

Minutes of the Meeting of No Objection Certificate (NOC) Appellate Committee held on 29th March, 2010 in Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi.

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

1. Sh. P. Seth, Member (Ops.), AAI - Member
2. Sh. A.K. Misra, former Member (Plng.), AAI - Outside Expert
3. Sh. K. Gohain, former DGCA - Outside Expert

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


The applicants called were 10 in numbers of which 2 i.e. Hotel Leela Ventures Ltd. and Omega Investment & Properties Ltd. were absent.

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

• Case Sl.No. 1

Delhi Development Authority, New Delhi

The representative of DDA submitted coordinates of each block as requested by the Appellate Committee in the last meeting. These coordinates were plotted by AAI and it was found that all the subject



plot fall within the inner horizontal surface of Runway 29L of IGI Airport. Since the site elevation at this site is 269 metres as compared to site elevation of 236 metres at Runway 29L end, the maximum permissible height at this location could be 12 metres as earlier cleared by AAI.

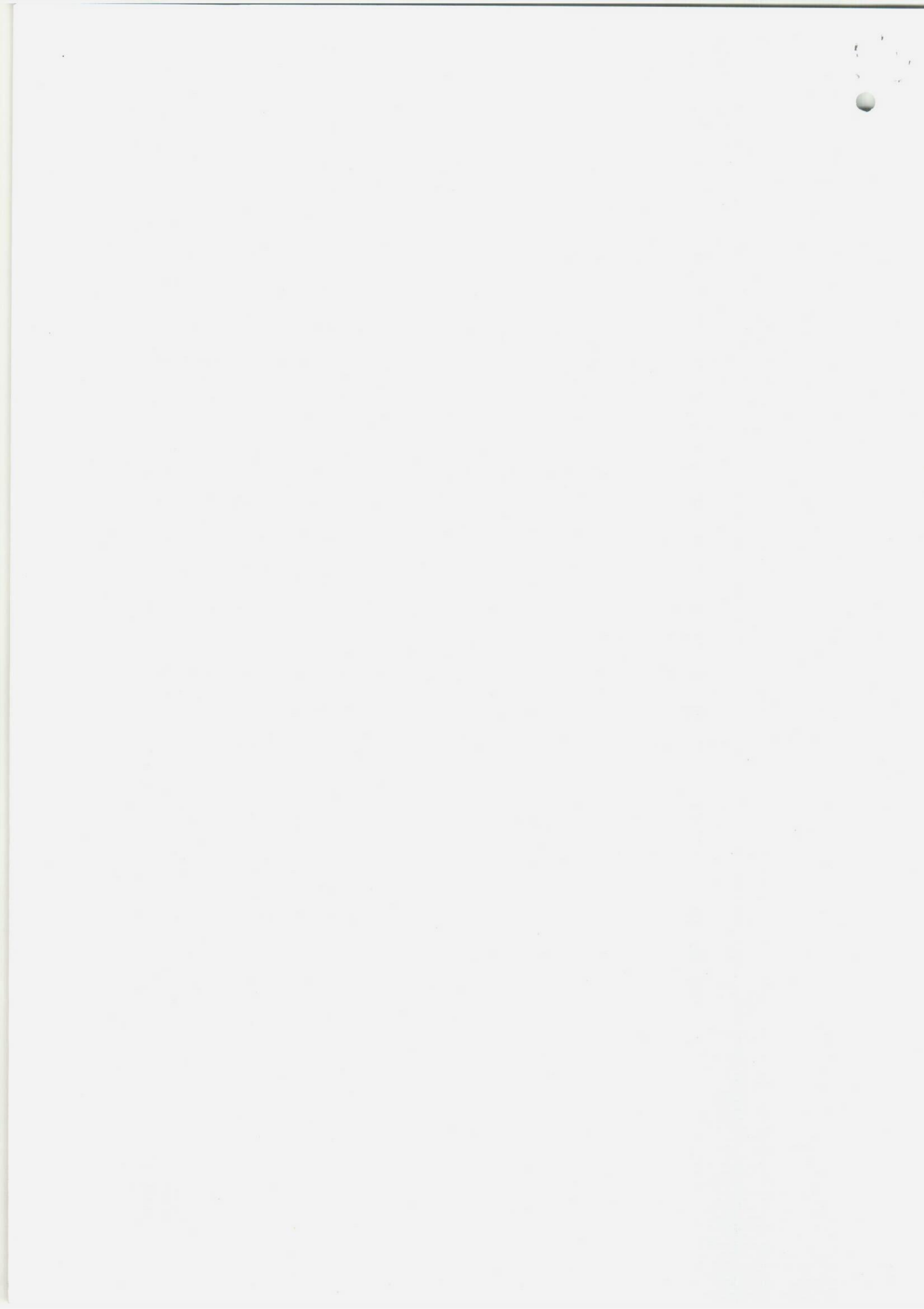
DDA have informed the Committee that this accommodation will be utilized for the purpose of forthcoming Common Wealth Games (CWG). These ~~buildings~~ are of critical importance for the CWG, 2010 and its clearance is being reviewed in the COS meetings. In view of Para 4.2.2 of ICAO Annex '14' and considering the importance of the project, the Committee also examined the maximum permissible height from approach surface view point as the plot lies in the approach surface of the Runway 29L. It is found that the height of 298 metres AMSL as requested by DDA is clear from approach surface point of view. However, as per the latest coordinates submitted by the Party, the plot consists of 4 groups and the permissible heights have been calculated for each Group from CNS criteria. The permissible heights are as follows:

Group I, II, & IV = 296 metres

Group III = 298 metres

Thus, the Committee agrees for clearing the heights as stated above as per CNS criteria. The committee also reserves the statement that this shall not be quoted as precedence in that area.





