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Ref. No. MCHI/PRES/18-19/191

March 6, 2019

To,
Shri Suresh Prabhakar Prabhu
Minister (Addl. Charge)
Office of Minister of Civil Aviation
Rajiv Gandhi Bhawan,
Safdarjung Airport,
New Delhi, 110003

Sub.: Issue concerning building height permissions issued by AAI - RNP AR APPROACH - MUMBAI RUNWAY 32 Pending Implementation since 2011 and request for restriction removal from NOCAS

Dear Sir,

With reference to the above subject, we would like to submit our suggestions/concerns for your kind redressal :-

Background : Required Navigation Performance Authorization Required Approach (RNP AR APCH)

- 1) RNP AR APCH, enables a higher level of navigation performance better able to address issues of airport access, such as obstacle-rich environments, and facilitate advances in air traffic management (ATM). It requires the operator to meet additional aircraft and aircrew requirements and obtain operational authorization from the State regulatory authority. At the same time, one State in collaboration with industry and a key airline operator undertook the task to develop criteria that permitted the usage of RNP-capable aircraft to address a significant problem with airport access in obstacle rich environments or terrain, under limiting weather conditions.
- 2) As far as RNP AR APCH for MUMBAI RUNWAY 32 is concerned, Authorization is required from DGCA for SPECIFIC AIRLINE to use it.
- 3) The GPS based procedure would bring down minima for landing by avoiding Trombay hill in Mumbai. It's initiated by Boeing with its client Jet Airways to develop AR RNP RWY 32 procedure in Mumbai. The Project Management Cost was initially born by Boeing in 2011 and training was completed for Jet Airways Flight Crew. However, the developed procedure Authorization was not granted and kept under pending by authorization authority DGCA.
- 4) After 5 years, in 2017, draft RNP AR APCH procedure for Mumbai Runway 32 was accepted by DGCA for specific airline (Jet Airways) allowing training and validation test of draft Procedure.
- 5) Due to the possibility of implementation of above draft RNP AR APCH procedure, the revised AR RNP Runway 32 OCA limitation of 72.84m AMSL is construed as

a FLAT surface for whole procedure protection area. This limitation is lower than Obstacle Limitation Surface (conical surface) limitation permissible elevation, within approach surface and conical surface area. This restricts building heights and development in Mumbai East area.

- 6) Due to financial constraints, the implementation of RNP AR APCH procedure for Mumbai Runway 32 by Airline is unclear and not sure in use of the draft procedure by the specific Airline. Also, Navi Mumbai Airport runway (Single) is also getting ready for use by 2020 impacting the draft procedures in the vicinity. Hence, the draft RNP AR APCH - Mumbai Runway 32 procedure is still pending for validation test and implementation since 2011.

Suggestion:

As the draft RNP AR APCH for MUMBAI RUNWAY 32 is pending since 2011 for Specific Airline Flight crew training and Validation test, and also not sure or clear in use of the draft procedure by the specific Airline, our suggestion and request is to remove RNP AR - Mumbai Runway 32 limitations from NOCAS restriction perspective.

We request you to kindly consider our Suggestion and grant us a hearing at the earliest to resolve the matter.

Thanking you,

Your sincerely,
For CREDAI-MCHI


Nayan A. Shah
President


Bandish Ajmera
Hon. Secretary



Sanjiv S. Chaudhary MRICS
Chief Operating Officer