

PRESIDENT

Sukhraj Nahar

IMM. PAST PRESIDENT

Dominic Romell

PRESIDENT-ELECT

Bandish Ajmera

MENTORS

Abhishek Lodha

Vikas Oberoi

Parag Shah

Ajay Ashar

Jayesh Shah

Vinod Goenka

Vijay Parekh

SR. VICE PRESIDENTS

Shahid Balwa

Amit Thacker

Jackbastian Nazareth

Jitendra Mehta

Pritam Chivukula

Nainesh Shah

Shallesh Puranik

VICE PRESIDENTS

Mukesh Patel

Tariq Ahmed

Dhaval Ajmera

Gurminder Singh Seora

Sunny Bijlani

HON. SECRETARY

Rushi Mehta

TREASURER

Nikunj Sanghavi

JT. SECRETARIES

Dr. Adv. Harshul Savla

Sudhanshu Agarwal

Ricardo Romell

Prashant Khandedwal

Manan Shah

Anuj Goradia

JT. TREASURERS

Jayesh Chauhan

Hussain Lafani

COMMITTEE MEMBERS

Raseesh Kanakda

Subodh Runwal

Parag Munot

Sandeep Raheja

Umang Kuwadia

Parth Mehta

Munish Doshi

Harmohan Sehni

Rajesh Prajapati

Shallesh Sanghvi

Naman Shah

Priya Gumanl

Ayushi Ashar

Vijay Lakhandl

Pratik Patel

Binitha Dalal

Rikhav Shah

INVITEE MEMBERS

Rahul Sagar

Ramkrishna Raheja

Nishant Agarwal

Ajay Nahar

Jayvardhan Goenka

Sahil Parikh

Gaurav Thakkar

Abhishek Sharma

Harsh Mehta

Rushi Ajmera

Aali Geni Deraiya

Srirang Athalye

Cyrus Mody

Arif Fazlani

Chintan Sheth

Karan Sehgal

Punit Gosrani

Vicky Oswal

Aditya Shah

Aditya Mirchandani

Arshad Balwa

YOUTHWING CONVENOR

Samyag Shah

PROCUREMENT CONVENOR

Nimish Ajmera

WOMENS WING CHAIRPERSON

Alka Doshi

Ref. No. MCHI/PRES/26-27/002

Date: 6/4/2026

To,
The Chairman,
Airports Authority of India,
Rajiv Gandhi Bhavan,
Safdarjung Airport,
New Delhi 110003.

Send by Speed Post
Date:- 08/04/2026.

Kind Attn: General Manager – Flight Procedure Design, AAI

Subject: Request to increase the Minimum Sector Altitude (MSA) from 2000 ft to meet growing airport capacity needs and support urban expansion, promoting positive growth in the aviation industry and urban economic development.

- Many airports in India are actively working on upgrading and expanding existing facilities and undertaking numerous projects to significantly enhance capacity and transform the passenger experience at Indian Airports.
- Due to the land constraints of the Brownfield airports, the CNS locations are mostly installed within the existing aerodrome boundaries.
- The in-house study and experience indicate that the existing CNS equipment is strategically located in proximity to the essential services of airports and within the available land, and the Minimum Sector Altitude of the aerodrome has been derived based on the existing surrounding obstacles (Natural and Manmade) without considering the future development of aerodromes and the city developments.
- As the MSA forms the basis for ASR, the ARSR tilt angle (Alpha Angle) is derived from the declared MSA. Building/ structure permissible height - Influence Zone of ASR/ARSR/ADS-B shall depend on the MSA sectors.
 - The GSR 751 (E), Para 2.5 Airport Surveillance Radar (ASR);2.5.1: Wherever an airport is served or proposed to be served by a single ASR, the following criteria shall be applicable:
 - 2.5.1.1 Beyond 500 meters from particular Radar site, the height of the permissible structures may be increased at the rate of 0.05 per meter, upto a point wherein the height of the permissible structure does not protrude above the line drawn from a point 10% below the minimum sector altitude at the farthest point (from Radar site) or any other designated MSA at different distance in same sector whichever is closer to horizon, to the centre of antenna pedestal, considering the Minimum Sector Altitude (MSA) in that particular sector. Beyond the above stated point no large object would be permitted to protrude above the line drawn from a point 10% below the minimum sector altitude at the farthest point (from Radar site) or any other designated MSA at different distance in same sector whichever is closer to horizon to the centre of antenna pedestal depending on the minimum Sector Altitude in that particular sector (For illustration refer to Appendix -C of Schedule VIII).

