

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

**Minutes of the Meeting of the Appellate Committee for height clearance held on  
27<sup>th</sup> August, 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 27<sup>th</sup> August, 2015.

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

**1. M/s Abhishek M. Lodha, Mumbai.**

**Case No.:** MUM/12/NOCAS/270  
**CHQ File No.:** AAI/20012/69/2015  
**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. The applicant reiterated their height requirement of 247.90m AMSL in their letter dated 18.11.2013. The height granted was revised to 242.88m AMSL vide letter dated 12.9.2014 as per the decision of AC in their meeting dated 11.7.2014 which was after the applicant had agreed and requested for revised height of 242.88m AMSL vide letter dated 11.07.2014. Applicant in his subsequent letter dated 22.7.2015 has reiterated for height of 247.90m AMSL due to increase in plot potential FSI.

The applicant had 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 was placed before Appellate Committee.

The case was then heard in the Appellate Committee Meeting dated 11.07.2014 wherein 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.

The Committee decided that 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.

Accordingly authorization was issued for height of 242.88m AMSL vide letter dated 20.08.14.

Applicant vide letter dated 22.07.15 again appealed for higher height as the plot potential FSI has been increased for which one additional floor has been proposed.

This Committee heard the applicant who stressed that their height requirement of 247.90m AMSL is required for utilizing the FSI granted and that one additional floor will be added. The Committee examined the MCGM letter issued on 03.01.2014, which was also taken into consideration in the earlier Appellate Committee of 11.7.2014. The Committee also reviewed the permissible height possible from AGA, CNS, PAN OPS criteria and observed that the height restriction is on account of CNS Criteria (existing radar).

**Committees' Decision:**

**AAI to review the permissible height based on CNS (Radar) criteria and submit the results to the Committee.**

**2. M/s L & T Construction Equipment Ltd., Bangalore, Shri S R Subramanian.**

**Case No.:** BL-379/2014  
**CHQ File No.:** AAI/20012/40/2015  
**NOCAS ID:** JAKK/SOUTH/B/070714/46978  
**Site Address:** Khatha no: 239/240/275/88/1 , 240/276/89/1 bearing Sy no 88,89,90,91,92,93,94,95,96,97,98,99,100,101,102,103,104 of Byatarayanapura Village, Yelahanka Hobli, Bangalore North Taluk, NH7, Bellary Road, Bangalore.

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 713m from Rwy 08 of Jakkur Airport.

The applicant had initially requested a height of 1066m AMSL vide letter dated 07.10.2014 against they were granted a height of 963.70m AMSL vide letter dated 15.10.2014. The applicant in its letter dated 09.4.2015 has requested for revised height of 1066m AMSL and requested higher height to utilize the existing FAR and also quoting that there are properties within 1.5km from their site where buildings have been sanctioned more height.

The case was earlier heard in the Appellate Committee Meeting dated 30.7.2015 wherein the applicant has asked for exemption from attending the meeting vide letter dated 28.7.2015 with request to schedule this case in next meeting which was acceded to.

This Committee heard the applicant who stressed that their site elevation is high at 916m AMSL and that they are across the road from State Govt. owned Jakkur Airport. They also informed that there is a elevated road separating their site from the Jakkur Airport.

In view of the above circumstances as brought out by the applicant and also being clarified that Jakkur Airport is owned by the State Govt., the Committee felt that the clarification should be obtained on the State Govt.'s concurrence w.r.t. the height sought by the applicant. The Committee also felt that with reference to the location of the site higher height can be permitted only after an aeronautical study is conducted.