• Case Sl.No. 2

Bhagwan Mahavir Memorial Samithi

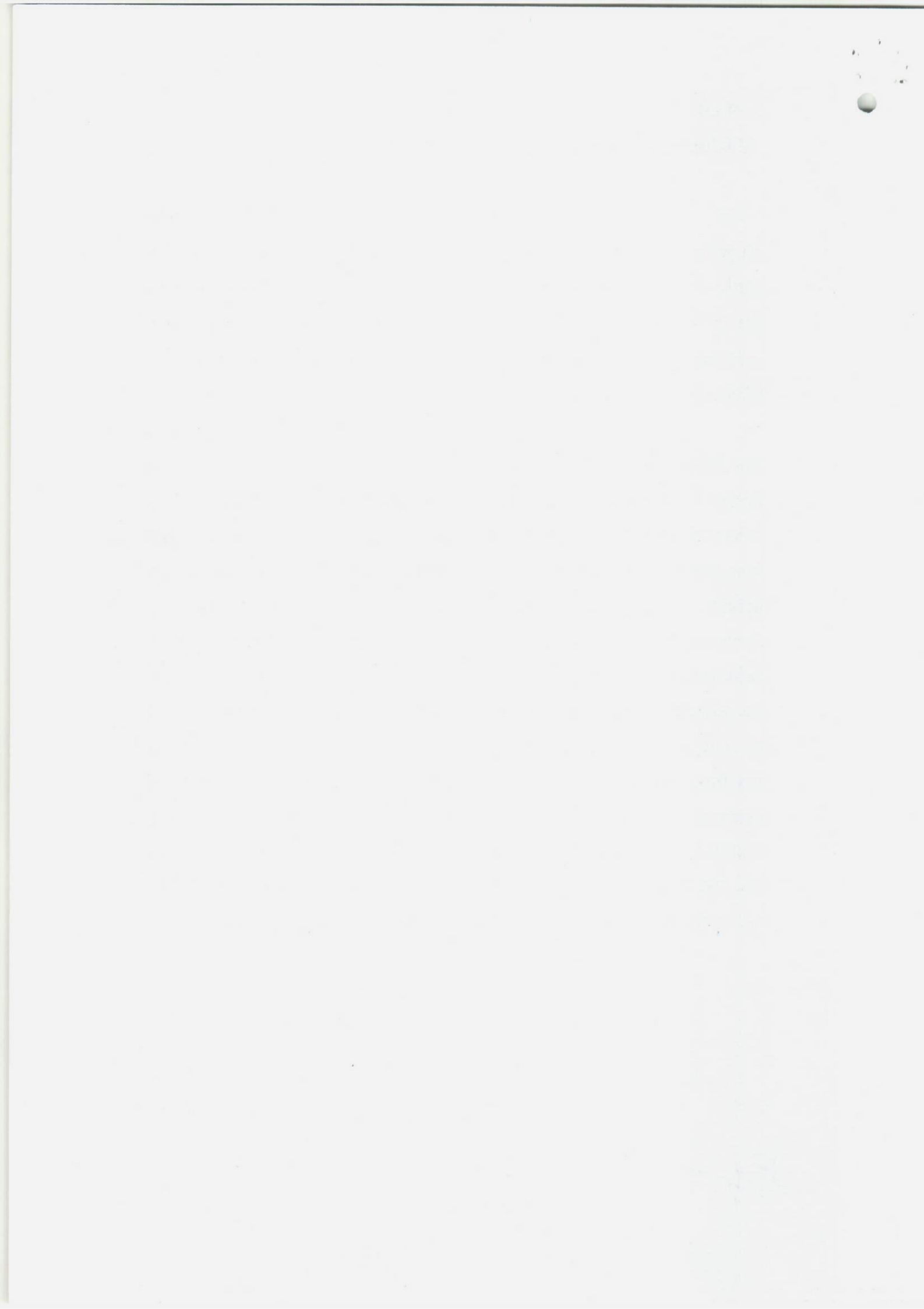
The information sought from the applicant in the earlier NOC Appellate Committee meeting was provided to Airports Authority of India who, on receipt of the same, have informed the Committee that the project is clear upto 319.33 metres AMSI, with reference to IGI Airport, Palam but the height gets restricted to 260 metres AMSI, with reference to Safdarjung Airport.

The Notification S.O. 84(E) Para 6, states that *in case Government and Private Civil Aerodromes and air strips specified in Annexure III(B) where at present civil schedule operations are not taking place or there is no possibility of such operations taking place for reasons including airspace restrictions, national security, etc., the provision of the notification shall be applicable on the basis of aerodrome reference code and operational usage of that aerodrome or strip.* Safdarjung airport appears in Annexure III(B) of the said Notification and also falls under the category of Code '2' aerodrome. Also there are no regular scheduled operations from this airport and neither there is any possibility of such operations taking place in future on account of national security reasons. The Appellate Committee taking cognizance of the above para and considering the above points agrees that the height clearance of 280.75 metres AMSI, as cleared by AAI with reference to IGI Airport, Palam could be accorded.



