

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

**Minutes of the Meeting of the Appellate Committee for height clearance held on
06th November, 2015**

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 6th November, 2015.

The following Committee members were present:-

1. Sh. A K Dutta - Member (ANS), AAI
2. Sh. K. Gohain - Technical Expert

Sh. J.S. Rawat Jt. DGCA was not present.

The following appeal cases were taken up in which aeronautical study were conducted as per the Aeronautical Study guidelines approved by the competent authority which also included the Expert Committee recommendations for the maximum permissible penetration of OLS. The Expert Committee while arriving at their recommendations had also considered and concluded that the safety and regularity of aircraft operations at the particular airport will not be affected.

The **Aeronautical Study cases** that were brought up in this Committee Meeting are as detailed below:-

AERONAUTICAL STUDY CASES

1. **M/s Lodha Crown Buildmart Pvt. Ltd. Mumbai Metropolitan Region Development Authority (MMRDA),**

Case No.: MUM/10/761
CHQ File No.: AAI/20012/188/2014-ARI (NOC) (Old
No.:AAI/20012/149/2012-ARI (NOC)
NOCAS ID: SNCR/WEST/B/111814/74372 (Old ID: SNCR/WEST/
B/021513/020
Site Address: Block-C, Plot No.A, Wadala Truck Terminal (WTT), CS No.8,
Mumbai.

As per NOCAS, the proposed site lies in **Conical Surface** and is at a distance of 4744.91 m from Rwy 32 of Santacruz Airport.

The applicant had initially requested a height of 225 m AMSL against which they were granted a height of 139.90 m AMSL after Aeronautical Study vide letter dated 30.10.2013. The applicant in its subsequent letter dated 06.05.2014 has reduced height requirement to 187.95 m AMSL. The applicant thereafter requested for a height of 187.954 online dated 18.11.2014 for Plot-A. The applicant claims that the width of their plot is approximately 500m and they may be given height tower-wise.

The case was listed in the Appellate Committee Meeting dated 12th May, 2014 wherein the applicant was absent. 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. The applicant, therefore, submitted its request vide letter dated 11.06.2014.

The case was again heard in the in the Appellate Committee Meeting dated 11th July, 2014 wherein it was decided that as requested by the applicant, he is to submit fresh separate proposal for each of the parts of the plot and of the individual towers therein giving specific coordinates of the tower and parts of the plot.

Subsequently, the applicant has divided the Plot No.A and requested for reassessment of height granted in respect of each towers in Plot No. A of Block C at WTT to consume full FSI.

This Committee heard the applicant and its presentation. It also took note that the earlier height granted was after an Aeronautical Study. The Committee also noted the decision of the earlier Committee meeting of 11.07.2014 and was informed that the applicant has submitted 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.

The case was again discussed in the meeting on 21.1.2015, wherein it was decided that AAI to conduct Aeronautical Study to find-out the permissible height for each of the individual towers as at above.

This Committee on 24.6.2015 considered the Aeronautical Study report and also the maximum allowable penetration as per the guidelines contained in the minutes of 26th March, 2015. The Aeronautical Study report has taken into consideration, the coordinates for the specific buildings for which coordinates supplied by the applicant and that the Aeronautical study is specific to the buildings within the coordinates (5 Buildings). The Committee observed that the maximum height for Building 1: 136.43m AMSL; Building 2: 134.76m AMSL; Building 3: 136.16m AMSL; Building 4: 133.90m AMSL and; Building 12: 132.91m AMSL is permissible.

The case was again discussed in the meeting on 24.6.2015, wherein it was observed that the height permissible through this aeronautical study are lower than the height 139.90M AMSL, permitted earlier (also through aeronautical study). However, applicant vide letter dated 27.4.2015 has reported that buildings have already reach the height of 139.90m AMSL. The Committee decided that MIAL to carry out physical verification w.r.t. the present status of construction of the towers

and also matter to be referred to Law Department of AAI for providing legal opinion in the matter.

