

Minutes of the Meeting of No Objection Certificate (NOC) Appellate Committee held on 1st November, 2010 in Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi.

The meeting of the Appellate Committee set up by the Government to consider appeals made by different applicants with regard to the height allocated to them for their constructions vis-a-vis the height sought by them was held under the Chairmanship of Joint Secretary, Ministry of Civil Aviation wherein the following were also present:

1. Sh. A.K. Misra, former Member (PIng.), AAI	-	Outside Expert
2. Sh. K. Jain, former DGCA	-	Outside Expert
3. Sh. Alok Shekhar		Director, M/o Civil Aviation
4. Sh. Jyoti Prasad,	-	ED (ATM), AAI

- The Committee was assisted by Sh. V.K. Dutta, GM(A/M) & also In-charge NOC Cell of AAI.
- There were total no. of 33 cases submitted by AAI for consideration of the Committee.
- Each of the applicants present were given a hearing by the Committee on their respective case and on examination of the case files the following decisions are made with respect to the individual cases as given below

Asinha

Case No. MUM/10/15

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 624 mtrs. from basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 24.75 mtrs. AMSL but was granted NOC for a height of 16.32 mtrs. AMSL vide AAI letter dated 1st April, 2010. In their appeal the applicant has now requested for grant of NOC upto a height of 19.32 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 3.1.4 of Annexure 'C' of PFI Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be

2 of 50



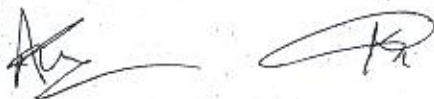

Asinika

removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No.AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

As per Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.



Asinha

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.02

Case No.MUM/10/14

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 624 mtrs. from basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 22.05 mtrs. AMSL but was granted NOC for a height of 16.32 mtrs. AMSL vide AAI letter dated 1st April, 2010. The applicant has now requested for grant of NOC upto a height of 19.32 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure -II of the Notification 84E of January, 2010, the physical extremities of the Runway are



Asunta

to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No.AAI/MIAL/APP-09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

As per Grid Map provided by AAI, the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height



needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

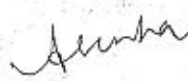
Sl.No.03

Case No.179/K

M/s. Chouhan Builders India Ltd. Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 856 mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.25 mtrs. AMSL but was granted NOC for a height of 20.96 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 23.96 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.



considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height assessment needs to be based on this obstruction and consequent permanent displacement and consequent of threshold position as per para 1.3.1.4 of Annexure-II of the notification 1.3.1.4 of 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.04

Case No.180-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 760 mtrs. from basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.40 mtrs. AMSL but was granted NOC for a height of 19.04 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 22.04 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.



Assinia

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No.AAI/MIAL/APP-09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters



Asunkha

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure -II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No:AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runways has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

As per the Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the



Asunha

threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Railway Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.65 meters considering the runway 09 beginning as the reference point. Since the existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.05

Case No.174-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 800 mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.40 mtrs. AMSL but was granted NOC for a height of 19.84 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant

of NOC upto a height of 22.84 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure -II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No. AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is



Asunha

3045m and take off run / take off distance available for reciprocal runway 27 is

3448m

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 6 meters considering the runway 09 beginning as the reference point. Since the existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure II of the notification 84(F) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.



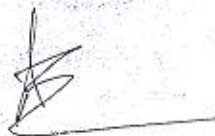
Anura

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 856mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.25 mtrs. AMSL but was granted NOC for a height of 20.96 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 23.96 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure-II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be

*Arinika*

removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No. AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.



Asunia

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.07

Case No.175-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 920mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.20 mtrs. AMSL but was granted NOC for a height of 22.24 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 25.24 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee. From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure -II of the Notification 84E of January, 2010, the physical extremities of the Runway are

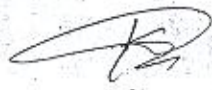
Aswina

to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No. AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent



obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.08

Case No.173-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 640mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.50 mtrs. AMSL but was granted NOC for a height of 16.64 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 19.64 mtrs. AMSL vide their letter dated 03/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle

Ambar

Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 3.1.4 of Annexure - II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No.AAI/MIAL/APP-09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.



On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

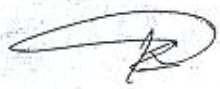
The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.09

Case No.177-K

M/s. Chouhan Builders India Ltd., Mumbai

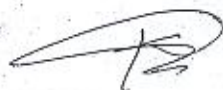
As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 920mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.20 mtrs. AMSL but was granted NOC for a height of 22.24 mtrs. AMSL vide AAI letter dated 17th September, 2008. The applicant has now requested for grant of NOC upto a height of 25.24 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line



Asunta

which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09. The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee. From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure-II of Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No. AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.



Asuna

As per the Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height need to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.10

Case No.172-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 696mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.50

Asma

mtrs. AMSL but was granted NOC for a height of 17.76 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 20.76 mtrs. AMSL vide their letter dated 05/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure -II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No:AAI/MIAL/APP-09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway

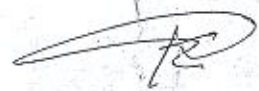
has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the present existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.



