

**Ministry of Civil Aviation**  
**Rajiv Gandhi Bhawan, New Delhi-110003**

**Minutes of the Meeting of the Appellate Committee for height clearance held on**  
**11<sup>th</sup> July, 2014**

Reference Ministry of Civil Aviation letter No. AV.20036/66/2000-AAI dated 15-10-2012 read with letters dated 31-12-2012 and dated 04-01-2013, the Appellate Committee constituted to consider appeal/grievance made by different applicants with regard to the height allocated to them by AAI for their construction vis-à-vis the height sought by them, held its meeting under the Chairmanship of Joint Secretary, Ministry of Civil Aviation (MOCA) on 11<sup>th</sup> July, 2014.

The following Committee members were present:-

1. Sh. V. Somasundaram - Member (ANS), AAI
2. Sh. J.S. Rawat - Jt. DGCA
2. Sh. K. Gohain - Technical Expert

The Committee was assisted by Sh. A.K. Dutta, ED(ATM) and Sh. A.K. Bhardwaj, GM (ATM-NOC) of Airports Authority of India (AAI).

The following decisions were taken for the appeal cases that were brought up in this Committee Meeting:

**1. M/s Godrej & Boyce Mfg. Co. Ltd. Secunderabad.**

Cas. No.: HY/284/11  
CHQ File No.: AAI/20012/196/2011-ARI(NOC)  
NOCAS ID: HYDE/SOUTH/B/111512/025  
Site Address: Survey Nos. 405, 406, 407(P) , 408 & 409(P) at Kukatpally Village, Balanagar Mandel, Ranga Reddy District, Andhra Pradesh.

The proposed site lies in Inner Horizontal Surface and is at a distance of 3748 m from Rwy 09 Hyderabad Airport.

The applicant had initially requested a height of 623.00 m AMSL vide letter dated 22.03.2011 against which they were authorised a height of 574.80 vide AAI letter dated 06.09.2011 and subsequently granted a height of 575.96 m AMSL in letter dated 06.02.2012. Applicant in his letter dated 03.05.2012 has reiterated for height of 623.00 m AMSL requesting Aeronautical Study giving reference of nearby building of M/s Emami Construction Pvt. Ltd., which applicant claim is 1 km away from the proposed site of the applicant.

*Asintha*

The case was heard in Appellate Committee meeting held on 24<sup>th</sup> August, 2013 wherein the Committee decided that the applicant is required to submit support letter within 15 days from the local state authorities justifying the height of 623.00 m AMSL and also that this plot has to accommodate road widening which was brought out in the presentation.

The applicant submitted a letter from Greater Hyderabad Municipal Corporation letter dated 20.01.2014.

The Case was again heard in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant to provide letter from the Greater Hyderabad Municipal Corporation recommending the specific height required for the applicant's project taking into consideration the requirement of road widening as per the local bodies bye-laws.

The applicant thereafter submitted the Greater Hyderabad Municipal Corporation letter dated 21.04.2014 (In Original addressed to the applicant) copy of which is also endorsed to GM(ATM-NOC) of AAI.

This Committee examined the aforesaid letter which states that since the proposed site is adjoining 60 m wide master plan road a building height of 82 m as requested by the developer M/s Godrej Boyce is permissible provided 19 m setback is left. The local authorities have also confirmed that the developer in their letter of 25.03.2014 has confirmed the above and also to abide by the rules in GOMs No. 168, MA dated 07.04.2012 regarding setback open spaces and amenities and all the conditions of Building Rules and Zoning Regulations. The local authorities while supporting a height of 82 m have also stated that if required an Aeronautical Study may be ordered.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height sought by the applicant and supported by the local state body is admissible or not.

## **2. M/s Godrej & Boyce Mfg. Co. Ltd. Secunderabad.**

**Case No.:** HY/283/11  
**CHQ File No.:** AAI/20012/197/2011-ARI(NOC)  
**NOCAS ID:** HYDE/SOUTH/B/111512/025  
**Site Address:** Survey Nos. 407(P), 409(P), 410, 411, 412 & 413 of Kukatpally Village, Balanagar Mandel, Ranga Reddy District, Andhra Pradesh.

The proposed site lies in Inner Horizontal Surface and is at a distance of 3941 m from Rwy 09 Hyderabad Airport.

*Asunha*

The applicant had initially requested a height of 624.00 m AMSL vide letter dated 22.08.2011 against which they were authorised a height of 574.80 vide AAI letter dated 06.09.2011 and subsequently granted a height of 575.96 m AMSL in letter dated 07.02.2012. Applicant in his letter dated 22.09.2012 has reiterated for height of 624.00 m AMSL requesting Aeronautical Study giving reference of nearby building of M/s Emami Construction Pvt. Ltd., which applicant claim is 1 km away from the proposed site of the applicant.

The case was heard in Appellate Committee meeting held on 24<sup>th</sup> August, 2013 wherein the Committee decided that the applicant is required to submit support letter within 15 days from the local state authorities justifying fro the height of 624.00 m AMSL and also that this plot has to accommodate road widening.

The applicant submitted the justification letter dated 20.01.2014.

The Case was again heard in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant to provide letter from the Greater Hyderabad Municipal Corporation recommending the specific height required for the applicant's project taking into consideration the requirement of road widening as per the local bodies bye-laws.

The applicant submitted the Greater Hyderabad Municipal Corporation letter dated 21.04.14 submitted (In Original addressed to the applicant) copy of which is also endorsed to GM(ATM-NOC) of AAI.

This Committee examined the aforesaid letter which states that since the proposed site is abutting 60 m wide master plan road a building height of 82 m as requested by the developer M/s Godrej Boyce is permissible provided 19 m setback is left. The local authorities have also confirmed that the developer in their letter of 25.03.2014 has confirmed the above and also to abide by the rules in GOMs No. 168, MA dated 07.04.2012 regarding setback open spaces and amenities and all the conditions of Building Rules and Zoning Regulations. The local authorities while supporting a height of 82 m have also stated that if required an Aeronautical Study may be ordered.

This Committee also observed that the same applicant had applied for another height of 623 m AMSL height at their site which is 3748 m away from Rwy 09. The present site is 3941 m from the Rwy 09.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height sought by the applicant and supported by the local state body is admissible or not. While conducting Aeronautical Study for the present site the affect of the other proposal wherein the height of 623 m AMSL has been requested shall also be considered in the Aeronautical Study.

*Asinika*

3. M/s Abacus Real Estate Pvt. Ltd., Sri N. Prabhu Ram, Hyderabad.

Case No.: HY/13/39  
CHQ File No.: AAI/20012/77/2013-ARI(NOC)  
NOCAS ID: HYDE/SOUTH/B/022113/016  
Site Address: Survey No. 78, Fathenagar Village, Sanathnagar, Balanagar  
Mandal, Ranga Reddy Dist. A.P

As per NOCAS, the proposed site lies in Inner Horizontal Surface and is at a distance of 2387 m AMSL from Rwy 09 of Hyderabad Airport.

The applicant had initially requested a height of 574m AMSL to 577m AMSL on online submission dated 21.02.2013 against which they were granted a height of 574.80 vide AAI letter dated 02.04.2013. Applicant in his letter dated 23.04.2013 has requested for increased height of 632.00 m AMSL requesting Aeronautical Study to make his project viable.

The case was initially heard in Appellate Committee meeting held on 27th December 2013 wherein it was decided that the applicant to provide letter from the local Municipal authorities, which had approved their plan, supporting their project and justifying the revised height sought.

The applicant submitted letter dated 28.01.2014 from Greater Hyderabad Municipal Corporation.

The case was again heard in Appellate Committee meeting held on 7<sup>th</sup> March 2014 wherein it was decided that the applicant to provide letter from the Greater Hyderabad Municipal Corporation recommending the specific height required for the applicant's project taking into consideration the requirement of road widening as per the local bodies bye-laws.

The applicant submitted letter dated 07.05.2014 from Greater Hyderabad Municipal Corporation (in original).

This committee examined the above letter of the local state authorities and it has been observed that the height recommended by them after taking into account the Rules and bye laws of the state, is 65.00 m AGL which amounts to 614 m AMSL (site elevation 549 m AMSL). The letter has not supported the height 632 m AMSL as requested by the applicant.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height 614 m AMSL (65 m AGL) sought by the applicant as recommended by the local state authorities is admissible or not.

*Amrta*

4. M/s Abhishek M. Lodha, Mumbai.

Case No.: MUM/12/NOCAS/270  
CHQ File No.: AAI/20012/143/2013-ARI(NOC)  
NOCAS ID: JUHU/WEST/B/102312/010  
Site Address: CS No. 1A/664 of Malabar Hill Division, Alta Mount Road, B ward, Mumbai.

As per NOCAS, the proposed site lies in Outer Horizontal Surface and is at a distance of 14813 m AMSL from ARP Santacruz Airport.

The applicant had initially requested a height of 247.90m AMSL vide letter dated 12.11.2012 against which they were granted a height of 230.26m AMSL vide AAI letter dated 23.04.2013. Applicant in his letter dated 18.11.2013 has reiterated for height of 247.90 m AMSL to consume full FSI and make his project viable.