The joint site verification / inspection was carried on 16.9.2015 and the report sent to AAI, CHQ on 24.9.2015 are as below:

Plot No.	Total No. of Buildings as per plan submitted by applicant	Building No.	Physical Verification Remarks by MIAL
A	5	Building No. 3	Top Elevation of visible concrete structure - 138.62M AMSL
		Building No. 4	Top Elevation of visible concrete structure - 138.81M AMSL

As per MIAL, 2 buildings are presently under construction as at above and that the site elevation was measured to be 3.75M (in comparison to 2.954M submitted by the applicant).

The Committee observed that of the 2 buildings under construction namely; Building No.3 & 4, the Aeronautical Study report indicates permissible height for Building No.3 as 136.16m AMSL and for Building No.4 as 133.90m AMSL. The permissible heights for Building No.3 & 4 is less than the heights already constructed as per physical verification by MIAL. The other 3 Buildings on this Plot which are yet to be constructed have permissible height as:- Building No.1 as 136.43m AMSL; Building No.2 as 134.76m AMSL and Building No.12 as 132.91m AMSL.

Committees' Decision:

The applicant be communicated the heights derived from the Aeronautical Study for specific buildings in Plot A with their respective coordinates. The applicant also to be informed that as per physical verification, the height of Building No.3 & 4 which are in excess of the height derived from Aeronautical Study. The case to be referred to Law Ministry through MoCA to take legal opinion for suitable action for the heights of Building No.3 & 4 which are already constructed for a height more than the permissible height as per the study.

2. M/s Lodha Crown Buildmart Pvt. Ltd. Mumbai Metropolitan Region Development Authority (MMRDA),

Case No.: MUM/10/761
CHQ File No.: AAI/20012/189/2014-ARI(NOC) (Old No.:AAI/20012/149/2012-ARI(NOC))
NOCAS ID: SNCR/WEST/B/111814/74403 (Old ID: SNCR/WEST/B/021513/020)
Site Address: Block-C, Plot No.B, Wadala Truck Terminal (WTT), CS No.8, Mumbai.

As per NOCAS, the proposed site lies in **Conical Surface** and is at a distance of 4668m from Rwy 32 of Santacruz Airport.

The applicant had initially requested a height of 225m AMSL against which they were granted a height of 139.90 m AMSL after Aeronautical Study vide letter dated 30.10.2013. The applicant in its subsequent letter dated 06.05.2014 has reduced height requirement to 187.95 m AMSL. The applicant thereafter requested for a height of 187.954 online dated 18.11.2014 for Plot-B. The applicant claims that the width of their plot is approximately 500m and they may be given height tower-wise.

The case was listed in the Appellate Committee Meeting dated 12th May, 2014 wherein the applicant was absent. 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. The applicant, therefore, submitted its request vide letter dated 11.06.2014.

The case was again heard in the in the Appellate Committee Meeting dated 11th July, 2014 wherein it was decided that on the request of the applicant, that the applicant should 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.

Subsequently, the applicant has divided the Plot No. B in 2 sub plots namely having towers No.5 & 6 vide letter dated 31.07.14 and requested for reassessment of height granted in respect of each 2 towers in Plot No. B of Block C at WTT to consume full FSI.

This Committee heard the applicant and its presentation. It also took note that the earlier heights granted was after an Aeronautical Study. The Committee also noted the decision of the earlier Committee meeting of 11.07.2014 and was informed that the applicant has submitted 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.

The case was again discussed in the meeting on 21.1.2015, wherein it was decided that AAI to conduct Aeronautical Study to find-out the permissible height.

This Committee on 24.6.2015 considered the Aeronautical Study report and also the maximum allowable penetration as per the guidelines contained in the minutes of 26th March, 2015. The Committee observed that the maximum permissible height for Building 5: 131.15m AMSL and Building 6: 130.14m AMSL.

The case was again discussed in the meeting on 24.6.2015, wherein it was observed that the height permissible through this aeronautical study are lower than the height 139.90 M AMSL, permitted earlier (also through aeronautical study). However, applicant vide letter dated 27.4.2015 has reported that buildings have already reach the height of 139.90m AMSL. The Committee decided that MIAL to carry out physical verification w.r.t. the present status of construction of the towers.



