F. No. 21-36/2021-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: 23rd June, 2021

To,

Shri. Subramanian N.
Airport Director
M/s. Airports Authority of India, Tuticorin Airport
Tiruchendur, Thoothukkudi - 628103
Tamil Nadu
Email: tuticorinairport.ec@gmail.com

Subject: **Environmental Clearance for Extension of Runway with Blast Pad, RESA, Taxiway, Apron, GSE Area, Isolation Bay, New Domestic Terminal Building and Miscellaneous Works at Tuticorin Airport, Tamil Nadu by M/s. Airports Authority of India, Tuticorin Airport – Regarding**

Sir,

This has reference to your Application/Proposal No. IA/TN/MIS/208339/2020 received on 08th April, 2021 through Parivesh Portal for Environmental Clearance (EC) for 'Extension of Runway with Blast Pad, RESA, Taxiway, Apron, GSE Area, Isolation Bay, New Domestic Terminal Building and Miscellaneous Works at Tuticorin Airport, Tamil Nadu' by M/s. Airports Authority of India, Tuticorin Airport.

2. As per the provisions of the Environment Impact Assessment (EIA) Notification, 2006; as amended and notified under the Environment (Protection) Act, 1986 (29 of 1986), the above-mentioned 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.

3. Accordingly, the abovementioned proposal for Environmental Clearance has been examined by the Expert Appraisal Committee (Infra-2) in its 65th meeting held during 27-28 May, 2021.

4. The details of the project, as per the application and documents submitted by the project proponent, and also as informed during the above-mentioned meeting of EAC (Infra-2) are as under:

i. The Project is located at S.F. No. 4, 6,7,9-33, 35, 37, 38, 41, 57-65, 134-147, 152–156 of Kumaragiri Village, S.F. No. 2–6, 8-11 of Servaikaranmadam Village, S.F. No. 4 - 10 of Mudivaithanandal, S.F. No. 1, 10, 11, 20, 21, 30, 31, 40, 41, 42, 49, 50, 51, 60, 61, 62 of Kattalankulam Village, Thoothukudi Taluk & District, Tamil Nadu with

coordinates 08°43'11.9" to 8°44'09.03" N Latitude and 78°00'30.9 to 78°02'50.1" E Longitude.

ii. The proposal is for 'Expansion'.

iii. Tuticorin Airport is an operational airport having total land area of 188.56 acres and existing facilities: Terminal: 1000 sqm. (capable to handle 78 arriving and 78 departure passengers at any point of time); Runway length: 1350 M x 30 M; and Apron: 75 x 45 m (suitable for parking of 2 No of ATR 72/Q400 aircrafts). The instant proposal involves extension of runway with blast pad, RESA, taxiway, apron, GSE area, isolation bay, new domestic terminal building & miscellaneous works at Tuticorin Airport.

iv. No EC is available for existing airport as Tuticorin Airport was established in 1992 as an Allied Air Force base during World War II in Tuticorin. The existing terminal building is old building renovated time to time to cope with increasing numbers of air passengers.

v. TOR for proposed works at the Tuticorin Airport was issued by MoEF&CC vide letter F. No. 10-41/2020-IA-III dated 13.08.2020.

vi. Public Hearing was conducted by Tamil Nadu Pollution Control Board on 23.02.2021 at Sathya Mahal, Pudukottai by Tamil Nadu Pollution Control Board. The project was mostly welcomed but concerns were raised on clarity in the land acquisition and compensation process, future expansion, benefits and employment opportunities to local community particularly those from whom land has been acquired, increase in cargo operations, dust and noise pollution, road development and connectivity to railway station etc. The airport director committed to address the concerns raised during the public hearing.

vii. The reconnaissance survey of the area around the airport site has been carried out during last week of November 2019 and the field studies were carried out for one season during winter season (01.12.2019 to 28.02.2020) for the EIA studies to collect baseline primary and secondary data for the present environmental scenario in the study area.