**Committees' Decision:**

**AAI to take up with the State Govt. of Karnataka w.r.t. the height clearance from them vis-à-vis the usability of the airport. The Committee also decides that no height in excess of the height already granted earlier (963.70m AMSL) can be permissible without an aeronautical study AAI to simultaneously initiate the process of conduct of aeronautical study.**

**3. M/s Tata Power Company Ltd, Navi Mumbai.**

**Case No.:**

**CHQ File No.: AAI/20012/145/2013**

**Site Address: 400KV Transmission Infraproject at Kharghar, Navi Mumbai**

M/s Tata Power Company proposal involves construction of transmission towers of 400 KV from Kharghar Area, Navi Mumbai to Ghatkopar, Vikroli. The applicant had sought shielding benefit for 24 of their towers which are adjacent to the Kharghar Hill.

The case was earlier heard in Appellate Committee meeting dated 11.07.14 wherein it was decided that 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.

Applicant vide letter dated 02.04.15 submitted the requisite documents.

Accordingly, the case was examined on the basis of **proposed draft SO84E shielding Criteria** guidelines. The spot points on the contours used in the analysis have been certified by CIDCO letter dated 09.04.15 on the zoning map of Navi Mumbai.

This Committee was informed by AAI of the permissible top elevation of each individual tower with their respective distances, site elevation and requested top elevation along with heights permissible as given in the table below:

Tower ID	NOCAS Id	Site Elevation (in m AMSL)	Requested Top Elevation (in m AMSL)	NOC granted (in m AMSL)	Max. Permissible Top Elevation (in m AMSL)			Permissible Top Elevation (in m AMSL)
					As per NOCAS		Due proposed draft SO 84 E shielding Criteria	
					Due AGA	Due CNS		
4	NAVIWEST/B/101613/17088 474m from IHS	41.68	90.68	76.71	76.713	143.23 ASR NM	160	90.68
5	NAVIWEST/B/101613/17089 78.99m from IHS	78.33	132.33	Rejected	56.9495	134.56 ASR NM	160	132.33
6A	NAVIWEST/B/091814/64045 11.50m from IHS	78.25	126.25	Rejected	53.575	132.64 DVOR1 NM	156	126.25
7A	NAVIWEST/B/091814/64051 4156m from Rwy08	82.25	136.25	Rejected	53	128.49 DVOR1 NM	140	<b>128.49 (Restricted)</b>
8	NAVIWEST/B/101613/17092 3873m from Rwy 08	77.9	128.9	Rejected	53	120.45 DVOR1 NM	158	<b>120.45 (Restricted)</b>
9A	NAVIWEST/B/091814/64058 3664m from Rwy 08	55.28	103.28	Rejected	53	115.05 DVOR1 NM	138	103.28
10A	NAVIWEST/B/091814/64062 3455m from Rwy08	43.62	96.62	53	53	109.41 DVOR1 NM	116	96.62
11A	NAVIWEST/B/091814/64066 3404m from Rwy 08	50.2	101.2	53	53	108.08 DVOR1 NM	110	101.2
12A	NAVIWEST/B/091814/64070 3311m from Rwy 08	38.56	87.56	53	53	105.49 DVOR1 NM	96	87.56
13A	NAVIWEST/B/091814/64073 3305m from Rwy 08	43.66	91.66	53	53	104.65 DVOR1 NM	98	91.66
14	NAVIWEST/B/101613/17098 3347m from Rwy 08	51.03	100.03	Rejected	53	105.70 DVOR1 NM	102	100.03
15	NAVIWEST/B/101613/17099 3540m from Rwy 08	58.86	106.86	Rejected	53	110.60 DVOR1 NM	120	106.86
16*	NAVIWEST/B/101613/17100 3767m from Rwy 08	71.56	119.56	Rejected	53	116.36 DVOR1 NM	142	<b>116.36 (Restricted)</b>
17	NAVIWEST/B/101613/17102 3994m from Rwy 08	49.54	97.54	Rejected	53	121.93 DVOR1 NM	160	97.54
18	NAVIWEST/B/101613/17103 259m from IHS	38.86	87.86	65.96	65.963	129.54 DVOR1 NM	160	87.86
19	NAVIWEST/B/101613/17104 382m from IHS	32.06	81.06	72.11	72.115	132.15 DVOR1 NM	160	81.06

