



Government of India
Ministry of Environment, Forest and Climate Change
(Issued by the State Environment Impact Assessment
Authority(SEIAA), UTTAR PRADESH)

To,

The Chief Airport Officer
 LUCKNOW INTERNATIONAL AIRPORT LIMITED
 First Floor Terminal 1, CCS International Airport Lucknow Uttar Pradesh -
 226009

Subject: Grant of Environmental Clearance (EC) to the proposed Project Activity
 under the provision of EIA Notification 2006-regarding

Sir/Madam,

This is in reference to your application for Environmental Clearance (EC)
 in respect of project submitted to the SEIAA vide proposal number
 SIA/UP/INFRA2/404074/2022 dated 22 Oct 2022. The particulars of the
 environmental clearance granted to the project are as below.

- | | |
|---|--|
| 1. EC Identification No. | EC22B000UP138223 |
| 2. File No. | 7302 |
| 3. Project Type | Expansion |
| 4. Category | B |
| 5. Project/Activity including
Schedule No. | N/A |
| 6. Name of Project | Proposed Expansion of Chaudhary
Charan Singh International Airport
(CCSIA) Lucknow, to enhance the
Passenger Handling Capacity up to 39
MPPA & Cargo Handling Capacity up to
0.25 MTPA by M/s Lucknow International
Airport Limited (LIAL) |
| 7. Name of Company/Organization | LUCKNOW INTERNATIONAL AIRPORT
LIMITED |
| 8. Location of Project | UTTAR PRADESH |
| 9. TOR Date | N/A |

The project details along with terms and conditions are appended herewith from page
 no 2 onwards.

Date: 15/12/2022

(e-signed)
 Member Secretary
 Member Secretary
 SEIAA - (UTTAR PRADESH)

*Note: A valid environmental clearance shall be one that has EC identification
 number & E-Sign generated from PARIVESH. Please quote identification
 number in all future correspondence.*

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State Level Environment Impact Assessment Authority, Uttar Pradesh

Directorate of Environment, U.P.

Vineet Khand-1, Gomti Nagar, Lucknow- 226010

E-Mail- doeuplko@yahoo.com, seiaaup@yahoo.com

Phone no- 0522-2300541

Reference- MoEFCC Proposal no- SIA/UP/INFRA/404074/2022 & SEIAA, U.P File no-7302

Sub: Environmental Clearance for Proposed Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).

Dear Sir,

This is with reference to your application / letter dated 22-10-2022 & 04-11-2022 on above mentioned subject. The matter was considered by 700th SEAC in meeting held on 10-11-2022 and 679th SEIAA in meeting held on 30-11-2022.

A presentation was made by the project proponent along with their consultant M/s Vimta Labs Limited to SEAC on 10-11-2022.

Project Details Informed by the Project Proponent and their Consultant

The project proponent, through the documents and presentation gave following details about their project –

1. The environmental clearance is sought for Expansion of Chaudhary Charan Singh International Airport (CCSIA) Lucknow to enhance the Passenger Handling Capacity up to 39 MPPA & Cargo Handling Capacity up to 0.25 MTPA by M/s Lucknow International Airport Limited (LIAL).
2. The Terms of Reference in the matter was granted by MoEF&CC vide letter No. F.No. 21-49/2022-IA-III dated 30th May, 2022.
3. Certified compliance report for the existing environmental clearance no. 10-18/2007-IA.III, dated 23/05/2012 and EC ref. no. 10-47/2017-IA-III, dated 26/09/2018 has been from IRO, Lucknow, MoEF&CC vide letter no. IV/ENV/UP/Con-165/527/2019/330, dated 07/11/2022.
4. Existing infrastructure details:
 - CCSIA has total land area of 509.41 Ha (1258.80 Acres), making it one of the most land constrained airports in India.
 - Terminal - CCSIA presently has 2 operational passenger terminals: International Terminal (T1) and Domestic Terminal (T2). Terminal T1 is located on north of the runway area. A new integrated terminal building (T3) is under construction, located at west of Terminal T1.
 - Apron -CCSIA has two aprons, the main apron for commercial aircraft operations located on western side near terminals T1 and T2, and secondary apron for State Government/ General Aviation situated on eastern part of airport near State Govt hangars/ VIP Terminal.
 - Runway - Airport includes a single runway (09-27) orientated in east to west direction, with length of 2744 m and width of 45 m. It can handle a wide range of aircrafts, from narrow-body Code C (A320/B737) to wide-body Code E (B787/A350).
 - Taxiway - CCSIA has total 7 no. of link taxiways i.e. TWY-A, TWY-B, TWY-C, TWY-D, TWY-E, TWY-L and TWY-M.
 - Other Facilities: Other Support facilities and Utilities like ARFF, Fuel Storage, IMD, GSE maintenance, Airport maintenance building, Administrative Building, Airport Health Organization, CISF Housing Barrack etc.