viii. The proposed expansion involves the following:

a. Extension of Runway in the beginning of RWY 10 by total 1000 M x 45 M and extension of runway in the beginning of runway 28 by 765M x 45M to make total runway length from 1350 M x 30 M to 3115 M x 45 and strengthening of existing runway to cater for the strength of Code 'C' critical aircraft A-321.

b. Existing Runway width to be increased from 30m to 45 m by constructing 7.5m wide pavement on either side of centre line of runway.

c. Provision of 60 M x 60 M Blast Pad at Runway 10 and Runway 28. Construction of 90 M x 240 M RESA at both the ends of Runway strip of Runway 10/28.

d. Construction of centrally air-conditioned Domestic Terminal Building having an area of 10,800 sqm capable of handling 600 PAX (300 ARR PAX.+300 DEP PAX) peak hour passengers with all modern facilities and amenities (with provision of three number aerobridges). The building provided with aesthetically appealing and soothing interior decoration matching the modern structure.

Adoption of GRIHA measures in the design and consideration of the project to achieve the 4-star rating under GRIHA V-2015.

e. Provision of 23m wide Link Taxi Track of length 344 m (195+149) with 3.5 m shoulder at both sides as well as required fillets, from Runway to Apron to cater for Code-C aircraft (A-321)
f. Provision of 23 m wide and 1573 m long part Parallel Taxi Track with 3.5 m shoulder at both sides as well as required fillets to cater for Code-C aircraft (A-321)
g. Provision of 23 m wide and 149 m long Link Taxi Track from Runway to Parallel Taxi-Track with 3.5 m shoulder on both sides as well as required fillets to cater for Code - C aircraft (A- 321).
h. Provision of Apron of size 191m X 89m for parking aircraft 5 nos. Code-C aircraft (A-321) aircraft in power-in and power-out configuration with 20m wide GSE Area.
i. New Isolation Bay of 76 m X 91 m with 3.5 m wide shoulder and provision of 23 m wide link taxi track of length 244.5 m long Link Taxi Track to Isolation Bay with 3.5m shoulder on both sides as well as required fillets to cater for Code - C aircraft (A- 321).
j. Construction of 6 Nos of Security hut/Watch Tower-along the perimeter Boundary Wall at newly acquired land.
k. Other allied Works including Electrical Work, CNS Works, IT & Airports Systems Works, etc.

ix. Land available for the operation of existing airport is about 188.56 acres (76.31 ha). About 600.97 acres (243.21 ha) of additional land free from all encumbrances has already been handed over by State Govt. for the proposed development activities. The site for the proposed development activities and allied works is free from vegetation and buildings.

x. Existing Tuticorin Airport falls in Orange Category and has valid Consent to Operate vide order No.2105129311466 dated 11.01.2021 under Water (Prevention and Control of Pollution) Act 1974 and Consent to Operate No.2105229311466 dated 11.01.2021 under Air (Prevention and Control of Pollution) Act, 1981 from Tamil Nadu Pollution Control Board. Consent to Operate is valid till 31.03.2022.

xi. The existing airport has fire safety certificate from Fire Department.

xii. During the construction phase of the expansion project, approx. 30-40 KLD water will be required depending upon the type of construction activities. The water requirement will be met through private tanker suppliers by contractors.

xiii. Total water requirement for domestic use, HVAC, Toilet flushing and green belt development will be approx.465 KLD and same shall be met through 235 KLD fresh water from Tamil Nadu Water Supply and Drainage Board (TWAD)water supply. About 243 KLD of wastewater will be generated from Tuticorin Airport after proposed development, which will be treated in Moving Bed Bio film Reactor (MBBR) type Sewage Treatment Plant (STP) of capacity 250 KLD and 230 KLD of treated water generated will be reused for greenery development, toilet flushing and HVAC make-up. No wastewater will be discharged outside the Tuticorin Airport premises. Toilet wastes and sewage collected from aircrafts will also be treated in the STP.

