

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

Minutes of Meeting of the Appellate Committee for height clearance held on
5th May, 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 5th May, 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, Executive Director(ATM) and Sh. A.K. Bhardwaj, GM (ATM-NOC) of Airports Authority of India (AAI).

The following decisions were taken on the Aeronautical Study reports submitted in this Committee Meeting:

AERONAUTICAL STUDY CASES

1. M/s Sagaar Developers, Mumbai.

Case No. MUM/07/333
File No. AAI/20012/06/2013-ARI(NOC)
NOCAS ID: JUHU/WEST/B/121712/018
Site Address: CTS No. 98, 98/1 to 13, 99, 99/1 to 7, 100, 101, 101/1 to 11, 102, 102/1 to 15, 103, 103/1 of Village Gundavali, Taluk Andheri & CTS No. 153, 153/1 to 59 of Village Mogra, Tal. Andheri, Mumbai.

As per NOCAS, the proposed site lies in IHS of Santa Cruz Airport at a distance of 2512m from Rwy 14.

The applicant had initially requested a height of 79.50 m AMSL vide their letters dated 21.08.2007 and reiterated the same in their letter dated 19.03.2013. They were initially granted a height of 48.80 AMSL vide letter dated 15.11.2007 which was subsequently revised to 56 m AMSL vide AAI letter dated 21.06.2010.

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The case was earlier heard in the Appellate Committee Meeting of 27.12.2013 wherein the Committee had decided that an Aeronautical Study be conducted to determine the height permissible at the site.

The Aeronautical Study report prepared by AAI was submitted in this meeting which was examined and the report has indicated that the height of 79.50 m AMSL, as sought by the applicant is permissible from both IAL and CNS criteria wherein the ASR at Kalina gate is considered. The report has also indicated that the maximum permissible height considering only the existing ASR at Mumbai restricts the height to 74.80 m AMSL.

The Committee while taking note of the above has also been informed that ASR at Kalina gate has since been installed and that trials are underway before notifying it as operational. The Committee also took note of the mitigating factors given in the report for the height admissible.

Committees' Decision: The applicant to be authorized initially height of 74.80 m AMSL which shall be revised to 79.50 m AMSL after the ASR at Kalina gate is operationalised. The mitigating factors indicated in the report also to be included in the above authorization.

2. M/s. Zears Developers Pvt. Ltd., Mumbai.

Case No. MUM/08/363
File No. AAI/20012/13/2009-ARI(NOC)
NOCAS ID: JUHU/WEST/B/082812/002
Site Address: CTS No. 614 of Village Bandra (W), Mumbai.

As per NOCAS, the proposed site is at about 3349 m from the runway end of Rwy 09 of Mumbai airport and lies in IHS.

The applicant had earlier applied for a height of 68.015 m AMSL which was later revised to 85 m AMSL in their letter dated 27.08.2012.

The case was earlier heard in the Appellate Committee Meeting of 11.10.2013 wherein the applicant had then requested a height of 71.40 m AMSL supported by letter from MCGM dated 10-10-2013. The Committee had then decided that an Aeronautical Study be conducted to determine whether the height of 71.40 m AMSL as requested by the applicant was permissible at the site.

The case was subsequently put up in the AC meeting of 16.04.2014 wherein AAI representative indicated that the actual site elevation of the plot is 11.11 m AMSL as against 7.26 m AMSL submitted earlier by the applicant. In this AC meeting the matter

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was re-examined as requested by the applicant vide letter dated 20.02.2014 w.r.t revised site elevation certificates dated 28.02.2014 issued by BMC and revised justification letter dated 28.02.2014 issued by MCGM. The Committee ordered to conduct Aeronautical Study to determine whether the applicant's revised request of 77.725 m AMSL is permitted or not.

The Aeronautical Study report prepared by AAI was submitted in this Committee which was examined and the report has indicated that the maximum permissible height from both IAL and CNS criteria is 77.725 m AMSL. The Aeronautical Study report has also listed mitigating action while clearing the above height as recommended by MCGM.

Committees' Decision: The applicant be authorized height of 77.725 m AMSL with the mitigating factors indicated in the report.

3. M/s Grace Property India Pvt. Ltd., Mumbai

Case No.: MUM/08/369
CHQ File No.: AAI/20012/12/2009-ARI(NOC)
NOCAS ID.: JUHU/WEST/B/082712/018
Site Address: CTS NO. F/862 F.P. No.6 TPS-III, Village Bandra, Bandra(W), Mumbai.