The applicant has submitted MCGM letter dated 03.01.2014 (in original)

The case was initially heard in Appellate Committee meeting held on 30<sup>th</sup> January, 2014 wherein it was decided that the case to be processed at AAI, CHQ on receipt of documents from the applicant as well as from the AAI, Mumbai office.

On receipt of documents, the case was processed at CHQ and is placed before Appellate Committee.

The committee observed that as per the examination the permissible height at the site is as under:

AGA Criteria - 311.90 m,

CNS Criteria - 242.88 m (due existing radar)

PANS-OPS – 247.90 m

The applicant was informed that a height of 242.88 m AMSL can be cleared for their project to which they agreed.

**Committees' Decision:** The applicant to submit revised request for a height of 242.88 m AMSL on receipt of the same, AAI to issue authorization for NOC for a height of 242.88 m AMSL.

5. M/s Kartik Towers Pvt. Ltd., New Delhi

Case No.: NR/170/2011  
CHQ File No.: AAI/20012/136/2013-ARI(NOC)  
NOCAS ID.: PALM/NORTH/B/120213/18736  
Site Address: Village Samaika, Tehsil Vasant Vihar, New Delhi.

*Asintha*

As per NOCAS, the proposed site lies in Inner Horizontal Surface and is 1280 m from Rwy 29 of IGI Airport, New Delhi.

The applicant had earlier applied for a height of 270.30 m AMSL vide letter dated 25.04.2013 against which they were granted height of 256.68 m AMSL vide letter dated 31.05.2013. Subsequently, the applicant reiterated the height of 270.30 m AMSL vide letter dated 11.10.2013.

The case was initially heard in Appellate Committee meeting held on 27.12.2013 wherein it was decided that the applicant to provide plan view of their building along with coordinates of the corners of the building after which the case to be examined in AAI.

Accordingly, the case was examined on receipt of requisite documents from the applicant and max permitted top elevation remains to be 254.47m AMSL due CNS Criteria as the building is within 2kms of new radar. The case however needs to be examined as per NOCAS parameters taking into consideration the new radar.

The case was subsequently heard in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant be advised to submit details of exteriors of building and coordinates of buildings for re-examination with respect to the radar criteria.

The applicant submitted the required documents on 01.04.2014.

After detailed examination in AAI, it was seen that the proposed buildings whose coordinates were submitted by the applicant and having width approx. 250m collectively making a large azimuth angle to ASR and hence cannot be considered.

This Committee was informed of the above results derived by AAI on their examination with respect to data provided by the applicant. The Committee agrees to the findings of AAI that the maximum permissible top elevation is 254.47 m AMSL on account of the new radar location.

**Committees' Decision:** The case is disposed off as no additional height can be given.

**6. M/s Lakshmi Builders & Developers, Mumbai. C/oVijay Babulal Khandelwal**

Case No.: MUM/12/NOCAS/084  
CHQ File No.: AAI/20012/127/2013-ARI(NOC)  
NOCAS ID.: JUHU/WEST/B/062512/016  
Site Address: CTS No. 437, Village Vile Parle at Vile Parle (East), Mumbai.

As per NOCAS, the proposed site lies in **Approach Surface** Rwy 14 and is 1192m from basic strip of Rwy 14 of Santacruz Airport.

The applicant had earlier applied for a height of 53.82 m AMSL vide letter dated 12.07.12 against which they were granted 35.35 m AMSL vide letter dated 26.0.2012

*Agarwal*

Subsequently, the applicant has reduced their height requirement to 40.35 m AMSL vide letter dated 19.08.2013 and subsequently further reduced to 35.85 m AMSL for lift machine room and for building vide letter dated 07.04.2014 requesting desired height to make project viable.

The applicant submitted MCGM letter dated 04.01.2014(in original)

The case was initially heard in Appellate Committee meeting held on 07.03.2014 wherein it was decided that as the revised height of 35.75 m AMSL requested by the applicant in this meeting is below the permissible height as per AGA criteria, the case to be reviewed on receipt of documents at AAI Corporate Headquarters and issue permission for permissible height.

Applicant had requested the additional height of 0.50m, i.e. total height of (35.85 m AMSL) for building and same height for lift machine room vide letter dated 07.04.2014 and has submitted the coordinates of Lift Machine Room and building.

The Committee was informed that the maximum permissible height calculated under NOCAS for AGA criteria comes out to be 36.17 m AMSL for Lift Machine Room and 35.75 m AMSL for building. The Committee also took note that the proposed site lies under the Approach Surface of Rwy 14 of Mumbai Airport and that AGA surfaces cannot be exceeded.

**Committees' Decision:** Authorisation be issued for issuing NOC for maximum permissible top elevation of 35.85 m AMSL for lift machine room and for maximum permissible top elevation of 35.75 m AMSL for the building as per the coordinates provided.

#### **7. M/s Indiabulls Infraestate Ltd., Mumbai**

Case No.: MUM/12/NOCAS/362  
CHQ File No.: AAI/20012/130/2013-ARI(NOC)  
NOCAS ID.: JUHU/WEST/B/120112/012  
Site Address: CS No. 131,132 & 1/132 of Bharat & Podar Mill, Mumbai.

As per NOCAS, the proposed site lies in Outer Horizontal Surface and is 11319m from ARP of Santa Cruz Airport.

The applicant had earlier requested for 210.45 m AMSL vide letter dated 13.12.2012 against which they were granted 178.134 m AMSL vide AAI letter dated 01.10.2009. The applicant had requested for revised height of 192.55 m AMSL for Tower B and 216.45 m AMSL for Tower-C in his letter of 19.09.2013. The applicant also further requested for revised reduced heights of 190.45 for Tower-B and 213.65 m AMSL for Tower-C vide letter dated 03.04.2014 requesting these height to make project viable.

*Asunta*

The applicant submitted the MCGM letter dated 14.11.2013.

The case was earlier heard in the Appellate Committee meeting on 30.01.2014 wherein it was decided that applicant to furnish letter from the local state authorities clarifying the total height for each of the two referred buildings being recommended by them.

**The applicant submitted the MCGM Letter dated 18.02.14.**

The case was again heard in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant may be advised to bring MCGM recommendation for specific height including lift machine room, stair case etc. and resubmit revised drawings as per their presentation.

**The applicant subsequently submitted the MCGM Letter dated 02.04.14 (In original)**

The Case was again heard in Appellate Committee meeting held on 16<sup>th</sup> April, 2014 wherein it was decided that the case to be re-examined by AAI from CNS criteria for the permissible height based on the decision already taken w.r.t the radars installed at Mumbai airport

The case was subsequently heard in Appellate Committee meeting held on 12<sup>th</sup> May 2014 wherein it was decided that the case to be put up after reexamination from CNS criteria.

This Committee was informed of the results of examination under CNS criteria for the proposed structures within the extremity of specified geo coordinates for the permissible heights as follows:

i) Tower B :- 192.55m AMSL (Due present ASR only) and

:-181.73m AMSL (Due proposed ASR only)

ii) Tower C:- 216.45m AMSL (Due present ASR only) and

:-216.45m AMSL (Due proposed ASR only)

The Committee also took note that the MCGM letter dated 02.04.14 indicates that they have approved total height of Tower B to 190.45m AMSL and Tower C to 213.65m AMSL which includes 11.2m for Overhead water tank, Lift Machine Room etc. The Committee observed that the heights recommended for Tower-B and Tower-C including Overhead water tank, lift machine room, etc is less than the maximum heights permissible under CNS – ASR criteria.

**Committees' Decision:** Authorisation be issued for issuing NOC to the maximum permissible top elevation including lift machine room and overhead tank, etc as

*Agenda*



commended by the local authorities to 190.45 m AMSL for Tower-B and 213.65 m AMSL for Tower-C respectively on sites as per coordinates provided.

#### 8. M/s Credence Property Developers Pvt. Ltd., Mumbai, Shri Shovir Irani

Case No.: MUM/12/NOCAS/239  
CHQ File No.: AAI/20012/18/2014-ARI(NOC)  
NOCAS ID: SNCR/WEST/B/090514/036  
Site Address: CTS No. 484(Pt.),484/1,484/2 & 484/3 of Chakala, Andheri (East), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface and is at a distance of 1776 m AMSL from Rwy 14 of Santacruz Airport.

The applicant had initially requested a height of 67.245 m AMSL vide letter dated 19.10.2012 against which they were granted a height of 56.905 m AMSL vide letter dated 19.08.2013. The applicant in its letter dated 10.01.2014 has requested for an increased height of 71 m AMSL requesting higher height to consume full FSI.

The case was initially heard in the Appellate Committee meeting on 16.04.2014 wherein it was decided that the applicant to submit specific recommendation for height from MCGM w.r.t. to their plan of the building as submitted to MCGM and that if Aeronautical Study is required to be conducted a formal request to that effect also needs to be submitted.

Applicant requested for Aeronautical Study vide letter dated 17.04.2014 and also submitted copy of MCGM letter dated 20.02.13 addressed to M/s H.M. Jhaveri & Sons, Architects.

The Committee took note of the MCGM letter which was neither in original nor specific towards height requirement.

**Committees' Decision:** The applicant to submit original MCGM letter giving justification for the project and also specifying the height recommended.

#### 9. M/s. Vaishali Power Generation Co. Ltd., Bihar

File No.: AAI/20012/576/2008-ARI(NOC)  
NOCAS ID: MUZA/EAST/B/022513/003  
Site Address: Muzaffarpur Thermal power project, Kanti Village, Bihar.