xiv. About 500 kg/day municipal solid waste will be generated during operation of the airport including waste generated from shops/eateries

/ office of airport premises and deplane waste generated from aircraft. The same will be collected, segregated and managed by external agency for disposal as per Solid Waste Management Rules, 2016.

xv. Total power requirement for the proposed development of Tuticorin Airport will be 3000 KVA. There will be power backup through 3 No of DG sets of capacity of 1250 KVA & 2 No of DG sets of 625 KVA to be used in case of power cut or failure.

xvi. Renewable source of energy in the form of solar is proposed as per ECBC, 2017 as 5% of connected load of 3000 KVA i.e. 500 KW solar PV power plant will be established to generate solar power.

xvii. Car parking will be provided for 135 cars, VIP parking for 10 cars, taxi parking and coach parking.

xviii. 140 rainwater recharge pits will be constructed during expansion.

xix. Green belt/plantation is proposed on 18211 sqm area at the Tuticorin Airport and open area will be covered with landscaping and grasses. It is proposed to plant 1500 trees sapling at the Tuticorin airport. In addition, shrubs will also be planted as part of landscaping. Tree cutting is not envisaged for the project.

xx. Project is not located in a Critically Polluted area.

xxi. The project is not located with 10 km of Eco Sensitive Zone. NBWL Clearance is not required.

xxii. Forest Clearance is not required.

xxiii. No Court Case is pending against the project.

xxiv. The cost of proposed development of Tuticorin Airport is estimated as ₹380.87 Crores.

xxv. Expected timeline for completion of the project: The construction will be completed in approximately approx. 24–36 months' time.

xxvi. Employment potential: It is expected to generate about 200 direct and 500 indirect employments during construction phase and 200 direct and 1000 indirect employment during operational phase of the proposed project. Local workers will be hired from the nearby areas by the contractors.

xxvii. Benefits of the project: Better infrastructure facilities to the passenger at new terminal building; More parking faculties for aircrafts and safe taxiing; Increase in regional economy as it will boost tourism and commercial activities in the region; Generation of more revenue to the state, hence more development of the region; Boost in tourism and more people to travel in the state; Employment opportunity to people; More business and industrial opportunities.

5. The EAC (Infra 2), based on information and clarifications provided by the project proponent and detailed discussions held on the issues, has recommended granting environment clearance to the project. The aforesaid recommendation of EAC (Infra-2) is subject to certain specific conditions, as stipulated during its 65th meeting held during 27-28 May, 2021.

6. Based on recommendations of EAC (Inra-2), the Ministry of Environment, Forest and Climate Change hereby accords Environmental Clearance to the project for 'Extension of Runway with Blast Pad, RESA, Taxiway, Apron, GSE Area, Isolation Bay, New Domestic Terminal Building and Miscellaneous Works at Tuticorin Airport, Tamil Nadu' by M/s. Airports

Authority of India, Tuticorin Airport, under the provisions of the EIA Notification, 2006 and amendments/circulars issued thereon, and subject to the following specific and standard conditions:

A. Specific Conditions:

i. Construction site should be adequately barricaded before the construction begins.

ii. Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

iii. Hazard Identification and Risk Assessment for the project shall be carried out and adequate mitigation measures shall be adopted to ensure that all safety issues are addressed. The documentation shall be reviewed periodically and shall be submitted to the regional office along with six-monthly compliance report.

iv. 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.

v. 500 KW solar PV power plant shall be established as proposed.

vi. Rainwater harvesting shall be done from roof top area and 140 rainwater recharge pits shall be constructed during expansion as proposed. 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.

vii. A certificate from the competent authority/agency 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.

viii. Fresh water requirement from local authority shall not exceed 235 KLD during operational phase. As committed, no groundwater abstraction shall be done during construction as well as operation phase of the project.

