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Minutes of the Meeting of No Objection Certificate (NOC) Appellate Committee held on 22/06/2010 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 Members of the Appellate Committee were also present:

1. Sh. Praveen Seth - Member (Ops.)
2. Sh. A.K. Misra, former Member (Plng.), AAI - Outside Expert
3. Sh. K. Gohain, former DGCA - Outside Expert
4. Sh. V.K. Yadava, - ED(ATM), AAI

The Committee was assisted by Sh. V.K. Dutta, GM(ATM) & also In-charge NOC Cell of AAI.

There were total no. of 32 cases submitted by AAI for consideration of the Committee, out of which 06 were absent (Case No.770/08/Hyderabad, 771/08/Hy, 772/08/Hy., 773/08/Hy, Mum/08/413 and Mum/07/56).

The applicants were given a hearing by the Committee and the following decisions are made with respect to the individual cases as given below:

• Case Sl. No. 1

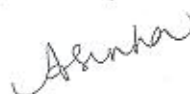
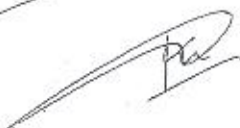

Raja Aederi Consultants Pvt. Ltd.

MUM/08/314

The site lies in the IHS of Santa Cruz Airport at the distance of 1976 mtrs. from the nearest runway (32) end.

The case was discussed during the last meeting and AAI was directed by the Committee to examine the case in detail and to put up in the next meeting. The AAI representative informed the Committee that the applicant had applied for NOC for a height of 54.42 mtrs. AMSL vide their letter dated 27.08.2008. Against this application AAI granted NOC for 48.84 mtrs. AMSL on 26.11.2008. Thereafter on 23.11.09, the applicant had requested AAI for height of 90 mtrs.. However, NOC was accorded by AAI upto height of 56.27 mtrs. on 09.12.09 against this request. By a letter dated 04.01.2010, the applicant had requested for consideration of their case by Appellate Committee for granting height upto 94.42 mtrs. AMSL.

The applicant also informed the Committee that the project falls under MMRDA State Govt. Body which is responsible for undertaking infrastructural development of the city. The applicant also requested for Aeronautical Study to determine the maximum permissible height at that location.



Considering the importance of infrastructural development of Mumbai city, the Committee is of the opinion that AAI may be directed to conduct Aeronautical Study to determine the maximum permissible height at this location. The Committee is also of the view that the agency while conducting Aeronautical Study should also study the overall impact both qualitative and quantitative on the safety of aircraft operations taking into consideration other existing high rise buildings in the vicinity of the proposed structure.

• Case Sl. No. 2

M/s Joyous Housing Ltd.

MUM/06/218

The applicant had requested for grant of NOC upto height 280 mtrs. AMSL on 21/05/2006 and the same was granted by AAI on 25/03/2008 after conducting Aeronautical Study. Thereafter, the applicant has directly approached the Appellate Committee to consider grant of NOC for a height of 513.933 mtrs. AMSL vide their letter dated 05.09.2009.

Since the applicant had already been granted the height of 280mtrs. AMSL as requested by them in March, 2008 after conduct of Aeronautical Study, the Committee is of the opinion that in case the applicant desires to apply for higher structure, they should apply as fresh case to AAI.

The Committee is of the view that the case does not therefore qualify to be considered by the Appellate Committee.











• Case Sl. No. 3

M/s Chaitra Realty Ltd.

MUM/08/25

The Case was considered during the last meeting and the Committee had then recommended that "the Aeronautical Study needs to be conducted to determine the maximum permissible height at that site, if the applicant makes a request in this regard".

AAI representative informed the Committee that the request has since been received by AAI for the Aeronautical Study and that AAI will be conducting the same and putting up to the Committee in due course.

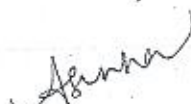
Further, the Committee is of the view that the agency while conducting Aeronautical Study should also study the overall impact both qualitative and quantitative on the safety of aircraft operations taking into consideration other existing high rise buildings in the vicinity of the proposed structure.

• Case Sl. No. 4

M/s Riveria Commercial Developers Ltd.