23 of 50


Ananta

Sl.No.11

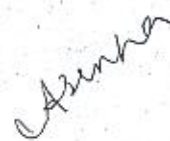
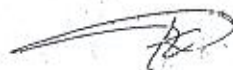
Case No.176-K

M/s. Chouhan Builders India Ltd., Mumbai

As per available records of AAI the site lies in the approach funnel of Rwy-09 of Santa Cruz Airport at a distance of 864mtrs. from edge of basic strip of Rwy-09. The applicant had requested for grant of NOC upto a height of 27.25 mtrs. AMSL but was granted NOC for a height of 21.12 mtrs. AMSL vide AAI letter dated 5th October, 2009. The applicant has now requested for grant of NOC upto a height of 24.12 mtrs. AMSL vide their letter dated 15/07/2010 on the ground that their site lies west of Western Railway Line which has traction pole much higher than their proposed height. The applicant has also indicated that AAI has granted NOC for flyover near Milan Subway which also falls in the approach path of Rwy-09.

The case was discussed in the earlier Appellate Committee meeting held on 13.08.2010 wherein the Committee had directed AAI to conduct Obstacle Survey upto a distance of 02 Km from threshold of runway 09 and put up in the subsequent meeting of the Appellate Committee.

From the records, it is observed that the distance has been calculated by AAI from the basic strip of Rwy-09 while as per Para 1.3.1.4 of Annexure-II of the Notification 84E of January, 2010, the physical extremities of the Runway are to be considered for determining the distance. Further in case of displaced threshold, the permissible height shall be calculated based on approach surface and transitional surface with respect to the runway extremity or displaced threshold whichever is more restrictive. However, in case the threshold has been displaced due to obstacles of permanent nature, which are not likely to be



removed, the displaced threshold will be taken as reference point for the assessment of distance.

AAI has since conducted Obstacle Survey which has been put up to the Appellate Committee in this meeting vide drawing No:AAI/MIAL/APP/09/2010 (SURVEY) Cartography. AAI have also provided Grid Map of Mumbai Airport dated 15th March 2009 wherein the information pertaining to physical length of runways and displaced threshold on each end of the runway has been indicated. Also as per the Aeronautical Information Publication (AIP) dated 1st June, 2009 the landing distance available for runway 09 is 3045m and take off run / take off distance available for reciprocal runway 27 is 3448m.

The Grid Map as at above, provided by AAI indicates the total length of runway 09/27 is 3489 meters. This would mean that as per AIP data, the threshold at 09 end of the runway is displaced by 444 meters from the physical extremity of the runway.

On examination of the obstruction chart of AAI, it is seen that Mobile Rail Traffic Track (Sl.no.21 of the obstruction chart) is at a distance of 460 meters from runway 09 and is protruding the approach surface by 1.6 meters considering the runway 09 beginning as the reference point. Since the existing railway track is not likely to be removed or shifted in the future, the Committee is of the opinion that this could be considered as a permanent obstruction and that the distance assessment for determining permissible height needs to be based on this obstruction and consequent permanent displacement of threshold position as per para 1.3.1.4 of Annexure-II of the notification 84(E) of January 2010.



Asinha

The Committee on the basis of the above considers that AAI needs to recalculate the distances and permissible heights taking into consideration the confirmed figures of 09 runway physical dimensions, including permanently displaced threshold and thereafter issue NOC for the maximum permissible height at the site.

Sl.No.12

Case No.MM/054/2010

C/o Army Welfare Housing Organisation (AWHO)

The case was earlier discussed in the Appellate Committee Meeting held on 13.08.2010. The applicant was then informed to indicate, as contended by them, the relative distance of other higher buildings in the vicinity of their proposed site, with their location and their orientation with respect to the airport at Trivandrum. The applicant was also advised to provide contour of the hills in the vicinity of their site as presented by them.

While making the presentation to this Appellate Committee, the applicant confirmed that the highest point of their proposed building protrudes above the terrain in that area. Thus the shielding benefit due terrain is not applicable in this case. However, the applicant still maintained that buildings in the vicinity of their proposed site are higher than the heights proposed for their building. The applicant could not provide location of these referred buildings with respect to the airport.

The Committee is of the view that the applicant need to work out their proposal for shielding with respect to authorized buildings as per the provision on Notification 84 (E) of Jan 2010 and in case they still feel that they can get shielding benefit they can submit their contention for consideration of the Committee.



Aswaha

Sl.No:13

Case No.MUM/08/229

M/s.Mumbai Textile Mill Compound / M/s: Jawala Real Estate

The case was earlier discussed in the Appellate Committee Meeting held on 22.09.2010 wherein the Committee directed that the applicant should provide exact width and orientation with respect to Mumbai Airport, of the towers of individual buildings and the intra distances between the three proposed towers and buildings.

During the presentation in this meeting the applicant provided the distances between the individual towers but not when viewed in plan with respect to the airport.

The Committee is of the view that the applicant needs to provide further details directly to AAI i.e orientation of building including towers and intra distance of buildings/towers with respect to runway orientation as was discussed in the meeting. AAI should thereafter examine the case from AGA / CNS / Pan Ops criteria and provide their comments to the Committee.