20	NAVIWEST/B/101613/17105 403m from IHS	34.09	83.09	73.15	73.1585	131.88 DVOR1 NM	128	83.09
21	NAVIWEST/B/101613/17106 313m from IHS	35.43	83.43	68.67	68.674	129.27 DVOR1 NM	120	83.43
22	NAVIWEST/B/101613/17107 149m from IHS	34.89	94.64	60.46	60.464	124.60 DVOR1 NM	102	94.64
23A	NAVIWEST/B/091914/64409 47m from IHS	44.64	93	55.35	55.3515	121.39 DVOR1 NM	90	90 (Restricted)
24	NAVIWEST/B/021714/21695 228m from IHS	54.17	104.17	64.42	64.426	125.58 DVOR1 NM	106	104.17
25A	NAVIWEST/B/091914/64415 159m from IHS	19.95	96.95	60.99	60.9915	123.14 DVOR1 NM	98	96.95

The case was earlier heard in the Appellate Committee Meeting dated 28<sup>th</sup> May, 2015 wherein the representatives of the Tata Powers Co. gave a detailed presentation to the Committee and the Table submitted by AAI giving permissible top elevations of individual tower having specific Tower No. was reviewed. It was observed from the Table that case in 4 No. towers i.e. Tower No. 7A, 8, 16 and 23A, the requested top elevations are restricted as per values given in the Table. The Tata Power Co. representatives attending the meeting accepted the restrictions and have agreed to resolve the matter for each such towers by necessary reduction of the top and also by shifting their locations appropriately. The Committee then decided that the permissible top elevations for the towers as indicated in the table above to be authorized.

Applicant vide email dated 10.06.15 quoted that the Tower 2 and Tower 3 have been cleared in the earlier AC meeting held on 11.07.14 and requested to include height clearances for Tower 2 and Tower 3 in the authorization to be issued on the basis of AC meeting decision dated 28.05.15.

This Committee was informed that the applicant vide their earlier letter dated 02.04.15 had neither requested nor included the details for Tower 2 and Tower 3. The Committee was further informed that the examination for Towers 2 & 3 earlier was done on the basis of shielding criteria SO84E, which is as follows:

	Distance (As per NOCAS)	Requested top elevation (in m AMSL)	As per NOCAS (in m AMSL)	Due existing shielding Criteria (AGA)	Permissible Top Elevation (in m AMSL)
TWR 2	718.4m from IHS	96.89	AGA-88.92 CNS-150.34 S.E-48.89	115.02m AMSL	96.89
TWR 3	640.97m from IHS	109.93	AGA-85.04 CNS-148.25 S.E-61.93	110.02m AMSL	109.93

**Committees' Decision:**

**The permissible top elevation for Tower 2 and 3 as per the above examination be permitted and the applicant to be informed accordingly.**

**4. 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 108.55m AMSL vide letter dated 06.07.2013 against which they were granted 56.90m AMSL vide letter dated 27.01.2014. The applicant had subsequently reduced the height requirement to 106.55m AMSL vide letter dated 21.03.2014 and reiterated on 27.7.2015 requesting Aeronautical Study as their project is of redevelopment scheme of old dilapidated structures.

The case was earlier discussed in the meeting on 11.7.2014, wherein 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 had recommended the height of 73.90 m AGL (106.55 m AMSL). The Committee then decided that 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.

The subsequent AC on 24.6.2015 considered the Aeronautical Study report. The maximum permissible height as per the Aeronautical Study report taking into consideration the CNS & PANS-OPS Criteria 106.55m AMSL. Committee asked to recalculate the maximum allowable AGA OLS penetration through Aeronautical Study by using formula, i.e.,  $PE = \text{Aerodrome Elevation} + 45 + \{1.27(x - 465) \sqrt{100}\}$  where X is the distance of nearest runway extremity. The maximum allowable penetration of AGA OLS using the above formula comes out to be 92.0m AMSL.