NR/2008/291

During the last meeting on 3<sup>rd</sup> June, 2010, AAI representative had informed the committee that the applicant had not deposited the requisite fee for appeal and therefore the Committee could not take up the case for examination.



AAI representative has now informed the Committee, that the requisite fee has since been received by AAI.

As per the information provided by AAI representative that (1) the site lies in the IHS of Safdarjung Airport. (2) the applicant had requested for an NOC for 275.70 mtrs. AMSL on 28.07.2008. (3) they have been granted NOC upto height of 256.84 mtrs. AMSL on 13.02.2009.

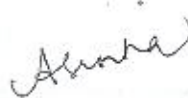
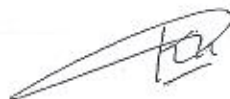
The applicant thereafter approached the Appellate Committee for reconsideration of their case for grant of height upto 275.70 mtrs. AMSL, as initially applied, vide their letter dated 24.03.2009.

During the discussion, the applicant informed the Committee that the project is being executed under Public Private Partnership arrangement between NDMC and DLF for commercial development on the plot housing Chanakya Cinema at present. However, the applicant could not provide exact distance of the plot from the nearest end of runway at Safdarjung Airport. Even though the applicant requested for providing shielding benefit with respect to other high rise buildings like Leela Hotel and Akbar Bhawan in that area, they could not provide relative locations of the above said buildings with respect to their plot and hence the case could not be concluded.

The Committee is of the view that the applicant be advised to provide the above said details for consideration of the Committee.



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• Case Sl. No. 5

Mr. VM Shah, C/o Ms. Maya Vaidya, Mumbai.

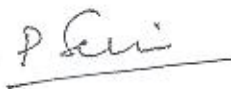
80H

AAI representative informed that the site lies in IHS of runway 14 of Santa Cruz Airport and that the distance of the site from edge of basic strip of runway 14 is 1880 mtrs.

On perusal of available records it is observed that (1) the applicant was earlier issued NOC granting height of 56.00 mtrs. AMSL vide AAI letter dated 9<sup>th</sup> August, 2005 against their request of 56mtrs. AMSL. (2) AAI revalidated the NOC upto 56 mtrs. AMSL on 20<sup>th</sup> May, 2009 against the applicant's request dated 30.07.2008. (3) the applicant also applied to AAI for NOC for a height of 66 mtrs. AMSL vide their application dated 7<sup>th</sup>/9<sup>th</sup> April, 2009.

The applicant also applied to AAI for reconsideration of their case vide their letter dated 05.09.2009 which AAI has brought up to the Appellate Committee for consideration.

The Committee after deliberation is of the view that AAI should in the first instance, examine the case as per the applications dated 7<sup>th</sup>/9<sup>th</sup> April, 2009 and 5<sup>th</sup> Sept., 2009 addressed to AAI and put up their views to the Committee for consideration.



- Case Sl. No. 6 (Hy/08/770)
- Case Sl. No. 7 (Hy/08/771)
- Case Sl. No. 8 (Hy/08/773)
- Case Sl. No. 9 (Hy/08/772)
- Case Sl. No. 10 (Mum/08/413)
- Case Sl. No. 11 (Mum/07/56)

Absent

- Case Sl. No. 12

M/s Adhunik Power & Natural Resources Ltd., Kolkata.  
ER/NOC/199/9

The case was considered in the last meeting on 3<sup>rd</sup> June, 2010 wherein the Committee recommended that AAI should study the case and put up to Committee in the subsequent meeting with all relevant details/clarifications.

AAI representative informed that the applicant had requested for height of 457.90 mtrs. AMSL on 25.07.09 but was granted the height of 445.73 mtrs. AMSL vide AAI letter dated 24.12.2009.

From available records, it is observed that the applicant had subsequently requested for reconsideration of their case for grant of height upto 457.90 mtrs. AMSL vide their letter received in AAI (Eastern Region) on 06.01.2010. Thereafter the case was referred by AAI to Appellate Committee.

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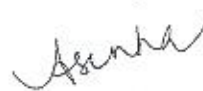
The applicant during the presentation to the Committee stated that as per the Ministry of Environment and Forest norms, the height of the Chimney for their power plant should be minimum 275 mtrs. AGL which works out to be 457.90 AMSL. The applicant mentioned that the Thermal Power Plant being set up in that area is besides developing the infrastructure & upliftment of villages in nearby tribal area will primarily meet the requirement of deficit electrical power particularly for the backward areas of the State. It was also informed that the site does not fall in the approach funnel of the nearest Airport at Jamshedpur.