Sl.No.14

Case No.MUM/09/313

M/s.Elel Hotels & Investment Ltd.,


Sl.No.14

Case No.MUM/09/313

M/s.Elel Hotels & Investment Ltd.

The case was discussed on the earlier meeting held on 22.09.2010 wherein the applicant had stated that they would work out different orientation and dimension of the tower so as to comply with the provisions of the Notification 84(E) of January 2010.

27 of 50



Aswika

The applicant has in this meeting submitted the revised drawings on orientation and width of the building and contended that their buildings now conform to the provisions of Notification 84(E).

The Committee is of the view that AAI should re-examine the case with respect to revised drawings submitted and issue NOC for maximum permissible height at this location. The Committee is also of the opinion that the NOC when issued should specifically indicate the referred drawings based on which the revised calculations have been done while issuing NOC.

Sl.No.15

Case No. 193-K

M/s. Akuti City Ltd.,

As per available records of AAI, the applicant was issued NOC for 56.27m AMSL vide AAI letter dated 2nd / 4th January 2006. The records however do not indicate the height requested by the applicant at that time. The above NOC was valid for 3 years from the date of its issuance, i.e. 16 Jan 2009. However, AAI (WR) vide their letter BT/1/NOC/CS/MUM/193-K dated 03.08.2010 had extended the validity of NOC upto 02.01.2011. The records also reveal that the applicant had submitted a fresh application on 20.03.2010 for grant of NOC upto a maximum height of 82.56m AMSL. The applicant has subsequently submitted a request on 11.08.2010 for height upto 82.57m AMSL and for considering the case in the Appellate Committee.

The Committee while taking note of the above extended validity of the NOC and the request of the applicant dated 11-08-2010, on examining the case, observed that the site lies on the IHS of Runway 09 of Santacruz airport at a distance of 3200 m from runway end and towards Bandra area. AAI vide their



letter dated 22-10-2010 have informed the applicant that no further height is permissible at the site and that the applicant was intimated that their case is being forwarded to the Appellate Committee.

During the presentation to the Appellate Committee in this meeting the applicant indicated that the project consists of 3 independent buildings for rehabilitation and one building for sale. The project is to benefit weaker section of society for housing purposes and is for accommodating existing slum dwellers to the extent of 45% of the plot whereby according to revised DCR by Maharashtra Govt. each slum dweller has to be given 269 sq.ft (an increase of 44 sq.ft. from the original plan).

The Committee considering the above justification, is of the view that an Aeronautical Study is needed to determine the maximum permissible height at the proposed site. While conducting the Aeronautical Study, the Committee desires that the impact, both qualitative and quantitative on the safety of aircraft operations over that area should be determined taking into consideration of other existing high rise buildings in the vicinity of the proposed site and also the impact of this obstruction should be studied through Collision Risk Modeling and/or Obstacle Assessment Studies.

Sl.No.16

Sl.No.16

Case No.MUM/09/211

Case No.MUM/09/211

M/s.Neelkamal Realtors Pvt.Ltd.,(D.B.Realty), C/o M/s B.S.Joshi

The site lies in the OHS of Santacruz Airport at 13,750m from the airport. On perusal of available records of AAI it is observed that applicant had initially applied for grant of NOC for a height of 243.96m AMSL vide their application dated 16/04/2009. They were issued NOC for height upto 232.77m AMSL vide AAI letter dated 29/07/2009. The applicant thereafter requested for

consideration of height upto 350m. AMSL, in their letter dated Jan 2010.

AAI vide their letter dated 16.08.2010 addressed to RED (WR) have cleared the height upto 311.27m AMSL.

The applicant has now appealed to the Committee for reconsideration of their case for grant of height upto 350m AMSL vide their letter dated 09.09.2010.

During the presentation to the Committee, the applicant intimated that the project is part of Rehabilitation Scheme of MHADA and entails mainly rehabilitation of 1332 persons belonging to the weaker section of society.

The applicant has requested for an Aeronautical Study.

The Committee keeping in view that the Project objective is for rehabilitation of weaker section of society, is of the opinion that Aeronautical Study would be needed to determine the maximum permissible height at this location as against the requested height of 350m AMSL by the applicant. The Committee

further desires that while conducting aeronautical study the impact, both qualitative and quantitative, on safety of aircraft operation over that area should be determined taking into consideration other highrise existing building in the vicinity of the proposed structure and also the impact of this structure be examined through Collision Risk Modelling and/or Obstacle Assessment Study.

Sl.No.17

Case No.MUM/09/212

Suresh Estates Pvt.Ltd., C/o B.S.Joshi (DB Realty)

The site lies in the OHS of Santacruz Airport at 12500m from the Airport. On perusal of available records of AAI it is observed that applicant had initially applied for grant of NOC for a height upto 244.219m AMSL vide their application dated 28/04/2009. They were issued NOC for height upto

Sl.No.18

Case No.MUM/10/134

CTS No.827A/4A/2 Malad East, C/o B.S.Joshi (DB Realty)

From the available records it is observed that the site lies in the OHS of observed in Santacruz Airport at a distance of 9700m from Santacruz Airport Mumbai. of 9700m the AAI had rejected vide their letter dated 24.05.2010 the request of the applicant dated 24.05.2010 dated 3rd April 2010 for a height of 332.538(AMSL). April 2010 for a height of 332.538(AMSL)

During the presentation the applicant submitted that the project is for applicant only construction of quarters for housing of Mumbai Police Personnel and is of vitalig of Mumbai public importance.