Asuka





- Case Sl.No. 3

Middle Income Group III Cooperative Housing Society, Mumbai

The applicant in today's meeting has clarified that the Mumbai Housing & Area Development Board has recommended their case for appropriate height clearance as it is to generate additional housing stock in MHADA colonies in general public interest. A letter to that effect has also been submitted to AAI. On a query from the Committee with regard to the observations made by their Consultant, the representative of the applicant has contended that the said observations of their Consultant were mainly based on the AGA criteria only that they would provide clarification from him also. They have further indicated that the proposed height sought by them is safe from VFR point of view and that all instrument/precisions approaches at CSI Airport are commenced at 11 DME at which distance the aircraft will be much above the proposed height of the building.

The applicant has requested for aeronautical study at their cost.

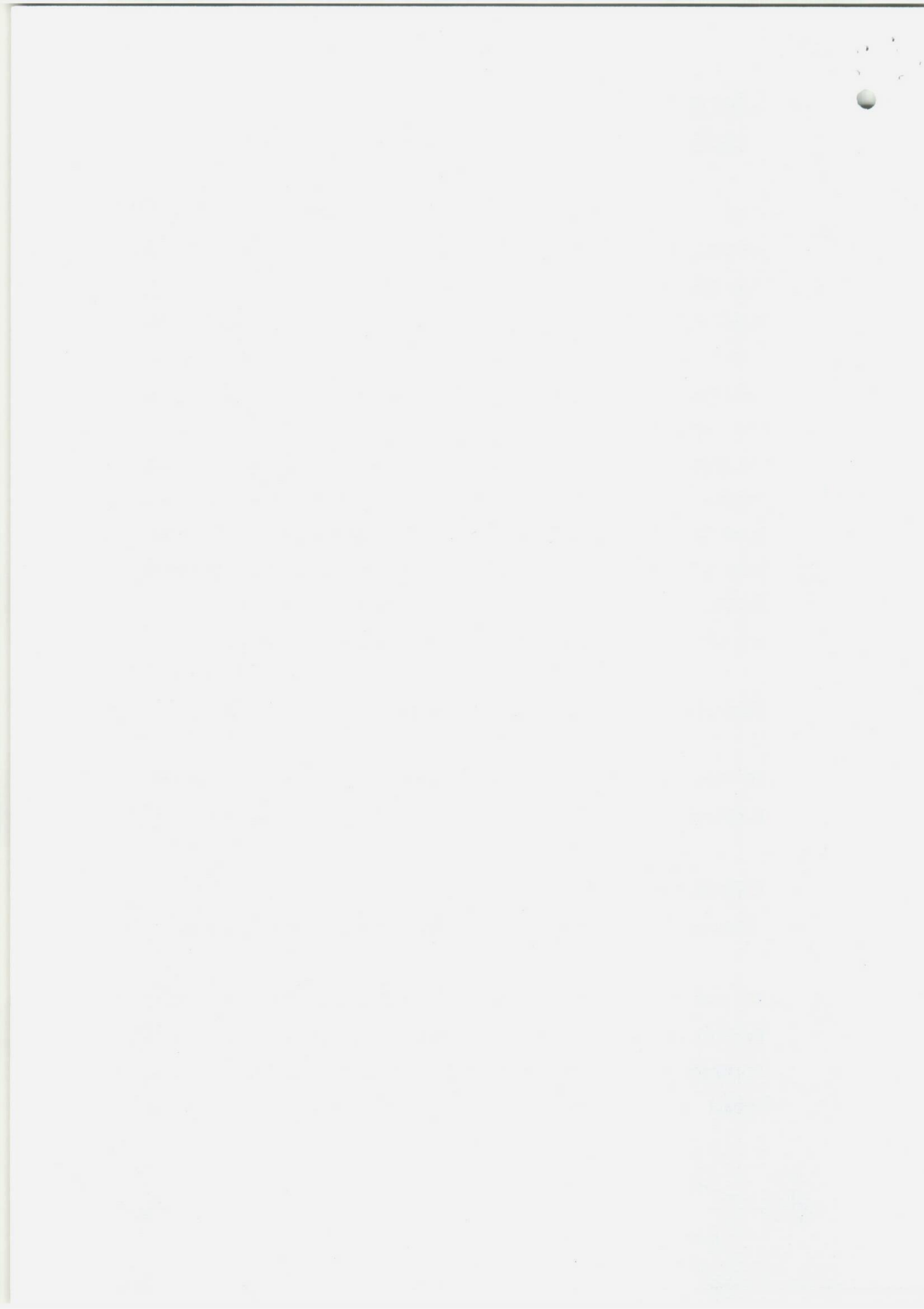
In view of the above, the Committee recommends this case for aeronautical study.

- Case Sl.No. 4

Parinee Developers Pvt. Ltd., Bandra Kurla Complex, Mumbai.

As was recommended in the earlier NOC Appellate Committee meeting, aeronautical study was carried out by AAI for the proposed construction. The Aeronautical Study Report has dealt with the impact of the construction on the safety and regularity of aircraft