MAHARASHTRA CHAMBER OF HOUSING INDUSTRY

Maker Bhavan-II, 4th Floor, 18, V. Thackersey Marg, New Marine Lines, Mumbai - 400 020, Maharashtra, India.

Tel: +91 22-42121421

Email: secretariat@mchi.net

Website: www.mchi.net

CREDAI-MCHI CHAPTERS

THANE | KALYAN-DOMBIVLI | MIRA BHAYANDAR | RAIGAD | NAVI MUMBAI | BHIWANDI | PALGHAR BOISAR | SHAHAPUR-MURBAD | URAN-DRONAGIRI | VASAI VIRAR | ALIBAG | KARJAT-KHALAPUR-KHOPOLI | YOUTH NMR

**SCHEDULE VIII
APPENDIX - C**

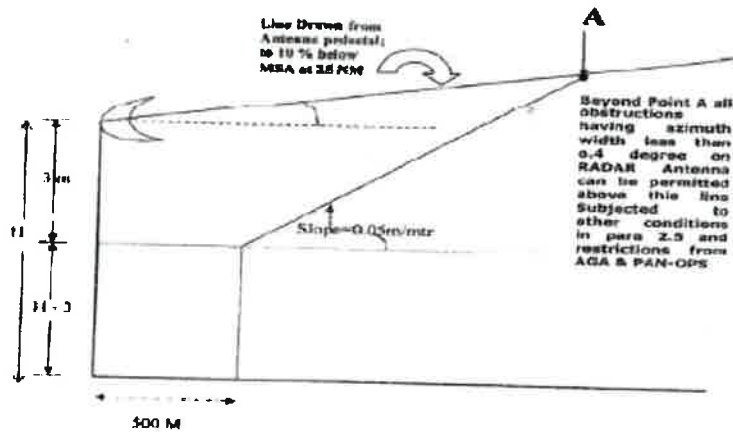


Fig 1. Criteria for height restriction with respect to ASR

5. At most aerodromes, the minimum MSA is set between 1800 ft and 2000 ft, which accordingly reduces the ASR – Alpha angle Tilt Angle (ASR) to about 0.55 to 0.60 degrees and ultimately limits the vertical development in many airports and their surroundings. As aviation expands and many aerodromes are being upgraded to include essential services, the vertical heights of passenger terminal buildings, cargo buildings, ATCT, fire stations, and City Side developments of the aerotropolis model are increasing. Therefore, it's time to reconsider the minimum policy for MSA and raise it to support the aviation industry's positive growth and urban economic development.

6. The same request was commonly proposed in “The third meeting of the 'NOC Review Working Group' was held on 17th May 2017, followed by an interactive session with the stakeholders, viz. CREDAI, NAREDCO and PEATA under the chairmanship of Dr. Guruprasad Mohapatra, IAS, Chairman Airports Authority of India (AAI), in the presence of Shri Arun Kumar, IAS, Joint Secretary, Ministry of Civil Aviation (MoCA) and Shri A. K. Dutta, Member (Air Navigation Services) Airports Authority of India to discuss various issues connected with issuance on No Objection Certificate (NOC) for height clearances. **The extract of the Minutes of Meeting (Point 8)** is as follows:

“ Request from Industry was to raise Minimum Sector Altitude (MSA) for airports where it is too low, considering the airport elevation. It was decided that it may not be possible to change the MSA for all airports where the MSA is low, as it would entail redesigning all instrument approach procedures. However, it was agreed that it would be considered on a case-by-case basis, particularly at airports where instrument approach procedures are redesigned. It was informed that the MSA of Surat airport would be raised along with the redesigning of procedures. (MoM copy is enclosed for reference)”

7. MSAs guarantee only obstacle clearance. They serve as contingency buffers, not as routine operational altitudes. Therefore, the request for an MSA increase above the minimum of 300m above aerodrome elevation should be proactively considered to support the development of aerodrome-related facilities and the surrounding city, including infrastructure such as chimneys needed to enhance the capacity of Steel, Power, Cement, and Energy plants.

