

**Government of India**  
**Ministry of Environment, Forest and Climate Change**  
**(Forest Conservation Division)**

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**Indira Paryavaran Bhawan,**  
Jor Bag Road, Aliganj,  
New Delhi – 110003  
**Dated: As per E-sign**

To,

**The Principal Secretary (Forests),**  
Government of Jharkhand,  
Ranchi.

**Subject: Proposal for diversion of 99.256 ha of forest land for development of Dhalbhumgarh Airport in favour of Airport Authority of India in East Singhbhum district in Jharkhand State (Online No. : FP/JH/Others/41404/2019) – regarding.**

Madam/Sir,

I am directed to refer to the State Government of Jharkhand's letter No. Van Bhumi-12/2024-2911/V.P. dated 24.07.2024 on the above subject seeking prior approval of the Central Government under Section 2 of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 and to say that after examination of said proposal revealed the following:-

- i. The proposed area is part of the Singhbhum Elephant reserve, further it has also been mentioned in the Site inspection of DFO concerned that *"Airport at the proposed site would have adverse affect on the flora and fauna. The said area falls near documented Elephant corridor "GAJAH" – Ghatshila Kakrajhor, Musabani Chakulia, Dumaria Kundaluka Murkanjia. There were several incidences of Man – Elephant conflict in and around the proposed area in the past.* The number of trees involved(79332) is also quite high. The justification for proposing such area for diversion shall be submitted.
- ii. The Development of the Airport would also lead to requirement of land for various other amenities and commercial facilities, which may put additional pressure on nearby forest areas. Whether this aspect has been examined and analyzed by the State needs submission.
- iii. The DFO in the SIR has mentioned that – *"Airport at the proposed site would have adverse affect on the flora and fauna. The said area falls near documented Elephant corridor "GAJAH" – Ghatshila Kakrajhor, Musabani Chakulia, Dumaria Kundaluka Murkanjia. There were several incidences of Man – Elephant conflict in and around the proposed area in the past.* Therefore the detail of the cases of the Human Elephant conflicts in the district needs to be looked into, for which deaths of human and elephants in

- last five years shall be provided. Loss of property and crop damage and compensation given and pending should also be provided.
- iv. The DFO, Jamshedpur reported that the Airport at the proposed site would have adverse affect on the flora and fauna. Construction of Airport would adversely affect the watershed of the region. The details in this regard needs submission along with Hydrological study if any carried out in the region.
  - v. The presence of Schedule-I species have been reported in the area and the issue of the fragmentation of wildlife habitat as also been raised, therefore, the comments of PCCF (Wildlife) and CWLW Jharkhand on the likely impact of the project on the wildlife in general and elephant in particular shall be submitted.
  - vi. The development of airport would also need ancillary facilities like transmission lines, water requirement, which may also require additional land. The State shall submit the details in this regard.
  - vii. An area of 90.256 has been proposed as Operational Area. However, the breakup of this area has not been provided. In this regard, the component wise breakup of the area shall be submitted, along with a layout plan incorporating various components proposed.
  - viii. Recommendation of the CWLW especially regarding the possibility of wildlife management and conflict mitigation and the adequacy of mitigation measures like Site Specific Wildlife Management Plan or Comprehensive Integrated Wildlife Management plan proposed for the area shall be submitted.
  - ix. The Compensatory Afforestation has been proposed over degraded forest land, However Compensatory Afforestation, as per the provisions of the Van (Sanrakshan Evam Samvardhan) Rules, 2023, has to be raised over non-forest land. Accordingly, details of revised CA on non forest land along with revised scheme and all related documents need to be uploaded on PARIVESH portal.
  - x. In online Part-II, it has been reported that the proposed forest land is moderately vulnerable to erosion. Therefore, mitigation measures in this regard needs submission.
  - xi. Cost benefit Ratio has been estimated as 1:95.94 which is exorbitantly high. The analysis shall be revisited by applying appropriate economic tools to accurately estimate the various parameters and detailed analysis thereof shall be submitted.
  - xii. The DSS analysis revealed that the plantation activities have been carried out in the past within the forest land applied for diversion. This needs clarification along with detail report on the plantation done under different schemes.
  - xiii. The user agency has not given the purpose wise/ component wise KML file of 99.256 ha forest land proposed for diversion which needs submission.
  - xiv. Historical satellite imagery data available from the year 2010 onward to the year 2022 shows that the Airport strip/ runway already exist within the

proposed forest land. This needs clarification.