The committee then decided that authorization for height of 92 m AMSL be issued and as per AC decision, the authorization vide letter dated 20.07.15 for height of 92m AMSL was issued.

Applicant subsequently vide letter dated 27.07.15 again requested for height of 106.55m AMSL and as per UO Note dated 13.08.15 received from MOCA, the case is put up again for consideration.

This Committee heard the applicant who pleaded that their project is for rehabilitating the tenants of old dilapidated buildings under the State Govt.'s scheme of redevelopment of old dilapidated structures. They further stated that as per aeronautical study which is ICAO process, they are permitted to 106.55m AMSL and that the said height has been restricted because of subsequent introduction of the AGA OLS introduced in March, 2015. They further contended that when the aeronautical study was ordered in July, 2014, this AGA OLS was not applicable. The applicant also mentioned that their proposed building is a small structure surrounded by other

structures of smaller heights and that their structure will not form a cluster. The applicant requested for review of their case based on their oral and written application. The committee observed that criteria adopted for extent of OLS penetration through Aeronautical Study was in place at the time of conduct of study in this case, no case can be examined in isolation, accepting their plea will open up other similar cases.

**Committees' Decision:**

**The request of the applicant for higher height is rejected.**

**5. M/s. Starlight Hospitality Pvt. Ltd., Mumbai.**

**Case No.: MUM/09/433  
CHQ File No.: AAI/20012/117/2010-ARI(NOC)  
NOCAS ID: JUHU/WEST/B/050613/017  
Site Address: CTS No. F/60, F/61, F/62, F/63 of Village Bandra at 15<sup>th</sup> Road, Bandra (West), Mumbai.**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 2957m from Rwy 09 of Santacruz Airport.

The applicant had initially requested a height of 84.90m AMSL vide letter dated 26.08.2009 against which they were granted a height of 56.27m AMSL vide letter dated 18.01.2011. The applicant in its letter dated 18.03.2011 reduced the height requirement to 81.25m AMSL.

Applicant has requested Aeronautical Study to consume full FSI under Slum Rehabilitation Scheme.

The case was earlier heard in Appellate Committee meeting held on 30th January 2014 wherein it was decided that the applicant to submit support letter from local state authorities justifying requirement for the height sought.

The applicant subsequently submitted SRA letter dated 07.03.2014.

The case was subsequently heard in Appellate Committee meeting held on 16.04.2014 wherein it was decided that an Aeronautical Study to be conducted to determine whether the requested total height of 81.25 m AMSL is permissible or not at the site.

During physical verification thereafter at the site MIAL in their report dated 08.10.2014 reported that the **top elevation of the building already in position measured to be 69.24m AMSL as against the height of 56.27m AMSL authorized in the NOC dated 18.01.2011.**

The case was again heard in the Appellate Committee meeting held on 26.3.2015 wherein the Committee took note that the applicant had violated the NOC conditions and without determining the permissible height through an authorized process had exceeded authorized height by 12.97m AMSL. The applicant stressed in the meeting that their project is under the SRA scheme and on being queried further clarified that the height is required for their sale building. The Committee then decided that the Airport Operator to initiate action as per Aircraft (Demolition of Obstructions caused by buildings and trees, etc.) Rule 1994.

Based on the decision of the Committee on 26.3.2015, MIAL was instructed for implementing the decision of the Appellate Committee vide letter dated 05.05.15. The Committee was informed that MIAL vide letter dated 03.06.15 informed the Municipal Commissioner, MCGM Head Quarters, to take necessary corrective action in this regard.

The applicant vide letter dated 05.08.15 has again represented his case for consideration for carrying out aeronautical study as their project is justified by the Slum Rehabilitation Authority of Mumbai.