The Committee observed that the maximum permissible height at this location maximum p is 227.03m AMSL restricted due ASR. This figure also happens to be the site ASR. This evaluation as indicated by the applicant in their application dated 3rd February, 2010. However, as per BMC letter dated 29/01/2010 the site elevation varies dated 29/01 from 227.538m to 106.038m in that area. from 227.538m to 106.038m in that area.

The applicant informed the Committee that they would workout fresh layout of their buildings in that area taking into consideration their varying site taking into elevation and would resubmit their plans in that area so as to ensure that their plans in building conforms to the provision of notification 84(E) of Jan, 2010. provision of notification



Asinhi

206.83m AMSL vide AAI letter dated 29/07/2009. The applicant thereafter requested for consideration of height upto 350m AMSL vide their letter dated Jan 2010. AAI vide their letter dated 10.08.2010 addressed to RED (WR) AAI and copy to applicant have cleared the height max. upto 311.27M AMSL for building No.1 to 4 in that Plot and building No.2,3 & 5 have been cleared upto 202.95M AMSL.

The applicant has now appealed to the Committee for grant of height upto 350M AMSL vide their letter dated 09/09/2010.

On examination of AAI case file (Noting page 5 notes) it is revealed that the applicant had requested different heights for the five different buildings on the same plot. Three buildings (No.2, 3 & 5) have been cleared upto 202.95m AMSL, due restrictions by ASR while building No.1 & 4 have been cleared upto 311.27m AMSL, since their dimensions as seen by ASR subtends an angle of less than 0.4 degree on radar antenna and also the same is cleared from AGA criteria.

During the presentation the applicant indicated that this is a rehabilitation project and due statutory open space requirement on sides they need more height to fully utilize the FSI. On examination of the drawing and building layout submitted by applicant, it is observed that building Nos.1 to 5 are close to each other. It is also observed that AAI had not examined the overall impact of all the five buildings on that plot w.r.t. the performance of the ASR that plot w Mumbai.

The Committee is of the view that AAI should examine the above aspect and put up to the Committee is due course for assessing the appeal.



Asenhar

Case No.MUM/07/491

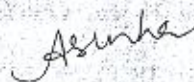
TS No.195(Pt), Village Andheri, C/o M/s. Vaidehi Akash Housing (P) Ltd.,

From available records it is observed that the site falls in 'approach funnel' of R/W 14 of Santacruz Airport at a distance of 4216m from end of R/W 14 and also lies within the conical surface. The applicant had requested height of 74.96m AMSL vide their application dated 27.11.2007. AAI had granted NOC for height of 65.66m AMSL on 26.02.2009.

The applicant now has requested NOC for height upto 90m AMSL vide their letter 20/08/2010. The applicant during presentation has indicated that plot under reference belongs to MHADA. The project is PPP model under DCR 33 of State Govt. The project is to accommodate 480 existing tenants of MHADA residing in 9 buildings situated in the plot under reference. These buildings were in dilapidated condition and same have been demolished. The tenants are presently residing in transit accommodation.

Since the site lies in Conical surface under Approach funnel of Runway 14, the more restrictive criterion between approach and conical surfaces could only be applicable as per para 5-1.1 of notification 84(E).

During the presentation, the applicant requested to get one more chance for presenting their case with details/documents etc. to justify their proposal. The Committee agreed to the same.



Sl.No.20

Case No.MUM/09/63

R.R.Chaturvedi Parel (CS98-99), C/o Shreepati Investment.

As per available AAI records the site lies in OHS of Santacruz Airport at a distance of 10150m from Santacruz Airport, Mumbai. The applicant had requested grant of height of upto 303.544m AMSL vide their applicant dated 30/01/2009. AAI vide their letter dated 17/04/2009 had granted NOC for height not exceeding 161.27m AMSL.

Thereafter the applicant vide their letter of 12th July, 2010 requested grant of height of 270.544m. AAI vide their letter of 09/09/2010 cleared height upto 173m AMSL against this request.

During the presentation, the applicant could not elaborate any justification for their request. They were informed that the height of 173m AMSL has been restricted due ASR.

The applicant desired to revise layouts, dimension and orientation of the building to conform to the provisions of notification 84(E) of Jan, 2010 and resubmit for consideration which was agreed by the Committee.

Sl.No.21

Case No.MUM/07/175

Jet Airway, SM Centre

On perusal of records available in AAI it is observed that:

- the site lies in IHS of Runway 32 of Santacruz Airport, Mumbai at 2712m from runway 32 end. The applicant had applied for grant of

Arvinda

NOC for height upto 73.75m AMSL on 16.04.2007. They were granted NOC upto height of 56.27m AMSL on 05.06.2009 by AAI.