- xv. The DSS analysis revealed that that vegetation cover has been removed from a forest patch proposed for diversion (**Copy enclosed**). A clarification in this regard needs to be submitted.
- xvi. The DSS analysis revealed that the user agency has not included some forest areas within the road segment proposed for diversion. Moreover, width of the road found decreasing from 20 meter to 3.75 meter (**Copy enclosed**). Therefore, the State Govt. shall carry out necessary correction in the KML file of proposed forest land and include complete forest land within the project boundary and shall submit the corrected KML file.
- xvii. In online Part-II, it has been reported that the proposed forest land is having the presence of rare/endangered/unique species of flora and fauna found in the area. However, details in this regard has not been submitted which needs submission.
- xviii. The details of alternatives examined along with relevant maps, KML file shall be submitted.
- xix. The State should also examine whether the proposal falls in the corridors identified by the NTCA or Project Elephant or the State government of any kind and give clear recommendations as per the the legal positions involved.

Accordingly, it is requested to furnish the above mentioned information to this Ministry for further consideration of the proposal.

Yours sincerely,

**Encl.: As Above**

Signed by Suneet Bhardwaj Sd/-  
Date: 29-08-2024 19:28:00 (Suneet Bhardwaj)  
**Assistant Inspector General of Forests**

**Copy to:**

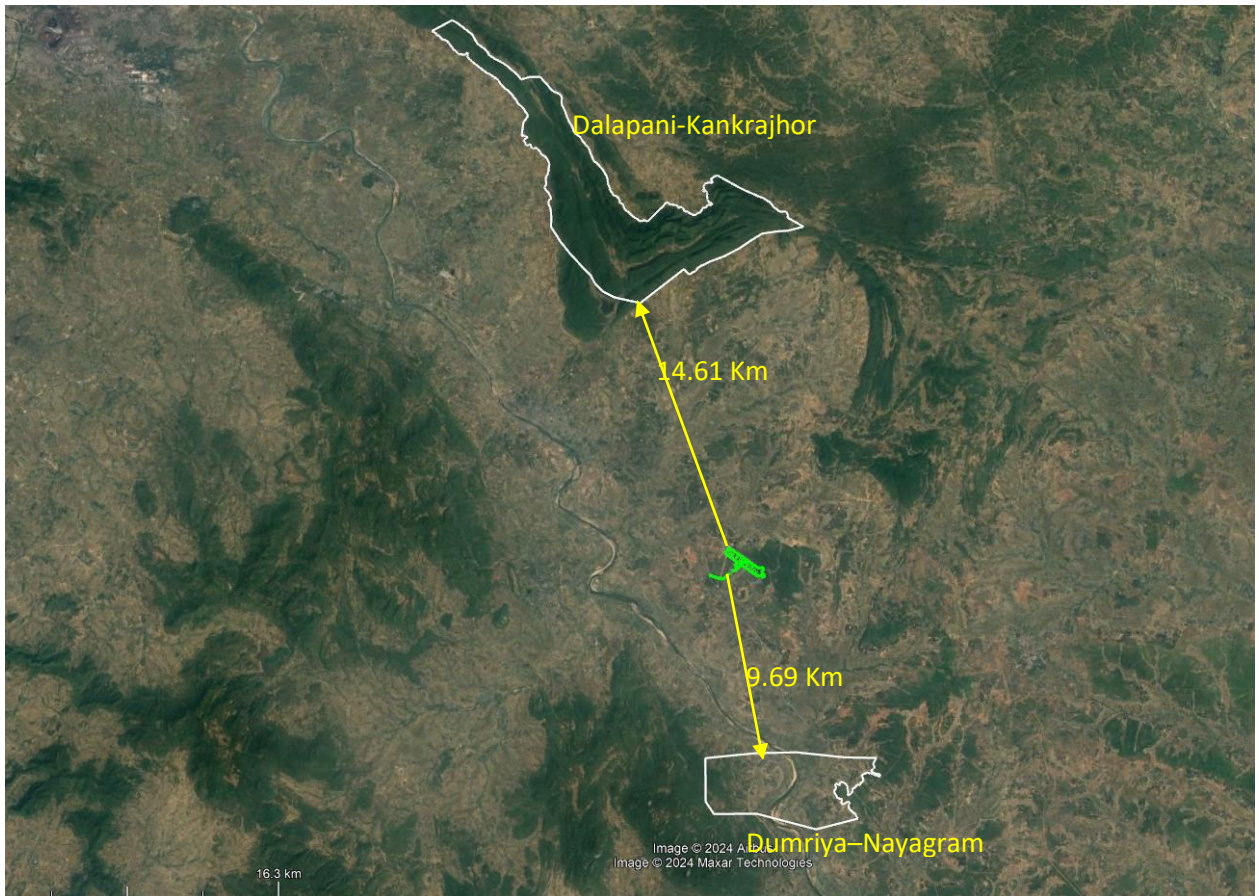
1. The PCCF (HoFF), Department of Forest, Government of Jharkhand, Ranchi;
2. The Dy. DGF (Central), Regional Office, MoEF&CC, Ranchi;
3. The Nodal Officer, Department of Forest, Government of Jharkhand, Ranchi;
4. User Agency;
5. Monitoring Cell, FC Division, MoEF&CC, New Delhi for uploading on PARIVESH portal.