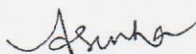


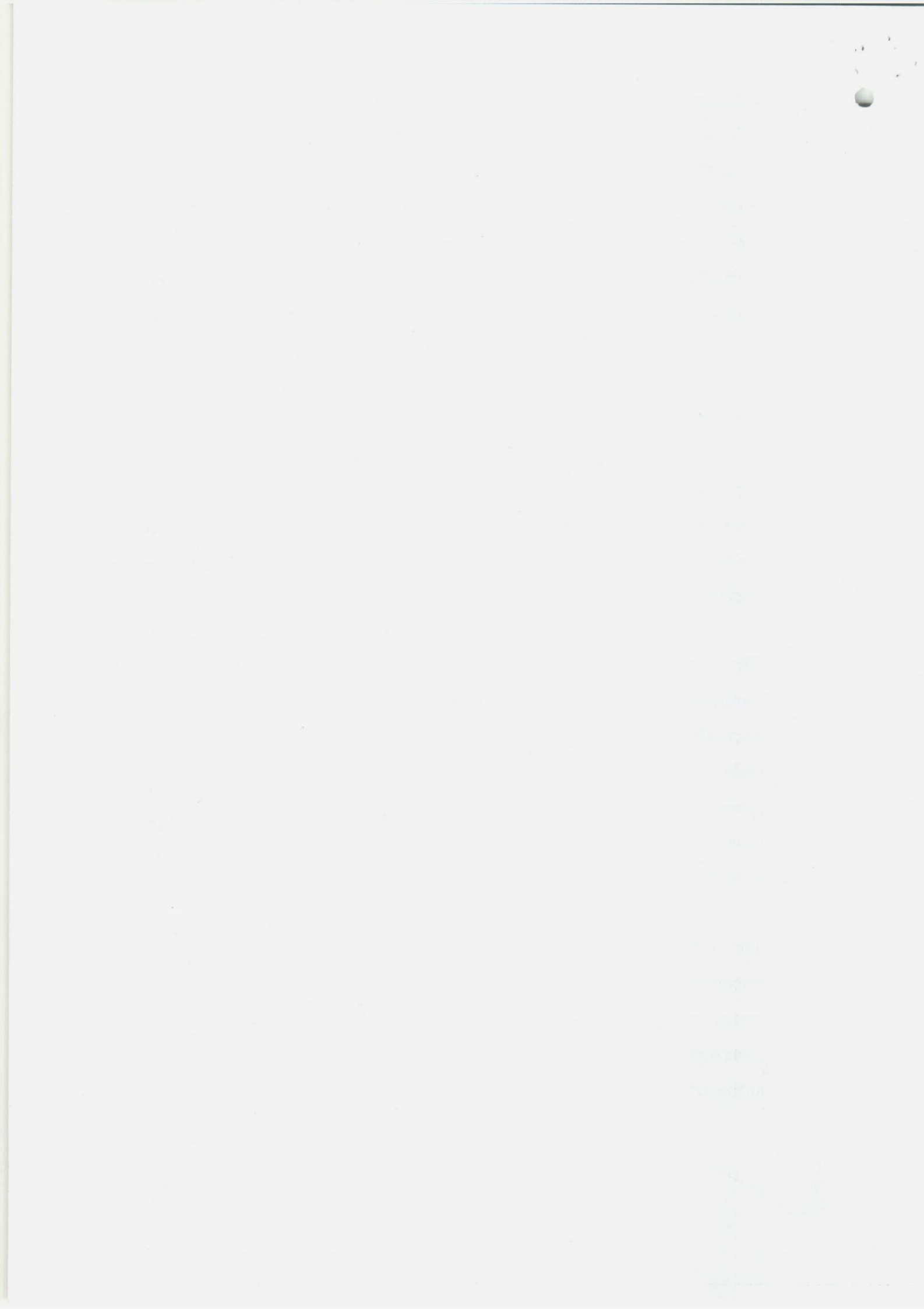
operations and also the effect on the coverage of air navigation aids. The aeronautical study conducted by Airports Authority of India examined the impact on Obstacle Limitation Surfaces, PAN-Ops and CNS criteria. As per ICAO Annex '14' recommendation contained in Para 4.2.20, "*New objects or extension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

Further, as contained in the Para 2.1 of the Report, the purpose of aeronautical study is to ensure that penetration into Inner Horizontal Surface does not adversely affect PAN-Ops and CNS criterion to ensure safety and regularity of the aircraft operations at that area.

The Report submitted by AAI has also included certain generic comments/observations at Para 9 & 11 of the Report which are normally applicable in all such cases where aeronautical study is to be ordered by the Competent Authority and thus does not have any specific impact on the findings of aeronautical study in this particular case. The reference to precedence included at Para 10 of the Report does not have any impact on the findings of the aeronautical study.

The Committee further discussed various implications on aircraft operations/in-flight emergencies like bird-hit, engine failure, degraded performance of the aircraft requiring immediate landing, etc. AAI representative further clarified that PAN-Ops procedures are available at the airport for catering to such emergencies.






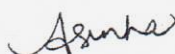

The Report on Aeronautical Study has indicated that the penetration of Annex '14' Obstacle Limitation Surfaces do not reduce the safety or regularity in this case. The Aeronautical Study Report of this project has also confirmed that the proposed construction of 77 metres AMSL, does not have any adverse effect from PAN-Ops and CNS criterion. The aeronautical study team has not conducted the collision risk model or OAS model as the basic ILS surfaces are not affected.