During the presentation, the applicant had claimed that the site is approximately 12000 mtrs. from ARP of Jamshedpur Airport as against 10250 mtrs. calculated by AAI.

The Committee advised the applicant to submit authenticated coordinates of the location of the proposed chimney directly to AAI to enable them to work out correct distance and the permissible height. In case they do not get the required height from AAI, the case could be brought up to the Appellate Committee.

- Case Sl. No. 13  
M/s Maya Vaidya, Mumbai.  
MUM/08/544

On perusal of available records, it is revealed that (1) the applicant had applied for NOC up to the height of 56 mtrs. AMSL vide their application dated 19<sup>th</sup> November, 2008. (2) this height of 56m AMSL was granted by AAI vide their letter dated 2<sup>nd</sup> Feb., 2009. (3) Thereafter, the applicant





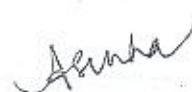
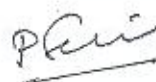
approached GM(ATM-NOC), AAI for grant of height at same location up to 76.195 mtrs. AMSL vide their letter dated 13<sup>th</sup> May, 2010. The justification given by the applicant for grant of higher height was that higher buildings are existing in the vicinity of their plot.

The case has been examined by AAI Head Quarter on their file and they are of the view that with revised notification, the maximum height of 56.27mtrs. AMSL could only be permitted. Examination of available records however reveal that this decision of AAI was not communicated to the applicant. Neither there is any appeal application by the applicant to the Competent Authority.

The Committee is therefore of the view that the result of examination by AAI be communicated to the party and in case party so desire they may approach the Appellate Committee through proper channel for consideration of their case.

- Case Sl.No. 14  
M/s Kalpataru Properties, Mumbai.  
MUM/06/37

The site lies in the IHS of runway 09 of Santa Cruz Airport. As per details provided by AAI representative the applicant had requested for NOC for a height of 100 mtrs. AMSL on 17.07.2006, but were accorded height of 73.55 mtrs. AMSL on 25.03.2008 by AAI after conduct of an Aeronautical Study. The applicant vide their subsequent letter dated 10.05.2010 had requested to Appellate Committee to consider their case for grant of height



upto 95 mtrs. AMSL and had requested for an Aeronautical Study to determine the maximum permissible height at that location.

The Committee during the hearing requested the applicant to provide details of changed circumstances to justify second Aeronautical Study at the same location. Since the applicant could not provide any justification for the changed circumstances, the Committee is of the view that the case can only be considered afresh after the applicant provides such details and justification.

- Case Sl.No. 15

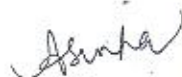
M/s Marchon Textiles Industries Private Ltd., Mumbai.

MUM/09/377

As per the information provided by AAI representative the site falls in the IHS of runway 14, and at a distance of 1840 mtrs. from the nearest end of runway (14) at Mumbai Airport.

The applicant had requested for grant of NOC upto height 56.27 mtrs. AMSL on 17/07/2009 and the same was granted by AAI on 21/10/2009. Thereafter, the applicant has directly approached the Appellate Committee to consider grant of NOC for height of 62.80 mtrs. AMSL on 25.05.2010.

During discussions with the applicant, it has come to light that the applicant did not approach AAI for grant of height upto 62.80 mtrs. AMSL before approaching the Appellate Committee.



The Committee is of the view that the applicant should apply to AAI for grant of NOC as per their new requirement of height and in case AAI does not grant the NOC for the requested height, the matter could then be brought upto the Appellate Committee, on receipt of application for such a request by the applicant.

• Case Sl.No. 16

M/s Pooja Constructions., Mumbai.

MUM/09/391

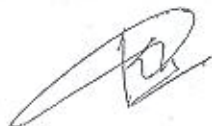
On perusal of available records it is revealed that (1) the applicant had earlier sought NOC for a height of 81.50 mtrs. AMSL on 23.07.2009 against which they were granted NOC for 56.27 mtrs. AMSL vide AAI letter dated 14.12.09. (2) Subsequently, they have requested for grant of NOC upto the height of 72 mtrs. AMSL vide their letter dated 27.05.2010 revising their original request of 81.50 mtrs. AMSL.