**Proposal: Diversion of 99.256 ha. Forest land for Development of Dhalbhumgarh Airport**

**Summary of DSS Analysis Report based on the details available on PARIVESH:**

**I. In Case of Land proposed for Diversion:**

1. Proposed forest area for diversion falls under Purbi Singhbhum district of Jharkhand State.
2. Calculated area of Shape file/ KML file of Forest land proposed for diversion is found 99.063 ha (GIS software calculated) instead of 99.256 ha as per the proposal.
3. As per DSS, there is No wildlife sanctuary, national park, tiger reserve and tiger corridor are located within 10 Km distance from the proposed forest land for diversion.
4. Based upon the Elephant corridor boundary available with the DSS Cell of the Ministry, the proposed forest land is located at a distance of 9.69 Km from the Dumriya – Nayagram Elephant corridor and 14.61 Km from the Dalapani-Kankrajhor Elephant corridor.



5. The instant proposal falls under Not Inviolable or Not In-High conservation zone as per DSS Rule-I & II.
6. The user agency has not given the purpose wise/ component wise KML file of 99.256 ha forest land proposed for diversion.
7. Historical satellite imagery data available from the year 2010 onward to the year 2022 shows that the Airport strip/ runway already exist within the proposed forest land.
8. High resolution satellite imagery shows the presence of Road and a forest patch wherein vegetation cover has been removed.
9. As depicted through Google earth imagery, plantation activities have been carried out in the past within the forest land applied for diversion.