- The applicant had thereafter applied for height upto 90m AMSL vide their letter dated 27/07/2010. AAI had informed the applicant vide letter dated 20/08/2010 that no further height (above 56.27m) AMSL can be granted and that the case is forwarded to Appellate Committee.
- During the presentation to the Appellate Committee, the applicant mentioned that the site falls in Bandra Kurla Complex and that in the past height upto 82.5m AMSL has been granted and also in some sectors there are hills within IHS above 100m AMSL. They also stated that the said project is under MMRDA for infrastructure development. They also referred to the request of MMRDA and Govt. of Maharashtra for special dispensation for enhanced height in Bandra Kurla Complex. The applicant had requested for Aeronautical Study.

In view of the above, the Committee is of the view that an Aeronautical Study needs to be carried out to determine the maximum permissible height at this location.

The Committee further desires that during the conduct of the Aeronautical Study the impact, both qualitative and quantitative, on the safety of aircraft operations over that area should be determined taking into consideration existing high rise buildings in the vicinity of the proposed structure and also the impact of this obstruction should be studied by employing Collision Risk Modelling and / or Obstacle Assessment Study.



Aerwise

Sl.No.22

Case No.483/09/HY

Triangle Builders

On perusal of available records of AAI it is seen that the site lies in the outer transitional surface and outside approach funnel at a distance of 8150M from Runway 09 of Hyderabad Airport.

The applicant had earlier requested for 725m AMSL in their application dated 24/11/2009 against which AAI (Hyderabad) issued NOC for 649m AMSL on 02.06.2010. The applicant vide their letter dated 20/08/2010 had requested reconsideration of their case for grant of height upto 725m AMSL against which AAI CHQ issued authorization to AAI Southern Region for grant of height upto 670M AMSL on 08/10/2010 and also informed the party that their case is being forwarded to Appellate Committee.

The applicant made a presentation to the Committee but could not indicate any justification for reconsideration of their case.

The Committee on examination notes that the maximum permissible height of 670m granted to the applicant is based on IAL procedures and therefore the Committee is of the view that no further height can be granted.

Sl.No.23

Case No.ER/06/09

Diamond Empire Estates (P) Ltd., Kolkata

From available records of AAI, it is observed that the site is in OHS of Kolkata Airport are lies at a distance of 13300m from OIL runway end at Kolkata

Asunta

Airport. The site also lies at 6700M from beginning of R/W of Behala Airport and therefore lies in OHS of that airport.

The applicant had requested NOC for height upto 260m AMSL vide their applicant dated 22/06/2010. AAI had issue authorization to AAI (ER) for issue of NOC upto the height of 180.02m AMSL on 06/08/2010.

The applicant vide their letter dated 30/08/2010 appealed seeking height of 260m AMSL as originally requested.

During the presentation the applicant informed that they propose to construct an ICONIC building at the said site, which will be the first of its kind in Eastern India.

On examination of the proposal, Committee notes that Behala Airport at present is non functional airport under AAI and is included in Annexure-III B of the notification of 84(E).

Further it is noted that the applicant has provided detailed layout and orientation of the building(s) with respect to Kolkata Airport to assess adverse impact, if any, on the performance of ASR at Kolkata Airport. This has been examined by AAI CNS Section. The total width as seen by radar for the building above 13.25m AGL works out to be approximately 62m which is less than the figure worked out for an angle of 0.40 degree as seen by the radar.

Thus the Committee is of the opinion that AAI can issue NOC upto desired height of 260M AMSL. The committee further desires that while issuing the NOC the dimensions of building as seen by radar and its orientation to be specifically mentioned in the NOC as referred in the relevant drawing submitted by the applicant and considered for clearing the heights.

Asuha

Sl.No.24

Case No.MUM/09/574

M/s. Sunny Field Plantation Ltd., C/o B.R.Gandhi Associates, Mumbai

From the available records, the site lies in the IHS of Santacruz airport at a distance of 3752m from beginning of runway 09. The applicant vide their application received by AAI (HQ) on 07.09.2010 indicated height of 85.850m AMSL. The records also reveal that AAI (WR) had earlier issued NOC on 04.02.2010 with reference to applicants letter dated 11.11.2009 for height exceeding 56.27 AMSL. The applicant vide their letter dated 26.07.2010 requested for review of the NOC granted to them on the plea that the proposed building is high rise building to accommodate permissible FSL. The applicant also pointed out that building upto 72m AMSL has been permitted in the vicinity of their plot. They also attached copy of NOC issued on 18.03.2009 to Shri Arun Kr.Dubey in support of their case. AAI (Hqs) vide their letter dated 21.09.2010 had informed the applicant that no further height is permissible at this location. Subsequently the applicant vide their letter dated 15.10.2010 requested for Aeronautical Study and NOC for a height of 86.78m AMSL.

During the presentation, the Committee desired proper justification/clarification for considering their case for Aeronautical Study. The applicant could not present their case to the satisfaction of the Committee and requested a hearing at a later date to present their case which was agreed to by the Committee.

Committee.