As per NOCAS, the proposed site lies in Outer Conical Surface and is 8302 m from Rwy 11 of Muzaffarpur Airport.

The applicant had initially requested a height of 331.50 m AMSL online dated 25.02.2013 against which they were granted a height of 313.50 m AMSL vide letter

dated 01.14.2013. The applicant in its letter dated 10.08.2013 has reiterated for height of a height of 331.50 m AMSL vide letter dated 10.08.2013 and subsequently requested an increased a height of 335.00 m AMSL vide letter dated 06.06.2014 to make their project viable.

The case was initially heard in the Appellate Committee meeting on 24<sup>th</sup> September, 2013 wherein it was decided that Committee was of the view that permission may be granted as Muzaffarpur is a VFR airport, which is rarely in operation. Committee then decided that views from ATM & CNS Planning Directorate for any future development of the airport may be obtained before reaching at a final decision.

The Committee in its subsequent meeting of 27<sup>th</sup> November, 2013 was informed of the views of the ATM and CNS directorates as follows:

ATM Planning view: As per directive of MoCA, a preliminary feasibility study has been carried out by AAI to ascertain the possibility of its development. The decision from MoCA for development of Muzaffarpur airport is awaited. Hence, Plg. Dte. Is unable to give any comment.

CNS Planning view: No CNS equipment is available till date and no future plan to install these equipments in Muzaffarpur airport, Bihar till date.

The Committee then decided that the height requested 331.50 m AMSL is permitted for the construction of the chimney at the site.

The applicant subsequently vide letter dated 06.06.14 & 17.06.14 has informed that the name of Vaishali Power Generation Co. Ltd., "has changed to Kanti Bijlee Utpadan Nigam Ltd., and requested to add the height of lightning arrestor of 3.5m with accorded height of 275m AGL and issue NOC for chimney height of 278.50m AGL i.e 335 m AMSL.

This Committee, while taking note of the latest request of the applicant for additional height to accommodate lightening arrestor, could not be convinced by the applicant during their presentation to this Committee as to why the proviso of lightening arrestor was not included in their initial proposal for which they had been given height of 331.50 m AMSL in the meeting of 27<sup>th</sup> November, 2013.

**Committees' Decision:** The request for additional height beyond 331.50 m AMSL is not acceded to.

#### **10. M/s Saurashtra Chemicals., Mumbai.**

Case No.: MUM/12/PB/NOCAS/390  
CHQ File No.: AAI/20012/78/2013-ARI(NOC)  
NOCAS ID: PORB/WEST/B/062012/014  
Site Address: Survey No. 22, Porbandar-360575, Taluka Dist Porbandar.

*Agarwal*

As per NOCAS, the proposed site lies in Inner Horizontal Surface at about 3774 m away from Rwy 09 of Porbandar Airport.

The applicant had initially requested a height of 76.555 m AMSL vide their letter dated 26.10.2012 against which they were granted a height of 52.015 m AMSL vide letter dated 20.02.2013. The applicant in its letters dated 16.01.2014 and 10.06.2014 has reiterated for height of 76.555 m AMSL requesting higher height to make his project viable.

The Case was listed in Appellate Committee meeting held on 30<sup>th</sup> January 2014 wherein they were absent and Committee decided that the applicant may be given a new date on receipt of application from them for appearing in the meeting.

The Case was again listed in subsequent Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant to be called in the next meeting.

The Case was subsequently heard in Appellate Committee meeting held on 16<sup>th</sup> April 2014 wherein it was decided that the applicant to submit detailed proposal supported by local body and other agencies justifying the requirement of 76.55 m AMSL height for the chimney stack.

The applicant vide letter dated 10.06.2014 have re-submitted copies of Gujarat Pollution Control Board letter dated 30.07.2011.

This Committee heard the applicant after examining the proposal and observed that the height required is justified from the environmental angle by the Gujarat Pollution Control Board which was issued on 30.07.2011 but the support and justification for the project from local body is still missing.

**Committees' Decision:** Applicant to submit proposal duly supported and justified by local body.

**11. M/s Saurashtra Chemicals., Mumbai.**

Case No.: MUM/13/NOCAS/CHIM/PR/04  
CHQ File No.: AAI/20012/08/2014-ARI(NOC)  
NOCAS ID: PORB/WEST/B/062012/012  
Site Address: Survey No. 9/2, Village Chhaya, Taluka & Dist Porbandar.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at about 3459 m away from Rwy 09 of Porbandar Airport.

The applicant had initially requested a height of 107.94 m AMSL online dated 20.06.2012 against which they were granted a height of 52.01 m AMSL vide letter dated

*Asinha*

15.10.2013. The applicant in its letters dated 22.11.2013 reiterated a height of 107.94 and vide letter dated 10.06.2014 has requested for a height of 107.00 m AMSL requesting higher height as per their factory's statutory requirement under various provisions of applicable laws.

The Case was heard in Appellate Committee meeting held on 16<sup>th</sup> April, 2014 wherein it was decided that the applicant to submit detailed proposal supported by local body and other agencies justifying the requirement of 107.94 m AMSL height for the klin stack.

The applicant vide letter dated 10.06.14 have resubmitted copies of Gujarat Pollution Control Board letter dated 30.07.2011.

The applicant during the hearing in this meeting when queried of the letter of the Gujarat Pollution Control Board of July, 2011 indicated that they had constructed the Chimney as per the said letter. They were asked again to submit support letter justifying the height requirement from local body.

**Committees' Decision:** Applicant to submit proposal duly supported and justified by local body.

#### **12. M/s Lodha Crown Buildmart Pvt. Ltd. MMRDA**

**Case No.:** MUM/10/761  
**CHQ File No.:** AAI/20012/149/2012-ARI(NOC)  
**NOCAS ID:** SNCR/WEST/B/021513/020  
**Site Address:** Plot No.2, Wadala Truck Terminal, Mumbai.

As per NOCAS, the proposed site lies in conical Surface and is at a distance of 4316 m from Rwy 32 of Santa Cruz Airport.

The applicant had initially requested a height of 225 m AMSL against which they were granted a height of 139.90 m AMSL vide letter dated 03.10.2013 after carrying out Aeronautical Study.

The applicant in its subsequent letter dated 06.05.2014 has requested for a reduced height of 187.95 m AMSL against their original request of 225 m AMSL.

The applicant, after getting height of 139.90 through Aeronautical Study has now claimed that since the width of their plot is approximately 500m; they may be given height tower wise as planned by them in the subject plot.

The Case was earlier heard in Appellate Committee meeting held on 12th May, 2014 wherein it was decided that the applicant may be given opportunity to present his case in subsequent meeting only after fresh request is received from him.

*Amrta*

The applicant submitted his fresh request vide letter dated 11.06.2014.

This Committee heard the applicant with respect to his fresh request and the applicant informed that this is a very big plot, the length is about 500 m. They requested to divide the plot in 3-4 parts and would request for different heights on these parts. The applicant was advised that the coordinates of each part of the plot need to be established and height requested for each part may be specified. The applicant further requested to examine each tower and give height tower-wise.

**Committees' Decision:** Applicant to submit fresh separate proposal for each of the parts of the plot and of the individual towers giving specific coordinates of the tower and parts of the plot.

### 13. M/s Kesar Realty Pvt. Ltd., Navi Mumbai

Case No.: MUM/10/N.MUM/1008  
CHQ File No.: AAI/20012/164/2010-ARI(NOC)  
NOCAS ID: NAVI/WEST/B/100112/011  
Site Address: Plot No. 264, 265 & 266 Sector-10, Khar Ghar, Navi Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface and is at a distance of 3684 m from Rwy 26R of Navi Mumbai Airport.

The applicant had initially requested a height of 61.84 m AMSL vide their letter dated 16.06.2010 against which they were initially authorized a height of 50.50m AMSL vide letter dated 10.08.2010 and that was subsequently revised to 53.00 m AMSL in letter dated 21.09.2011 after review at AAI, CHQ. The applicant has requested a revised height of 61.54 m AMSL vide letter dated 07.03.2011 and online dated 01.10.2012. The applicant thereafter revised their request to 61.84 m AMSL vide letter dated 28.11.2013 and subsequently revised to 61.95 m AMSL vide letter dated 31.01.2014.

The applicant has the desired height under shielding criteria from adjacent buildings. The matter was examined in AAI and it was informed to the Committee that shielding benefit is not applicable in accordance with the existing provisos of SO 84 (E).

The case was initially listed in Appellate Committee meeting of 9<sup>th</sup> January, 2013 wherein it was decided to defer the case. The applicant thereafter submitted request for Aeronautical study vide letter dated 28.11.2013.

The Case was thereafter heard in Appellate Committee meeting held on 27<sup>th</sup> December, 2013 wherein it was decided that a meeting to be convened with CIDCO representative with regard to heights cleared by CIDCO in all cases wherein the site is located in the Obstacle Limiting Surfaces of Navi Mumbai Airport.

*Asinha*

CIDCO vide letter No. CIDCO/CP/2014/150 dated 31.01.14 has informed that in principle CIDCO had no objection in granting permission for G+17 but due to restriction they had approved upto G+14(53.00 m AMSL) on 21.05.2009. In the instant case CIDCO had stated that to consume balance FSI on site, the applicant has no options but to raise the building to 61.95m AMSL.