The joint site verification / inspection was carried on 16.9.2015 and the report sent to AAI, CHQ on 24.9.2015 are as below:

Plot No.	Total No. of Buildings as per plan submitted by applicant	Building No.	Physical Verification Remarks by MIAL
B	2	Building No. 5	Top Elevation of visible concrete structure - 129.62M AMSL
		Building No. 6	Top Elevation of visible concrete structure - 111.42M AMSL

As per MIAL, the site elevation was measured to be 3.75M (in comparison to 2.954M submitted by the applicant).

The Committee examined the site verification report of MIAL and also the Aeronautical Study report giving the permissible height and observed that the heights for the construction on Building No.5 & 6 as indicated above are less than the heights permissible from the Aeronautical Study Report.

Committees' Decision:

The authorization for permissible heights as derived from the Aeronautical Study for specific buildings in Plot B with their respective coordinates to be issued, with note that the earlier NOC dated 30.10.2013 issued stands cancelled.

3. M/s Lodha Crown Buildmart Pvt. Ltd. Mumbai Metropolitan Region Development Authority (MMRDA),

Case No.: MUM/10/761
CHQ File No.: AAI/20012/190/2014-ARI(NOC) (Old No.:AAI/20012/149/2012-ARI(NOC))
NOCAS ID: SNCR/WEST/B/111814/74452 (Old ID: SNCR/WEST/B/021513/020)
Site Address: Block-C, Plot No.C, Wadala Truck Terminal(WTT), CS No.8, Mumbai.

As per NOCAS, the proposed site lies in **Conical Surface** and is at a distance of 4563m from Rwy.32 of Santacruz Airport.

The applicant had initially requested a height of 225 m AMSL against which they were granted a height of 139.90 m AMSL after Aeronautical Study vide letter dated 30.10.2013. The applicant in its subsequent letter dated 06.05.2014 has reduced height requirement to 187.95 m AMSL. The applicant thereafter requested for a

height of 187.954 online dated 18.11.2014 for Block-C in Plot No.C. The applicant claims that the width of their plot is approximately 500m and they may be given height tower-wise.

The case was listed in the Appellate Committee Meeting dated 12th May, 2014 wherein the applicant was absent. 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. The applicant, thereafter submitted its request vide letter dated 11.06.2014.

The case was again heard in the Appellate Committee Meeting dated 11th July, 2014 wherein it was decided that the applicant submit fresh separate proposal for each of the parts of the plot and of the individual towers giving specific coordinates of the towers (03 Nos.) and parts of the Plot No.C.

Subsequently, the applicant has divided the Plot No. C having 03 towers Nos. 7, 8 & 11 vide letter dated 31.07.14 and requested for reassessment of height granted in respect of each tower on Plot No. C of Block C at WTT to consume full FSI.

This Committee heard the applicant and its presentation. It also took note that the earlier heights granted was after an Aeronautical Study. The Committee also noted the decision of the earlier Committee meeting of 11.07.2014 and was informed that the applicant has submitted 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.

The case was again discussed in the meeting on 21.1.2015, wherein it was decided that AAI to conduct Aeronautical Study to find-out the permissible height.

This Committee on 24.6.2015 considered the Aeronautical Study report and also the maximum allowable penetration as per the guidelines contained in the minutes of 26th March, 2015. The Committee observed that the maximum height for Building 7: 127.35m AMSL; Building 8: 126.36m AMSL and; Building 11: 125.32m AMSL is permissible.

The case was again discussed in the meeting on 24.6.2015, wherein it was observed that the height permissible through this aeronautical study are lower than the height 139.90 M AMSL, permitted earlier (also through aeronautical study). However, applicant vide letter dated 27.4.2015 has reported that buildings have already reach the height of 139.90m AMSL. The Committee decided that MIAL to carry out physical verification w.r.t. the present status of construction of the towers. Matter to be referred to Law Department of AAI for providing legal opinion in the matter.

The joint site verification / inspection was carried on 16.9.2015 and the report sent to AAI, CHQ on 24.9.2015 are as below:



Plot No.	Total No. of Buildings as per plan submitted by applicant	Building No.	Physical Verification Remarks by MIAL
C	3	----	A building is under construction up to ground plus two floors only.

As per MIAL, the site elevation was measured to be 3.75M (in comparison to 2.954M submitted by the applicant).

Committee considered the height verification report and observed that of the one building under construction (ground + 2 floors) the height reached is less than the permissible height derived from the Aeronautical Study.

