only for extension and strengthening of runway which requires only 150 KLD of water for the construction work only and will be limited to the construction phase.

The EAC also deliberated on the certified compliance report letter No. EP/12/1/2011-12/3/AP/0504 dated 22nd March 2019 issued by the MoEF&CC's Regional Office (South Eastern Zone), Chennai. As per Compliance report, it is observed that PA have complied or are in process of complying the environmental conditions stipulated for this project. The Committee deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Andhra Pradesh Pollution Control Board on 22.01.2019. The issues were raised regarding CER activities, Air quality, Land Compensation and Employment. The

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Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

5. The EAC, based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, recommended the project for grant of environmental clearance with stipulate conditions. Based on the recommendation of the EAC, the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project 'Extension and strengthening of runway at Tirupati Airport by M/s. Airports Authority of India, Tirupati with following specific conditions along with other Standard EC Conditions as specified by the Ministry vide OM dated 4th January, 2019 for the said project/activity while considering for accord of environmental clearance:-

A. SPECIFIC CONDITIONS:

- (i) The land acquisition / purchase shall be in conformity to the LARR Act, 2013 and any other laws and regulations governing land acquisition.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) 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.
- (v) The total water demand including the recycling water will be about 501 KLD. The fresh water requirement for the airport operations will be 280 KLD and 221 KLD is the expected wastewater generation. The fresh water requirement will be met from municipal water supply. No ground water shall be extracted without prior permission from CGWA.
- (vi) Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- (vii) The present wastewater generation from the existing operations is about 80 KLD, which is treated in the existing STP of 150 KLD capacity. However, the present STP of 150 KLD will be further enhanced to 225 KLD in future as per the demand. As proposed the Airport will operate on zero liquid discharge principle.
- (viii) During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- (ix) 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. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- (x) Traffic Management Plan as submitted shall be implemented in letter and

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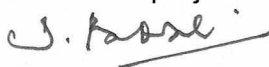
spirit. Apart, a detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative 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. 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.

- (xi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- (xii) No tree cutting/transplantation of existing trees has been proposed in the instant project. The landscape planning should include plantation of native species. The plantation species 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. Adequate area shall be provided for green belt development and landscaping.
- (xiii) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.
- (xiv) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.
- (xv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May, 2018, and proposed by the project proponent, an amount of Rs. 1.33 Crore (@0.75% of project Cost) shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as support to local government, schools w.r.t. sanitation and health, construction of public toilets in the surrounding villages, medical camps, rainwater harvesting, Installation of street lights in nearby villages as per requirement and solid waste facilities like two bin dustbin in nearby villages. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.

B. STANDARD CONDITIONS:

I. Statutory compliance:

- i. 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.
- ii. 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.



- iii. 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.

II. Air quality monitoring and preservation:

- i. During construction and operational phase AAQ monitoring should include PM₁₀, PM_{2.5}, SO₂, NO_x, NH₃, CO, CH₄ and Benzene.
- ii. 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 PM_{2.5} in reference to PM emission, and SO₂ and NO_x in reference to SO₂ and NO_x 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.
- 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
- iv. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- v. Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
- vi. 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.

III. Water quality monitoring and preservation:

- i. Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
- ii. 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.
- iii. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
- iv. 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.
- v. 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.
- vi. 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.

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- vii. 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.
- viii. 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.
- ix. A detailed drainage plan for rain water shall be drawn up and implemented.
- x. No ground water shall be extracted without prior permission from CGWA.
- xi. A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.

IV. Noise monitoring and prevention:

- i. 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.
- ii. Noise from vehicles and 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 equipments.
- iii. 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.
- iv. 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. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
- v. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

V. Energy Conservation measures:

- i. Energy conservation measures like installation of LED for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.

VI. Waste management:

- 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.
- iii. 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).
- iv. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.

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- v. 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 Rules, 2016.
- vi. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.
- vii. 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
- viii. 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.
- ix. 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.
- x. 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.

VII. Green Belt:

- 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 Air Port.
- II. Top soil shall be separately stored and used in the development of green belt.

III. Public hearing and Human health issues:

- i. Construction site should be adequately barricaded before the construction begins.
- ii. 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.
- iii. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.



- iv. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
- v. 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.
- vi. An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.
- vii. Occupational health surveillance of the workers shall be done on a regular basis.

IV. Corporate Environment Responsibility:

- i. 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 shareholders / 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.
- ii. 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.
- iii. 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.
- iv. Self environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

V. Miscellaneous:

- i. 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.
- ii. 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.


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- iii. 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.
- iv. 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.
- v. 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.
- vi. The criteria pollutant levels namely; PM₁₀, PM_{2.5}, SO₂, NO_x (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- vii. 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.
- viii. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
- ix. 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 made during their presentation to the Expert Appraisal Committee.
- x. 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).
- xi. 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.
- xii. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
- xiii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
- xiv. 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.
- xv. 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 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.

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xvi. 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.

6. This issues with the approval of the Competent Authority.


(Dr. Subrata Bose)
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Copy to:

- 1) The Secretary (Environment), Environment and Forest Department, Government of Andhra Pradesh.
- 2) The Addl. Principal Chief Conservator of Forests (Central), Ministry of Environment, Forests and Climate Change, Ist and IInd Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai-34.
- 3) The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
- 4) The Chairman, Andhra Pradesh Pollution Control Board, Paryavaran Bhavan, A-III, Industrial Estate, Sanath Nagar Hyderabad, Andhra Pradesh.
- 5) Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
- 6) Guard File/ Record File/ Notice Board.
- 7) MoEF&CC website.


(Dr. Subrata Bose)
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