8. ICAO Doc 8168, Chapter 8 MSA. 8.1.2 If the difference between sector altitudes is insignificant (i.e., in the order of 100 m or 300 ft as appropriate), a minimum altitude applicable to all sectors may be established. Hence, the policy can be amended to increase the minimum from 2000 ft to 2300 ft, as this does not affect the safety and regularity of aircraft operations.

9. Additionally, the ASR limitation calculation depends on tilt angle and radial distance. The tilt angle is determined from the declared MSA. Although the acceptable range for tilt angle is 0.5 to 1.5 degrees (Annex 10), most aerodromes have tilt angles around 0.6 degrees due to their lower MSAs. (Example: Ahmedabad - MSA 2000 ft, Tilt Angle 0.5955 degrees). Therefore, to support proactive and positive development of aerodrome infrastructure and surrounding city growth, it is recommended to increase the MSA to at least the mid-range optimal tilt angle of 0.75 degrees.
10. Further, reference to our earlier Ref. No. MCHI/PRES/23-25/245, Dated 29/03/2024, regarding "Request for increase in the Pedestal Height of Eldis Radar situated in the Airport premises near Kalina Gate" to support the positive development of infrastructure in congested Mumbai. (Copy Attached).
- Reference NATS report MIAL CCR1 RADAR Assessment report – FEB 2017:
"Within the UK, NATS is using ASR pedestal height ranging from 25m to 37 m AGL, for the airport RADARs at some airports, specifically for HEATHROW airport, the ASR pedestal height is 37m AGL".

RADAR	Pedestal Height (AGL)
Gatwick	25.5m
Heathrow	37m
Manchester	25m
Stansted	25m

Table 1 – NATS Operated RADARs and Pedestal Height

11. Considering the facts above, requested that AAI (FPD) and DGCA (ANSS) consider revising the existing MSA design guidelines. to increase the current Minimum Sector Altitude of aerodromes from 2000 ft to 2600 ft. This change will raise the ASR's tilt angle without compromising the safety or regularity of aircraft operations. It will also support the ongoing development of structures and buildings both within and outside the aerodrome boundary, helping to meet the increasing demand for airport capacity, support urban expansion, and improve capacity at Steel, Power, Cement, and Energy plants.

Thanking you,

Yours sincerely,
For CREDAI-MCHI



Sukhraj Nahar
President



Rushi Mehta
Hon. Secretary

Copy to:

1. **The Chairman, Appellate Committee**, Ministry of Civil Aviation, New Delhi
2. **The Member ANS**, Airports Authority of India, Rajiv Gandhi Bhavan, Safdarjung Airport, New Delhi 110003.
3. **The Director of Operations, ANSS, DGCA, New Delhi**
4. **Executive Director, ASM**, Airports Authority of India, Rajiv Gandhi Bhavan, Safdarjung Airport, New Delhi 110003.
5. **Executive Director, CNS (O&M) & CNS (P1)**, Airports Authority of India, Rajiv Gandhi Bhavan, Safdarjung Airport, New Delhi 110003.
6. **Chief Airport Officer**, Mumbai International Airport Limited (MIAL), Mumbai.

Send by Speed Post
Date: 08/04/2026.

Minutes of the Meeting with CREDAI (Confederation of Real Estate Developers Association of India), NAREDCO (National Real Estate Development Council) and PEATA (Practicing Engineers, Architects and Town Planning Association India) on 17th May 2017 at Rajiv Gandhi Bhawan, AAI HQ, New Delhi.