As per NOCAS, the proposed site at about 3536 m from Rwy 09 of Santa Cruz Airport and site lies in IHS.

The applicant earlier had asked for a height of 68.135 m AMSL in their letter of 4.08.2008 against which AAI had authorized a height of 48.80 m AMSL vide their letter dated 23.12.2008. It was later on amended to 56.27 m AMSL after review by AAI vide their letter dated 08.07.2010. The applicant subsequently revised his requirement to 80 m AMSL vide letter dated 27.08.2012 and requested Aeronautical Study.

The case was earlier discussed in the Appellate Committee meeting dated 11.10.2013 wherein the applicant had requested height of 68.45 m AMSL. The applicant had then submitted a letter from MCGB dated 10-10-2013 for a height of 68.33 m AMSL. The said Committee had then took a decision to conduct Aeronautical Study to determine whether the height of 68.33 m AMSL is permissible or not.

The case was subsequently put up in the AC meeting of 16.04.2014 wherein AAI representative indicated that the actual site elevation of the plot is 11.5 m AMSL as against 7.38 m AMSL submitted earlier by the applicant. In this AC meeting the matter was re-examined as requested by the applicant vide letter dated 20.02.2014 w.r.t revised site elevation certificates dated 28.02.2014 issued by BMC and revised justification letter dated 28.02.2014 issued by MCGM. The Committee ordered to

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conduct Aeronautical Study to determine whether the applicant's revised request of 72.25 m AMSL is permitted or not.

The Aeronautical Study report submitted by AAI was examined in this Committee and it was observed that the report has determined the maximum permissible height from both IAL and CNS criteria is 72.25 m AMSL. The Aeronautical Study report has also listed mitigating action while clearing the above height.

The applicant had at a later date on 20.02.2014 requested for a revised height of 72.25 m AMSL.

Committees' Decision: The applicant to be authorized height of 72.25 m AMSL with the mitigating factors indicated in the report.

4. M/s Omkar Realtors & Developers Pvt. Ltd., Mumbai C/o Mr. Anand V. Dhokay.

Case No.: MUM/13/NOCAS/154
CHQ File No.: AAI/20012/124/2013-ARI(NOC)
NOCAS ID.: JUHU/WEST/B/060613/13562
Site Address: CTS No.811A/7, 812, 813, 821, 824 & 844 of Village Malad, Malad (East), Mumbai.

The proposed site lies in OHS and is 10059.72 m away from ARP of Santacruz Airport.

The applicant had earlier applied for a height of 355.10 m AMSL on 18.04.13 online against which they were granted 235.4266 m AMSL vide letter dated 12.08.13 and applicant reiterated for height of 355.10 m AMSL vide letter dated 23.08.13.

Applicant requested Aeronautical Study for proposed construction of sales buildings of the Slum Rehabilitation Scheme (SRA). The case was earlier discussed in the AC meeting of 27th December, 2013 wherein it was decided to conduct Aeronautical Study to determine whether the height requested 355.10 m AMSL is admissible at that site.

The Aeronautical Study was conducted by AAI and the report was considered in this Committee. According to the report the height requested is admissible from IAL(PAN-OPS) criteria. However, the height requested is restricted from CNS criteria and that for the four buildings at that site the following heights are permissible.

| Sl.No. | Building No. | Height as per existing ASR | Height as per Kalina ASR |
|--------|--------------|----------------------------|--------------------------|
| 1. | A | 236.57 m AMSL | 291.62 m AMSL |
| 2. | B | 291.91 m AMSL | 291.91 m AMSL |
| 3. | C | 292.90 m AMSL | 292.90 m AMSL |
| 4. | D | 293.43 m AMSL | 293.43 m AMSL |

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The committee took note of the above permissible heights and also that ASR at Kalina gate has since been installed and that trials are underway before notifying it as operational. The Committee also took note of the mitigating factors given in the report for the height admissible.

Committees' Decision: The applicant to be authorized heights for the buildings B, C & D for respective coordinates as indicated in the report. For building 'A' as an interim measure height of 236.57 m AMSL as per existing ASR may be given. After operationalization of Kalina ASR, NOC of building 'A' to be revised to 291.62 m AMSL. The mitigating factors indicated in the report also to be included in the above authorization.

