



कार्यालय, प्रभागीय वनाधिकारी, देहरादूनवनप्रभाग, देहरादून।

पत्रांक : 2171 /12-1 देहरादून, दिनांक : 22 दिसम्बर, 2020.

सेवामें,

✓ वनसंरक्षक,
शिवालिकवृत्त, उत्तराखण्ड,
देहरादून।

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)

सन्दर्भ:- पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, भारत सरकार की पत्र सं०-8-19/2020-एफ०सी० दिनांक 09-10-2020.

महोदय,

उपरोक्त विषयांकित प्रस्ताव के क्रम में भारत सरकार के उक्त सन्दर्भण द्वारा लगायी गयी आपत्तियों का निराकरण इस कार्यालय व प्रयोक्ता एजेन्सी के स्तर पर कर लिया गया है। इसी परिप्रेक्ष्य में उत्तराखण्ड नागरिक उड्डयन विकास प्राधिकरण, देहरादून द्वारा अपने कार्यालय पत्रांक-3800 दिनांक : 20-11-2020 के माध्यम से प्रत्युत्तर प्रेषित किया गया है, जो निम्न प्रकार दर्शित है :-

Sl. No.	Detail of queries	Answer/Compliance																																																																		
1	The area proposed for diversion falls under High Conservation Value area and also that will cause fragmentation of the riverside forests which is situated between the existing runway and the river. Out of the 87.0815 ha. Proposed area to be diverted 47.0 ha. Area falls under MDF. Therefore the State Govt. may explore alternatives for the proposal such as acquiring area lying north of the existing runway.	<p>Jollygrant Airport is an existing Airport situated in Dehradun and it needs an expansion because of the strategic and security reasons. State with 71% of recorded forest, International border with China and Nepal & closeness to LAC the option of alternate site for a new airport is very limited and hence ruled out. Also during the time of disaster at rehabilitation work frequent sorties of fire capacity planes are required hence the runway needs expansion therefore this proposal is placed for consideration.</p> <p>With regards to query on High conservation Value area, the following points are being highlighted:</p> <ul style="list-style-type: none"> As per Champion & Seth classification the proposed forest land falls in following type : <ol style="list-style-type: none"> Type 3/ISI - (Low Alluvial Savannah Woodland) Type 5/IS2 - (Khair-Sissoo Forest) <p>The density of the proposed forest area varies from 0.2 to 0.4 that is open forest and the Site Inspection Report has been uploaded as a Additional Information at serial no.-13 in Part-II. dominant species of the area are Khair, Teak, Shisham, Holoptelia, Jheengan species.</p> <ul style="list-style-type: none"> The proposed area includes about 30 ha of CA plantation done in 2017-18. It is proposed that the amount of money spent in CA will be charged in addition to the normal dues from user agency. Therefore the number of trees those will be affected are about 9745. An analysis of these trees dia class wise are also given below :- <table border="1"> <thead> <tr> <th>0-1</th> <th>1-2</th> <th>2-3</th> <th>3-4</th> <th>4-5</th> <th>5-6</th> <th>6-7</th> <th>7-8</th> <th>8-9</th> <th>9 Over</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1940</td> <td>3329</td> <td>1425</td> <td>722</td> <td>528</td> <td>405</td> <td>217</td> <td>74</td> <td>33</td> <td>56</td> <td>8729</td> </tr> <tr> <td>501</td> <td>377</td> <td>122</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1001</td> </tr> <tr> <td>0</td> <td>0</td> <td>4</td> <td>9</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td> </tr> <tr> <td>2441</td> <td>3706</td> <td>1551</td> <td>732</td> <td>530</td> <td>405</td> <td>217</td> <td>74</td> <td>33</td> <td>56</td> <td>9745</td> </tr> <tr> <td>25.05%</td> <td>38.03%</td> <td>15.91%</td> <td>7.5%</td> <td>5.4%</td> <td>4.15%</td> <td>2.2%</td> <td>0.75%</td> <td>0.33%</td> <td>0.574%</td> <td></td> </tr> </tbody> </table>	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9 Over	Total	1940	3329	1425	722	528	405	217	74	33	56	8729	501	377	122	1	0	0	0	0	0	0	1001	0	0	4	9	2	0	0	0	0	0	15	2441	3706	1551	732	530	405	217	74	33	56	9745	25.05%	38.03%	15.91%	7.5%	5.4%	4.15%	2.2%	0.75%	0.33%	0.574%	
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		<p>The table indicates that about 79% of trees of various species those will be affected because of this land transfer proposal are mere pole crop. Hence the number does not indicate the loss of high conservation area.</p> <ul style="list-style-type: none"> • Undergrowth such as grasses, herbs and shrubs are very scanty due to adverse soil condition and low moisture level. • The presence of wildlife is not frequent however occasionally elephant crossover the area. The necessary wildlife mitigation plan is submitted for wildlife clearance from the NBWL. • Further there is no grassland in the proposed area. • There is Jakhan river nearby which is also seasonal and water is available only rainy season. <p>The present runway is very short and as per the safety standard of DGCA, the runway needs to be extended for safe landing of large aircraft. The proposed alignment of forest land is the only alternate for extension of the runway. There is no other land available which is technically feasible as the alignment of runway cannot be changed.</p>
2	As per DSS analysis the entire proposed forest area for diversion falls within the Shivalik Elephant Reserve and Elephant corridors within its 1 km radius. Moreover, the notified Kansaro-Barkot Elephant corridor is located within 5 km radius. The State Government should consider avoiding these sensitive areas and explore alternative lands.	<p>It is true that the area is a part of Shivalik Elephant Reserve but is not a notified elephant corridor or closer to core & critical elephant habitat. However occasionally elephant cross over the area through the existing Jakhan river as explained in para above and necessary wildlife mitigation is proposed for the diversion of the land, which is proposed under wildlife clearance to NBWL.</p> <p>As explained in the para above, the proposed project is related to the expansion of existing Jollygrant Airport which includes extension of the runway as per the standard prescribed for the construction of International Airport & thus the alternate location for this project is practically not feasible.</p>
3	Proposed forest land is located within 10 km. radius of Rajaji National Park/Tiger Reserve, therefore, status of Wildlife Clearance/comments of chief Wildlife Warden and NTCA may be furnished.	The proposed proposal has been approved from State Board of Wildlife in its 15 th Meeting dated 29-06-2020. The project proposal has been forwarded as proposal no. FP/UK/Others/5156/2020 dated 28-10-2020 from State Government Uttarakhand to Govt. of India for getting approval from the Standing Committee of National Board of Wildlife.
4	PDF file namely "DM's Letter for non availability of Civil Soyam Land for CA" as uploaded under column 13 (v) part-II is not accessible. Moreover, it is to inform that, certificate from Chief Secretary of the State for non-availability of the non-forest land for CA is required.	The certificate regarding non availability of non forest land from Chief Secretary, Uttarakhand is attached online on Parivesh Portal as additional information at serial no.-31 in part-I.
5	CA scheme is given for only 5 years. As per the FCA, 1980 Comprehensive Guidelines para 2.8 (ii) (e) detailed work schedule including year wise operations, soil & moisture conservation, regeneration cleaning, silvicultural and other activities as prescribed in years and annual total costs in conformity with cost norms of the State/UT needs to be taken up Accordingly CA scheme including maintenance	Revised CA scheme including 10 years maintenance is attached in Parivesh Portal in Part-II as additional information at serial no.14 .