Committees' Decision:

The authorization for the permissible height specific to the buildings (03 Nos) i.e. Building No.7, 8 & 11 in Plot C as derived from the Aeronautical Study to be issued, with note that the earlier NOC dated 30.10.2013 issued stands cancelled.

4. M/s Lodha Crown Buildmart Pvt. Ltd. Mumbai Metropolitan Region Development Authority (MMRDA),

Case No.: MUM/10/761
CHQ File No.: AAI/20012/191/2014-ARI(NOC) (Old No.:AAI/20012/149/2012-ARI(NOC))
NOCAS ID: SNCR/WEST/B/111814/74483 (Old ID: SNCR/WEST/B/021513/020)
Site Address: Block-C, Plot No.D, Wadala Truck Terminal(WTT), CS No.8, Mumbai.

As per NOCAS, the proposed site lies in **Conical Surface** and is at a distance of 4476m from Rwy 32 of Santacruz Airport.

The applicant had initially requested a height of 225m AMSL against which they were granted a height of 139.90 m AMSL after Aeronautical Study vide letter dated 30.10.2013. The applicant in its subsequent letter dated 06.05.2014 has reduced height requirement to 187.95 m AMSL. The applicant thereafter requested for a height of 187.954 online dated 18.11.2014 for Plot No D. The applicant claims that the width of their plot is approximately 500m and they may be given height tower-wise.

The case was listed in the Appellate Committee Meeting dated 12th May, 2014 wherein the applicant was absent. 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. The applicant, therefore, submitted its request vide letter dated 11.06.2014.

The case was again heard in the in the Appellate Committee Meeting dated 11th July, 2014 wherein it was decided that the applicant submit fresh separate proposal for each of the towers in Plot No.D of Block-C giving specific coordinates of the towers and parts of the plot.

Subsequently, the applicant has divided the Plot No.D and requested for reassessment of height granted in respect of each tower in Plot No.D of Block C at WTT to consume full FSI.

This Committee heard the applicant and its presentation. It also took note that the earlier heights granted was after an Aeronautical Study. The Committee also noted the decision of the earlier Committee meeting of 11.07.2014 and was informed that the applicant has submitted 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.

The case was again discussed in the meeting on 21.1.2015, wherein it was decided that AAI to conduct Aeronautical Study to find-out the permissible height for each of the towers.

This Committee on 24.6.2015 considered the Aeronautical Study report and also the maximum allowable penetration as per the guidelines contained in the minutes of 26th March, 2015. The Committee observed that the maximum height for Building 9: 123.57m AMSL; Building 10: 122.57m AMSL and; Building 13: 122.03m AMSL is permissible.

The case was again discussed in the meeting on 24.6.2015, wherein it was observed that the height permissible through this aeronautical study are lower than the height 139.90 M AMSL, permitted earlier (also through aeronautical study). However, applicant vide letter dated 27.4.2015 has reported that buildings have already reach the height of 139.90m AMSL. The Committee decided that MIAL to carry out physical verification w.r.t. the present status of construction of the towers. Matter to be referred to Law Department of AAI for providing legal opinion in the matter.

The joint site verification / inspection was carried on 16.9.2015 and the report sent to AAI, CHQ on 24.9.2015 are as below:

Plot No.	Total No. of Buildings as per plan submitted by applicant	Building No.	Physical Verification Remarks by MIAL
D	3	---	A building is under construction up to ground plus one floor only. Another structure is constructed up to plinth level.

As per MIAL, the site elevation was measured to be 3.75M (in comparison to 2.954M submitted by the applicant).

Committee considered the height verification report and observed that on the said Plot only one building is under construction (ground + 1 floor) and another structure is constructed upto the plinth level only. The Committee observed that the height reached in this Plot is less than the permissible height derived from the Aeronautical Study.

Committees' Decision:

The authorization for the permissible height specific to the buildings (03 Nos) i.e. Building No.9, 10 & 13 in Plot D as derived from the Aeronautical Study to be issued, with note that the earlier NOC dated 30.10.2013 issued stands cancelled.