5. Details of present proposal:

- 44.52 ha of land will be considered for City Side development, which will be developed phase wise. 3 Isolated plots with individual area of 6.8 ha (16.812 acre), 0.19 ha (0.47 acre) 0.81 ha (2 acres) are excluded from this Master plan.
- LIAL now proposes expansion of CCSIA within an area of 457.10 ha, which includes land area of 14.34 ha as a Carved Out Area, retained by Airport Authority of India (AAI).

6. Major airside land use breakup:

Sr. No	Landuse (Airside)	Area in Acres	Area in Ha
1	Runway	51.82	20.97
2	Taxiway & Apron	287.43	116.32
3	Hangars	5.57	2.25
4	Terminal	37.30	15.10
5	Cargo	14.52	5.87
6	Support Facilities And Utilities	34.10	13.80
7	Green And Open Area	373.64	151.21
8	Roads & Transportation	30.79	12.46
9	Carved Out Areas	14.27	5.77
	Total – Airside	849.45	343.76

7. Major Landside Landuse Break-up:

Sr. No.	Landuse (Landside)	Area in Acre	Area in Ha
1	Support Facilities And Utilities	52.98	21.44
2	Green Area	71.38	28.89
3	Roads & Transportation	91.88	37.18
4	Carved Out Areas	21.18	8.57
5	Cargo	42.66	17.26
	Total – Landside	280.07	113.34

8. Details of terminal development:

Sr. No	Components	Existing & Approved	Proposed
1	Foot print	Terminal 1, 2 & NITB (T3) – 80,489 sqm	NITB (T3) * modification & NTB (T4) 1,39,020 sqm
2	Built up	Terminal 1, 2 & NITB (T3) 1,52,815 sqm	NITB (T3) * modification & NTB (T4) 4,26,131 sqm

9. Proposed infrastructure:

- Terminal building:
 - The proposed master plan is inclusive of Two integrated terminal buildings, i.e NITB (T3) (modification) and New Terminal Building (NTB) (T4) with associated infrastructure, support facilities & utilities, to accommodate 39 MPPA, with a built up area of approx. 4,26,131 sqm.
- Cargo Complex: Cargo Complex will be developed in a total area of 23.14 Ha (57.17 acre), to handle cargo up to 0.25 MTPA.
- Apron & Taxiway: Apron and taxiways will be developed within an area of 116.32 Ha. North side double parallel taxiway South side Single parallel taxiway will be developed.
- Green Area: The total area under this zone will be approximately 28.89 Ha in landside zone. The proposed green spaces will be developed as per their contextual and functional requirements and overall environmental and landscape planning approach. The proposed Green Space & Landscape development is planned considering key airport related constraints, i.e Bird Menace, height restriction, restriction in open area etc.