ix. As proposed, waste water shall be treated in an onsite STP of total 250 KLD capacity. At-least 230 KLD treated water from the STP shall be recycled and re-used for gardening, flushing etc. There shall be no discharge of treated water from the project as proposed.

x. 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 (specially the bacterial counts), comparative bacteriological studies from toilet seats using recycled treated waters and fresh waters for flushing, and quality of water being supplied through spray faucets attached to toilet seats.

xi. Area for greenery shall be provided as per the details provided in the project document i.e., area under plantation/greenery will be 18211 sqm. The landscape planning should include plantation of atleast 1500 tree saplings of native species as committed.

xii. PP shall explore the use of non-ozone depleting substances in air conditioning systems.

xiii. The PP shall also provide electric charging points in the parking areas for e-vehicles as committed.

xiv. The Environmental Clearance to the project is primarily under provisions of EIA Notification, 2006. The Project Proponent is under obligation to obtain approvals/clearances under any other Acts/ Regulations or Statutes as applicable to the project.

B. Standard Conditions:

I. Statutory compliance:

i. 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.

ii. The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.

iii. 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).

iv. 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.

v. 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.

vi. Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.

vii. 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.

viii. 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.

I. Air quality monitoring and preservation:

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., PM_{10} and $PM_{2.5}$ in reference to PM emission, and SO_2 and NOx in reference to SO_2 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.

ii. 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.

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.

II. Water quality monitoring and preservation:

i. 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.

ii. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.

iii. 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.

iv. 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.

v. Prior permission from competent authority shall be obtained for use of fresh water.

vi. 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.

vii. A detailed drainage plan for rain water shall be drawn up and implemented.

III. 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, 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.

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.

IV. Energy Conservation measures:

i. 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.

V. Waste management:

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).

ii. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.

iii. 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.

iv. 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.

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:
   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

vi. 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.

vii. 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.

VI. 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.

VII. Public hearing and Human health issues:

i. 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.
ii. Provision of Electro-mechanical doors for toilets meant for disabled passengers. Children nursing/feeding room to be located conveniently near arrival and departure gates.
iii. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
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.
v. Occupational health surveillance of the workers shall be done on a regular basis.

VIII. 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.
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 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.
v. 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.

vi. 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.

vii. Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.

viii. 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.

ix. 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.

x. The criteria pollutant levels namely; PM 10, PM 2.5, SO_2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

xi. 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.

xii. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.

xiii. 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.

xiv. 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).

xv. 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.

xvi. The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.

xvii. The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.

xviii. 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.

xix. 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.

xx. 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.

7. The Environmental Clearance is being granted to M/s. Airports Authority of India, Tuticorin Airport for 'Extension of Runway with Blast Pad, RESA, Taxiway, Apron, GSE Area, Isolation Bay, New Domestic Terminal Building and Miscellaneous Works at Tuticorin Airport, Tamil Nadu'.

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

(Dr. Dharmendra Kumar Gupta)
Director (S)

Copy to:

1. The Director, Department of Environment, Government of Tamil Nadu, No.1, Jeenis Road, Panagal Building, Ground Floor, Saidapet, Chennai-600 015, Tamil Nadu
2. Deputy Director General of Forests (C), Ministry of Env., Forest and Climate Change, Integrated Regional Office, Ist and IInd Floor, Handloom Export Promotion Council, 34, Cathedral Garden Road, Nungambakkam, Chennai – 34, Tamil Nadu
3. The Chairman, Central Pollution Control Board Parivesh Bhavan, CBD-cum-Office Complex, East Arjun Nagar, New Delhi - 110 032.
4. The Member Secretary, Tamil Nadu Pollution Control Board, 76, Anna Salai, Guindy Industrial Estate, Race View Colony, Guindy, Chennai-600032, Tamil Nadu.
5. Monitoring Cell, MoEF&CC, Indira Paryavaran Bhavan, New Delhi.
6. Guard File/ Record File/ Notice Board/MoEF&CC website.

(Dr. Dharmendra Kumar Gupta)
Director (S)