As directed the case is put up again to this Committee. The applicant was given an opportunity to represent his case who reiterated that being a SRA project, if the aeronautical study does not permit even the extension of the building beyond the NOC given height then they would demolish that extended height. The Committee noted that the applicant had already violated the NOC conditions and accepting their plea will open up other similar cases in which constructions have been made for more than authorized heights

#### **Committees' Decision:**

**Request of the applicant to carry out aeronautical study is not agreed to.**

#### **6. M/s Jai Bhagvati Developers and Builders, Mumbai.**

**Case No.:** MUM/13/NOCAS/217  
**CHQ File No.:** AAI/20012/55/2014  
**NOCAS ID:** SNCR/WEST/B/040813/015  
**Site Address:** CTS No. 343 (Pt) of village chembur, Mumbai.

As per NOCAS, the Propose site lies in **Inner Horizontal Surface** and is 3263m from Rwy 32 of Santa Cruz Airport.

The applicant had initially requested a height of 79.12m AMSL vide letter dated 01.05.2013 against they were granted a height of 56.90m AMSL vide letter dated 11.10.2013. The applicant in its letter dated 09.7.2015 has requested increased height of 85m AMSL.

Applicant requested higher height to consume full FSI and also stating that their plot is almost within the same plot of M/s Spenta Housing for which height of 90m is approved through aeronautical study. SRA Letter dated 21.11.14 submitted which is not in original.



This Committee heard the applicant and also examined the copy of the SRA letter dated 21.11.2014. The applicant assured the Committee that they will submit the original letter immediately.

**Committees' Decision:**

**Aeronautical Study to be conducted whether the height as recommended by the SRA Authorities is permissible after receipt of original SRA letter of 21.11.2014 from the applicant.**

**7. Shri Jai Ram More, C/o Shri Y.E Rafik, Mumbai.**

**Case No.: MUM/14/NOCAS/400  
CHQ File No.: AAI/20012/26/2015  
NOCAS ID: JUHU/WEST/B/080814/55402  
Site Address: CTS No.1(Pt) of Village Oshivara Andheri (W) Oshivara, Mumbai.**

As per NOCAS, the proposed site lies in **conical surface** and is 895m from IHS of Juhu Airport.

The applicant had initially requested a height of 161.68m AMSL vide letter dated 21.08.2014 against they were granted a height of 122.59m AMSL vide letter dated 07.10.2014. Subsequently, the applicant in its letter dated 11.3.2015 has requested a reduced height of 149m AMSL.

Applicant requested aeronautical study to consume full FSI and also stating that it is redevelopment project on MHADA plot. MCGM Letter dated 08.10.14 submitted which is not in original.

This Committee heard the applicant and also examined the copy of MCGM letter dated 8.10.2014. The MCGM letter has recommended a height of 144.25m AGL including lift machine room and overhead water tank as against the revised height sought by the applicant of 149m AMSL.

**Committees' Decision:**

**Aeronautical Study to be conducted whether the height 148.25 mAMSL as recommended by the MCGM Authorities is permissible after receipt of original MCGM letter of 8.10.2014 from the applicant.**

**8. Shri Narendra Lodha, M/s Ardour Real Estates Pvt. Ltd., Mumbai.**

**Case No.: MUM/12/NOCAS/276  
CHQ File No.: AAI/20012/68/2015  
NOCAS ID: SNCR/WEST/B/050815/114373**

**Site Address: CS No.1/296 (Pt), Parel Sewree Division, F/South Ward, Mumbai.**

As per NOCAS, the proposed site lies in OHS and is 10488m from ARP of Santa Cruz Airport.

The applicant had initially requested a height of 237.40m AMSL vide letter dated 12.11.2012 against they were granted a height of 167.47m AMSL vide letter dated 30.01.2014 and again a revised height of 177.57m AMSL vide letter dated 17.10.2014. The applicant has now revised its letter dated 17.7.2015 and requested a reduced height of 230.54m AMSL.