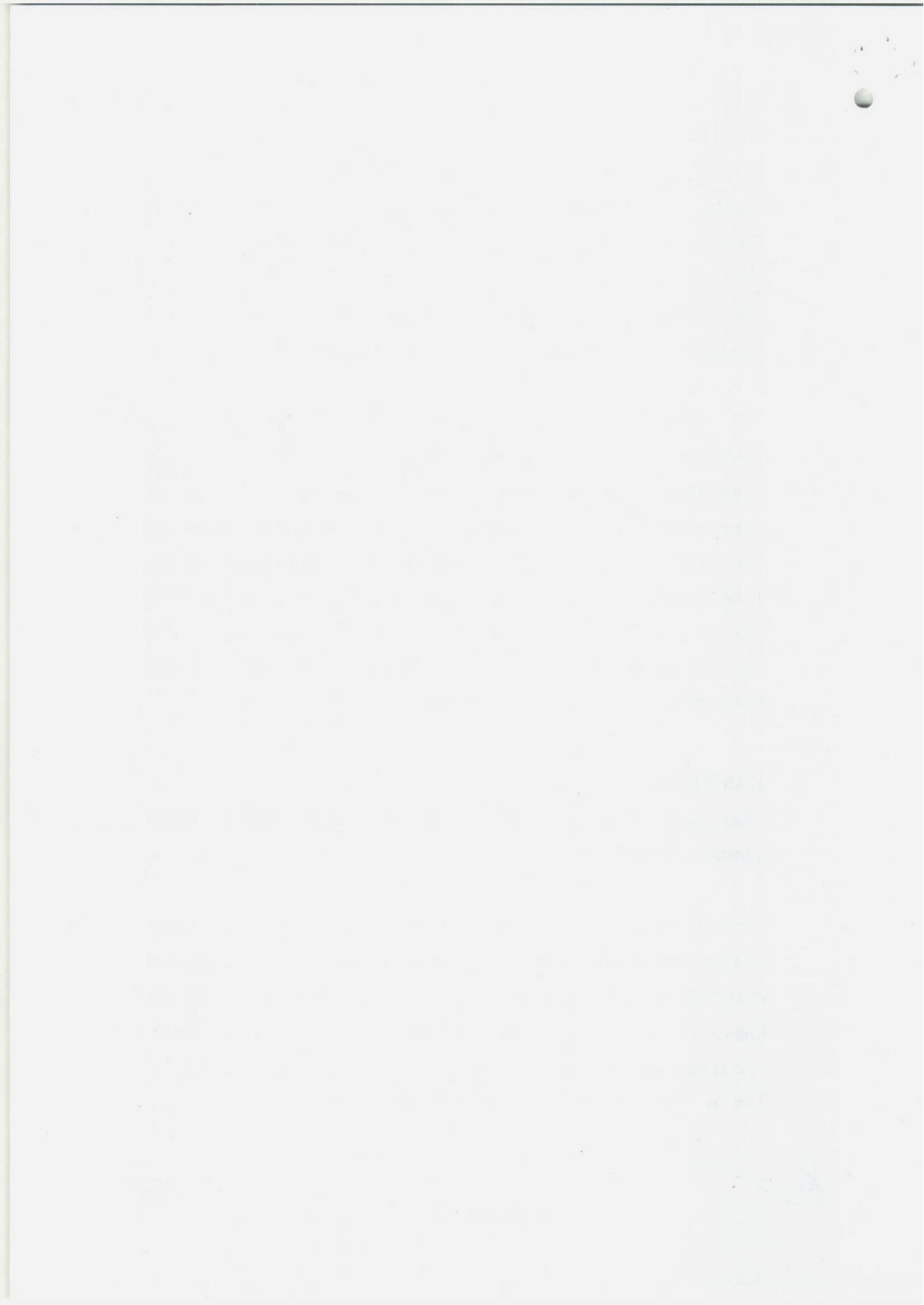
Since the applicant had sought clearance of minimum 77 metres AMSL in the letter of July, 2009, the same is agreed in view of the Aeronautical Study Report for the proposed project. However, the applicant in their letter of January, 2010 has requested for maximum permissible height. Maximum permissible height as per CNS criterion is 84.31 metres. From the perusal of the calculation made for PAN-Ops for this plot, it appears that there should not be any problem in allowing this height. However, the Committee feels that this height can be permitted subject to its ratification by AAI.

- **Case Sl.No. 5**

Raghuleela Leasing & Real Estate Pvt. Ltd., Bandra Kurla Complex, Mumbai.

As was recommended in the earlier NOC Appellate Committee meeting, aeronautical study was carried out by AAI for the proposed construction. The Aeronautical Study Report has dealt with the impact of the construction on the safety and regularity of aircraft operations and also the effect on the coverage of air navigation aids. The aeronautical study conducted by Airports Authority of India






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

Further, as contained in the Para 2.1 of the Report, the purpose of aeronautical study is to ensure that penetration into Inner Horizontal Surface does not adversely affect PAN-Ops and CNS criterion to ensure safety and regularity of the aircraft operations at that area.