In the meeting, the applicant during their presentation, indicated that their request for grant of height of upto 72 mtrs. AMSL as against their earlier request for 81.50 mtrs. AMSL is based on the fact that there are authorised buildings in the vicinity of the applicant's plot which have been given similar heights.

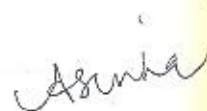
The applicant during their presentation stressed for an Aeronautical Study.

The Committee is of the view that an Aeronautical Study needs to be carried out to determine the maximum permissible height in that location











subject to confirmation of their request in writing 'for Aeronautical Study.'

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 other existing high-rise buildings in the vicinity of the proposed structure.

• Case Sl.No. 17

M/s Industrial Laundry And Drycleaning Equipments Co. Pvt.

Ltd., Mumbai.

MUM/09/629

According to AAI representative, the site is located in the conical surface of Mumbai Airport at a distance of 4624 mtrs. from nearest runway (14) end.

The applicant during the presentation to the Committee informed that they were given a height of 87.48 mtrs. AMSL vide AAI letter dated 05.03.2010 as against the height of 198.76 mtrs. AMSL, earlier sought by them on 08.12.09. The applicant has now represented to GM(ATC-NOC) on 15.06.2010 that their request may be considered for the revised enhanced height of upto 179.00 mtrs. AMSL as against their earlier request of 198.76 mtrs. AMSL. The applicant has further stated that they need additional height for infrastructure development under the TDR Scheme. During the presentation to the Committee, the applicant also stated that height upto 124 mtrs. AMSL has been granted after Aeronautical Study for a structure



in the vicinity of their plot. The applicant has requested that an Aeronautical Study may also be conducted for the revised enhanced height sought by them.

The Committee after detailed discussions on the presentation and examining the records is of the view that an Aeronautical Study needs to be conducted to determine the maximum permissible height at that 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 other existing high-rise buildings in the vicinity of the proposed structure.

• Case Sl. No. 18

M/s Talati & Panthaky – Associated Pvt. Ltd., Mumbai.

MUM/09/623

As per the information submitted by AAI representative, the site lies in the conical surface of R/w 14 of Santa Cruz Airport. On perusal of available records, it is revealed that (1) the applicant has earlier sought NOC for 108.26 mtrs. AMSL against which they were granted height of 91.27 mtrs. AMSL vide AAI letter dated 30.03.2010. (2) the applicant has applied directly to the Appellate Committee for the enhance height of 149.06 mtrs. AMSL



During discussions with the applicant, it has come to light that the applicant did not approach AAI for grant of height upto 149.06 mtrs. AMSL and thus the Committee is of the view that the case does not qualify to be considered by the Appellate Committee.

• Case Sl. No. 19

M/s Bhupendra Patrawala., Mumbai.

MUM/09/516

On perusal of available records it is revealed that (1) the applicant had earlier applied for an NOC for a height of 67 mtrs. AMSL on 9<sup>th</sup> September, 2009 against which they were given 56.27 mtrs. AMSL vide AAI letter dated 08.02.2010. (2) The applicant has now put up an appeal on 15.06.2010 to the Committee for reconsideration of their case.

While presenting their case, the applicant informed that the height of 67 mtrs. AMSL is required for rehabilitation of tenants, who are already occupying the existing building at this location, and that the building is for private use. The applicant is also requesting shielding benefit with respect to existing buildings in that area.

The Committee is of the view that the applicant should give specific reference of building(s) from which shielding benefit is being sought and the relative position of these buildings vis.-a-vis. the applicant's building and the runways at Mumbai Airport before the case could be considered by the Appellate Committee.



Case Sl. No. 20.

M/s VK Chari Consultants, Mumbai.

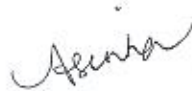
MUM/06/495

According to AAI representative the site falls in the IHS of Mumbai Airport at a distance of 2728 mtrs. from nearest runway (09) end.