Applicant vide letter dated 23.05.14 requested to review their case for height of 230.54m AMSL.

The case has been reviewed at CHQ and revised authorization vide CHQ letter dated 22.09.14 for height of 177.57m AMSL was issued and for the same revised NOC was issued vide letter dated 17.10.14.

The Committee was informed that the applicant again requested for review vide letter dated 23.04.15 and submitted building geo coordinates for examination. The case was again examined at CHQ and the applicant was informed vide CHQ letter dated 16.07.15 that since there is no change in the permissible height their review case is closed.

The applicant had submitted MCGM Letter dated 22.09.09 which is not in original.

Applicant appealed vide letter dated 17.07.15 for height of 230.54m AMSL and also stating that their site falls within the sector 3700m MSA.

This Committee heard the applicant and saw their presentation. The Committee was also informed by AAI that the matter was taken up with NIIT who has clarified that NOCAS UTM projection and Cartesian coordinates system is used as abstraction as it is the most commonly used system in GIS environment. The Committee also noted that the revised height requested by the applicant is restricted from CNS Criteria, changing sectorisation boundary in South West will have counter effect in NNWest boundary.

**Committees' Decision:**

**The appeal of the applicant is rejected.**

**9. M/s Charmee Enterprises, Mumbai.**

**Case No.: MUM/13/NOCAS/138**  
**CHQ File No.: AAI/20012/41/2015**  
**NOCAS ID: JUHU/WEST/B/052113/011**  
**Site Address: CTS No. 1(pt), 2(pt), 3(pt), 4(pt) & 5(pt) of Village Vile Parle, Mumbai Suburban District in K – East Mumbai.**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 2086m from Rwy 14 of Santa Cruz Airport.

The applicant had initially requested a height of 85.75m AMSL vide letter dated 17.04.2013 against they were granted a height of 56.90m AMSL vide letter dated 20.08.2013. The applicant in its letter dated 18.7.2015 has requested a reduced height of 74.40m AMSL.

Applicant requested aeronautical study to utilize eligible additional FSI and to make project viable. SRA letter dated 09.07.15 submitted. (In Original)

This Committee heard the applicant and also examined the SRA letter dated 9.7.2015 which is recommended the height sought by the applicant.

**Committees' Decision:**

**Aeronautical Study to be conducted whether the height as recommended by the SRA Authorities is permissible.**

**10. Shri Damjibhai Kadvabhai Parsana, Rajkot.**

**Case No.: MUM/11/RK/150**  
**CHQ File No.: AAI/20012/67/2015**  
**NOCAS ID: RAJK/WEST/B/031915/107002**  
**Site Address: Revenue Village Rajkot City Ward 02, Revenue Survey No. 481/2, Sub Plot No.77 to 80, Rajkot.**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 806m from Rwy 23 of Rajkot Airport.

The applicant had initially requested a height of 173.483m AMSL vide letter dated 07.04.2011 against they were granted a height of 157.86m AMSL vide letter dated 03.04.2012. The applicant in its letter dated 07.03.2014 has requested a reduced height of 159.453m AMSL.

Applicant requested for higher height to complete his work and submitted Rajkot Municipal Corporation Letter dated 29.04.14 in original.

This Committee heard the applicant and also examined the Rajkot Municipal Corporation letter which had recommended the project for a height of 32.9m AGL which is equivalent to 162.3m AMSL (site elevation is 129.453m) as against the revised height of 159.453m AMSL sought by the applicant. The committee also observed that the height requested in below OLS.

**Committees' Decision:**

**AAI to review the case in CHQ and authorize permissible height.**

**11. M/s AVD Developer, Mumbai.**

**Case No.:** MUM/14/NOCAS/378  
**CHQ File No.:** AAI/20012/61/2015  
**NOCAS ID:** JUHU/WEST/B/071714/49324  
**Site Address:** Amin Manzil, Plot Bearing CTS No. F/674, FP No.72, TPS-III,  
Road No.30, Village Bandra, Mumbai

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3342m from Rwy 09 of Santa Cruz Airport.