38 of 50

Arun

39 of 50

From the available records, the site lies in the IHS of Santacruz airport at a distance of 3320m from beginning of runway09. The applicant vide their application received by AAI (HQ) on 07.09.2010 indicated height of 99.97m AMSL. The records also reveal that AAI (WR) had earlier issued NOC on 09.07.2010 with reference to applicants letter dated 08.07.2009 for height not exceeding 56.27 AMSL . The applicant vide their letter dated 26.07.2010 had requested for review of the NOC granted to them on the plea that the proposed building is high rise building to accommodate permissible FSI. The applicant also pointed out that building upto 72m AMSL has been permitted in the vicinity of their plot. They also attached copy of NOC issued on 18.03.2009 to Shri Arun Kr.Dubey in support of their case. AAI (Hqs) vide their letter dated 21.09.2010 had informed the applicant that no further height is permissible at this location. Subsequently the applicant vide their letter dated 15.10.2010 requested for Aeronautical Study and NOC for a height of 89.75m AMSL.

During the presentation, the Committee desired to have proper justification/clarification for considering their case for Aeronautical Study. The applicant could not present their case to the satisfaction of the Committee and requested a hearing at a later date to present their case which was agreed to by the Committee.

Sl.No.26

Case No.MUM/10/365

Wadhwa Residency (P) Ltd., , Vikhroli, C/o B.Patrawala, Mumbai

According to available records of AAI site lies at 4040m from R/w-27 end and AAI site lies in the Conical Surface of Mumbai airport. The applicant had requested NOC for height of 134.81m AMSL vide application dated 24.05.2010.

AAI (WR) vide their letter dated 03/09/2010 had granted NOC for maximum height of 58.27m AMSL for the site. The applicant had vide their letter dated 04/09/2010 had appealed for grant of shielding benefit due to hills within IHS and that they need the requested height to accommodate parking with the building and to utilize full FSI. They have also requested Aeronautical Study.

On examination of the case the Committee observes that the distance presented by the applicant is 4160m from R/W-27 extremity, whereas records of AAI indicate the said distance as 4040m. Further, applicant while claiming shielding benefit from hills has not provided contours in that area.

In view of the above, the Committee is of the opinion that the applicant needs to provide WGS 84 coordinates of the site (four corners) and contours of hills from which they are requesting shielding benefit. This will enable AAI to determine correct distance to work out the maximum permissible height, and thereafter put up to the Appellate Committee for further examination for shielding benefit.

Asinba

Case No.MUM/10/362

"Platina Ghatkopar(w)"CTS 50(Pt), 50/2(Pt), 50/3, 50/4, 50/5(Pt), 50/7(Pt)C/o B.Patrawala, Mumbai

From the available records of AAI it is noted that the site lies at a distance of 4048M from R/W 27 end while the distance shown in the map provided by applicant is 4200M. The applicant had earlier asked for 132.97m AMSL vide their application dated 24.05.2010. The AAI (WR) had issued NOC upto 56.67m AMSL vide their letter dated 03.09.2010. While arriving at this height for issue of NOC by AAI, it is seen that the distance of the site has been assessed as 4048m from R/W27.

In their appeal letter dated 04.09.2010 the applicant has indicated that there are hills in that area and sought shielding benefit from the same. The applicant also indicated that the height sought by them is for consuming the FSI bought under TDR from the Govt. / MCGM. They also had requested Aeronautical Study. During their presentation to the Committee the applicant had no other justification, to provide.

The Committee after examination of the proposal is of the view that the applicant need to provide to AAI, the WGS 84 coordinates of the 4 corners of the actual site duly authenticated by Govt. Surveyor to enable proper assessment of distance of the site from Runway(s) of Mumbai airport and also the contours of the hills from which shielding benefit is sought. On receipt of the above, AAI may rework the maximum permissible height at this location. The applicant thereafter, if consider necessary, may approach the Committee.

*Aswie*

Sl.No.28

Case No.MUM/10/361

Wadhwa Residency Pvt. Ltd.,

CTS 50(Pt), 50/5(Pt), 50/6, 50/7(Pt), 50/35 to 50/G2

C/o B.Patrawala, Mumbai.

As per available records of AAI, the site lies at 3864m from R/W strip 27 and also lies in Approach surface of R/W27. However, as per map submitted by applicant with the appeal letter dated 04.09.2010 the site is shown at a distance of 4240m from R/W 27 end and on the fringe of approach funnel.

The Committee while examining the case takes note that the applicant had requested height of 131.58m. AMSL vide their application dated 24.05.2010.

The application does not contain WGS 84 coordinates of 4 corners of the site.

AAI vide their letter dated 03.09.2010 have issued NOC for height of 57.27m AMSL taking into consideration the distance of site as 3944m from runway strip as against the distance of 3864m worked out earlier and indicated in the case file. It is further observed that the NOC issued is based on site being in conical surface it becomes imperative to work out the exact distance of the site from runway end using the authenticated WGS84 coordinates of 4 corners of the site. Also the applicant in their appeal have requested for shielding benefit with respect to hills in vicinity.

However, the contours of the hills and their relative location viz a viz their site and the airport enabling them to get the shielding benefit have not been provided.

Since the applicant has claimed distance of site as 4240m which falls in conical surface it becomes imperative to work out the exact distance of the site from runway end using the authenticated WGS84 coordinates of 4 corners of the site. Also the applicant in their appeal have requested for shielding benefit with respect to hills in vicinity.