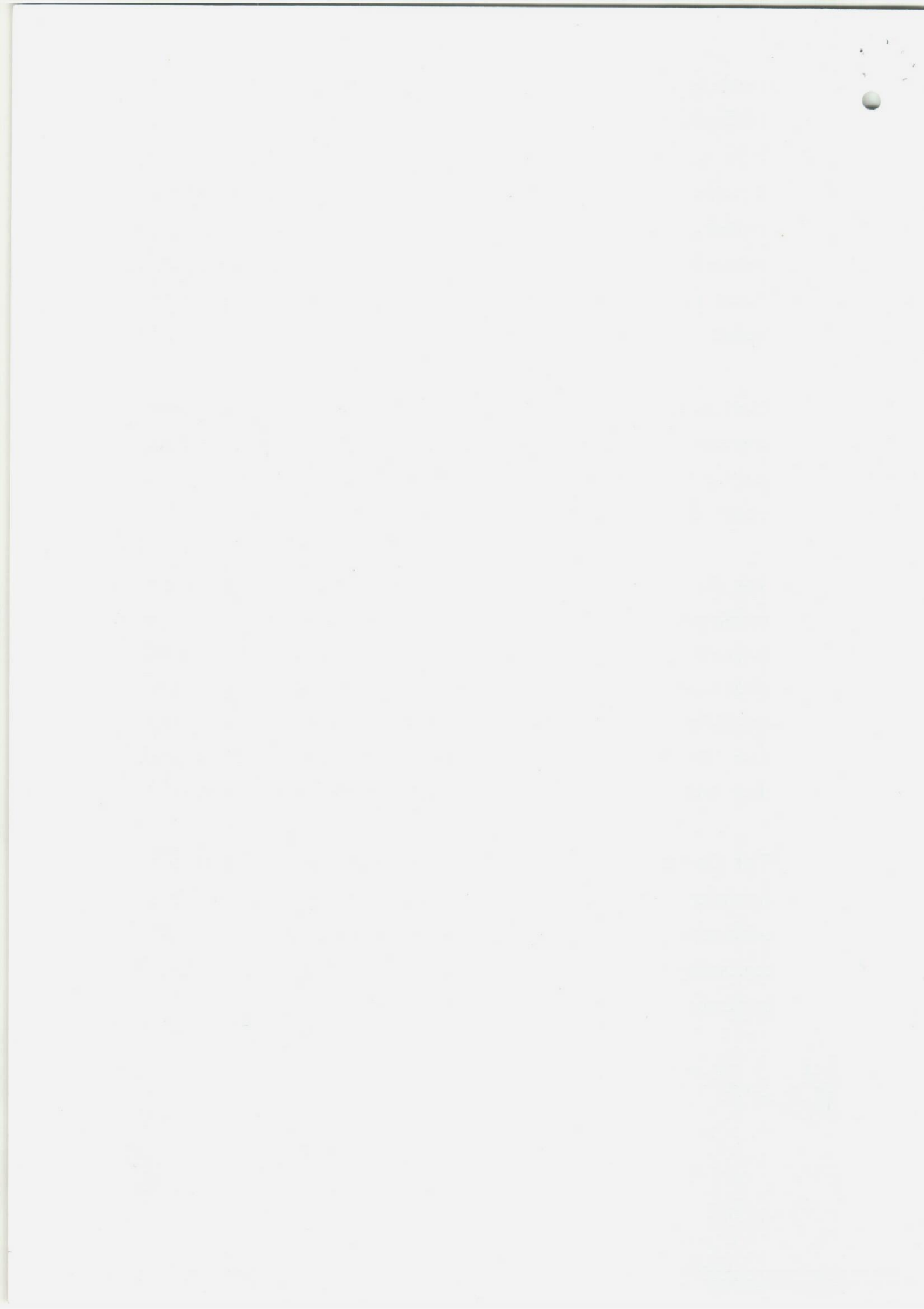
The Report submitted by AAI has also included certain generic comments/observations at Para 9 & 11 of the Report which are normally applicable in all such cases where aeronautical study is to be ordered by the Competent Authority and thus does not have any specific impact on the findings of aeronautical study in this particular case. The reference to precedence included at Para 10 of the Report does not have any impact on the findings of the aeronautical study.

The Committee further discussed various implications on aircraft operations/in-flight emergencies like bird-hit, engine failure, degraded performance of the aircraft requiring immediate landing, etc. AAI representative further clarified that PAN-Ops procedures are available at the airport for catering to such emergencies.


Asintha







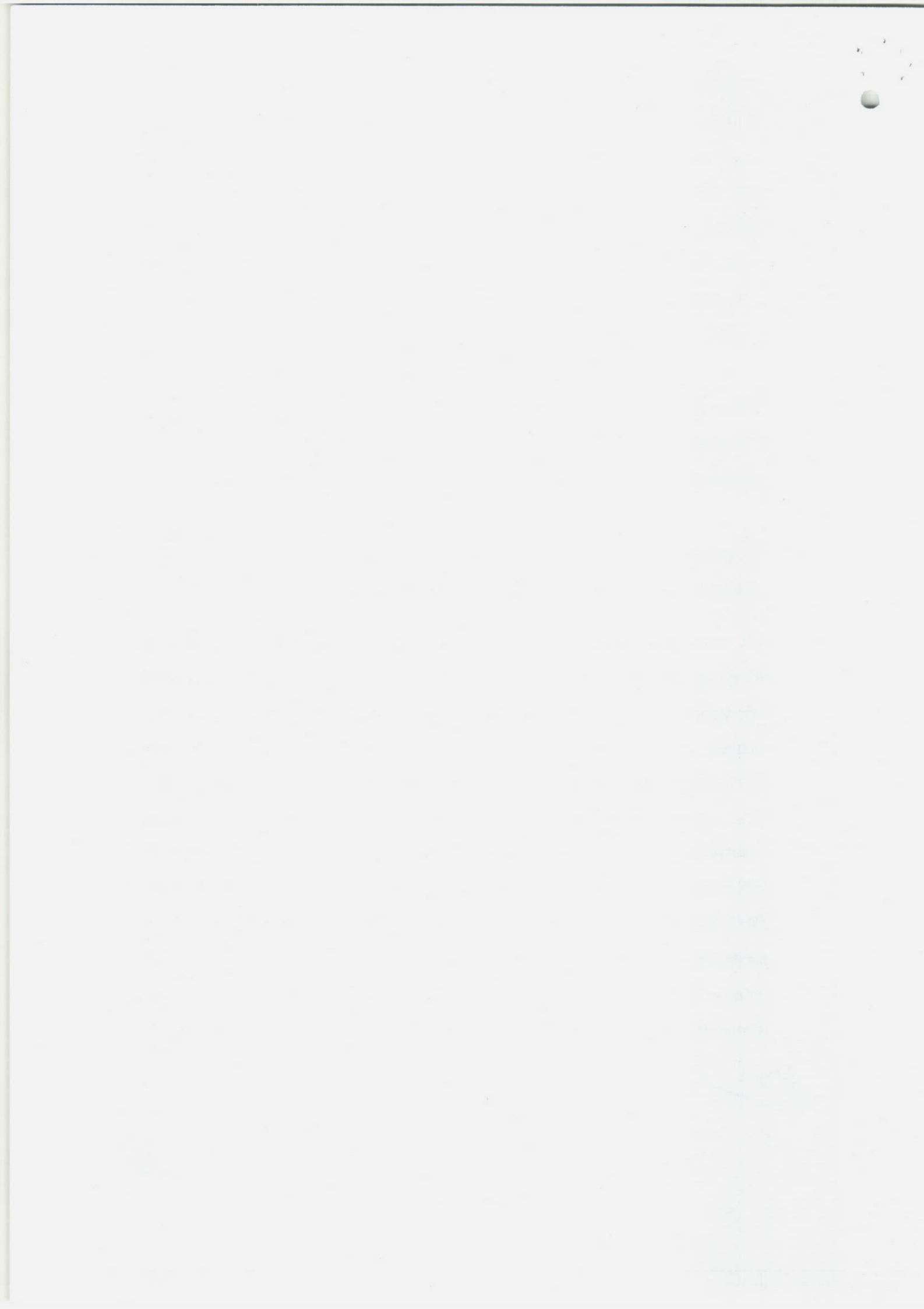
The Report on Aeronautical Study has indicated that the penetration of Annex '14' Obstacle Limitation Surfaces do not reduce the safety or regularity in this case. The Aeronautical Study Report of this project has also confirmed that the proposed construction of 82.5 metres AMSL, as requested by the party, does not have any adverse effect from PAN-Ops and CNS criterion. The aeronautical study team has not conducted the collision risk model or OAS model as the basic ILS surfaces are not affected.