- Support Facilities & amenities: General Aviation in an area of 3.707 Ha and VIP terminal in an area of 0.273 Ha along with the other Support facilities such as of ARFF, Fuel Storage, GSE maintenance facility, Flight Kitchen Facility, Police station, Airport maintenance building etc. also proposed to be upgraded or relocated as per the suitability of the CCSIA Master Plan Development.
- A multi-modal transport hub (MMTH):
 - MMTH includes Metro connectivity, multi-level car park (MLCP), city side check-in and self-bag drop (SBD) facility, Curbside facilities for passengers / visitors arriving at the airport from surrounding areas
 - Connected seamlessly to the main levels of the Terminal building, setting a new benchmark for the state and the country offering world class passenger and user experience.
 - LIAL will encourage public transport (metro, airport-based bus service and taxis) for its passengers as well as staff and visitors. Reducing the demand for car parking and also positively impacting carbon footprint of the airport.
- Multilevel Car parking :
 - Based on the expected demand, assumptions & objectives stated above, LIAL has proposed MLCP to accommodate 4000 car spaces.
 - Pedestrian walkways are planned to connect MLCP to Terminal departure & arrival areas, for passengers and meters/greeters to park in MLCP and walk down to the pickup/drop off kerbs.
- Green Area Development:
 - The total area under this zone shall be approximately 28.89 ha in landside and 151.21 ha in airside.
 - The proposed green spaces will be developed as per their contextual and functional requirements and overall environmental and landscape planning approach.
 - Green Space & Landscape development is planned considering key airport related constraints,

10. Salient features of the project:

Sr. No	Components	After Expansion	Source
1	Land	457.10 Ha	
2	Power	41MVA (100% Load)	Electrical Substation
3	Water Requirement	9.6 MLD	~4.5 MLD will be sourced from State Government Water Supply / Bore wells 5.1 MLD will be recycled from STP
4	STP Capacity	5.45 MLD	
5	Manpower	Construction phase- 2000 direct & indirect employment Operational phase- 25,000 direct and indirect employment	
6	Project Cost	Rs. 10700 Crores	

11. Water and waste water details:

- Water Requirement : 9.6 MLD of water would be required for the airport capacity of 39 MPPA.
- Fresh potable water requirement - 4.6 MLD. This will be met from State Govt. water supply/borewells.
- 5.1 MLD of treated wastewater will be reused as non-potable water in Landscaping and flushing etc.
- The entire sewage that is generated from the campus will be recycled and reused for non-potable purposes.

- 5.20 MLD of wastewater will be generated from airport operations, which will be treated through STP (MBR, MBBR, SBR etc.)
 - Total STP capacity of 5.45 MLD, will be developed on modular basis
 - The treated wastewater from the STP will be used for landscaping, air conditioning, cooling water make-up and green belt development
12. 34 nos. of groundwater percolation pits/wells are proposed on landside and airside areas. In addition, recharge pits are proposed to manage runoff water near RESA area and at low points.
13. The project proposal falls under category-7(a) of EIA Notification, 2006 (as amended).

Based on the recommendations of the State Level Expert Appraisal Committee Meeting (SEAC) held on 10-11-2022 the State Level Environment Impact Assessment Authority (SEIAA) in its Meeting held 30-11-2022 and decided to grant of environmental clearance on the proposal as above alongwith standard environmental clearance conditions prescribed by MoEF&CC, GoI and following additional conditions:

Additional Conditions:

1. PP to provide bacterial disinfection and coliform disinfection related tertiary system in STP for secondary use of water.
2. Project proponent should ensure that there will be no use of "Single use of Plastic" (SUP).
3. In compliance to Hon'ble Supreme Court order dated 13/01/2020 in IA no. 158128/2019 and 158129/2019 in Writ petition no. 13029/1985 (MC Mehta Vs. GoI and others) anti-smog guns shall be installed to reduce dust during excavation.
4. The proponent should provide the electric vehicle charging facility and also allocate the safe and suitable place in the premises.
5. The project proponent should conduct the latest air quality monitoring and submit the report to the Department of Environment/UPPCB along with a detailed action plan for mitigation/prevention.