5. M/s Omkar Realtors & Developers Pvt. Ltd., Mumbai

Case No.: MUM/10/152
CHQ File No.: AAI/20012/142/2010-ARI(NOC)
NOCAS ID.: JUHU/WEST/B/022513/006
Site Address: CS No. 286(Pt.), 793(Pt.), 913 & 1629(Pt.) of Lower Parel Division, Worli, Mumbai.

The proposed site lies in outer Conical Surface and is 9036 m away from Rwy 09 of Santacruz Airport.

The applicant had earlier applied for a height of 278.849 m AMSL on 07.09.10 against which they were granted 163.60 m AMSL vide letter dated 04.08.10 subsequently applicant requested for revised height of 352.849 m AMSL online dated 25.02.13.

The case was earlier heard in the AC meeting of 27.12.2013 wherein it was decided to conduct Aeronautical Study to determine whether the height requested 352.849 m AMSL is admissible at that site.

The Aeronautical Study was conducted by AAI and the report was considered in this Committee. According to the report the height requested is admissible from IAL(PAN-OPS) criteria. However, the height requested is restricted from CNS criteria (ASR) and that the heights permissible are 171.98 m AMSL with the existing ASR and 270.88 m AMSL with the Kalina gate ASR.

The committee took note of the above permissible heights and also that ASR at Kalina gate has since been installed and that trials are underway before notifying it as operational. The Committee also took note of the mitigating factors given in the report for the height admissible.

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Committees' Decision: The applicant be authorized height of 171.98 m AMSL as an interim measure. The NOC to be revised to 270.80 m AMSL after operationalisation of ASR at Kalina gate. Authorization to be issued specific to the geo-coordinates.

6. M/s Forbes & Company Ltd., Mumbai

Case No.: MUM/12/NOCAS/236
CHQ File No.: AAI/20012/13/2013-ARI(NOC)
NOCAS ID.: SNCR/WEST/B/121812/016
Site Address: C.T.S No. 15A, 15C, 15D, 15E, 15F of Village-Chandivali at Kurla, B.S.D., Mumbai.

As per NOCAS, the proposed site lies in IHS and is 3080 m from Rwy 27 of Santa Cruz Airport.

The applicant had earlier applied for a height of 150 m AMSL vide their letter dated 19.10.12 against which they were granted 56.28 m AMSL vide letter dated 07.01.13 The applicant in its letter dated 08.01.2013 has reiterated requirement for height of 150 m AMSL.

The case was heard in the earlier AC meeting of 27.11.2013 wherein the applicant was required to provide a letter from BMC justifying and supporting their project with the height requested. In the subsequent AC meeting of 27.12.2013, on the basis of requisite documents submitted by the applicant the Committee had then directed for conduct of Aeronautical Study whether the height of 150 m AMSL is applicable at that site.

In this meeting the Aeronautical Study report was examined by the Committee and it was observed that the height requested though admissible from IAL criteria however, the same is restricted from CNS (Radar) criteria. The heights admissible for the buildings designated T-1, T-2, T-3, T-4, T-7, T-8 and rest are as follows:

| Sl.No. | Building No. | Height as per existing ASR | Height as per Kalina ASR |
|--------|----------------|----------------------------|--------------------------|
| 1. | T-1 | 108.72 m AMSL | 113.16 m AMSL |
| 2. | T-2 | 109.20 m AMSL | 113.68 m AMSL |
| 3. | T-3 | 109.82 m AMSL | 113.79 m AMSL |
| 4. | T-4 | 109.43 m AMSL | 113.16 m AMSL |
| 5. | T-7 | 109.02 m AMSL | 112.61 m AMSI |
| 6. | T-8 | 108.70 m AMSL | 111.90 m AMSL |
| 7. | Remaining plot | 105.77 m AMSL | 107.56 m AMSL |

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The committee took note of the above permissible heights and also that ASR at Kalina gate has since been installed and that trials are underway before notifying it as operational. The Committee also took note of the mitigating factors given in the report for the height admissible.

Committees' Decision: As an interim measure, height as per existing ASR to be authorized. Once the ASR at Kalina gate is commissioned, the applicant may be authorized heights as per Kalina ASR for the specific buildings w.r.t their respective coordinates as indicated in the report. The mitigating factors indicated in the report also to be included in the above authorization.

7. M/s. Abhinandan Buildtech Pvt. Ltd., Navi Mumbai.

Case No.: MUM/12/NM/NOCAS/040
CHQ File No.: AAI/20012/11/2013-ARI(NOC)
NOCAS ID.: NAVI/WEST/B/122612/025
Site Address: Plot No. 248-A & 249, Sector-10 at Khargarh, Navi Mumbai.

