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Government of India
Office of the Director General of Civil Aviation

NO:AV.20012/88/78-ARI(NOC)
Dated New Delhi, the 4th October,

1978

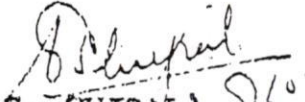
The Regional Director,
Bombay Region,
Bombay Airport,
BOMBAY-57.

SUB: IMPLEMENTATION OF JOGLEKAR COMMITTEE REPORT.

The recommendations made by the Joglekar Committee regarding granting permission for the construction of new Build or making alterations/additions to the existing structures in Approach Area of Runway 26 at Juhu Airport have been examined in this office. After careful consideration I have been directed to inform you that the following recommendations may kindly be implemented forthwith.

- i) In the area located East of Swamy Vivekanand Road up to Sarojini Road and falling within the Approach Area of Runway 26, the Buildings may be permitted upto 53 feet AMSL.
- ii) In the area East of Sarojini Road extending upto an imaginary line perpendicular to the extended centre line of the Runway and passing through the nearest edge of the Plot No.13 in T.P.8.III. This is at a distance of 1585 feet along the extended centre line from the nearest edge of Runway 26 at Juhu Airport. The maximum permissible height in this area is 62 feet AMSL.
- iii) In the area East of (ii) above extending upto western edge of Tejpal Road, the maximum permissible height is 65 feet AMSL.
- iv) In the area located between Tejpal Road and Mahatma Gandhi Road, the maximum permissible height is 75 feet AMSL.
- v) In the area East of Mahatma Gandhi, the maximum height may be worked out subject to point clearances from R/W 14 of Santacruz Airport and RWY 26 at Juhu Airport.

Please acknowledge receipt of this letter.


 (P.S. GURAL) 9/10
 ASSISTANT DIRECTOR (MEC).
 for Director General of Civil Aviation.

Copy to (Drg) Section.

Juhu
Runway 26
08
3750
3750
2180
3750
LDH
3750
Approach Slope 1:30
Applied from the displaced the existing strip edge
upto a distance of 800' from the edge
upto a distance of 1585 feet from the edge
upto section line
w.r. to Juhu
Approach slope 1:30 from the physical characteristics of



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BOMBAY

14th Sept. 1978

To

Shri B.S.Gidwani,
Director General of Civil Aviation
New Delhi - 110022

3208
1518
(revised)

Dear Shri Gidwani,

The Committee constituted under your letter No. AV 20020/
88/78-ARI(NOC) dated 6th September 1978 met at Bombay on the
appointed dates.

I am herewith submitting the Committee's report containing
the recommendations.

Yours sincerely,

(M.M. JOGLEKAR)

CHAIRMAN

14/9

Copy
Chairman for comments
18/9/78
DACA (a)

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INTRODUCTION

The Director General of Civil Aviation, New Delhi vide letter No. AV.20020/88/78-ARI(NOC) dated 6th September 1978 appointed a Committee consisting of the following members who were required to go into the cases of allowing new constructions or additions to the existing structures in the approach area of Runway 26 at Juhu Airport, Bombay and also suggest changes in the existing criteria, if considered necessary.

- 1. Shri M. M. Joglekar, Regional Controller of Aerodromes, Bombay Region, Bombay 57. CHAIRMAN
- 2. Shri S. Bhattacharjee, Controller of Aerodrome, Delhi Airport. Member
- 3. Shri P.S. Gujral, Asstt. Director (M&C) Member
- 4. Shri M. S. G. K. Warriar, Senior Aerodrome Officer, Bombay Airport. Member

TERMS OF REFERENCE:

The Committee were required to go into (1) cases of allowing new constructions or additions to the existing structures in the approach area of Runway 26 at Juhu Airport, Bombay and (2) suggest changes in the existing criteria, if considered necessary.

The Committee was required to submit its report latest by 15th September 1978.

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DELIBERATION:

The Committee met at Bombay on 11th, 12th, 13th and 14th September 1978 in the office of the Regional Director, Civil Aviation Department, Bombay.

Site inspection of the approach area of runway 26 was carried out as and when required.

The deliberation of the Committee were based mainly on the approach area chart drawing No. DGCA Drawing No. 1/Juhu/1974 of Juhu Airport, and the graphical representation of the important obstructions in respect to various slopes drawn at HQs as supplied by Shri P. S. Gujral, ADMC. Other documents required were obtained locally.

It was observed that a number of trees are protruding well above the existing structures in the immediate vicinity. Although these trees do form higher obstruction they have not been taken into consideration for the present deliberations since action for the removal of these trees is already in hand.

The Committee came to a decision that the Church on Plot No. 23 TPS III at a height 102.68' AMSL at a distance of 1405' from the runway extremity should be considered only as an isolated obstruction duly marked. It was also decided that this building should not be considered for granting any shielding benefit from it.

The physical length of runway 26/08 at Juhu is 3750'. When corrected for elevation, temperature and slope the basic length of this runway works out 3170' as per ICAO Annexure XIV Chapter I, table 1.1.