Examination of available records indicate that (1) the applicant had earlier requested for 78 mtrs. AMSL in 2006 and was granted NOC for 48 mtrs. AMSL in April, 2007. (2) Thereafter AAI reconsidered the case and issued a 2<sup>nd</sup> NOC upto 56.27 mtrs. AMSL on 2<sup>nd</sup> March, 2010. (3) The applicant have now approached GM(ATC-NOC), AAI vide their letter dated 10.03.2010 for grant of NOC at the same location upto a height of 97 mtrs. AMSL.

The applicant during the hearing have stated that structures upto the height of 110 mtrs. AMSL in the vicinity of their proposed site have been granted NOC and hence their case for a height of 97 mtrs. AMSL may also be considered.

The Committee is of the view that since the applicant has not made any application to the Appellate Committee, the matter needs to be examined in the first instance by AAI and the Committee can only consider cases wherein the applicant has made specific appeal to the Appellate Committee against rejection by AAI of their application for grant of requested height.



• Case Sl. No. 21

M/s Mohan Babani., Mumbai.

MUM/08/530

On perusal of available records it is revealed that (1) the applicant had earlier applied for height of 79.479 mtrs. AMSL in August, 2008 against which they were accorded NOC for a height of 56.27 mtrs. AMSL on 19.08.2009. (2) the applicant thereafter had applied vide their application dated 12.03.2010 for grant of height upto 68 mtrs. AMSL at the same location.

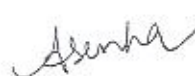
The applicant during their presentation had indicated that a number of high-rise buildings are already authorized in that area by AAI in the past. The applicant has also made request for conduct of Aeronautical Study.

The Committee is of the view that an Aeronautical Study needs to be conducted to determine the maximum permissible height at that 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 other existing high-rise buildings in the vicinity of the proposed structure.



PLC





• Case Sl. No. 22

• M/s Consultant Combined, Mumbai.

MUM/07/20

It was revealed during examination of available records that (1) initial application for 67 mtrs. AMSL was received in Jan., 2007 and NOC was granted for 48.80 mtrs. AMSL on 20.03.2009.

(2) The case was further re-examined by AAI in July 2009 for grant of NOC upto the height of 71.80 mtrs. AMSL and the NOC was then issued upto 56.27 mtrs. AMSL vide AAI letter dated 07.09.2009.

The applicant has now appealed to the Committee directly for a height of 71.80 mtrs. AMSL without any justification in the presentation except that there are other tall buildings in that area which are higher than the height requested by the applicant.

The Committee is of the view that the case can be examined only after the relevant details like location of site with respect to other high rise buildings etc. and proper justification for considering the case are provided by the applicant.

• Case Sl. No. 23

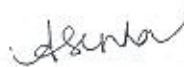
M/s Consultant Combined, Mumbai.

MUM/06/84

It was revealed during examination of available records that (1) initial application for 64 mtrs. AMSL was received in 2006 and NOC was granted





for 56.27 mtrs. AMSL on 18.05.2006. (2) Subsequently NOC was revalidated on 12.05.2010 as per the applicant's request dated 03.05.2010.

The case was earlier rejected by the Committee in its meeting dated 27<sup>th</sup> April, 2010 as the NOC was found invalid at the time of appeal. The applicant thereafter had got his NOC revalidated as at above and directly approached the Appellate Committee for a hearing.

During presentation the applicant could not justify except that another building in its vicinity has been granted higher height.

The Committee is of the view that the revalidation of NOC on 12/05/2010 needs clarification from AAI and therefore the case cannot be considered by the Appellate Committee. However, in case the applicant so desires, he can move a fresh application to AAI.

• Case Sl. No. 24, 25, 26 & 27

M/s Omega Investments and Properties Ltd., Mumbai.

MUM/07/455

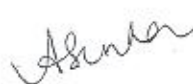
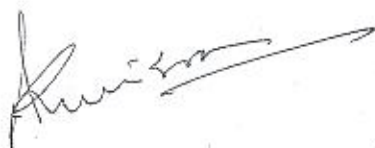
MUM/07/459

MUM/07/456

MUM/07/478

MUM/07/479

The applicant in all the above five cases had sought shielding benefit from the natural terrain. All the plots lie within the IHS of runway (27) of Mumbai Airport.