The applicant had initially requested a height of 71.60m AMSL vide letter dated 06.08.2014 against they were granted a height of 56.90m AMSL vide letter dated 08.10.2014. The applicant reiterated in its letter dated 20.7.2015 a height of 71.60m AMSL.

Applicant requested aeronautical study for height of 71.60m AMSL. They had submitted MCGM Letter dated 14.07.15 in original.

This Committee heard the applicant and also examined the MCGM letter dated 14.7.15 which has recommended the project to a height of 71.60m AMSL.

**Committees' Decision:**

**Aeronautical Study to be conducted whether the height (71.60m AMSL) as recommended by the MCGM is permissible.**

**12. M/s Jai drinks Pvt. Ltd., Jaipur.**

**Case No.:** NR/2012/227  
**CHQ File No.:** AAI/20012/66/2015  
**NOCAS ID:** JAIP/NORTH/B/072215/151259  
**Site Address:** Khasra no. 180, 181,184,186, Village Jhalana Doongari, Tehsil Sanganer, Jaipur

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3699m from Rwy 09 of Jaipur Airport.

The applicant had initially requested a height of 456m AMSL vide letter dated 30.07.2012 against they were granted a height of 429.96m AMSL vide letter dated 03.08.2012. The applicant in its letter dated 29.7.2015 has reiterated the same height of 456m AMSL.

Applicant requested aeronautical study to achieve the maximum permissible FAR.

This Committee heard the applicant. The Committee also noted that from CNS criteria the maximum height permissible is higher than the height sought by the applicant.

**Committees' Decision:**

**Aeronautical Study to be conducted whether the height (456m AMSL) as sought by the applicant is permissible.**

**13. Shri Arun Kumar Goyal, Navi Mumbai.**

**Case No.: MUM/14/NM/48  
CHQ File No.: AAI/20012/163/2014  
NOCAS ID: NAVI/WEST/B/011514/20245  
Site Address: Plot No.84, Sector-26, CBD Belapur, Navi Mumbai.**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3597m from Rwy08L of Navi Mumbai Airport.

The applicant had initially requested a height of 98.25m AMSL vide letter dated 22.1.2014 which was rejected vide letter dated 19.03.14, as the site elevation of the plot is more than the permissible height. The applicant in its letter dated 29.8.2014 has reiterated height of 98.25m AMSL.

Applicant requested to grant the height for construction of their house. Applicant also quoted that the bungalow at plot 96 which is next to their adjacent plot has been granted height of 102.70m.

The Case of adjacent plot was re-examined at CHQ. It was observed that the Mumbai office had issued NOC for 102.70m AMSL by mistake, which occurred due to malfunctioning of NOCAS. The Mumbai office has been asked to advise officers of NOC section give due diligence while clearing the cases in NOCC and be more careful in future.

Though the case was listed for this meeting, the applicant was absent.

**Committees' Decision:**

**The applicant to be given an opportunity to present his case after request is received from him.**

**14. 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 3684m 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 wherein it was observed 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 in view of the fact that the setting up of the Navi Mumbai airport at its present location has already been finalized. 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 where the site is located within the Obstacle Limiting Surfaces of Navi Mumbai Airport.

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) as early as 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 12<sup>th</sup> 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.

The case was again heard in the Appellate Committee meeting of 11<sup>th</sup> July, 2014 and the Committee decided that the applicant needs 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 Rwy 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.

The applicant submitted the documents. As desired by Appellate Committee a letter was written to CIDCO dated 02.09.2014 regarding height permitted by CIDCO at the site before shifting of airport location and the date when location of Rwy was frozen in 2010.