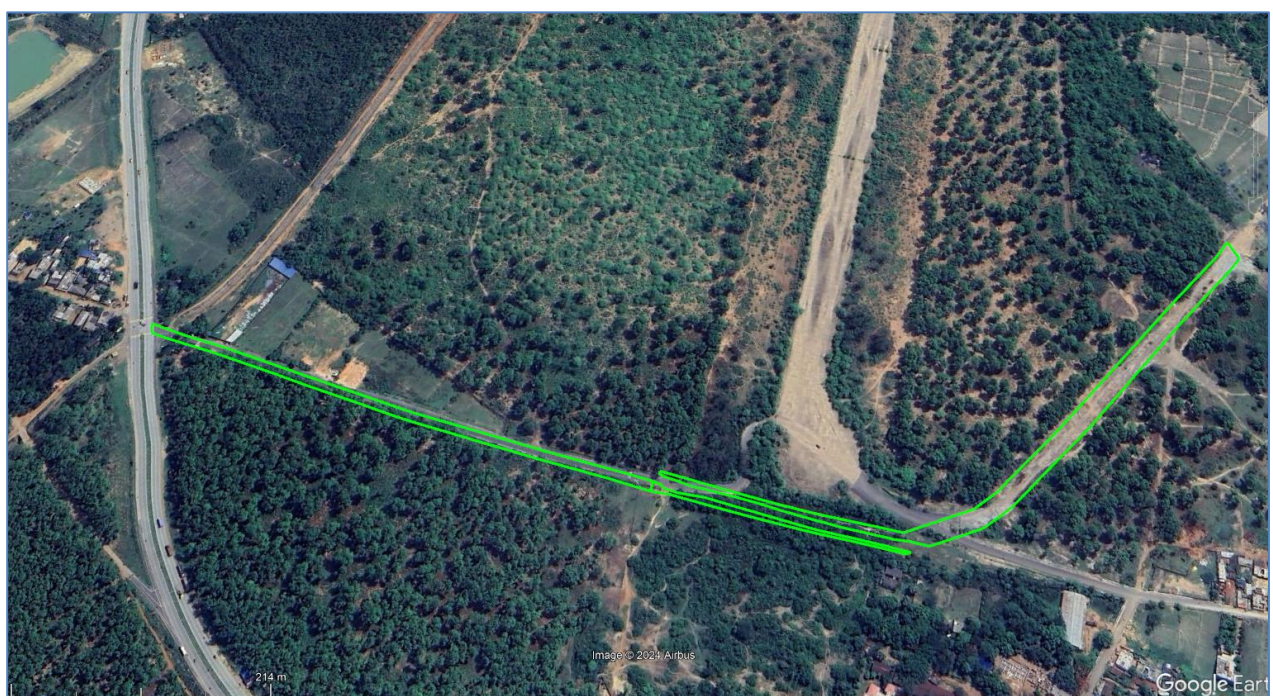


10. As depicted through satellite imagery, the user agency has not included some forest areas within the road segment proposed for diversion. Moreover, width of the road found decreasing from 20 meter to 3.75 meter.

11. **Forest Cover in the instant project:** 18 ha is Moderately Dense Forest, 44 ha is Open forest and 37 ha land as Non Forest or Non-wooded (land devoid of tree cover) in terms of forest classes (as per the ISFR 2021) based on the interpretation of satellite data period 2019.

12. **Forest Types details:** 5B/C1 c Dry Peninsular Sal Forest: 36 ha, 5B/C2 Northern Dry Mixed Deciduous Forest: 15 ha and Non-Forest: 48 ha

**Google imagery showing the road segment which has not been included in the present proposal:**



## II. In Case of Compensatory Afforestation Land:

As per Rule-13 of the Van (Sanraksham Evam Samvardhan) Rules, 2023 states that “an user agency shall provide land which is neither notified as forest under the Indian Forest Act, 1927 (16 of 1927) or any other law nor managed as forest by the Forest Department and it shall also bear the cost of raising compensatory afforestation over such land. Further, the proposals involve acquisition of non-forest land also. Further, the Ministry vide guideline dated 27.12.2023 clarified that proposals which are at advance stage or which have been recommended for grant of ‘in-principle’ approval can be considered for grant of conditional ‘in-principle’ approval and compliance of CA, as per the provisions of new rules can be submitted along with the compliance of ‘in-principle’ approval.