5. M/s Kumar Mordani, C/o M/s Mordani Realty, Mumbai.

**Case No.: MUM/14/NOCAS/33
CHQ File No.: AAI/20012/108/2014
NOCAS ID : JUHU/WEST/B/010614/19829
Site Address: FP No. 438 of TPS No.III of Bandra (West) at 14th Road, Khar (West), Mumbai**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is at a distance of 2900 m from of Rwy 09 of Santacruz Airport.

The applicant had earlier applied for a height of 94.75m AMSL vide their letter dated 16.1.2014 and reiterated the same height vide letter dated 20.5.2014 against which they were granted 56.90m AMSL vide AAI letter dated 21.5.2014. Aeronautical Study conducted for 84.53m AMSL as per Appellate Committee's decision of dated 21.2.2015.

The Committee considered the Aeronautical Study report and observed the height 84.53m AMSL is permissible from all the parameters considered i.e. AGA, IAL and CNS.

Committees' Decision:

The authorization for permissible height of 84.53m AMSL to be issued.

6. Mr. Sanjay Chabriya, M/s Wadhwa & Deserve Builders LLP., Mumbai.

**Case No.: MUM/14/NOCAS/223
CHQ File No.: AAI/20012/143/2014
NOCAS ID : SNCR/WEST/B/042614/36963**



Site Address: CTS No. 200 (Pt) of Village Wadhavali M/E Ward, Chembur (E), Mumbai

As per NOCAS, the proposed site lies in **Conical Surface** and is 5589m from Rwy 32 of Santa Cruz Airport.

The applicant had applied for a height of 200m AMSL vide their letter dated 02.5.2015 against which they were granted 120.40m AMSL vide AAI letter dated 04.7.2014. Aeronautical Study conducted for 210m AMSL as per decision of the Appellate Committee dated 30.4.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from IAL criteria to 161.2m AMSL.

Committees' Decision:

The authorization for permissible height of 161.2m AMSL to be issued.

7. Shri Sanjay Chabriya, C/o M/s Wadhwa & Deserve Builders LLP, Mumbai.

**Case No.: MUM/13/NOCAS/742
CHQ File No.: AAI/20012/145/2014
NOCAS ID : SNCR/WEST/B/120513/18858
Site Address: CTS No. 200 (Pt) of Village Wadhavali, Mumbai**

As per NOCAS, the proposed site lies in **Conical Surface** and is 5695m from Rwy 32 of Santa Cruz Airport.

The applicant had applied for a height of 185m AMSL vide their letter dated 13.12.2013 against which they were granted 120.40m AMSL vide AAI letter dated 31.3.2014. Aeronautical Study conducted for 210m AMSL as per Appellate committee decision of date 30.4.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from IAL criteria to 161.2m AMSL.

Committees' Decision:

The authorization for permissible height of 161.2m AMSL to be issued.

8. M/s Sumer Buildcorp Pvt Ltd., Mumbai.

**Case No.: MUM/14/NOCAS/356
CHQ File No.: AAI/20012/161/2014
NOCAS ID : JUHU/WEST/B/051914/38951**



Site Address: CTS No. 401,402 & 415 to 438 Wilingdon Colony, Village
Bandra, S.V Road, Santa Cruz (West), Mumbai

As per NOCAS, the proposed site lies in Inner Horizontal Surface and is 1440m from Rwy 09 of Santa Cruz Airport.

The applicant had applied for a height of 80.80m AMSL vide their letter dated 07.7.2014 against which they were granted 54.62m AMSL vide AAI letter dated 26.8.2014. Aeronautical Study conducted for 91.85m AMSL as per Appellate Committee meeting dated 28.5.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from AGA criteria to 69.282m AMSL.

Committees' Decision:

The authorization for permissible height of 69.282m AMSL to be issued.

**9. Shri Anand V Dhokay, M/s Omkar Realtors & Developers Pvt. Ltd.,
Mumbai.**

Case No.: MUM/13/NOCAS/132
CHQ File No.: AAI/20012/122/2014
NOCAS ID : SNCR/WEST/B/010314/19733
Site Address: Plot bearing CS No.432 (Pt),437 (pt),440 (pt),645 to 650,653
(pt),654,655(pt),658(pt),659(pt),854,869,870,871 of Parel-
Sewri Parel Sewri, Mumbai

As per NOCAS, the proposed site lies in outer conical surface and is 8774m from Rwy32 of Santa Cruz Airport.