However, the contours of the hills and their relative location viz a viz their site and the airport enabling them to get the shielding benefit have not been provided.

Since the applicant has claimed distance of site as 4240m which falls in conical surface it becomes imperative to work out the exact distance of the site from runway end using the authenticated WGS84 coordinates of 4 corners of the site. Also the applicant in their appeal have requested for shielding benefit with respect to hills in vicinity.

However, the contours of the hills and their relative location viz a viz their site and the airport enabling them to get the shielding benefit have not been provided.

Since the applicant has claimed distance of site as 4240m which falls in conical surface it becomes imperative to work out the exact distance of the site from runway end using the authenticated WGS84 coordinates of 4 corners of the site. Also the applicant in their appeal have requested for shielding benefit with respect to hills in vicinity.

However, the contours of the hills and their relative location viz a viz their site and the airport enabling them to get the shielding benefit have not been provided.

Asinhe

The Committee is of the view that the applicant needs to provide to AAI the authenticated WGS-84 coordinates of the exact site to enable AAI to rework the maximum permissible height at this location and contours of hills as indicated above for taking into consideration by the Committee if any shielding benefit is available for the site.

Sl.No.29

Case No.MUM/06/321

M/s. Naman BKC Cooperative Housing Society (Ltd.), C/O J.Shah, Mumbai.

As per available records of AAI, the site lies in IHS of runway 32 at a distance of 2720m from runway 32 end. The applicant initially applied for issue of NOC for height upto 78.60m AMSL. AAI vide their letter dated 06.11.2006 have issue NOC upto 52.80m AMSL. This NOC was valid for 3 years from the date of its issue. The applicant subsequently vide their letter dated 12/03/2007 had requested for conduct of Aeronautical Study and had sought height upto 96.30m AMSL to enable them to consume full FSI. Thereafter on 1st July, 2010, the applicant made another application requesting grant of height upto 103.6m AMSL quoting issue of NOC to other parties up to 110m height in that area and also letter issued by Govt. of Maharashtra for special dispensation for increased height /clearance in that area.

The Committee also observed that AAI (HQS) vide their letter dated 18/08/2010, had directed the applicant to apply afresh for grant of NOC to AAI (WR) Mumbai. AAI (WR) vide their letter dated 8th Sept., 2010 revalidated the NOC dated 06.11.2006 upto 03/11/2011.



Asinher

Subsequently, AAI vide their letter dated 22/10/2010 informed the applicant that no further height could be granted to the applicant. However, AAI has put up the case to this Committee on the basis of the request dated 1st July, 2010 by the applicant to the Appellate Committee. The Committee is not able to ascertain from available records whether directive issued by AAI (HQRS.) in their letter of 18/08/2010 has been complied with. If affirmative, the papers concerning fresh application needs to be put up to the Committee.


Sl.No.30

Case No.ER/95/10

M/s Ideal Real Estates, Kolkata, "Ideal Exotica", New Alipore, Kolkata

From available records it is seen that the applicant had requested for height of 99.4m AMSL vide their application datd 05/04/2010. AAI (ER) vide their letter dated 17/05/2010 had cleared the height upto 55.07m/AMSL. The Committee during the presentation was informed that the site lies at 19000m from Kolkata Airport and it is in the OHS of Kolkata airport. The height upto 99.4m AMSL could be cleared from AGA criteria. The site has also been cleared to this height from CNS and IAL criteria. However, the height is restricted due AGA criteria with respect to Behala airport. The Committee notes that Behala airport is presently non-operational and is included in Annexure-IIIB of Notification 84(E) of January 2010.

The Committee is of the view that AAI (Hqrs) needs to confirm the exact distance of site with respect to Kolkata Airport to examine the case with



respect to Kolkata airport and issue NOC for maximum permissible height at this location.

Sl.No.31

Case No.MUM/10/141

Kumar Mordani, Bandra (W), Mumbai, Plot No.680 CTS E/144

As per available records of AAI, the site lies in IHS of Santacruz Airport at a distance of 2832m from runway 09. The applicant had requested grant of NOC upto height of 84.11m AMSL in their application dated 22nd February, 2010. AAI (WR) vide their letter dated 28/06/2010 had cleared the height upto 56.27m AMSL. In their appeal dated 22.09.2010 the applicant had requested for Aeronautical Study on the plea that height upto 124m AMSL have been granted in the IHS. The applicant during the presentation could not provide any other justification for enhanced height of 94m in their appeal as against their earlier request of 84.11m AMSL.

The Committee is of the opinion that the available justification is not sufficient to recommend an Aeronautical Study. However, if the applicant has any additional justification to provide, the same could be put up to the Committee in due course.

Sl.No.32

Case No.MUM/09/629

Industrial Laundry & Dry Cleaning Equipment(P) Ltd

The case was earlier discussed in the meeting of 13.08.2010 wherein the Aeronautical Study Report was studied and it was felt that CNS simulation study needs to be conducted to determine impact of this obstruction on ILS and then rework the maximum permissible height.