Since the applicant had sought clearance of upto 82.5 metres AMSL, the same is agreed in view of the Aeronautical Study Report for the proposed project.

• **Case Sl.No. 6**

M/s Earnest Towers Pvt. Ltd., Bandra Kurla Complex, Mumbai.

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



would not adversely affect the safety or significantly affect the regularity of operations of aircrafts."

Further, as contained in the Para 2.1 of the Report, the purpose of aeronautical study is to ensure that penetration into Inner Horizontal Surface does not adversely affect PAN-Ops and CNS criterion to ensure safety and regularity of the aircraft operations at that area.

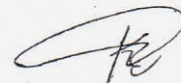
The Report submitted by AAI has also included certain generic comments/observations at Para 9 & 11 of the Report which are normally applicable in all such cases where aeronautical study is to be ordered by the Competent Authority and thus does not have any specific impact on the findings of aeronautical study in this particular case. The reference to precedence included at Para 10 of the Report does not have any impact on the findings of the aeronautical study.

The Committee further discussed various implications on aircraft operations/in-flight emergencies like bird-hit, engine failure, degraded performance of the aircraft requiring immediate landing, etc. AAI representative further clarified that PAN-Ops procedures are available at the airport for catering to such emergencies.

The Report on Aeronautical Study has indicated that the penetration of Annex '14' Obstacle Limitation Surfaces do not reduce the safety or regularity in this case. The Aeronautical Study Report of this project has also confirmed that the proposed construction of 73.55 metres AMSL, as requested by the party, does not have any adverse effect from PAN-Ops and CNS criterion. The aeronautical study team has not conducted the collision risk model or OAS model as the basic ILS surfaces are not affected.



Aswaha





From the CNS criteria, the permissible top elevation at the present location is 61.77 metres AMSL as restricted by the VOR surface. While the applicant has sought clearance of upto 73.55 metres AMSL, the Committee agrees to the height of 61.77 metres AMSL, as restricted by CNS criterion.

- **Case Sl.No. 7**

M/s Starlight Systems Pvt. Ltd.

