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Prakash Baviskar

Ref. No. MCHI/PRES/16-17/054

October 26, 2016

To,
Dr. Guruprasad Mohapatra
Chairman,
Airport Authority of India
Rajiv Gandhi Bhawan,
Safdarjung Airport,
Govt of India,
New Delhi, 110003

Sub: To adopt the service facility of International Civil Aviation Organization (ICAO) for MCGM administration to be able to explore efficient vertical development of the city of Mumbai

Respected Sir,

CREDAI-MCHI is an apex body consisting 1800 reputed developers engaged in Real Estate Development in the Mumbai Metropolitan Region (MMR) since 1982 and recognised by Government of Maharashtra and the Central Government.

Our members have time and again brought to our attention the need and possibility of enhancement of Height Clearance process from the Civil Aviation perspective to encourage efficient development in the city of Mumbai.

Sir, the **International Civil Aviation Organization (ICAO)** coordinates assistance and capacity building for States in support of numerous aviation development objectives; strategic progress for safety and air navigation; monitors and reports on numerous air transport sector performance metrics.

ICAO is currently doing a survey for the MMRDA in BKC and Dharavi area for the consumption of maximum FSI as enhanced by Govt. of Maharashtra. This has been done for the rejuvenation of the Mumbai city and is vital for creation of the housing stock in the city of Mumbai thereby providing affordable housing.

In light of ICAO's current scope with MMRDA and the Government, we propose that Civil Aviation Authority get the survey for permissible heights of the entire city of Mumbai through ICAO for this the cost and the expense will be borne by MCGM.

In the meanwhile for better development of the city of Mumbai; resume the practice (which was prevalent till 2011) of the Civil Aviation Authority approaching ICAO for aeronautical study for individual projects wherein the team from ICAO used to carry site visit and a survey report from ICAO was submitted and based on this report, an NOC was issued by the Civil Aviation Authority.

We further submit that there is a need for re-evaluating obstacle clearance criteria (Annex 14, PANS OPS Doc. 8168), since obstacle clearance criteria under the present law relies on Collision Risk Model (CRM) which is a couple of

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decades old. You may recognise that advancement in aviation especially navigation has significantly improved in last few decades and hence re-evaluating Obstacles Clearance Criteria makes a compelling case.


Sir, a lot of appellant heights are given more after appeal so these area should be shown in the colour coded map & heights should be increased accordingly. Also, keeping with the "Ease of Doing Business" measures adopted by all Government Agencies in past two years, we request for One Window Clearance, since the current process (As shown in "**Annexure A**" attached) of getting Hmax takes up to two years for project clearance.

The above suggestions are in line with the development of Mumbai city for the efficient utilisation of land and affordable housing without compromising Aviation guidelines and safety norms. We pray that we will be heard.

Yours faithfully,
For MCHI-CREDAI



Dharmesh Jain
President



Nainesh Shah
Hon. Secretary

S. S. Hussain (I.A.S. Retd.)
Chief Executive Officer

Annexure A: Current Height Clearance Process in Mumbai

The current process of getting height clearance is as follows:

- 1) The licensed Surveyor for providing authenticated WGS 84 coordinates and site elevation certificate for the site under discussion.
- 2) MCGM for providing recommendation letters for required height and validating the FSI granted.
- 3) Regional office, AAI for the actual grant of NOC
- 4) Headquarters at New Delhi, AAI for the grant of enhanced height through the Appellate Committee.

The entire process therefore takes about one-two years and numerous visits, letters and meetings with various officials of different government departments for the required height clearance.