BACKGROUND

Under the direction of the Hon'ble Minister of State (MOS) Civil Aviation, a committee consisting of experts from AAI and stakeholders viz. CREDAI and NAREDCO was formed by Airports Authority of India (AAI) to review the procedure of height restriction around 20 km of airport for safeguarding of aircraft operations. The committee was named as "NOC Review Working Group 2017". The first meeting of the committee was held on 20th February 2017. The second meeting of the Working Group/committee was held on 23rd March 2017. In the second meeting issues viz. validity of NOC, shielding benefit w.r.t. buildings, ADS-B criteria, raising of minimum sector altitude and multi-radar criteria were discussed. Some changes in NOCAS viz. type of structure and information on auto settled cases to airport operator were suggested by MIAL and DIAL and the same was incorporated in NOCAS.

The third meeting of the "NOC Review Working Group" was held on 17th May 2017 in the morning session from 11:00 AM to 12:30 PM. There were deliberations on issues discussed in the second meeting along with some new issues.

Following the meeting of the NOC Review Working Group, an interactive session was held with the stakeholders viz. CREDAI, NAREDCO and PEATA under the chairmanship of Dr. Guruprasad Mohapatra, IAS, Chairman Airports Authority of India (AAI), in the presence of Shri Arun Kumar, IAS, Joint Secretary, Ministry of Civil Aviation (MoCA) and Shri A. K. Dutta, Member (Air Navigation Services) Airports Authority of India to discuss various issues connected with issuance on No Objection Certificate (NOC) for height clearances.

The issues discussed along with decisions taken in the meeting are given below:

1. **Vertical height tolerance:** It was requested by industry representatives that during issue of Occupation Certificate, aerodrome operator verifies and certifies the vertical height without considering tolerance specified in ATMC. It was decided that the vertical tolerance limit of 50 cm (0.5m) is to be included the next amendment of GSR 751 (E). A proposal to this effect will be sent to MoCA by AAI. As an interim measure, MIAL will be advised to consider this vertical tolerance while verifying the height prior to Occupation Certificate.
2. **Restriction due to ADS-B criteria:** It was requested by industry representatives that restriction imposed by ADS-B similar to ASR/MSSR may be removed and it may be treated as a receiver as per ICAO EUR Doc.015 guidelines. It was agreed in the meeting and a proposal to this effect will be sent to MoCA by AAI for inclusion in the next amendment of GSR 751 (E).
3. **Validity Period of NOCs:** It was requested by industry representatives to increase the validity period of NOC for buildings/structures from current 8 years to 12 years making it equivalent to mast, chimneys etc. It was also requested that if an applicant/ developer has substantially completed the construction of the building within period of 12 years from the date of NOC received from AAI, automatic renewal/ extension of such NOC may be allowed until completion of the project. It was decided to increase the validity period of NOC for buildings/structures to 8 years with the provision to extend it further under circumstances which are beyond the control of the developers, subject to the condition that such request shall be made within the validity period of the NOC.

