

Airports are an enterprise of autonomy, as a program and an architectural space; envisaged as microcosms of concentrated activity that occupy the local, but service the global. Despite a passive disconnection from context, the scale of their spatiality exerts a fictitious force that warps and weaves the urban fabric around them. The obliteration of authenticity and memory, the dawn of new identities, and contemporary placelessness.

'Between kharghar and khandeshwar' was conceived as a series of predefined apertures in the landscape, set out to establish viewports to document the metamorphosis of the 'second' airport at navi mumbai.

Positioned across kharghar, mansarovar and khandeshwar these points of contact, will over time develop as channels that translate, connect and relay the urban shifts and transformational data of an altering urbanscape, a pivot through which the transmutations and juxtapositions of transport and logistics networks, industry, environment and ecology can be recorded.

Between Kharghar & Khandeshwar

Govt insists That Area Near Panvel Is The Only Available Option For Second Airport

'Navi Mumbai site is best option'

MIRED IN CONTROVERSY?



DAMAGE to the ENVIRONMENT

261.5 hectares of mangroves will be replanted on 450 hectares of land in Buldana and Palghar | Cost Rs 600 crore

A 6.5-km stretch of the Uive River will be diverted. The river has its origins in the nearby Karsala bird sanctuary. Diverting and widening it will be a challenge as it calls for the creation of a river breach. The Ghadi River will be widened to 300-450 m from its existing 200-240 m width. It will also be rerouted | Cost Rs 240 crore

Two 'hillsides' will be flattened and their debris will be spread across the airport project area of 2,054 hectares to fill the land and make the ground ready for construction. Additional debris will have to be imported to fill up the land | Cost Rs 1,700 crore
DEADLINE | Work will be completed in 2 years

Parties unite to oppose airport

With Yashwantrao | In

Three Politicians across various parties in the Shivajinagar constituency have united their efforts and are putting up a united front to oppose the construction of the second airport at Navi Mumbai. An all-party group of MPs and MLAs including Shiv Sena MP Anand Paranjape (Palghar), Congress MP Suresh Dore (Buldana), Independent MP Rajan Jadhav (Palghar), Shiv MHA K. Suresh Shinde, Shiv MHA from Rajan Barambhai and various BJP leaders Paranjape, Marathe are now demanding that the state govt should not allow the same location for the airport. On Wednesday a delegation of MPs comprising Paranjape, Yare and Jadhav are scheduled to meet Union environment minister Jairam Ramesh in New Delhi to discuss the possibility of 'Navi' as the airport site.

Chittaranjan Yashwantrao | In

Mumbai: The state urban development ministry has published the names of organisations who have opposed the City and Industrial Development Corporation (CIDCO) proposal of not considering alternative and more environmentally friendly sites for the proposed second airport. This is not the first time that CIDCO's plans for the second airport at Navi Mumbai have drawn the ire of environmental watchdogs.

TAKE OFF TROUBLE

The state government, however, is set to issue a strongly worded response to the Bombay Environment Action Group's (BEAG) letter to the Prime Minister, which highlighted the fact that half the money for the Navi Mumbai airport will be spent on altering courses of rivers, diverting mangroves and making the highly erodible river roadstead enough to withstand the new airport.

"We studied the feasibility of all sites within 50 km from Navi Mumbai, and the one that we have chosen is best suited for the airport," said a senior official in the urban development ministry. CIDCO officials also said that other proposed sites in Buldana and Palghar were unsuitable. "The environmental impact and the cost of constructing an airport at either Buldana or Palghar would be phenomenally higher than that of the Navi Mumbai site," said a CIDCO official.

"The site at Rajan is partly desert land and is close to the Bala Atomic Research Centre (BARC) area. Besides, larger aircraft will not be able to land as the High Rising Hill is an obstruction," he said, adding that diverting the hill, the Rajan site was not suitable for a functioning airport.

The second proposed site at Rewas Mandha is also partly owned by the defence. As it is near the coast, state officials said that a part of the runway will have to cut through the sea. "There are several parameters that are taken into consideration when choosing a site for an airport. We have to study the circular periphery of all sites around the site. Then we have to study wind direction and landing paths, among other technicalities. When taking into account all these parameters and requirements we found there was no suitable site than the one at Navi Mumbai," said an official, adding that international civil aviation organisations based in Canada has given its approval to the Navi Mumbai airport.

CIDCO said that only Rs 2,300 crore will be diverted towards filling land, rerouting rivers and replanting mangroves. "This is less than 20% of the total cost of the project, which is Rs 8,000 crore." In its letter, the BEAG said that the choice of Navi Mumbai would destroy mangroves and obstruct construction operations of the airport. In fact, there is no mention in CIDCO's report of why other sites are not feasible. "The Navi Mumbai site is a low-lying marshy land with low rivers and hills. The environmental impact assessment study by CIDCO does not even talk about the feasibility of the airport at other possible sites. It is absolute dishonesty on the part of state officials," said Datta Gauria, member of the Conservation Action Trust.

There is one way to mitigate the obstruction, initially the MoEF had suggested building the runways on raised slabs and platforms above the mangrove land and rivers. "The cost would run into over Rs 27,000 crore," said another official.



Second airport nod delayed yet again

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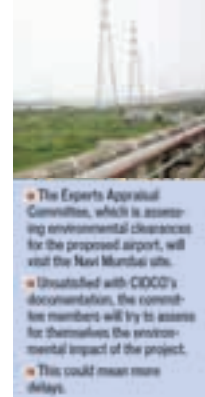
MUMBAI: The Centre's okay for Mumbai's second international airport remains elusive. On Wednesday, the central Expert Appraisal Committee (EAC), which is studying the environmental feasibility of the project at Navi Mumbai, decided to visit the site around October 18. Only after that will it decide on the sanction.