	for 10 years be submitted.	
6	The ministry had accorded approval for EXTENSION OF JOLLY GRANT AIR STRIP for use of 82.15 hectare forest land on 17.02.2003. The User Agency has not submitted details of old proposal in the online application part-I column B (B-1).	Details of old proposal for extension of Jollygrant Airport for use of 82.15 hectare forest land which was approved on 17.02.2003 has been attached in the online application part-I column b (B-1) and in additional information at serial no. 30 .
7	Whether any approval for expansion/any other activity related to Jolly Grant Airport given by RO Dehradun/ Lucknow?	No
8	The status of the compliance report of the previous approval dated 17.02.2003 is required.	The status of the compliance report of the previous approval is uploaded online as additional information in part-I at serial no. 37
9	KML file of the already diverted forest land be provided.	KML file of the already diverted area for previous expansion of Airport in 2003 is annexed as soft copy in the form of CD. (Attachment-1).
10	Details of the employment generation may be uploaded in PARIVESH portal.	Details of the employment generation has been uploaded in part-I as additional information at serial no.-34 of Parivesh Portal.
11	Undertaking to bear the cost of CA, NPV and Addle. NPV is not given.	The undertaking to bear the cost of CA, NPV and additional NPV has been given by User Agency which have been uploaded in Part-I of the Parivesh portal by User Agency as additional information at serial no. 38 .
12	Approved muck disposal plan be submitted.	The amount of muck likely to be generated at the time of construction during the excavation work will not be much and the quantity of muck will be used for refilling of the plinth area and for the construction of runway. The disposal of muck in other place is ruled out. As per the arrangement probably the User Agency will be able to submit the muck disposal plan through Airport Authority of India, Dehradun once the MOU will be signed between the State and AAI. The additional information regarding this para has been uploaded by User Agency as additional information at serial no. 35 of Part-I
13	Brief details of the activity proposed on 49.6725 ha.	The details have been attached in part-I on Parivesh Portal as additional information at serial no. 36 . As explained in para above the detail plan will be submitted once the MOU is signed between State & AAI.
14	Forest type (as per Champion & Seth Classification) present in the proposed area of diversion may be provided.	As per Champion & Seth classification the proposed forest land falls in the following category of forest type : 1. Type 3/ISI - (Low Alluvial Savannah Woodland) 2. Type 5/IS2 - (Khair-Sissoo Forest)

भवदीय

प्रभागीय वनाधिकारी

देहरादून वन प्रभाग, देहरादून।

पत्रांक : (1)/

तददिनांकित।

प्रतिलिपि : मुख्य कार्यकारी अधिकारी, उत्तराखण्ड नागरिक उड्डयन विकास प्राधिकरण, देहरादून को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

प्रभागीय वनाधिकारी

देहरादूनवनप्रभाग, देहरादून।