Asunta

beyond the established surfaces may be fixed approximately around 30-40% of the permissible elevation even though higher elevations are permitted due Aeronautical Study. In this regard, the Committee is of the view that the suggestion made by the Aeronautical Study Team needs to be worked out through technical logic which is not brought out in their Report. The matter would require indepth study before it is formalized as a policy decision.

The Committee also takes note of Para 2.1 of the Report which elaborates the purpose of the Aeronautical Study and that during such study the safety and regularity of aircraft operations as per the parameters contained in ICAO documents are considered. Furthermore, while recommending the Aeronautical Study, the Committee had made specific reference to be included in the Study for assessing the impact, both qualitative and quantitative, on safety over that area due to the proposed construction. In view of the above, the Committee does not consider the relevance of the said suggestion as contained in the instant case.

The Committee while examining the other recommendations in the Report does not consider the issue raised at Para 11 (ii) & (iii) as relevant in the instant case as the recommendations are of generic nature and based on assumption, and that the instance case is not in IHS, as referred in the said Para.

The Committee after taking into consideration the conclusions made in the Aeronautical Study Report read with the CNS Simulation Study Report and the comments as at above on the recommendations made in the Report, is of the view that the maximum permissible height at that location may be granted upto 131.0 mtrs. AMSL.



Asunha

Sl.No.33

Case No.MUM/09/633

M/s Bidco Engineering, C/o M/s Housing Development and Infrastructure Ltd. (Talati & Panthaky Associates Pvt. Ltd.) Mumbai.

The case was earlier discussed in the meeting held on 22/09/2010 wherein the the meeting Committee had considered the case and was of the opinion that since the plot and was falls within the approach surface of Rwy-14, no further height could be granted. This was based on the material available for the perusal of the material a Committee at that stage.

The applicant has requested now for reconsideration of their case since they had brought out detailed justification for the same. The Chairman had kindly consented to give them another opportunity for recommending their case.

The applicant presented the following justification for reconsideration of the Committee:

1. Part of their plot is allocated for MRTS Car Depot/Workshop and allied activities state.
2. As per the Govt. Notification No. TPB4308/674/CR-146/08/UP-ication No. 11 of 17th July, 2008, concerning the development of MRTS Car Depot, the developer is required to hand over free of cost 75% of is required the land for MRTS Car Depot. This land is to be used for Car Depot and maintenance of Metro Rail.
3. Also MMRDA requires to use the applicant's land for provision of 16 meter wide internal road for the Metro Rail.



This would leave only 18% land of theirs for Development by the applicant and permissible FSI is to be used in this part of land only.

The Committee took note of the above said presentation and feels that reconsideration of the applicant's case is justified since the applicant is able to use only 18% of their plot for their own purpose while 82% of their land is being used for external road development of MMRDA and Metro Rail Projects which is one of the vital transportation need being developed for people of Mumbai. The applicant is also constraint since 75% of the land allocated to him is being handed over free-of-cost to MMRDA for Metro Rail Project.

The Committee also noted that as per the AIP (India) for Mumbai dated 31st March, 1993, has shown landing distance of 2517 mtrs. for Rwy-14. Subsequently, as per AIP 1st June, 2006 the landing distance has been shown as 2526 mtrs. The AIP dated 1st June, 2009 have also shown the distance as 2526 mtrs. Also the other distances like TORA/TODA/ASDA have also remained similar over the period.

It is observed from the above that the landing distance of Rwy 14 has been around 2526 mtrs. for the last 17 years and the actual runway length was 2730 mtrs. as on 31st March, 1993 which has since been increased to 2926 mtrs. as on 1st June, 2009.

It may be seen from the above that the threshold at 14 end of the Rwy remained displaced for the last 17 years.

The Committee has also noted that the plot is at a distance of 4656 mtrs from end of Rwy-14 and falls within the approach funnel of Rwy-14. As per Notification S.O. 84(E) of January, 2010, the criteria to be utilized for granting



Asmita

maximum permissible height for buildings which fall within two surfaces, the more restrictive of the two is to be considered. In this particular case, the more restrictive criteria emerges from the fact that the site lies within conical surface of Rwy-14. The consideration of more restrictive surface has been basically to provide higher safety margins. In this particular case, even though the site falls within the approach funnel, the aircraft during operations at R/W-14 would be following normal approaches and take-offs with respect to declared distances of TORA/TODA/LDA/ASDA which takes into account the displaced threshold and hence the safety margins for flights operations have already been taken into account.


Keeping the above in view, the Committee is of the opinion that approval from Competent Authority would be needed in the instant case, which will not be quoted as a precedent, viz.:

- (i) The assessment of permissible height should be made based on displaced threshold from approach surface consideration.
- (ii) Permissible height to be calculated only on the restrictions due to approach surface and the restrictions due to conical surface need not be considered.

The Committee meeting concluded with thanks to the Chair.


(A.K. MISRA)
Outside Expert
Member


(A.K. (K) GOHAIN)
Outside Expert
Member


(ALOK SINHA)
Joint Secretary, M/o Civil Aviation
Chairman


(ALOK SINHA)
Joint Secretary, M/o Civil Aviation
Chairman

New Delhi
Date: 02/11/2010