The case was subsequently listed for Appellate Committee meeting held on 12th May, 2014 wherein the applicant was absent for which it was decided that applicant may be given opportunity to present his case in subsequent meeting only after fresh request is received from him. The applicant thereafter submitted his fresh request vide letter dated 17.06.2014.

This Committee during the presentation was informed by the applicant that there are two buildings proposed A&B of which Building A is for height 61.95 m AMSL and Building B for a height of 39.19 m AMSL (34.85 m AGL) to consume the total available built up area of 5224 sq m. The Committee also considered that since the finalization of the runway at Navi Mumbai was in 2010 the CIDCO authorities need to fix the date of 2010 as the cut off date (the date when runway was frozen by CIDCO) after which all approvals by CIDCO on plans should be restricted appropriately. In the instant case the Committee was of the view that the date on which the approval to the project for the height as given by CIDCO needs to be determined.

**Committees' Decision:** The applicant to submit to AAI original documents indicating date on which this project with height was initially approved by CIDCO. AAI also to take up with CIDCO and fix the cut off date, which should be the date when runway location was frozen in 2010. This date should be the base for giving approval of height as per OLS of Navi Mumbai airport. On receipt of information and fixing of cut off date, AAI to authorize the requested height if it was approved by CIDCO before the cut off date.

**14. M/s A.R. Mehta & Associates, Shri Prakash Gidwani, Mumbai.**

**Case No.:** MUM/13/NOCAS/57  
**CHQ File No.:** AAI/20012/42/2014-ARI(NOC)  
**NOCAS ID:** JUHU/WEST/B/011013/014  
**Site Address:** CTS No. F/866 of Village Bandra (West), FP No. 5 of TPS-III of Bandra (West), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3557 m from Rwy 09 of Santa Cruz Airport.

The applicant had initially requested a height of 77.85 m AMSL vide their letter dated 23.01.2013 against which they were granted a height of 56.90 m AMSL vide letter dated 08.10.2013. The applicant in its letter dated 11.02.2014 has requested for a reduced height of 73.45 m AMSL requesting Aeronautical Study to make the project viable.

The applicant had submitted MCGM letter dated 10.04.2014 (in original) addressed to Chairman, Appellate Committee.

*Agunha*

The case was earlier listed in Appellate Committee meeting held on 12th May, 2014 wherein the applicant was absent. It was decided that the applicant may be given opportunity to present his case in subsequent meetings only after receipt of request from him.

The applicant submitted his request for appearing in the Appellate Committee vide e-mail dated 18.06.2014.

This Committee examined the letter of MCGM dated 10<sup>th</sup> April, 2014 which mentions that out of the total land area of 2031.8 sq m. the owner has to handover 97 sq m. of setback land for road widening. The total built up area for development is 5223.9 sq m. which includes TDR and fungible FSI as per DCR 35(4) of DCR 1991. The MCGM while supporting the project has indicated that 31 Nos. existing society members are also to be re-accommodated and has therefore recommended for a height of 61.95 m AGL including OHT and Lift Machine Room. The necessary concessions required for the height of 61.95 m AGL have been approved by Municipal Commissioner.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height 73.45 m AMSL (61.95 m AGL) sought by the applicant as recommended by the local state authorities is admissible or not.

**15.Fr. Lawrence Correa, Administrator, All India Soverdia Sangam Trust, Mumbai.**

Case No.: MUM/11/214  
CHQ File No.: AAI/20012/107/2013-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/091812/014  
Site Address: CTS 40, Village Mulgaon, Andheri East, Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3033 m from Rwy 14 of Santa Cruz Airport.

The applicant had earlier applied for a height of 74.355 m AMSL vide letter dated 01.10.2012 against which they were granted 56.27 m AMSL vide letter dated 30.01.2013. The applicant had requested reduced height of 67.090 m AMSL vide letter dated 17.09.2013 requesting desired height under shielding benefit.

The case was earlier listed for the Appellate Committee meeting held on 30<sup>th</sup> January, 2014 in which the applicant was absent and it was decided that the applicant may be given a new date on receipt of application from them for appearing in the meeting.

The case was subsequently heard for the first time in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein it was decided that the applicant to provide a plot on the contour map of their site vis-à-vis the hill and chapel for examination.

*LaSinha*

The applicant has submitted the above required map and after examination it was observed that shielding benefit is not applicable.

**The applicant submitted thereafter an MCGM Letter dated 13.03.2014.(In Original)** and the case was again listed in Appellate Committee meeting held on 12<sup>th</sup> May, 2014 wherein he was absent and it was again decided that the applicant may be given opportunity to present his case in subsequent meeting only after fresh request is received from him.

The applicant thereafter submitted his request vide letter dated 18.06.2014 and was heard in this Appellate Committee Meeting. During the presentation in this meeting the applicant was explained as to how the shielding benefit claimed by him it is not admissible vis-à-vis the contour of the hill. At this stage the applicant claimed that there are other buildings in the vicinity which are higher than their requested height. The applicant had also submitted MCGM letter of 13.03.2014 in which their project for a height of 19.535 m AGL (67.09 m AMSL) has been recommended as the concessions required for sanctioning of the plan for the building with the above height including staircase cabin and lift machine room has already been approved by the Municipal Commissioner.

**Committees' Decision:** An Aeronautical Study to be conducted on receipt of formal request from the applicant in this regard, to determine whether the height 67.09 m AMSL sought by the applicant and as recommended by the local state authorities is admissible or not.

#### **16.M/s Kumar Housing Corporation Ltd., Mumbai.**

**Case No.:** MUM/11/124  
**CHQ File No.:** AAI/20012/188/2011-ARI(NOC)  
**NOCAS ID.:** SNCR/WEST/B/101912/007  
**Site Address:** C.T.S No. 74(Pt.) of Village Ghatkopar (West), Mumbai.

As per NOCAS, the proposed site lies in IHS at a distance of 3152 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 121.60 m AMSL vide letter dated 22.02.2011 against which they were granted 56.27 m AMSL vide letter dated 27.07.2011. The applicant had requested reduced height of 93.85 m AMSL vide letter dated 13.06.2012 and subsequently a height of 115 m AMSL vide letters dated 23.12.2013 and 10.01.2014. The applicant then further requested a height of 110 m AMSL vide letter dated 22.02.2014 requesting desired height under shielding benefit w.r.t natural terrain.

As per SO 84(E) shielding benefit criteria for a height of 60.04 m AMSL is permissible.

*Aswini*



The case was earlier listed in Appellate Committee meeting held on 13.02.2013 but not heard due deferment.

The case was subsequently heard in Appellate Committee meeting held on 24.09.2013 wherein it was decided that a physical verification of the site with respect to natural terrain be carried out by AAI to determine the extent of shielding benefit from natural terrain with respect to the height sought by the applicant.

The case was subsequently heard in Appellate Committee meeting held on 27.12.2013 wherein it was decided that applicant be advised to submit the contour map duly certified by Survey of India or MCGM indicating therein their site location.

The contour map was submitted by the applicant.

The case was listed in Appellate Committee meeting held on 30<sup>th</sup> January, 2014 wherein the applicant informed by email their inability to attend the meeting. The Committee then decided that the applicant may be called for meeting on receipt of communication from him.

The Case was subsequently listed in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein the applicant was absent. It was then decided by the Committee that the applicant may be informed that the height of 60.04 m AMSL is permissible as per existing shielding criteria. If they desire, they may request for Aeronautical Study. The applicant may be called for next meeting on receipt of communication from him.

**MCGM letter dated 06.03.2014 was finally submitted by the applicant alongwith letter dated 24.03.2014 requesting Aeronautical study.**

The Case was heard in Appellate Committee meeting held on 16<sup>th</sup> April, 2014 and after examination of MCGM letter it was decided that the applicant be given an opportunity to submit letter from MCGM indicating specifically support and also recommending height for the project on receipt of which the case can be put up in the next Appellate Committee meeting.

**The applicant has submitted another MCGM letter dated 04.05.2014.(In Original)**

This Committee examined the letter from MCGM dated 04.05.2014 observed that the local authority of the state has brought the fact that there are three buildings No.1 &2 for rehabilitation and No.3 for sale and that the height recommended by them is for full consumption of FSI and other planning and desired requirements as per DCR 1991 of the MCGM. The local state authority has recommended 54.10 m AGL (100.20 m AMSL) for building No. 1&2 and for building No.3 has recommended 63.85 m AGL (109.95 m AMSL). The Committee also noted that the applicant had in their letter of 24.03.2014 had requested for Aeronautical Study.

*Aswaha*

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height of 100.20 m AMSL for building No.1&2(as per coordinates of the footprints of the building) and height of 109.95 m AMSL for building No.3(as per coordinates of the footprints of the building) as recommended by the local state authorities is admissible or not.

**17. M/s Kumar Housing Corporation Ltd., Mumbai.**

**Case No.:** MUM/11/234  
**CHQ File No.:** AAI/20012/189/2011-ARI(NOC)  
**NOCAS ID.:** SNCR/WEST/B/101912/009  
**Site Address:** C.T.S No. 74(Pt.) of Village Ghatkopar (West), Mumbai.