During the presentation, the applicant could not identify the said plots and their relative locations vis.-a-vis. the contour of the natural terrain from which shielding benefit is being sought. The contour height at various stretches of the high terrain was also not categorically established. Examination of records as submitted by the applicant to AAI reveals that the charts giving location of plots on the contours are not authenticated by any licensed surveyor. Also in one of the charts of the applicant, it is mentioned that the contour levels are to be reduced by 24.47m to obtain actual contour levels Above Mean Sea Level.

The Committee is of the view that applicant should submit location of each plot separately with respect to nearest end of runway indicating highest contour between runway and proposed site. The above said contours should be duly authenticated by Govt. licenced Surveyors or Survey of India.

The Committee considers that the cases can be considered only after above details for all 5 plots are received from the applicant.

- Case Sl. No. 29

M/s Starlight System Pvt. Ltd.

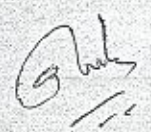
MUM/06/246

The case was discussed earlier in the meeting held on 27/04/2010 wherein the Aeronautical Study Report of AAI was considered. The Committee had then advised that applicant should provide authenticated maps/charts of buildings in their two plots R1.2 & R1.3 and also their relative location with respect to Shree Naman Hotel as seen from runway 32 end.



PSG

*Alena*



AAI representative informed the Committee that the above said information has since been submitted by the applicant to AAI. AAI also confirmed to the Committee that on examination of the submitted documents, both the plots referred in the subject case are eligible for "Shielding" benefit and thus can be cleared upto the height of 80.12m AMSL.

The Committee on the basis of the above, clears height of upto 80.12 m AMSL for the referred plots.

• Case Sl.No. 30

M/s Enam Financial Consultants Mumbai.

MUM/06/456

The applicant had sought clearance for height of 75.67 metres AMSL for which aeronautical study was conducted by AAI in June, 2010 as was earlier recommended by the Committee. The Aeronautical Study Report has dealt with the impact of the construction on the safety and regularity of aircraft operations and also the effect on the coverage of air navigation aids. The aeronautical study conducted by Airports Authority of India examined the impact on Obstacle Limitation Surfaces, PAN-Ops and CNS criteria. As per ICAO Annex '14' recommendation contained in Para 4.2.20, "*New objects or extension of existing objects should not be permitted above the conical and inner horizontal surfaces except when in the opinion of the appropriate authority, an object would be shielded by an existing immovable object or after aeronautical study, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircrafts.*"



Further as contained in Para 2.1 of the Report, since the proposed construction is penetrating the Inner Horizontal Surface by 19.40 metres, the examination has been carried out to determine its impact on the Obstacle Limitation Surfaces, PAN-Ops surfaces and impact on CNS criteria.

The Aeronautical Study Report, after due deliberations by the Committee, has observed that though the proposed construction penetrates the IHS, however, the PAN-Ops aspects, safety and regularity of aircraft's operational aspects are not affected at the Mumbai CSI Airport. The proposed construction does not affect the minimum visual manoeuvring altitude, minimum sector altitude, minimum radar vectoring altitude, VOR procedures, OCA/H of Surveillance Radar Procedures, OCH of ILS procedures of all runways as existing today for the airport. Examination of the CNS aspects has also cleared the height as requested for ILS/VOR and ARSR criteria.

The Aeronautical Study Report submitted by AAI also included certain generic comments/observations/recommendations at Para 10 & 11 of the Report which are normally applicable in all such cases wherein aeronautical study is ordered by the Competent Authority. These do not have any specific impact on the findings of the aeronautical study in this particular case.

The Committee, therefore, clears height to 75.67 metres AMSL.

- Case Sl.No. 31

Middle Income Group III Cooperative Housing Society.