The applicant had applied for a height of 310.30m AMSL vide their letter dated 10.2.2014 against which they were granted 214.49m AMSL vide AAI letter dated 20.3.2014. Aeronautical Study conducted for 310.30m AMSL as per Appellate Committee meeting dated 24.6.2015.

This Committee considered the Aeronautical Study Report and observed that there are 06 Towers (I, J, K, L, M & N) on the site and the permissible height for each of the towers is restricted from CNS criteria as follows:

Tower I	-	230.35m AMSL
Tower J	-	258.10m AMSL
Tower K	-	257.00m AMSL
Tower L	-	230.35m AMSL
Tower M	-	255.30m AMSL
Tower N	-	230.35m AMSL

Committees' Decision:

The authorization for permissible height for each of the towers (I, J, K, L, M & N) as at above for specific coordinates of each of the towers given in the Aeronautical Study report to be issued.

10. M/s Brighton Architects Pvt. Ltd., Mumbai.

Case No.: MUM/12/NOCAS/108
CHQ File No.: AAI/20012/103/2013
NOCAS ID : SNCR/WEST/B/052813/005
Site Address: CTS No. 465(Pt.) of Village –Mohile,"L" Ward,Kurla Ghatkopar Link Road,Mumbai

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 1660m from Rwy 27 of Santa Cruz Airport.

The applicant had applied for a height of 82.65m AMSL vide their letter dated 27.02.2012 against which they were granted 56.90m AMSL vide AAI letter dated 31.5.2013. Aeronautical Study conducted for 82.50m AMSL as per Appellate committee meeting dated 24.6.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from CNS criteria to 69.12m AMSL.

Committees' Decision:

The authorization for permissible height of 69.12m AMSL to be issued.

11. Shri Mohan T. Kukreja, Mumbai

Case No.: MUM/13/NOCAS/374
CHQ File No.: AAI/20012/59/2014
NOCAS ID : SNCR/WEST/B/030114/22316
Site Address: CTS No. 177B of Village- Chembur, Mumbai, Suburbab District in M West ward, Tal.Kurla, Village Chembur, Mumbai

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3656m from Rwy 32 of Santa Cruz Airport.

The applicant had applied for a height of 81.80m AMSL vide their letter dated 30.6.2013 against which they were granted 56.90m AMSL vide AAI letter dated 11.12.2013. Aeronautical Study conducted for 82.0m AMSL as per Appellate Committee meeting dated 28.5.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from IAL criteria (RNP PAR procedure Rwy 32) to

57.6m AMSL. The Committee also observed that the Aeronautical Study was conducted for the specific building for which coordinates were supplied by the applicant and that RNP/AR procedures are being mandated for Mumbai Airport.

Committees' Decision:

The authorization for permissible height of 57.6m AMSL to be issued.

12. M/s Guru Prerna Corporation, M/s Space Moulders, Mumbai

Case No.: MUM/14/NOCAS/286
CHQ File No.: AAI/20012/158/2014
NOCAS ID : SNCR/WEST/B/052914/39669
Site Address: CTS No. 115,119A & 122A Village Marol at Marol Maroshi Road, Andheri (East), Mumbai

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3692m from Rwy 27 of Santa

The applicant had applied for a height of 135.66m AMSL vide their letter dated 04.6.2014 against which they were granted 56.90m AMSL vide AAI letter dated 07.8.2014. The applicant in Appellate Committee meeting dated 21.1.2015 reduced their height requirement to 115.46m AMSL. Aeronautical Study conducted for 115.46m AMSL as per Appellate Committee meeting dated 24.6.2015.

This Committee considered the Aeronautical Study Report and observed that the permissible height is restricted from AGA criteria to 97.8829m AMSL.

Committees' Decision:

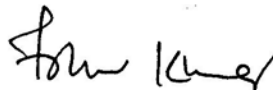
The authorization for permissible height of 97.8829m AMSL to be issued.



(A K Dutta)
MEMBER (ANS), AAI



(K. GOHAIN)
TECHNICAL EXPERT



(ARUN KUMAR)
JT. SECY, MOCA
CHAIRMAN, APPELLATE COMMITTEE

Place: New Delhi
Date: 6th November 2015