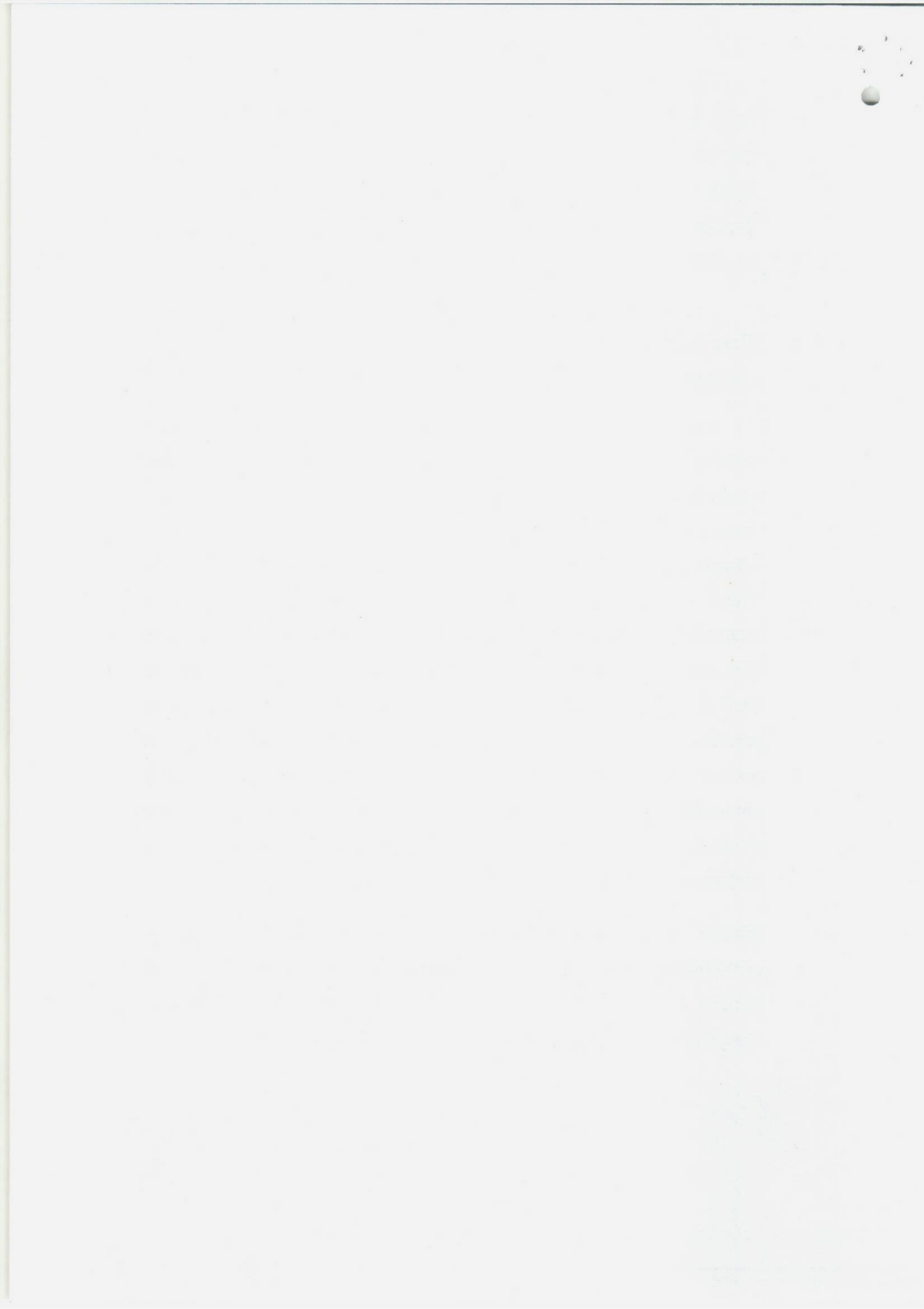
As was recommended in the earlier NOC Appellate Committee meeting, aeronautical study was carried out by AAI for the proposed construction. The Aeronautical Study Report has dealt with the impact of the construction on the safety and regularity of aircraft operations and also the effect on the coverage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

Further, as contained in the Para 2.1 of the Report, the purpose of aeronautical study is to ensure that penetration into Inner Horizontal Surface does not adversely affect PAN-Ops and CNS criterion to ensure safety and regularity of the aircraft operations at that area.



Asinhs






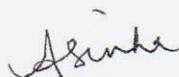
The Report submitted by AAI has also included certain generic comments/observations at Para 9 & 11 of the Report which are normally applicable in all such cases where aeronautical study is to be ordered by the Competent Authority and thus does not have any specific impact on the findings of aeronautical study in this particular case. The reference to precedence included at Para 10 of the Report does not have any impact on the findings of the aeronautical study.

The Committee further discussed various implications on aircraft operations/in-flight emergencies like bird-hit, engine failure, degraded performance of the aircraft requiring immediate landing, etc. AAI representative further clarified that PAN-Ops procedures are available at the airport for catering to such emergencies.

The Report on Aeronautical Study has indicated that the penetration of Annex '14' Obstacle Limitation Surfaces do not reduce the safety or regularity in this case. The Aeronautical Study Report of this project has also confirmed that the proposed construction of 82.5 metres AMSL, as requested by the party, does not have any adverse effect from PAN-Ops criterion. The aeronautical study team has not conducted the collision risk model or OAS model as the basic ILS surfaces are not affected.

The aeronautical study report for this project indicates that the project consists of 2 plots namely R1.2 and R1.3 and both these could be cleared upto 82.5 metres AMSL from PAN-Ops criterion. However, from CNS criteria, the permissible top elevation at the present location is as follows:

- On plot R1.2 = 80.12 metres AMSL
- On plot R1.3 = 69.175 metres AMSL

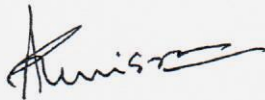


Case Sl.No. 8

M/s Anil Patil Consultant Pvt. Ltd., Dadar, Mumbai.

M/s Anil Patil Consultant Pvt. Ltd., Dadar, Mumbai representing Asian Heart Institute were given an opportunity to make presentation to the Committee. The proposal submitted by them is for increasing the height of their existing building at Bandra Kurla Complex to 80 metres. The party indicated that they planned expansion of their hospital mainly to provide excellent medical facilities to the public. They also indicated that they are running a Trust which supports treatment of poor at their hospital. They requested for aeronautical study to be conducted to get the maximum permissible at their existing site.

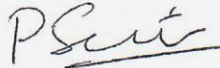
The Committee feels that an aeronautical study could be carried out for this purpose.



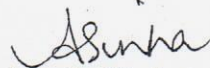
(A.K. MISRA)
Outside Expert
Member



(K. GOHAIN)
Outside Expert
Member



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



(Alok Sinha)
Joint Secretary, M/o Civil Aviation
Chairman

New Delhi
Date: 29/03/2010