4. **Saving Clause:** Request from Industry was that once a height is granted through a NOC as per GSR 751 (E), it should not be reduced on review and appeal. It was decided that height once issued through a NOC would be honoured till the validity period of the NOC and it would not be reduced on Review and appeal.
5. **Multi Radar Criteria benefit:** Request from Industry was to clear the pending cases in Western Region (Mumbai) at the earliest. It was assured that appropriate action would be initiated to clear the pending cases.
6. **Shielding benefit criteria for Building/Structures:** Industry representatives requested that shielding criteria with respect to Building/structure may be considered by taking into account world best practice. It was decided that AAI would carry out further study in this regard taking into account the presentation made by the Industry and world best practice for this criteria before proposing an amendment to GSR 751 (E).
7. **Juhu Runway 08/26 Code:** Request from Industry was to consider Juhu airport as Code 2 instead of Code 3 so that restriction imposed on the take-off surface would be reduced. It was informed that Juhu Runway 08/26 is considered as Code 2 in NOCAS system for calculation purpose. The issue was resolved.
8. **Minimum Sector Altitude:** Request from Industry was to raise Minimum Sector Altitude (MSA) for airports where it is too low considering the airport elevation. It was decided that it may not be possible to change MSA for all airports where MSA is low, as it would entail re-designing of all instrument approach procedures. However, it was agreed that it would be considered on case to case basis, particularly at airports where instrument approach procedures are re-designed. It was informed that MSA of Surat airport would be raised along with re-designing of procedures.
9. Request of **Aeronautical Study** within the Approach surface in IHS (Between 2250m - 4000m) was not agreed as it is critical area for flight operations.
10. **Single Aeronautical Study for one layout for which a single NOC is issued:** It was agreed to consider one aeronautical study for the entire layout for which a single NOC has been issued by AAI. However, it was clarified that may a time developers themselves seek separate aeronautical study for different buildings/structures for the same plot to get maximum height through aeronautical study. It was further clarified that if the site is divided by a public road then it may not be considered as a single site.
11. **Justification letter from Planning Authority:** The request of Industry for doing away with Justification letter from planning authorities has been agreed. Justification letter from Architect would be accepted.
12. **Amendment to certain procedures in conduct of aeronautical study:** Some suggestions were made by Industry to reduce the time taken for conduct of aeronautical study. Suggestions for site verification by Aerodrome operator instead of AAI team from AAI HQ was not agreed, because AAI is responsible for carrying Aeronautical study. The industry requested that the limit of four site visits in single study tour should be amended to include more site. It was agreed to consider this issue which is dependent on location of sites. It was clarified that sequence of Aeronautical study cases would not normally be changed. However if a site visit is carried out at a city as per sequence, other cases of the same city/place may be clubbed as per the sequence pertaining to the city. With respect to increase in frequency of Appellate Committee meeting due to sudden increase in number

of cases after lifting of ban by Mumbai High Court, it was clarified that Appellate Committee is meeting whenever Aeronautical Study report are ready.

13. **Stakeholder's involvement:** Industry request for involvement of local community bodies/ construction group members during stakeholders' discussion in aviation Infra development/ changes/ growth has been agreed. It was agreed to link it with other meeting of stakeholders at airports. Industry was also requested to provide instances where they are invited by the local authorities for such meetings.
14. **Regular meeting/interaction with Industry:** It was also decided that interaction with industry to resolve issues connected with height clearances would continue periodically – once in two or three months based on the request of the industry.

Following the interactive session, the concluding session of the NOC Working Group was conducted to sum-up the decisions taken under the chairmanship of Chairman AAI. It was also concluded that it would be the concluding meeting of the Working Group. The above decisions would be communicated to Ministry of Civil Aviation as the final report of the committee.

List of participants is attached.

PRESIDENT
Domic Romell

IMMEDIATE PAST PRESIDENT
Boman Irani

PRESIDENT-ELECT
Ajay Ashar

STRATEGIC ADVISOR
Abhishek Lodha

SENIOR VICE PRESIDENTS
Parag Shah
Jayesh Shah
Sukhraj Nahar
Sandeep Raheja
Rasesh Kanakia

VICE PRESIDENTS
Bandish Ajmera
Shailesh Puranik
Pritam Chivukula
Amit Thacker
Jackbastian Nazareth

SECRETARY
Dhaval Ajmera

TREASURER
Nikunj Sanghavi

JOINT SECRETARIES
Tejas Vyas
Pratik Patel
Sunny Bijlani
Rushi Mehta

JOINT TREASURER
Gurminder Singh Seera

COMMITTEE MEMBERS
Shahid Balwa
Subodh Runwal
Parag Munot
Nainesh Shah
Mukesh Patel
Munish Doshi
Raajesh Prajapati
Shailesh Sanghvi
Parth Mehta
Harmohan Sahni
Jayvardhan Goenka
Umang Kuwadia
Prashant Khandelwal
Binitha Dalal
Ayushi Ashar
Samyag Shah
Ricardo Romell

SPECIAL ADVISORS
Ar. Hafeez Contractor
Adv. Parimal Shroff
Anuj Puri

STATISTICS AND RESEARCH
Dr. Adv. Harshul Savla

INVITEE MEMBERS
Rahul Sagar
Ramkrishna Raheja
Nishant Agarwal
Harsh Hiranandani
Ajay Nahar
Azim F. Tapia
Cherag Ramakrishnan
Vijay Lakhani
Jayesh Chauhan
Aditya Shah
Shraddha Goradia
Sudhanshu Agarwal
Hussain Lalani
Sahil Parikh
Aditya Mirchandani
Rushi Ajmera

YOUTHWING CONVENOR
Naman Shah

PROCUREMENT CONVENOR
Nimish Ajmera

WOMEN'S WING CHAIRPERSON
Sejal Goradia

To,
Ms. Rubina Ali,
Joint Secretary,
Ministry Of Civil Aviation,
Rajiv Gandhi Bhavan, New Delhi.