MUM/06/493

The applicant had sought clearance for height of 75.95 metres AMSL for which aeronautical study was conducted by AAI on 10<sup>th</sup> June, 2010 as was earlier recommended by the Committee. The Aeronautical Study Report has dealt with the impact of the construction on the safety and











regularity of aircraft operations and also the effect on the coverage of air navigation aids. The aeronautical study conducted by Airports Authority of India examined the impact on Obstacle Limitation Surfaces, PAN-Ops surfaces and impact on CNS criteria. As per ICAO Annex '14' recommendation contained in Para 4.2.20, "*New objects or extension of existing objects should not be permitted above the conical and inner horizontal surfaces except when in the opinion of the appropriate authority, an object would be shielded by an existing immovable object or after aeronautical study, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircrafts.*"

Further as contained in Para 2.1 of the Report, since the proposed construction is penetrating the Inner Horizontal Surface by 19.68 metres, the examination has been carried out to determine its impact on the Obstacle Limitation Surfaces, PAN-Ops surfaces and impact on CNS criteria.

The Aeronautical Study Report, after due deliberations by the Committee, has observed that though the proposed construction penetrates the IHS, however, from the PAN-Ops consideration, the safety and regularity of aircraft's operational aspects are not affected at the Mumbai CSI Airport. The proposed construction does not affect the minimum visual manoeuvring altitude, minimum sector altitude, minimum radar vectoring altitude, VOR procedures with respect to OCA/H, OCA/H of Surveillance Radar Procedures, OCH of ILS procedures of all runways as existing today for the airport. Examination of the CNS aspects has also cleared the height upto 75.95m AMSL.

The Aeronautical Study Report submitted by AAI also included certain generic comments/observations/recommendations at Para 10 & 11 of the Report which are normally applicable in all such cases wherein aeronautical study is ordered by the Competent Authority. These do not have any specific impact on the findings of the aeronautical study in this particular case.



The Committee, therefore, clears height upto 75.95 metres AMSL.

• Case Sl.No. 32

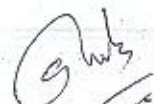
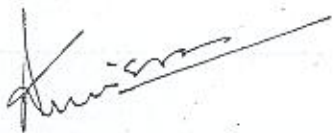
M/s Anil Patil Consultants Pvt. Ltd.

448-F

The applicant had sought clearance for height of 83.75 metres AMSL for which aeronautical study was conducted by AAI in June, 2010 as was earlier recommended by the Committee. The Aeronautical Study Report has dealt with the impact of the construction on the safety and regularity of aircraft operations and also the effect on the coverage of air navigation aids. The aeronautical study conducted by Airports Authority of India examined the impact on Obstacle Limitation Surfaces, PAN-Ops and CNS criteria. As per ICAO Annex '14' recommendation contained in Para 4.2.20, "*New objects or extension of existing objects should not be permitted above the conical and inner horizontal surfaces except when in the opinion of the appropriate authority, an object would be shielded by an existing immovable object or after aeronautical study, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircrafts.*"

Further as contained in Para 2.1 of the Report, since the proposed construction is penetrating the Inner Horizontal Surface by 27.48 metres, the examination has been carried out to determine its impact on the Obstacle Limitation Surfaces, PAN-Ops surfaces and impact on CNS criteria.

The Aeronautical Study Report, after due deliberations by the Committee, has observed that though the proposed construction penetrates the IHS, however, the PAN-Ops aspects, safety and regularity of aircraft's operational aspects are not affected at the Mumbai CSI Airport. The proposed construction does not affect the minimum visual manoeuvring





altitude, minimum sector altitude, minimum radar vectoring altitude, VOR procedures, OCA/H of Surveillance Radar Procedures, OCH of ILS procedures of all runways as existing today for the airport. Examination of the CNS aspects has cleared the height upto 63.46 m AMSL with respect to ASR criteria. Since the width of the structure is more, it cannot be considered as small object and thus, the height requested penetrate into the ASR surface and therefore on this account, the height is restricted to 63.46 metres.

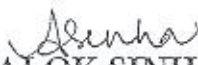
The Aeronautical Study Report submitted by AAI also included certain generic comments/observations/recommendations at Para 10 & 11 of the Report which are normally applicable in all such cases wherein aeronautical study is ordered by the Competent Authority. These do not have any specific impact on the findings of the aeronautical study in this particular case.

**The Committee, therefore, clears height to 63.46 metres AMSL.**

  
(A.K. MISRA)  
Outside Expert  
Member

  
(K. GOHAIN)  
Outside Expert  
Member

  
(P. SETH)  
Member (Ops), AAI  
Member

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

New Delhi  
Date: 29/06/2010