Standard Environmental Clearance Conditions prescribed by MoEF&CC:

I. Statutory compliance:

1. The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1986, in ease of the diversion of forest land for non-forest purpose involved in the project.
2. The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
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).
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.
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 ease of drawl of surface water required for the project.
6. Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.

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
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.

II. Air quality monitoring and preservation:

1. 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.
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.
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.
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
5. The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
6. Excavated materials shall be handled and transposed in a manner that they do not cause any problems of air pollution.
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.

III. Water quality monitoring and preservation:

1. Run off from chemicals and other contaminants from air quality 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.
2. Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
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.
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.

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

IV. Noise monitoring and prevention:

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.
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 equipments.
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. 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.
5. 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:

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

VI. Waste management:

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).
2. The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
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 Rules, 2016.

4. Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Rules, 2016.
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. 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. Green Belt:

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.
2. Top soil shall be separately stored and used in the development of green belt.

VIII. Human health issues:

1. Construction site should be adequately barricaded before the construction begins.
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.
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.
4. Emergency preparedness plan based on the Hazard identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
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, creche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
6. Occupational health surveillance of the workers shall be done on a regular basis.

IX. Corporate Environment Responsibility:

1. The project proponent shall comply with the provisions contained in this Ministry's OM vide F.No. 22-65/2017-IA.III dated 1st May 2018, as applicable, regarding Corporate Environment Responsibility.
2. ii. 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.

3. 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 to the head of the organization.

X. Miscellaneous:

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.
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. 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.
3. 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.
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.
5. 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.
6. 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.
7. 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.
8. The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
9. 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. 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.
11. The Ministry/SEIAA may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory. The Ministry/SEIAA reserves the right to stipulate additional conditions if found necessary.
12. 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.
13. 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.

14. Any appeal against this DC 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.

Concealing factual data and information or submission of false/fabricated data and failure to comply with any of the conditions stipulated in the Prior Environmental Clearance attract action under the provision of Environmental (Protection) Act, 1986.

This Environmental Clearance is subject to ownership of the site by the project proponents in confirmation with approved Master Plan for Lucknow. In case of violation; it would not be effective and would automatically be stand cancelled.

The project proponent has to ensure that the proposed site is not a part of any no-development zone as required/prescribed/identified under law. In case of the violation this permission shall automatically be deemed to be cancelled. Also, in the event of any dispute on ownership or land use of the proposed site, this Clearance shall automatically be deemed to be cancelled.

Further project proponent has to submit the regular 6 monthly compliance report regarding general & specific conditions as specified in the E.C. letter and comply the provision of EIA notification 2006 (as Amended).

These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification, 2006 including the amendments and rules made thereafter.

Copy, through email, for information and necessary action to –

1. The Principal Secretary, Department of Environment, Forest and Climate Change, Government of Uttar Pradesh, Lucknow (email – soenvups@rediffmail.com)
2. Joint Secretary, Ministry of Environment, Forest and Climate Change, Government of India, 3rd Floor, Prithvi-Block, Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi-110003 (email – sudheer.ch@gov.in)
3. Deputy Director General of Forests (C), Integrated Regional Office, Ministry of Environment, Forest and Climate Change, Kendriya Bhawan, 5th Floor, Sector "H", Aliganj, Lucknow – 226020 (email – rocz.lko-mef@nic.in)
4. District Magistrate Lucknow.
5. Member Secretary, Uttar Pradesh Pollution Control Board, TC-12V, Paryavaran Bhawan, Vibhuti Khand, Gomti Nagar, Lucknow-226010 (email – ms@uppcb.com)
6. Copy to Web Master for uploading on PARIVESH Portal.
7. Copy for Guard File.

(Ajay Kumar Sharma)
Member Secretary, SEIAA

Signature Not Verified

Digitally signed by Member Secretary
Member Secretary
Date: 12/15/2022 4:05:59 PM
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