

कार्यालय-अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी, वन संरक्षण,
इन्दिरानगर फॉरेस्ट कालोनी, उत्तराखण्ड, देहरादून।

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पत्रांक- १० / FP/UK/OTHERS/44884/2020 : देहरादून: ०२ जुलाई, 2022.

सेवा में,

वन महानिरीक्षक,
भारत सरकार,
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय,
इन्दिरा पर्यावरण भवन,
जोरबाग रोड़, नई दिल्ली।

पंजीकृत

विषय:- Proposal for seeking prior approval of the Central Government under Forest (Conservation) Act, 1980 for non-forestry use of 87.0815 ha of forest land for "Expansion of the Jolly Grant Airport: under Forest Division And District Dehradun of the State of Uttarakhand" (Online Proposal No- FP/UK/OTHERS/44884/2020)

संदर्भ:- भारत सरकार, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, जोरबाग रोड़, नई दिल्ली की पत्र संख्या 8-19/2020-FC दिनांक 24-01-2022.

महोदय,

कृपया भारत सरकार, पर्यावरण एवं वन मंत्रालय, नई दिल्ली के उपरोक्त विषयक पत्र का सन्दर्भ ग्रहण करने का कष्ट करें, जिससे विषयांकित प्रकरण पर भारत सरकार, नई दिल्ली द्वारा कतिपय बिन्दुओं पर सूचना चाही गयी थी। उक्त के अनुपालन में प्रभागीय वनाधिकारी, देहरादून वन प्रभाग, देहरादून के पत्रांक 4128/12-1 दिनांक 20.06.2022 (प्रति सलंगन) के द्वारा बिन्दुवार सूचना इस कार्यालय को उपलब्ध करायी गयी है, जो कि निम्नानुसार प्रेषित की जा रही है:-

S.N.	Observation	Compliance
1.	As per the justification given by the State that there is no alternative available for expansion of the Airport, however, approximately 10.0 ha of land on the western side of the existing Runway seems to be available as blank. The State Government may submit its view to utilize this land for the expansion of runway or other ancillary facilities to minimize the use of activities has been proposed on forest land which are non-site specific like parking (three numbers) and city side development activities. The same me bi shifted on this land.	DFO, Dehradun has mentioned that the Airport Authority of India vide its letter no- भा.वी. प्रा/देहरादून/अभि(सी)/2022/425-26 dated-9-03-2022 (Annexure-2) has submitted that "As can be seen from the master plan attached, presently there is no land available on the western side of the existing runway where parking (03 nos) can be shifted. It is requested to clarify the said location on attached master plan".
2	Site suitability certificate as stated by the State is not found in the Online additional information column in Part-II	DFO, Dehradun has mentioned that the site suitability certificate has now been uploaded in the online additional information column in part-II. A copy of the site suitability certificate is being annexed (Annexure-3) with this latter.
3.	Certificate for non-availability of non-forest land in the entire State of Uttarakhand has not been provided by the state as requested by the Ministry.	DFO, Dehradun has mentioned that the certificate for non-availability of non-forest land in the entire State of Uttarakhand from Chief Secretary Uttarakhand has already been uploaded in the additional information by the state as requested by the Ministry. A copy of the certificate is being annexed (Annexure-4) with this letter.

4	The State may take up the case on priority basis in the Hon'ble High Court Uttarakhand and may get final order to avoid a fait accompli situation.	UCADA is taking up the matter on priority basis in the Hon'ble High Court Uttarakhand.
5	From the DSS analysis it has been observed that the shape of revised boundary of 70 ha forest land is totally different from the shape of the previously provided boundary of 70 ha. More than half of the area of the existing runway has been excluded from the KML file provided now. Clarification be submitted by the State regarding huge difference in the shape of the KMLs.	Considering the discrepancies between both the KML file, UCADA sought reports from concerned Divisional Magistrate. DFO has provided the map of the 70.0 hectare forest land transfer in the year 2002 (Annexure-5) which may be considered for future reference. It has been informed that in addition to the forest land transfer, land has been acquired in the villages of Athoorwala and Jolly grant for the construction of Jolly grant Airport, notification regarding the details of acquisition are attached as (Annexure-6) for your reference.
6	As per the layout plan certain activities has been proposed on forest land which are non-site specific like parking (three numbers) and city side development activities. The same may be shifted on non-forest land.	DFO, Dehradun has mentioned that the Airport Authority of India vide its letter no- भा.वी. प्रा/देहरादून/अभि(सी)2022/425-26 dated- 9-03-2022 (Annexure-2) has submitted that "As can be seen from the master plan attached, presently there is no land (non-forest) available with AAI where parking (03 nos) and city side development can be shifted. It is requested to clarify the land (non-forest) on attached master plan".
7	In addition to the above, it has been noticed that the plantation done against previous approval is not visible through the time series data of high-resolution GE image. Therefore, it is not clear whether, plantation exists or not? The survival rate of the plantation is also reported less than 40%. Therefore, the State Government is requested to submit evidence of the plantation carried out in 2003 with expenditure incurred.	DFO has mentioned that the evidences of the plantation carried out in 2003 and the expenditure incurred has already been reported by Letter no- 3493/12-1 dated- 19-04-2022 of this office. As annexure to the above mentioned letter the plantation journals of all the 14 sites have been submitted.

अतः प्रभागीय वनाधिकारी द्वारा प्रस्तुत प्रतिउत्तर के क्रम में विषयोंकित प्रकरण पर वन (संरक्षण) अधिनियम, 1980 के अन्तर्गत यथोचित कार्यवाही करने का कष्ट करें।
संलग्नक:-यथोपरि

संख्या :- 20 / FP/UK/OTHERS/44884/2020 तददिनांकित।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित :-

1. वन संरक्षक, शिवालिक वृत्त, देहरादून उत्तराखण्ड।
2. प्रभागीय वनाधिकारी, देहरादून वन प्रभाग, देहरादून।

भवदीय,

(डा० कपिल जोशी)
अपर प्रमुख वन संरक्षक
वन जोडल अधिकारी

(डा० कपिल जोशी)
अपर प्रमुख वन संरक्षक
वन जोडल अधिकारी