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This runway, therefore, comes under category 'C'. A basic strip, as per ICAO Annexure XIV para 3.3.5 'C' category of 3750' length should be 4150' x 500'. The approach slope for this category of non-instrument runway as per Annexure XIV Chapter 4 table 4.1 should be 3.33 per cent i.e. 1:30. The full length of runway 3750' will be available for take off on runway 26. In view of the obstruction existing on plot No. 107, 335' from the runway edge, to a height of 53.46' AMSL and to provide for a clear approach slope of 1:30 the threshold of runway 26 will have to be displaced by 1221.9' say 1225' (see attached graph 'A') from the beginning of paved surface. Runway 26 should be declared as main take off runway.

We made a careful study of the existing buildings which form obstructions. The closet building which is forming also the highest obstruction in relation to the position from the runway, is a house on plot No. 107 TPS III (marked 'A' on graph) by the side of Swamy Vivekananda Road, at a distance of 335' from the end of runway, and height of 53.46' AMSL. The main residential area extends to the East of the Swamy Vivekananda Road and the adjacent buildings are either of equal height or lower than this building till Sarojini Road. On the Eastern side of the Sarojini Road, on plot No. 53 B & C TPS III (marked 'B' on graph), a temple of height 62.12' AMSL at a distance of 800' from the edge of runway, forms the next highest obstruction. The buildings on the Eastern side of the temple are either of the same height or lower than that till the buildings on plot No. 13 TPS III (marked 'C' on graph), except for the Church on plot No. 23 TPS III and building on plot No. 55 TPS III.

This building on plot No.13 TPS III rises to a height of 65.29' AMSL and is at a distance of 1585' from the edge of the runway. The building on plot No.13A TPS III (marked 'D' on graph) has a height of 67.68' AMSL and the distance from the runway edge is 1655'. East of this building comes the railway line. Beyond the Railway line the first building of significant height is the Municipal Market-cum-theatre situated on plot No.1 TPS I which has got a built up height of 75' AMSL. There are no buildings East of this theatre higher than 75' upto Mahatma Gandhi Road. East of Mahatma Gandhi Road a school in plot No.71 TPS I has a built up height of 75.56' AMSL and a school on plot No.97/98 TPS I has got a built up height of 86.48' AMSL. There are no other houses of height exceeding these buildings East of Mahatma Gandhi Road.

We have noticed that the approach area of Runway 26 is thickly populated and almost all available habitable area has been covered by buildings, authorised or unauthorised as far as the department is concerned. Relating the existing height of buildings and the normal Glide path of an aircraft landing on Runway 26 at Juhu we feel that for the purpose of clearing new constructions or additions to existing constructions, a horizontal surface could be recommended at different levels till penetrated by higher obstructions.

The building on plot No.55 TPS III and plot No.13A TPS III have not been considered by us for the demarcation of the horizontal plane as these buildings are farther away from the Runway in comparison to building on plot No.53 B/C and plot No.13 respectively.

During inspection of the approach area from the Swamy Vivekananda Road it was observed that all along the road there are a number of trees. Some of the trees are protruding above the buildings height. ACTION is already under way for removal of these trees. In some plots trees are today at a height which is just below the level of the buildings close to them. In a couple of years these trees will grow and form definite obstructions. Another set of trees which are about 8 to 10 feet high now will also grow to form an obstruction at a later date. We therefore feel that apart from removal of these trees which are obstructions today, restriction on planting of trees that grow in height of to 35' or more is required to be introduced. As per Indian Aircraft Act every time acquisition has to be made for destruction purposes, it is necessary to pay compensation to the party. Thus a regular expenditure of this kind has to be envisaged unless a proposal to bring restrictions on planting of trees is introduced.

We therefore feel that the Corporation should be approached on this point as they could restrict the height of these trees and they normally have enough powers to cut the trees at the cost of the defaulters.

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RECOMMENDATION

In view of the foregoing facts we recommend that

- (1) In the area East of Swamy Vivekananda Road upto Sarojini Road and falling within the approach area of Runway 26, buildings not penetrating a horizontal plane of height of 53' AMSL be authorised. This horizontal plane extends from obstruction 'A' upto 'B' to a distance of 800' from the Runway edge along the extended centre line. (See Annexure 1 & 2)
- (2) East of Sarojini Road, a horizontal plane of height 62' AMSL be taken as the criteria for allowing constructions. This plane will extend from 'B' to 'C' as indicated in Annexure A upto a distance of 1585' from the Runway edge along the extended centre line (See Annexure 1 & 2).
- (3) East of plot No.13, a horizontal plane of 65' AMSL should be taken as the criteria for allowing constructions. This horizontal plane will extend upto the Railway line. (See Annexure 2)
- (4) East of the Railway line a horizontal plane at a height 75' AMSL should be taken as the criteria for authorising building constructions. This plane will extend upto Mahatma Gandhi Road. (See Annexure 2).
- (5) East of Mahatma Gandhi Road the above horizontal plane of height 75' AMSL be taken as the criteria for constructions subject to the conditions that it does not violate the

requirements of the approach surface of Bombay Runway 14.

The above criteria does not preclude any other restriction which the department may impose for any other technical considerations.

Acknowledgement

The committee wishes to record their appreciation for the valuable assistance rendered by Shri J.L. Victor, Aerodrome Officer during their deliberations.

M. M. Joglekar

(M. M. Joglekar)

CHAIRMAN

S. Bhattacharjee
(S. Bhattacharjee)

MEMBER

M.S.G.K. Warriar
14/9/78
(M.S.G.K. Warriar)

MEMBER

P.S. Gujral
(P.S. Gujral) 14/9/78

MEMBER

BOMBAY,

14th September, 1978.