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Ref. No. MCHI/PRES/19-20/643

August 24, 2020

To,  
Shri Pradeep Singh Kharola (I.A.S.)  
Hon'ble Secretary  
Ministry of Civil Aviation  
'B' Block, Rajiv Gandhi Bhawan,  
Safdarjung Airport Area, Jor Bagh,  
New Delhi - 110003, India

**Sub: Guidelines on maximum allowable penetration of Obstacle Limitation Surfaces in Aeronautical Study Reports**

**Ref : Our letter No. MCHI/PRES/19-20/601 dated July 31, 2020**

Respected Sir,

In continuation to our letter dated July 31, 2020 in the alternative to completely removing the OLS guidelines, we submit as under :

1. With rising number of requests for conduct of aeronautical study, it was observed by the Appellate Committee that heights permitted after conduct of aeronautical study were varying in nature. An Expert Committee constituted by the Appellate Committee arrived at a consensus view that the extent of penetration of Obstacle Limitation Surfaces (OLS) allowed through conduct of aeronautical study needs to be "**gradual and uniform**" to ensure symmetry in permitting such penetration in the overall interest of safety of operations.
2. Accordingly, at the time of finalization of the OLS Guidelines, a fixed height of 90 mtrs which is 2 times IHS surface height of 45 mtrs above the aerodrome elevation level was fixed at the end point of Inner Horizontal Surface which is 4000 mtrs from Runway end or 3535 mtrs from start point of Inner Horizontal Surface. Accordingly, the slope calculation for finalizing the extent of allowable penetration of OLS within IHS was computed as follows :-

$$(90 - 45) / (4000 - 465) \times 100 = (45/3535) \times 100 = 1.27\%$$

3. However, the maximum allowable height of 90 mtrs at the end point of Inner Horizontal Surface does not take into consideration the fact that several buildings have been granted permission earlier within the Inner Horizontal Surface by way of conduct of aeronautical study. As a case in point 6 such NOCs issued prior to implementation of OLS Guidelines are mentioned below :-



NOCID	Distance from Runway End	Permitted Height (AMSL)	Height above Aerodrome Elevation	Derived Slope
AAI/20012/442/2004	2980 mtrs	110.0 mtrs	98.10 mtrs	2.11%
AAI/20012/424/2004	3136 mtrs	110.0 mtrs	98.10 mtrs	1.98%
AAI/20012/48/2010	2728 mtrs	97.0 mtrs	85.10 mtrs	1.77%
AAI/20012/131/2010	3352 mtrs	110.0 mtrs	98.10 mtrs	1.84%
AAI/20012/166/2010	1897 mtrs	90.12 mtrs	78.22 mtrs	2.32%
SCNR/WEST/B/0914 12/005	3440 mtrs	108.0 mtrs	96.10 mtrs	1.72%

1. All the above projects have been completed and like several other structures that have been constructed in the IHS above 90 meters, prior to the OLS Guidelines, these structures have penetrated beyond the 1.27% slope permissible in the OLS Guidelines. As seen from the above there are existing structures within the IHS situated at a derived slope of 2.32% from the runway.
2. It is therefore suggested that in the alternative of completely removing the OLS stipulation, for the purpose of slope calculation in the OLS Guidelines, the maximum height granted to any such building should be the basis for calculating the slope. As per table above the calculation should be done by considering the maximum penetration of 2.32% within the IHS.

We request you to kindly take the above into consideration.

Thanking You,

Yours Sincerely,  
For CREDAI-MCHI



**Nayan A. Shah**  
President



**Bandish Ajmera**  
Hon. Secretary