The proposal has been stuck as the Environment Ministry has raised several concerns over mangrove destruction and the diversion of rivers. The EAC will compare the ground situation to that in the proposal, check on environmental challenges such as the potential damage to the mangroves. After that, it will ask the City and Industrial Development Corporation (CIDCO) to make the necessary changes.

"The committee discussed with us the proposal and wants to visit the site," said CIDCO Chairman Taraji Ratre. Sources said on condition of anonymity that the CIDCO plan submitted on Wednesday did not have the necessary changes in the maps. The EAC had asked CIDCO to shift the non-aeronautical component of the 1,200-hectare airport site and the state government had agreed. The EAC had also asked CIDCO to explore whether it could avoid diverting the Gadhi river. "After the visit, the EAC will ask us to amend the plan. We are ready to do that," Ratre said.

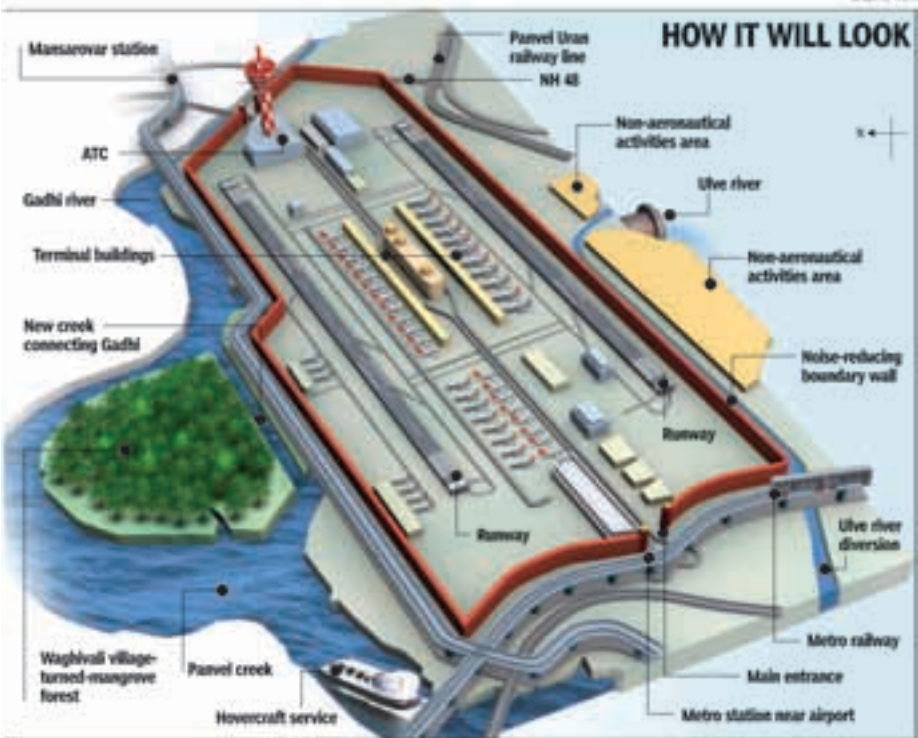
Meanwhile, Giovanni Bagnardi, director-general and CEO of the International Air Transport Association, a global body formed by airlines, said in Delhi, "where is Mumbai's 100-million passenger [a year] plan?". The clock is ticking and a conclusion is urgently needed. No city can remain great without effective transport links.

WHAT NEXT?



- The Experts Appraisal Committee, which is assessing environmental clearance for the proposed airport, will visit the Navi Mumbai site.
- Unfamiliar with CIDCO's documentation, the committee members will try to assess for themselves the environmental impact of the project.
- This could mean more delays.

Ground clearance for GREEN AIRPORT



FLIGHT PATH

- ▶ **Nov 1997** | The Centre starts studying the need for a second international airport for Mumbai
- ▶ **Oct 2000** | State tells the Union civil aviation ministry that the airport should come up in Navi Mumbai and not in Rewas Mandha
- ▶ **Dec 2000** | The civil aviation ministry asks the state to carry out studies on the Navi Mumbai site
- ▶ **Sep 2001** | CIDCO submits a techno-economic feasibility study on the airport
- ▶ **Aug 2006** | The International Civil Aviation Organisation green-lights the site, saying it is aeronautically feasible
- ▶ **Feb 2007** | CIDCO submits a revised project feasibility and business plan report to the Central government
- ▶ **July 2007** | The Union Cabinet gives in-principle approval for the Navi Mumbai airport
- ▶ **Aug 2007** | MoEF rejects a CIDCO proposal for the airport on the grounds that it violated CRZ norms
- ▶ **Oct 2007** | Civil aviation ministry and CIDCO appeal to the Centre to amend CRZ Notification, 1991, to make way for the new airport
- ▶ **May 2009** | The Bombay High Court allows changes to CRZ Notification, 1991
- ▶ **June 2009** | Union minister Jairam Ramesh writes to Maharashtra chief minister, highlighting the environmental impact of the airport, including the loss of mangroves, diversion of Gadhi and Uive

- ▶ **Dec 2009** | The Expert Appraisal Committee of MoEF visits the site and calls for more studies
- ▶ **July 2010** | CIDCO submits its final environmental impact assessment of the airport to MoEF
- ▶ **Oct 2010** | The civil aviation ministry and CIDCO consider changes in project design to address environmental concerns
- ▶ **Oct 2010** | The EAC visits the project site and discusses the final design with CIDCO
- ▶ **Nov 2010** | CIDCO and MoEF hold another meeting on the project
- ▶ **Nov 2010** | Ramesh gives environmental clearances to the airport in the presence of CM Prithviraj Chavan and civil aviation minister Praful Patel

and removal of a hill