As per NOCAS, the site lies at 3678 m from Runway 26 and is in IHS of Navi Mumbai Airport.

The applicant had initially requested a height of 55.70 m AMSL vide their letter dated 18.05.2012 against which they were given NOC for a height of 53 m AMSL vide letter dated 23.07.2012. The applicant had subsequently appealed for a height of 55.5 m AMSL vide their letter dated 26.12.12.

The case earlier heard in the AC meeting of 24th September, 2013 wherein an officer from AAI, Mumbai had to examine how a height of 58 m AMSL was granted to other buildings as contented by the applicant. The Committee was later informed by AAI that prior to March, 2011 CIDCO had no system of obtaining NOC from AAI and that the buildings quoted by the applicant having height of 57.15 m AMSL and 57.95 m AMSL were given occupancy certificate by CIDCO on October/December, 2010.

The Committee took note of above observation of AAI, Mumbai and that Aeronautical Study at Navi Mumbai w.r.t the proposed airport which is still in formative stage cannot be made applicable. The Committee further noted the presence of the hills to the North of the airfield which will have to be taken into consideration while designing the IAL procedures. The Committee also noted that with the VOR site established for Navi Mumbai airport the height permissible from CNS criteria is 55.50 m AMSL.

Committees' Decision: The applicant to be authorized height of 55.50 m AMSL.

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8. M/s Welspun Captive Power Generation Ltd., Tal. Anjar, Dist. Kachch.

Case No.: MUM/NOCAS/CAS/12/CHIMNY/10
CHQ File No.: AAI/20012/77/2012-ARI(NOC)
NOCAS ID.: KAND/WEST/B/020212/002
Site Address: Welspun City, Survey No. 672, Village Varsamedi. Tal. Anjar,
Dist. Kachch. Gujarat.

The proposed site is about 1666 m from Rwy 05 of Kandla Airport and lies in IHS.

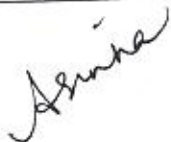
The applicant had requested a height of 134 m AMSL vide letter dated 02-06-2012 against which a height of 118 m AMSL was recommended after carrying out Aeronautical Study. Subsequently, the applicant vide letter dated 20.07.2012 revised the height request to 143 m AMSL.

The case was initially heard in the AC meeting of 29.01.2013 wherein a consensus view was taken due Ministry of Environment regulations that equipping the airfield with VOR funded by the applicant the matter could be examined for the height request 143 m AMSL. The applicant however, had requested for shifting of existing NDB to meet the CNS and IAL requirements.

The case was subsequently heard in the AC meeting of 11.10.2013 and also 27.11.2013 wherein the applicant was advised to take up the matter with AAI to work out the modalities of cost sharing for the VOR installation.

The matter was examined in detail in AAI and the Committee informed that the Chimney is located in the secondary area of NDB procedure and that considering the benefit derived from secondary area the NDB procedure is not affected. It was further informed by AAI that whether VOR/DME is installed or existing NDB upgraded with co-located DME the OCA for visual circling will still restrict the elevation of chimney to 120.3 m AMSL. The chimney to be cleared to a top elevation of 143 m AMSL as requested by the applicant will result in the raising of visual circling OCA to 770 ft. from the existing 690 ft. or will result in imposing restriction on carrying out visual circling to the north of the runway where the chimney is located.

The Committee took note of the above examination by AAI and also considered that Kandla airport has at present no commercial viability and is occasionally frequented by aircraft. The Committee also took a view that the AAI which owns the airport should impose restriction on carrying out visual circling on the northern side of the runway so that the presence of the chimney does not affect the safety of aircraft operation and also



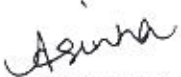
the mitigating factors like lighting and marking of the chimney should also be imposed as is the normal practice.

Committees' Decision: The NDB to be upgraded with co-located DME funded by the applicant thereafter applicant be authorized the height of 143 m AMSL for the chimney and AAI to notify restriction on carrying out visual circling to the north of the airfield.


(V.SOMASUNDARAM)
MEMBER (ANS)


(J.S.RAWAT)
JT. DGCA


(K.GOHAIN)
TECHNICAL EXPERT


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

Place: New Delhi
Date: 5th May, 2014