**In view of the above, the CA patches in the degraded forest land, has not been examined with the help of GIS-DSS tool.**

### Decision Support System (DSS):

#### Decision Rule no. 1:

Whether forms part of:

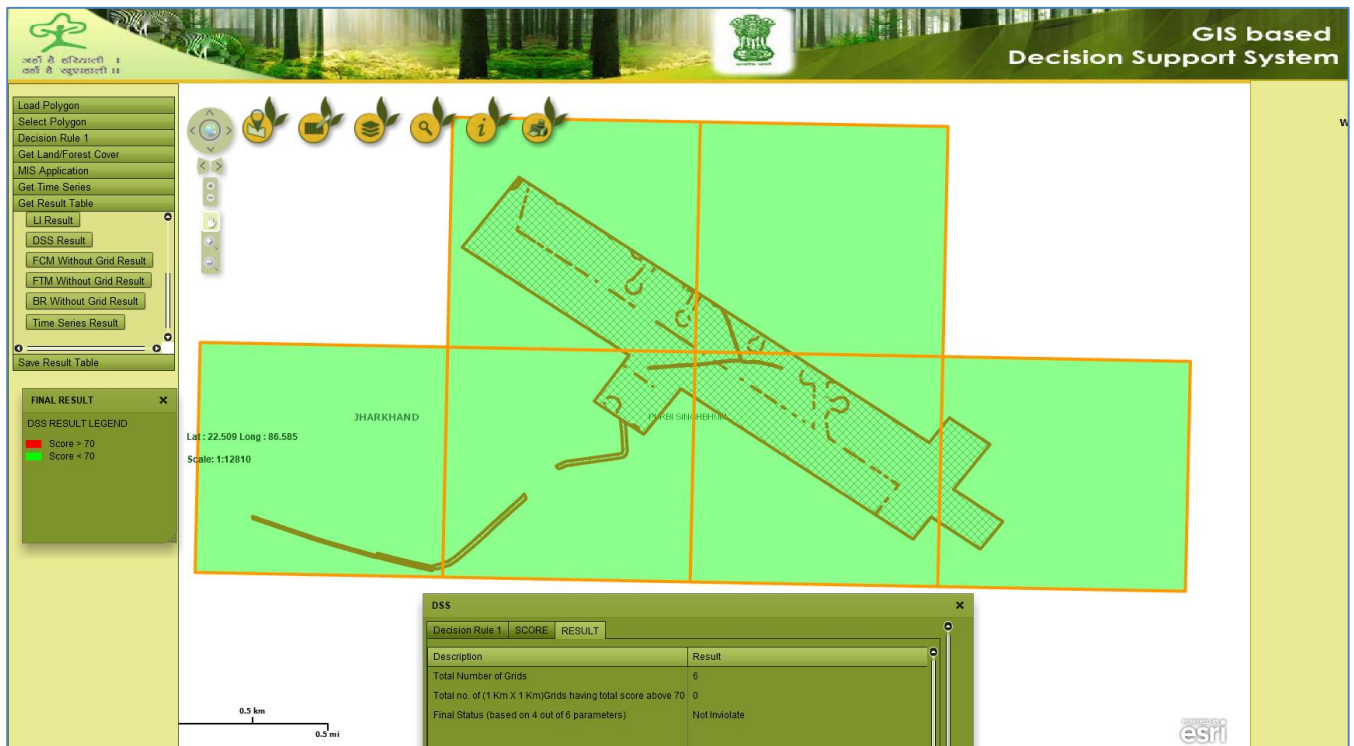
- I. Hydrological Layer:
  - a. Major River: **N/A**
  - b. Wetland (Area more than 10 ha.): **N/A**
  - c. Water bodies (irrigation/Hydropower/water storage): **N/A**
- II. Very Dense Forest patch (>1 sq km): **N/A**
- III. Remnant Forest Type: **N/A**
- IV. Protected area/Tiger Reserves/Tiger corridors: **N/A**
- V. Wild life Species: **N/A**

#### Decision Rule no.2: Without 50% Rule

GRIDID	SCOREFCM	SCOREFTM	SCOREBR	SCORELANDSCAPE	AGGREGATESCORE
1929791	29.26	25.41	48.69	24.84	32.05
1929792	58.37	55.68	65.78	25.35	51.3
1931893	43.41	33.49	37.66	22.32	34.22
1931895	47.42	44.78	67.88	23.84	45.98
1931894	25.83	48.11	63.68	23.65	40.32
1931896	59.98	67.39	65.56	25.25	54.55