As per NOCAS, the proposed site lies in IHS at a distance of 3088 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 121.37 m AMSL vide letter dated 07.04.2011 against which they were granted 56.27 m AMSL vide letter dated 03.01.2011. The applicant had requested increased height of 161.51 m AMSL online dated 19.10.2012 and subsequently a reduced height of 129 m AMSL vide letter dated 15.10.2012. The applicant then further requested a reduced height of 115 m AMSL vide letters dated 23.12.2013 and 10.01.2014. The height requirement by the applicant was further revised to 110 m AMSL vide letter dated 22.02.2014 requesting desired height under shielding benefit w.r.t natural terrain.

As per SO 84(E) a shielding criteria is not applicable in this case.

The case was earlier listed in Appellate Committee meeting held on 13.02.2013 but not heard due deferment.

The case was subsequently heard in Appellate Committee meeting held on 24.09.2013 wherein it was decided that a physical verification of the site with respect to natural terrain be carried out by AAI to determine the extent of shielding benefit from natural terrain against the height sought.

The case was subsequently heard in Appellate Committee meeting held on 27.12.2013 wherein it was decided that applicant be advised to submit the contour map duly certified by Survey of India or MCGM indicating therein their site location.

**The contour map was submitted by the applicant.**

The case was listed in Appellate Committee meeting held on 30<sup>th</sup> January, 2014 wherein the applicant informed by email their inability to attend the meeting. The Committee then decided that the applicant may be called for meeting on receipt of communication from him.

*Amith*

The Case was subsequently listed in Appellate Committee meeting held on 7<sup>th</sup> March, 2014 wherein the applicant was absent. It was then decided by the Committee that the applicant may be informed that the height of 60.04 m AMSL is permissible as per existing shielding criteria. If they desire, they may request for Aeronautical Study. The applicant may be called for next meeting on receipt of communication from him.

**MCGM letter dated 06.03.2014 submitted by the applicant.** Applicant vide letter dated 24.03.2014 has requested to carry out the Aeronautical study.

The Case was heard in Appellate Committee meeting held on 16<sup>th</sup> April, 2014 and after examination of MCGM letter it was decided that the applicant be given an opportunity to submit letter from MCGM indicating specifically support and also recommending height for the project on receipt of which the case can be put up in the next Appellate Committee meeting.

**The applicant has submitted the MCGM letter dated 04.05.2014. (In Original)**

This Committee examined the letter from MCGM dated 04.05.2014 observed that the local authority of the state has brought the fact that there are three buildings No. 1 & 2 for rehabilitation and No.3 for sale and that the height recommended by them is for full consumption of FSI and other planning and desired requirements as per DCR 1991 of the MCGM. The local state authority has recommended 54.10 m AGL (100.20 m AMSL) for building No. 1&2 and for building No.3 has recommended 63.85 m AGL (109.95 m AMSL). The Committee also noted that the applicant had in their letter of 24.03.2014 had requested for Aeronautical Study. The Committee further noted that the applicant had filed a similar application under NOCAS ID: SNCR/WEST/B/101912/007 for which the same letter from the MCGM has been provided for justification and recommendation of height by the local authorities. The applicant who was present in this hearing confirmed that their plot has all three buildings located therein.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height of 100.20 m AMSL for building No.1&2(as per coordinates of the footprints of the building) and height of 109.95 m AMSL for building No.3(as per coordinates of the footprints of the building) as recommended by the local state authorities is admissible or not at this site.

**18.M/s Wooden Boxes Manufacturers Co-op. Industrial Estate Ltd., Mumbai,  
Shri Kishore D. Patel.**

Case No.: MUM/10/639  
CHQ File No.: AAI/20012/78/2011-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/123113/19609  
Site Address: CTS No. 1/7 (Pt.), 1/8A (Sub Plot-A1), Village Ghatkopar,  
Mumbai.

*Ashta*

As per NOCAS, the proposed site lies in conical surface at a distance of 4568 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 177.33 m AMSL vide letter dated 10.03.2011 against which they were granted 84.27 m AMSL vide letter dated 21.03.2011. The applicant has increased the height requirement to 242.17 m AMSL vide letter dated 05.10.2013 requesting Aeronautical Study/Shielding benefit to consume full FSI.

The Case was listed for the Appellate Committee meeting held on 16<sup>th</sup> April 2014 and the applicant had requested exemption from the meeting vide email dated 14.04.2014. The Committee then decided that the applicant to be called in the next meeting on receipt of request from them.

The applicant was informed that shielding benefit is not available as per SO 84(E). The applicant requested that they may be permitted to re-submit revised request for revised height after re-calculation for shielding consideration.

**Committees' Decision:** On receipt of the revised request of the applicant the same to be examined for shielding benefit.

**19.M/s Wooden Boxes Manufacturers Co-op. Industrial Estate Ltd., Mumbai,  
Shri Kishore D. Patel.**

**Case No.:** MUM/11/233  
**CHQ File No.:** AAI/20012/179/2011-ARI(NOC)  
**NOCAS ID.:** SNCR/WEST/B/123113/19608  
**Site Address:** CTS No. 1/7 (Pt.), (Plot-A3), Village Ghatkopar, Mumbai.

As per NOCAS, the proposed site lies in conical surface at a distance of 4883 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 242.12 m AMSL vide letter dated 07.04.2011 against which they were granted 99.47 m AMSL vide letter dated 09.09.2011. The applicant has increased the height requirement to 242.17 m AMSL vide letter dated 05.10.2013 requesting Aeronautical Study/Shielding benefit to consume full FSI.

The Case was listed for the Appellate Committee meeting held on 16<sup>th</sup> April 2014 and the applicant had requested exemption from the meeting vide email dated 14.04.2014. The Committee then decided that the applicant to be called in the next meeting on receipt of request from them.

The applicant was informed that shielding benefit is not available as per SO 84(E). The applicant requested that they may be permitted to re-submit revised request for revised height after re-calculation for shielding consideration.



**Committees' Decision:** On receipt of the revised request of the applicant the same to be examined for shielding benefit.

**20. M/s Kryshnajay Developers Pvt. Ltd., Mumbai.**

Case No.: MUM/13/NOCAS/401  
CHQ File No.: AAI/20012/68/2014-ARI(NOC)  
NOCAS ID.: JUHU/WEST/B/011613/006  
Site Address: CTS No. 1344, Village Bandra-C, Pali-Hill Road, Bandra (West), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3229 m from Rwy 09 of Santa Cruz Airport.

The applicant had earlier applied for a height of 108.55 m AMSL vide letter dated 06.07.2013 against which they were granted 56.90 m AMSL vide letter dated 27.01.2014. The applicant has reduced the height requirement to 106.55m AMSL vide letter dated 21.03.2014 requesting Aeronautical Study as their project is of redevelopment scheme of old dilapidated structures.

The applicant produced letter dated 19.03.2014 from the local state authorities justifying their project under the redevelopment scheme of old dilapidated structure and has recommended the height of 73.90 m AGL (106.55 m AMSL)

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height of 106.55 m AMSL as recommended by the local state authorities is admissible or not.

**21. Shri Dipesh Bhagtani, Mumbai.**

Case No.: MUM/13/NOCAS/70  
CHQ File No.: AAI/20012/57/2014-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/102213/17288  
Site Address: CTS No. 11H of Village Chandivali, S.M Shetty School at Powai, Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3534 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 139.71 m AMSL vide letter dated 04.02.2013 against which they were granted 56.90 m AMSL vide letter dated 12.02.2014. The applicant has reiterated the height to 139.71 m AMSL vide letter dated 11.03.2014 requesting Aeronautical Study to consume full FSI.

The applicant did not turn up for this meeting.

**Committees' Decision:** Applicant to be called for next meeting only on receipt of request from him.

*Asin*

## 22. Shri Arun Kumar Dube, Mumbai.

Case No.: MUM/13/NOCAS/438  
CHQ File No.: AAI/20012/87/2014-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/071213/15106  
Site Address: CTS No. 517, 520, 520/1 to 2,521,521/1 to 17 of village Chakala, Andheri (East), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 1414 m from Rwy 14 of Santa Cruz Airport.

The applicant had earlier applied for a height of 70.425 m AMSL vide letter dated 16.07.2013 against which they were granted 56.47 m AMSL vide letter dated 18.03.2014. The applicant has reduced the height to 67.025 m AMSL vide letter dated 16.04.2014 requesting Aeronautical Study to consume full FSI.

The applicant in their presentation to this meeting claim that their project is for Slum Rehabilitation Scheme and had produced letter dated 15.05.2014 from the Slum Rehabilitation Authority justifying the project and recommending the height of 67.025 m AMSL as per local regulations.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height of 67.025 m AMSL as recommended by the local state authorities is admissible or not.

## 23. M/s Spaceage Consultants, M/s Amartara Pvt. Ltd. Shri Arun Sarup, Mumbai.

Case No.: MUM/13/NOCAS/305  
CHQ File No.: AAI/20012/79/2014-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/100512/014  
Site Address: CTS No. 73/A/3 Village Tungwa Saki-Vihar Road, Powai, Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3906 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 90.30 m AMSL vide letter dated 12.06.2013 against which they were granted 56.90 m AMSL vide letter dated 25.10.2013. The applicant has requested to reduced the height requirement to 77.20 m AMSL vide letter dated 11.04.2014 requesting Aeronautical Study to make his project viable.