**CIDCO vide letter No. CIDCO/CP/2014/478 dated 12.09.14 has responded that their recommendation towards consideration of height relaxation hereby stands withdrawn.**

The Case was heard in Appellate Committee meeting dated 16<sup>th</sup> January, 2015 wherein the Committee, in view of the clarification received from CIDCO, decides that no further height shall be admissible. The appeal for higher height was rejected.

The Committee was informed that subsequently CIDCO vide letter dated 22.07.15 has informed in this particular case that to consume balance FSI on the site, the applicant has no option but to raise height of the building from 53m AMSL to 61.95m AMSL.

Applicant vide letter dated 18.08.15 again requested for reconsideration of their proposal for additional height and revocation of order passed in the Appellate Committee meeting dated 16.01.15.

The case is put up as directed and this Committee heard the applicant. This Committee took note of the CIDCO letter dated 12.9.2014 and background information as given above.

**Committees' Decision:**

**AAI to discuss this case with CIDCO with reference to their letter dated 22.7.2015 and earlier CIDCO letter dated 12.9.2014 and inform the Committee on its outcome.**

**15. Shri D.G. Balani, C/o Jatin M. Sheth, Mumbai.**

**Case No.: MUM/14/NOCAS/74  
CHQ File No.: AAI/20012/148/2014-ARI(NOC)  
NOCAS ID: SNCR/WEST/B/011014/19960**

**Site Address: CTS No.9 Chandivali, Powai, Mumbai.**

As per NOCAS, the proposed site lies in **Inner Horizontal Surface** and is 3825m from Rwy 27 of Santacruz Airport.

The applicant had initially requested a height of 135.15 m AMSL vide letter dated 30.01.2014 against which they were granted a height of 56.90 m AMSL vide letter dated 05.06.2014. The applicant in its letter dated 18.07.2014 has reiterated a height of 135.15m AMSL.

Applicant requested higher height stating that their site of construction falls in the lap of high rise buildings existing as well as those under construction for height of 124m AMSL plus.

The applicant has submitted the MCGM letter dated 01.12.2014 in original.

The case was heard in Appellate Committee meeting dated 22.1.2015 wherein the applicant requested to carry out Aeronautical Study for his plot in order to achieve full development potential. The Committee examined that the MCGM letter dated 1.12.2014 as submitted by the applicant only states about the plans submitted by the builder and does not recommend any specific height. The Committee decided that in absence of justification and recommendations of MCGM the appeal is rejected.

Applicant vide letter dated 26.08.15 appealed for re-hearing of their case and submitted a revised MCGM Letter dated 25.08.15 which was however not In original.

The case is put up as directed. This Committee heard the applicant and also examined the copy of the MCGM letter dated 25.8.2015 which has recommended the total building height of 135.15m AMSL. The applicant had assured submission of the original MCGM letter of 25.8.2015.

#### **Committees' Decision:**

**Only after receipt of original MCGM letter of 25.8.2015 from the applicant, Aeronautical Study to be conducted whether the height as recommended by the MCGM Authorities is permissible.**

#### **16. Puducherry Airport**

**Case No.:**

**CHQ File No.:** AAI/20012/114/2011

**NOCAS ID:**

**Site Address:** ATC Tower cum Technical Block cum Fire Station at Puducherry Airport. (AAI Project)



The proposed site is 135m from the basic strip and 285m from runway center line.

NOC for Construction of ATC Tower cum Technical Block cum Fire Station at Puducherry Airport. (AAI Project)

Requested height :- 23.30m AGL/60.235m AMSL

As per Planning Department further reduction in control tower height is not possible. The height of the antennas above Tower is 5m.

**Committees' Decision:**

**AAI to decide.**



**(V.SOMASUNDARAM)  
MEMBER (ANS), AAI**



**(J.S. RAWAT)  
JT. DGCA**



**(K.GOHAIN)  
TECHNICAL EXPERT**



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

Place: New Delhi  
Date: 27 August 2015