DESCRIPTION	RESULT
Total Number of Grids	6
Total no. of (1 Km X 1 Km)Grids having total score above 70	0
Final Status (based on 4 out of 6 parameters)	Not-Inviolate

**Final Result: Not-Inviolate (Based on Decision Rule 1 & 2)**



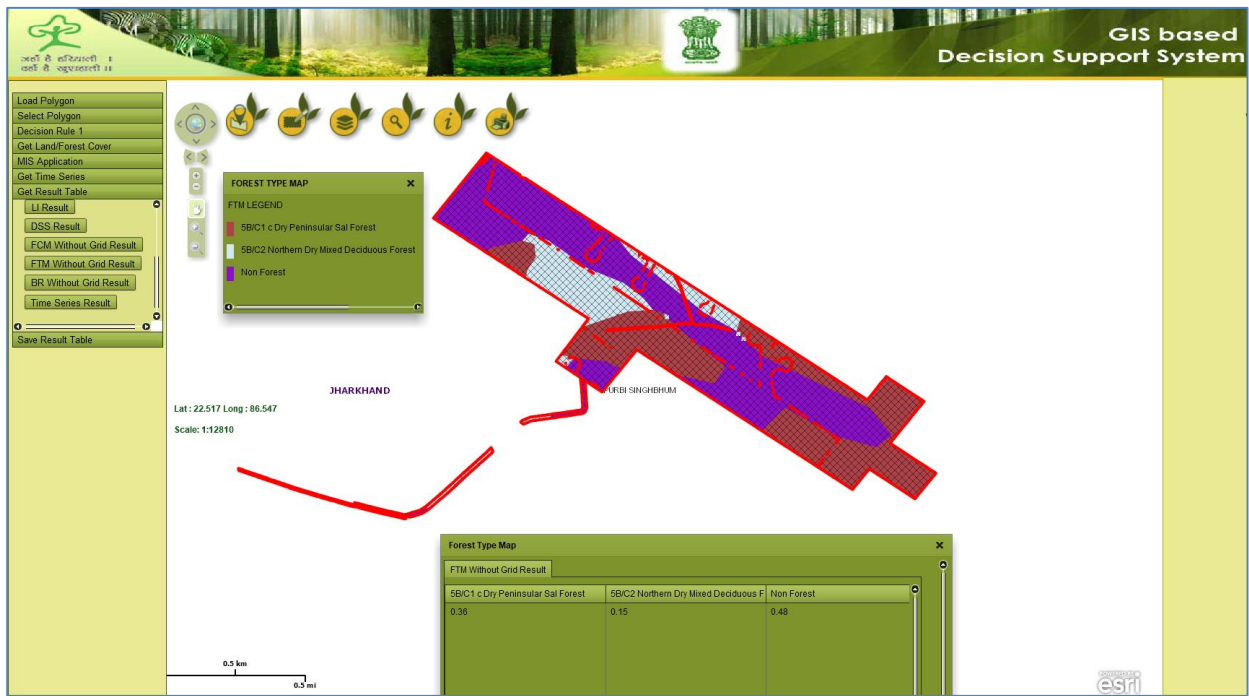
**Forest Cover Map:**

In terms of standards followed in ISFR 2021 (interpretation of satellite data period 2019) regarding density classes:

- I. Very Dense Forest (Canopy density 70% & above): 0.00ha.
- II. Moderately dense Forest (canopy density 40-70%): 18 ha.
- III. Open Forest (canopy density 10-40%): 44 ha.
- IV. Non-Forest land: 37 ha.



**Forest Type Map:** 5B/C1 c Dry Peninsular Sal Forest: 36 ha, 5B/C2 Northern Dry Mixed Deciduous Forest: 15 ha and Non-Forest: 48 ha



**Biological Richness: Low, Medium: 86 ha and Non-Forest: 13 ha**



Submitted please

*Prashant Tiwari*  
STA, DSS Cell (FC)  
16.08.2024