The applicant did not turn up for this meeting.

**Committees' Decision:** Applicant to be called for next meeting only on receipt of request from him.

*Aruna*

**24. M/s Intech India Developers, Mumbai, Shri Sudhanshu Chaturvedi.**

Case No.: MUM/13/NOCAS/695  
CHQ File No.: AAI/20012/78/2014-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/112013/18355  
Site Address: CTS No. 614 & 618 of Village Bandra at Bandra(East), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 2107 m from Rwy 09 of Santa Cruz Airport.

The applicant had earlier applied for a height of 86.14 m AMSL vide letter dated 25.11.2013 against which they were granted 54.31 m AMSL vide letter dated 24.03.2014. The applicant has reiterated the height to 86.14 m AMSL vide letter dated 02.04.2014 requesting higher height to consume full FSI and also it is a redevelopment project of SRA.

The applicant was listed for this meeting in which he was absent and requested for exemption.

**Committees' Decision:** The applicant may be called for next meeting after receipt of request from him.

**25. M/s Manthan Development Corporation, Mumbai.**

Case No.: MUM/13/NOCAS/279  
CHQ File No.: AAI/20012/97/2014-ARI(NOC)  
NOCAS ID.: JUHU/WEST/B/050913/022  
Site Address: CTS No. C/864 to C867 of Village Bandar (West at Pali Mala Road, Bandra(West), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3526 m from Rwy 09 of Santa Cruz Airport.

The applicant had earlier applied for a height of 135.75 m AMSL vide letter dated 04.06.2013 against which they were granted 56.90 m AMSL vide letter dated 23.10.2013. The applicant has requested to reduced the height requirement to 91.75 m AMSL vide letter dated 20.04.2014 requesting Aeronautical Study to make his project viable.

This Committee heard this applicant and he wanted requested height for consuming full FSI granted to him and he also expressed that the project involves redevelopment and has to accommodate 100 Nos. tenaments. The applicant was informed that he has to submit a letter from the local state authorities justifying his project and also recommending height for consideration of the Committee.

*Asinha*

**Committees' Decision:** Applicant to submit letter from local state authorities justifying his project and also recommending the height required.

**26. M/s Greenscape Developers Pvt. Ltd., Navi Mumbai.**

**Case No.:** MUM/12/NM/NOCAS/331  
**CHQ File No.:** AAI/20012/12/2013-ARI(NOC)  
**NOCAS ID.:** NAVI/WEST/B/121812/015  
**Site Address:** Plot No. 4 Sector- 46A, Nerul, Navi Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3698 m from Rwy 08 of Navi Mumbai Airport.

The applicant had earlier applied for a height of 94.38 m AMSL vide letter dated 31.07.2012 against which they were granted 53 m AMSL vide letter dated 15.10.2012. The applicant has requested to reduced the height requirement to 84.78 m AMSL vide letter dated 19.11.2012.

The case was initially heard in the Appellate Committee Meeting of 27.11.2013 wherein it was decided that a meeting to be convened with CIDCO to discuss the policy adopted by them in leasing land around the proposed airport which is also a project under CIDCO and the steps taken by them to protect the airspace around the airport while clearing heights around the airport.

Subsequently a meeting with CIDCO representative took place on 17.02.2014, in which they informed that in general the applicant was informed at the time of sale that at this site only 50m height is available.

The applicant thereafter had submitted Navi Mumbai Municipal Corporation (NMMC) letter dated 06.03.2014 reflecting that as per General Development Control Regulations (GDCRs) of NMMC height upto 120 m is permitted for residential and commercial buildings subject to compliance of firefighting norms as prescribed in the National Building Code along and prior permission from high rise committee of NMMC.

This Committee heard the applicant who produced a photocopy of CIDCO letter dated 11.06.2014 wherein CIDCO has supported the request for the height 84.78 m AMSL to consume full FSI. The Committee noted that in the meeting 17.02.2014 it was informed by CIDCO that at the time of sale of the plots only 50 m height was available which was informed to the buyers.

**Committees' Decision:** Matter to be taken up with CIDCO/Navi Mumbai Municipal Corporation by AAI to seek clarification as to how they are supporting a higher height as against the decision of maximum 50 m height which they had informed in the meeting 17.2.2014. CIDCO should also advice NMMC not to authorize FSI which cannot be accommodated.





**27. M/s Royal Fantasy Construction Pvt. Ltd., Shri Vijay Yadav, C/o Arun Kumar Dube, Mumbai.**

Case No.: MUM/10/677  
CHQ File No.: AAI/20012/71/2014-ARI(NOC)  
NOCAS ID.: SNCR/WEST/B/062314/42770  
Site Address: CTS No. 424, 424/1 TO 33 OF Village Mogra at Parsi Panchat Road, Andheri (East), Mumbai.

As per NOCAS, the proposed site lies in Inner Horizontal Surface at a distance of 3023 m from Rwy 14 of Santa Cruz Airport.

The applicant had earlier applied for a height of 108.55 m AMSL vide letter dated 27.10.2010 against which they were granted 56.27 m AMSL vide letter dated 24.08.2011. The applicant has requested to reduced the height requirement to 81.25 m AMSL vide letter dated 26.03.2014 requesting Aeronautical Study to consume full FSI.

The applicant had submitted the SRA letter dated 20.06.2014 in original.

The Committee examined the SRA letter which has indicated that the project is under SRA scheme under clause 33(14)(d) of DCR 1991 and will comprise of one composite building two rehab building and one PH tenement wing to accommodate 166 tenements. It has also been indicated in the letter that due irregular shape of plot and planning constraints, the height recommended to consumer 2.90 FSI and road setback area benefits, etc. The local state bodies has as above supported the project under the Slum Rehabilitation Scheme and has recommended a height 81.25 m AMSL.

**Committees' Decision:** An Aeronautical Study to be conducted to determine whether the height of 81.25 m AMSL as recommended by the local state authorities(SRA) is admissible or not.

**28. M/s Raheja Universal Pvt. Ltd., Mumbai.**

Case No.: MUM/13/NOCAS/727  
CHQ File No.: AAI/20012/100/2014-ARI(NOC)  
NOCAS ID.: JUHU/WEST/B/022514/21956  
Site Address: C.S. No.434 of Lower Parel Division situated at Shankar Rao Naram Path, Lower Parel, Mumbai in Greater South Ward, Mumbai.

As per NOCAS, the proposed site lies in Outer Horizontal Surface at a distance of 10846 m from ARP of Santa Cruz Airport.

The applicant had earlier applied for a height of 230.845 m AMSL vide letter dated 06.12.2013 against which they were granted 171.22 m AMSL vide letter dated 26.03.2014. The applicant has increased the height requirement to 231.30 m AMSL vide letter dated 21.04.2014 requesting Aeronautical Study to consume full FSI.

*Asima*

The applicant was heard in this meeting who clarified that earlier they were granted a height of 231.30 m AMSL from an ICAO study and had requested the Committee to reinstate the height as was given by ICAO study. The applicant however, in the change context to consume full FSI granted subsequent to the above ICAO study has requested a fresh Aeronautical Study. They have not submitted letter of support from the local state authorities on the justifications for enhanced height for the project and also not submitted the height recommended by the local authorities for the consumption of full FSI.

**Committees' Decision:** The applicant to submit letter of justification in support of the project with height recommended by the local state authorities.

### **29. M/s Sandesh Estates(P) Ltd., Hyderabad**

**Case No.:** HY/577/08  
**CHQ File No.:** AAI/20012/09/2009-ARI(NOC)  
**Site Address:** Survey No. 151/4, TS No. 12/3, Block B, Sheikhpeta (V), Road No. 2 on JHM, Plot No. 7, Banjara Hills, Hyderabad (A.P.)

The proposed site of M/s. Sandesh Estates Pvt. Ltd. at Survey No. 151/4, TS No. 12/3, Block B, Sheikhpeta (V), Road No. 2 on JHM, Plot No. 7, Banjara Hills, Hyderabad (A.P.) is about 3600m from Hyderabad Airport and lies in IHS of Hyderabad Airport having site elevation of 573m AMSL.

M/s. Sandesh Estates Pvt. Ltd. received NOC from CHQ vide letter No. AAI/20012/510/2004-ARI (NOC) dated 15.03.2005 for a height of 26.50m AGL under shielding benefit from existing building. This NOC was valid for 3 years.

As the NOC expired, M/s Sandesh Estates Pvt. Ltd. again applied for NOC at Hyderabad airport and received NOC vide letter No. AAI/HY/ATS-59/NOC/-2/2008 dated 02.12.2008 for the height of 1.80m AGL wherein reference datum for IHS was elevation of nearest runway i.e. (529.8m AMSL). No shielding benefit was considered.

The case was reviewed at CHQ and revised authorization was issued vide letter No. AAI/20012/09/2009-ARI (NOC) dated 01.05.2009 for a height of 2.96m AGL. The reference datum for IHS taken aerodrome elevation of Hyderabad (530.96m AMSL) as per MOCA notification dated 2<sup>nd</sup> March, 2009. The difference in height after review at AAI, CHQ was due to change in reference datum since the issue of NOC in December, 2008. During the review, shielding benefit earlier given in 2005 was not considered because the object against which shielding was provided was found to be unauthorized building (building constructed without obtaining NOC for height clearance). As per S.O. 84 (E) dated 14<sup>th</sup> January, 2010, no shielding benefit is given against a building without carrying out aeronautical Study.



AAI, Corporate Headquarters on receiving the reference of the case found out that the applicant is presently not having any valid NOC & has neither applied through NOCAS nor the applicant completed the formalities for appeal to the Appellate Committee. The applicant was then advised by AAI vide letter of 15<sup>th</sup> May, 2014 that he may appeal to the Appellate Committee after obtaining valid NOC from Hyderabad Airport.

**Committees' Decision:** The applicant may appeal to the Appellate Committee after completing all formalities.

### 30. M/s Tata Power Company Ltd., Mumbai.

Case No.: MUM/NOCAS/NM-MUM/TXN/13/39 to 65  
 CHQ File No.: AAI/20012/145/2013-ARI(NOC)  
 Site Address: 400KV Transmission Infraproject at Kharghar and Parsik hill area, Navi Mumbai

M/s Tata Power Company proposal involves construction of towers for transmission infra project near Kharghar Parsik Hill Area, Navi Mumbai. The physical data of each individual tower with their respective distances site elevation and requested top elevation alongwith heights granted is given in the table below:

This Committee was informed by AAI of the maximum permissible top elevation in metre AMSL against each tower as per the table below. Two of the towers Tw2 and Tw3 are also having benefit of shielding effect from the adjacent hill feature.

| Point ID | Distance (As per NOCAS) | Site Elevation (in m AMSL) | Requested top elevation (in m AMSL) | NOC Granted (in m AMSL) | Maximum Permissible Top Elevation(in m AMSL) |         |               | Permissible Top Elevation (in m AMSL) |
|----------|-------------------------|----------------------------|-------------------------------------|-------------------------|--|---------|---------------|---------------------------------------|
|          |                         |                            |                                     |                         | As per NOCAS                                 |         | Due shielding |                                       |
|          |                         |                            |                                     |                         | Due AGA                                      | Due CNS |               |                                       |
| (1)      | (2)                     | (3)                        | (4)                                 | (5)                     | (6)  | (7)     | (8)           | (9)                                   |
| TW2      | 718.4m from IHS         | 48.89                      | 96.89                               | 88.92                   | 88.92  | 150.34  | 115.02        | 96.89                                 |
| TW3      | 640.97m from IHS        | 61.93                      | 109.93                              | 85.04                   | 85.04  | 148.25  | 110.02        | 109.93                                |
| TW4      | 474.26m from IHS        | 41.68                      | 90.68                               | 76.71                   | 76.71  | 143.21  | -----         | 76.71                                 |
| TW5      | 78.99m from HIS         | 78.33                      | 132.33                              | Rejected                | 56.94  | 134.56  | -----         | Rejected                              |
| TW6      | 4234m from Rwy 08       | 112.91                     | 160.91                              | Rejected                | 53.00  | 130.53  | -----         | Rejected                              |
| TW7      | 4162m from Rwy 08       | 108.95                     | 162.95                              | Rejected                | 53.00  | 128.69  | -----         | Rejected                              |
| TW8      | 3873m from              | 77.90                      | 128.90                              | Rejected                | 53.00  | 120.45  | -----         | Rejected                              |

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| Point ID<br>(1) | Distance (As per NOCAS)<br>(2) | Site Elevation (in m AMSL)<br>(3) | Requested top elevation (in m AMSL)<br>(4) | NOC Granted (in m AMSL)<br>(5) | Maximum Permissible Top Elevation(in m AMSL) |                |                      | Permissible Top Elevation (in m AMSL)<br>(9) |
|-----------------|--------------------------------|-----------------------------------|--|--------------------------------|--|----------------|----------------------|--|
|                 |                                |                                   |  |                                | As per NOCAS                                 |                | Due shielding<br>(8) |  |
|                 |                                |                                   |  |                                | Due AGA<br>(6)                               | Due CNS<br>(7) |                      |  |
|                 | Rwy08                          |                                   |  |                                |  |                |                      |  |
| TW9             | 3684m from Rwy08               | 75.42                             | 123.42                                     | Rejected                       | 53.00  | 115.53         | -----                | Rejected                                     |
| TW10            | 3378m Rwy 08                   | 56.21                             | 109.21                                     | Rejected                       | 53.00  | 107.41         | -----                | Rejected                                     |
| TW11            | 3343m Rwy 08                   | 59.29                             | 110.29                                     | Rejected                       | 53.00  | 106.47         | -----                | Rejected                                     |
| TW12            | 3293 from Rwy 08               | 52.09                             | 101.09                                     | 53.00                          | 53.00  | 104.91         | -----                | 53.00  |
| TW13            | 3300m from Rwy 08              | 76.55                             | 124.55                                     | Rejected                       | 53.00  | 104.72         | -----                | Rejected                                     |
| TW14            | 3347m from Rwy 08              | 51.03                             | 100.03                                     | Rejected                       | 53.00  | 105.70         | -----                | Rejected                                     |
| TW15            | 3540m from Rwy 08              | 58.86                             | 106.86                                     | Rejected                       | 53.00  | 110.60         | -----                | Rejected                                     |
| TW16            | 3767m from Rwy 08              | 71.56                             | 119.56                                     | Rejected                       | 53.00  | 116.36         | -----                | Rejected                                     |
| TW17            | 3994m from Rwy 08              | 49.54                             | 97.54                                      | 53.00                          | 53.00  | 121.93         | -----                | 53.00  |
| TW18            | 259m from IHS                  | 38.86                             | 87.86                                      | 65.96                          | 65.96  | 129.54         | -----                | 65.96  |
| TW19            | 382m from IHS                  | 32.06                             | 81.06                                      | 72.11                          | 72.11  | 132.15         | -----                | 72.11  |
| TW20            | 403m from IHS                  | 34.09                             | 83.09                                      | 73.15                          | 73.15  | 131.88         | -----                | 73.15  |
| TW21            | 313m from IHS                  | 35.43                             | 83.43                                      | 60.46                          | 60.46  | 129.27         | -----                | 60.46  |
| TW22            | 149m from IHS                  | 34.89                             | 82.89                                      | 60.46                          | 60.46  | 124.60         | -----                | 60.46  |

The Committee also noted that the NOC has not been granted for towers TW5 to TW11 and again from TW13 to TW16. In these cases the site elevation was found to be higher than the maximum permissible elevation from AGA. The Committee was further informed that the physical data of some more towers (TW23 to TW27) has not been received for NOCAS IDs.

The applicant during the presentation to this Committee had indicated the elevated view of the towers and their routing with reference to the terrain in the background which does not clarify the location of the hill contour and the tower positions vis-à-vis the runway at Navi Mumbai Airport.

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**Committees' Decision:** The applicant to provide diagram in plan view indicating the position of the hill contours vis-à-vis location of the towers against the Aerodrome Reference Point(ARP) of the Navi Mumbai Airport.

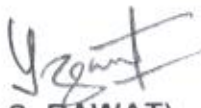
### 31. Aeronautical Study Guidelines: (Annexure-I)

Aeronautical Studies are conducted as per provisions laid down in point No.5 of Annexure-II of S.O. 84(E) which are as under:

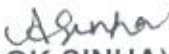
1. The request for Aeronautical Study shall be processed by Airports Authority of India on case to case basis.
2. Aeronautical Study shall be undertaken by a predetermined and approved agency and **as per guidelines**.
3. Recommendations of Aeronautical Study after approval of the Competent Authority shall be considered by Airports Authority of India for issuing No Objection Certificate for the height sought.

Guidelines for carrying out Aeronautical Study on lines with the Aeronautical Study conducted by ICAO experts in previous cases are placed for consideration. The Committee took note of the guidelines submitted by AAI and accepted it for future reference.

  
(V.SOMASUNDARAM)  
MEMBER (ANS), AAI

  
(J.S. RAWAT)  
JT. DGCA

  
(K.GOHAIN)  
TECHNICAL EXPERT

  
(ALOK SINHA)  
JT. SECY, MOCA  
CHAIRMAN, APPELLATE COMMITTEE

Place: New Delhi  
Date: 11<sup>th</sup> July, 2014

## GUIDELINES FOR AERONAUTICAL STUDY

(For the purpose of Evaluating the Existing or the Proposed Structures,  
penetrating the Obstacle Limitation Surfaces)

### 1. INTRODUCTION

- 1.1 Detailed procedures for assessing and issuing No Objection Certificate for height clearance to structures proposed are given in SO84 E issued by Govt. of India in Jan. 2010, as revised/amended from time to time.
- 1.2 AAI has established five Regional Offices, one each at Delhi, Mumbai, Chennai, Kolkata, Guwahati, and four Station Level offices at Ahmedabad, Nagpur, Hyderabad and Bengaluru for receiving, processing of the applications and issue of NOC for height clearance.
- 1.3 Applicants are required to submit online application through NOCAS to the Designated Officers at Regional/Station Level offices of Airports Authority of India (AAI).
- 1.4 These NOC offices examine the height clearance request as per the Obstacle limitation Surfaces (OLS), CNS and PANS-OPS criteria as specified in SO 84E.
- 1.5 Objective of regulating the build environment around airport is to protect obstacle limitation surfaces of the airport so that Safety, Efficiency and Regularity of flight operations are maintained and also to prevent the aerodrome from becoming unusable by the random and unauthorised growth of obstacles.
- 1.6 Applicants, who are not satisfied with the height granted by the NOC office, may appeal to the Chairman, Appellate Committee Ministry of Civil Aviation, Rajiv Gandhi Bhavan Safdarjung airport, New Delhi – 110003 for seeking redressal.
- 1.7 Appeal Procedure is available in the Guidelines, provided at NOCAS Link at [www.aai.aero](http://www.aai.aero).
- 1.8 Appellate Committee, after considering the request of the applicant supported by adequate justification for carrying out the Aeronautical Study, may order for an Aeronautical Study.
- 1.9 Aeronautical Study shall be carried out by Airports Authority of India or ICAO or any other agency, duly approved/accepted for this purpose.

## GUIDELINES FOR AERONAUTICAL STUDY

(For the purpose of Evaluating the Existing or the Proposed Structures,  
penetrating the Obstacle Limitation Surfaces)

### 2. PROCEDURE FOR CARRYING OUT AERONAUTICAL STUDY

- 2.1 Once an aeronautical study is ordered by the Appellate Committee, AGA / NOC section of AAI CHQ, New Delhi will collect all the relevant documents, including WGS-84 coordinates up to 100<sup>th</sup> of seconds (ddmmss.ss format) of the plot and/or buildings, elevation of the site from the applicant. In case of multiple buildings in the plot, co-ordinates of each building needs to be obtained.
- 2.2 AGA/NOC Section of AAI, CHQ, New Delhi shall ensure that the applicant has signed all the relevant documents and deposited the applicable fees along with taxes.
- 2.3 Airports Authority of India will constitute a team of three experts, one each from Aerodrome and Ground Aids (AGA) section, Flight Procedure Design section and Communication, Navigation and Surveillance (CNS) section for carrying out the Aeronautical study.
- 2.4 The AGA/NOC Section of AAI, CHQ, New Delhi will carry out necessary coordination for finalising dates of visit etc., with the experts detailed for the study and the applicant.
- 2.5 The team will visit the site for physical verification of the details of the proposed structure and if required, additional information may be obtained from the applicant. In addition to above, team shall verify existence of nearby structures and any other structure which has reference to the study.
- 2.6 The Team, if so desires, may ask the concerned Airport Operator to physically verify the site elevation and site co-ordinate data.
- 2.7 The team shall carry aeronautical study of maximum 4 cases in a single visit and shall complete the report for each study within a period of 30 days.
- 2.8 Charting accuracy and MOC criteria specified in FPD manual of AAI shall be considered while examining the structures in respect to PANS-OPS criteria.

## GUIDELINES FOR AERONAUTICAL STUDY

(For the purpose of Evaluating the Existing or the Proposed Structures, penetrating the Obstacle Limitation Surfaces)

### 3. THE PRIME OBJECTIVE OF THE STUDY IS TO ENSURE:-

- 3.1 The safety of air navigation, efficient utilization of airspace and airport by the aircraft, based on the instrument/visual flight procedures in operation and instrument flight procedures that are being planned and shall be applicable for normal aircraft operations and;
- 3.2 To protect the service volume of CNS facilities and their performance from either electromagnetic interference or due to physical hindrance/restriction.

### 4. SCOPE OF AERONAUTICAL STUDY

- 4.1 An existing or proposed structure, penetrating or estimated to penetrate the obstacle limitation surfaces as detailed in ICAO Annex 14, resulting in deviation from the Standards, is presumed to be a hazard to air navigation unless the Aeronautical Study determines that safety and regularity of aircraft operations is not adversely affected during the normal aircraft operations.
- 4.2 An Aeronautical study must identify the effects of the proposed structure:
  - 4.2.1 On the existing and the proposed traffic circuits, instrument flight procedures, PBN procedures, departure & arrival procedures, and the minimum flight altitudes of the air-routes, OCA, MSA and Radar Vectoring Altitudes, during normal aircraft operations.
  - 4.2.2 On physical, electromagnetic, or line-of-sight interference of the existing and the proposed, Communications, Navigation and Surveillance (CNS) facilities.
  - 4.2.3 Whether marking and/or lighting of the structure is necessary.
- 4.3 However, safety impact on the aircraft operations in its degraded operational performance mode is not analysed.
- 4.4 The Aeronautical Study focus solely on matters that affect safety and efficiency of airspace use. It is not to deal with matter relating to noise or other environmental issues, the effect on lifestyle and property values or the effect on other services such roads and railways.



## GUIDELINES FOR AERONAUTICAL STUDY

### (For the purpose of Evaluating the Existing or the Proposed Structures, penetrating the Obstacle Limitation Surfaces)

- 4.5 There is at present no objective method of determining maximum or acceptable obstacle penetration and density and therefore the perceived likelihood of occurrence need not be considered in the study.

## 5. RESPONSIBILITY

- 5.1 **Appellate Committee**, if deemed fit, will order for conducting the Aeronautical Study to examine the feasibility of height desired/recommended by state authorities, etc. for the existing or the proposed structure.
- 5.2 **Airports Authority of India** will conduct Aeronautical study through the designated experts.
- 5.2.1 Designated AAI experts are responsible for examining the proposed deviation from the Standards, considering SO84E, DGCA CAR on Aerodrome Design and Operations, ICAO Annex 14, PANS-OPS DOC 8168 Vol. II and Annex 10 and any other guidelines issued from time to time by appropriate authority, to the extent and as per the framework, defined in these guidelines.
- 5.2.2 Flight Procedure Design expert will examine the effect of proposed structure on existing and proposed Instrument and PBN procedures as per the criteria given in ICAO DOC 8168 Vol. II to identify the effect on Obstacle Clearance Altitudes (OCA); minimum vectoring altitudes (MVA); minimum holding altitudes (MHA); Minimum Sector Altitude (MSA); STARs/SIDs procedures altitudes; turning areas & termination areas. The impact of proposed structure on precision approaches to be examined with respect to Basic ILS Surface.
- 5.2.3 Flight Procedures Design Expert will also take into consideration the natural terrain within the affected area.
- 5.2.4 CNS expert will examine the effect of proposed structure on the existing and also on the proposed CNS facilities as per Annex 10 to determine the electromagnetic interference, if any, with any of the air navigation facilities.
- 5.2.5 CNS expert will also examine the effect on the performance including coverage and operational efficacy of ground-based surveillance equipment such as primary and secondary radars; ASMCGS, SMR and ADS etc.
- 5.2.6 CNS expert will also examine the effect on the performance of other CNS facilities where applicable and in cases where multiradar and/or multi CNS facilities are available, the examination shall

## GUIDELINES FOR AERONAUTICAL STUDY

### (For the purpose of Evaluating the Existing or the Proposed Structures, penetrating the Obstacle Limitation Surfaces)

include individual performance and also combined performance of the facilities.

- 5.2.7 CNS expert will examine the effect of existing and proposed manmade objects and natural terrain within the affected area.

## 6. SAFEGUARDING PLANNED DEVELOPMENT AND FUTURE UPGRADATION OF AERODROMES

- 6.1 All planned developments at the existing airports and approved proposed Greenfield airports shall be considered as per the guidelines.
- 6.2 Future Development of Existing Airports like extension of runway, proposed additional installation & relocation of CNS facility shall be taken into account.
- 6.3 Proposed procedures for Air Navigation Service Operations (PANS-OPS) shall also be considered.
- 6.4 New Airport Development. – Obstacle limitation surfaces (OLS), Procedure Design areas and area for proposed CNS facility shall be considered.

## 7. FORMAT OF AERONAUTICAL STUDY REPORT

Aeronautical Study report will comprise of three sections,

- 7.1 First section will be compiled by AGA / NOC section which will contain details of the proposed project, e.g. Address, WGS-84 coordinates up to 100<sup>th</sup> of seconds, site elevation and location of the proposed site with reference to OLS, height requested by applicant, CHQ as well as regional or station level NOC office references, etc. The Appellate Committee directions for the conduct of Aeronautical Study will also be mentioned.
- 7.2 Second section will be compiled by PANS-OPS expert containing examination of the existing and the proposed Instrument Approach/PBN Procedures etc.
- 7.3 Third section will be compiled by CNS expert containing examination and effect of the proposed structure on existing and proposed CNS facilities.

## GUIDELINES FOR AERONAUTICAL STUDY

### (For the purpose of Evaluating the Existing or the Proposed Structures, penetrating the Obstacle Limitation Surfaces)

- 7.4 At the end of the report a Summary of the Study report will be provided enumerating the adverse impact of the structure w.r.t. AGA surfaces, PANS-OPS criteria and CNS facilities.

## 8. SUBMISSION OF AERONAUTICAL STUDY REPORT

- 8.1 Aeronautical study team shall submit the report within 30 days from the date of site visit or from the date of receipt of additional information/documents from the applicant as requested by the AAI team during their site visit, whichever is later.
- 8.2 Appellate committee will consider the observations made in Aeronautical study report and take appropriate decision.
- 8.3 Appellate committee on the basis of decision taken on the report may direct AAI Corporate Office to issue Authorization letter to the concerned regional /station level designated officer for issuance of NOC.