Sub: Request for increase in the pedestal height of Eldis Radar situated in the Airport premises near Kalina Gate, Mumbai Airport.

Respected Madam,

- Mumbai International Airport (MIAL) has two Airport Surveillance Radars and both of them are situated within the aerodrome premises.
 - ASR 1 is situated near Terminal 2 side next to the taxiway of Runway 09 -27 and has a pedestal height of **34.49 meters**.
 - ASR 2 is near the General Aviation Terminal (Kalina Gate side) and has a pedestal height of **24.59 meters**.
- As per GSR 770(E) dated 17th December 2020, clause 2.5.2.2., the Multi Radar benefit is permitted with the highest permissible among integrated and operational Airport Surveillance Radar(s) for structures beyond two kilometers from each ASR. The extract of the GSR 770(E) rule is given below for reference.

"2.5.2: Wherever airport is served or is proposed to be served by operational and integrated Multiple Radars, i.e. more than one Airport Surveillance Radar – to be termed as multi radar, the following criteria shall be applicable:

2.5.2.2: After the Multi-Radar System is operationalized and integrated, the maximum Height permissible in the integrated system shall be considered for grant of height to the applicant. However, from Radar performance point of view, the structures are to be examined as follows, to ensure that there is no degradation of radar performance:

(i) **structures within two kilometers from any of the Radar(s) (ASR) shall be examined from respective Radar (ASR) independently, as per para 2.5.1.**

(ii) for structures beyond two kilometers from each individual Radar(s) (ASR), highest permissible height among integrated and operational ASR system shall be permitted as per para 2.5.1."

- Before these GSR 770E Amendment Rules 2020 changes, any structure situated beyond one kilometer from any operational Airport Surveillance Radar (ASR) was permitted to be built with the highest permissible height. However, due to the new Multi Radar Benefit applicability criteria, many structures **within two kilometers of the radar are now affected for higher heights**. Unfortunately, even areas within the 2 km that were previously permitted are no longer eligible for the height benefit of the Multi Radar criteria.

Maharashtra Chamber of Housing Industry

Maker Bhavan II, 4th Floor, 18, V. Thackersey Marg, New Marine Lines, Mumbai - 400 020.
Tel: 42121421, Fax: 4212 1411/407 Email: secretariat@mchi.net Website: www.mchi.net

4. It has been observed that the latest ASR installation near Terminal 2 has a pedestal height that is **9.90 meters** higher than the Kalina side ASR pedestal height. Although this area falls within the AGA - Inner Horizontal Surface and is therefore eligible for a height of 57.13 meters, it is restricted due to Communication, Navigation, and Surveillance (CNS) parameters resulting from ASR limitations (please refer to the attached diagram in Annexure - 1).
5. Therefore, we request the Ministry of Civil Aviation, the Airports Authority of India, and the aerodrome operator (MIAL) to consider and explore the possibility of increasing the pedestal height of ASR (Kalina gate side) through simulation study without affecting the performance of the Radar operation, Procedure for Air Navigation Service Operations (PANS-OPS), and Obstacle Limitation Surfaces (OLS) limitations. This will support the positive development of infrastructure in congested Mumbai City. If required and permitted, we are willing to cover the cost of increasing the height of this radar system.

Thanking You in anticipation,

Yours sincerely,
For **CREDAI-MCHI**



Domnic Romell
President



Dhaval Ajmera
Hon. Secretary

C.C:

1. The Member ANS

Airports Authority Of India
Rajiv Gandhi Bhavan,
New Delhi.

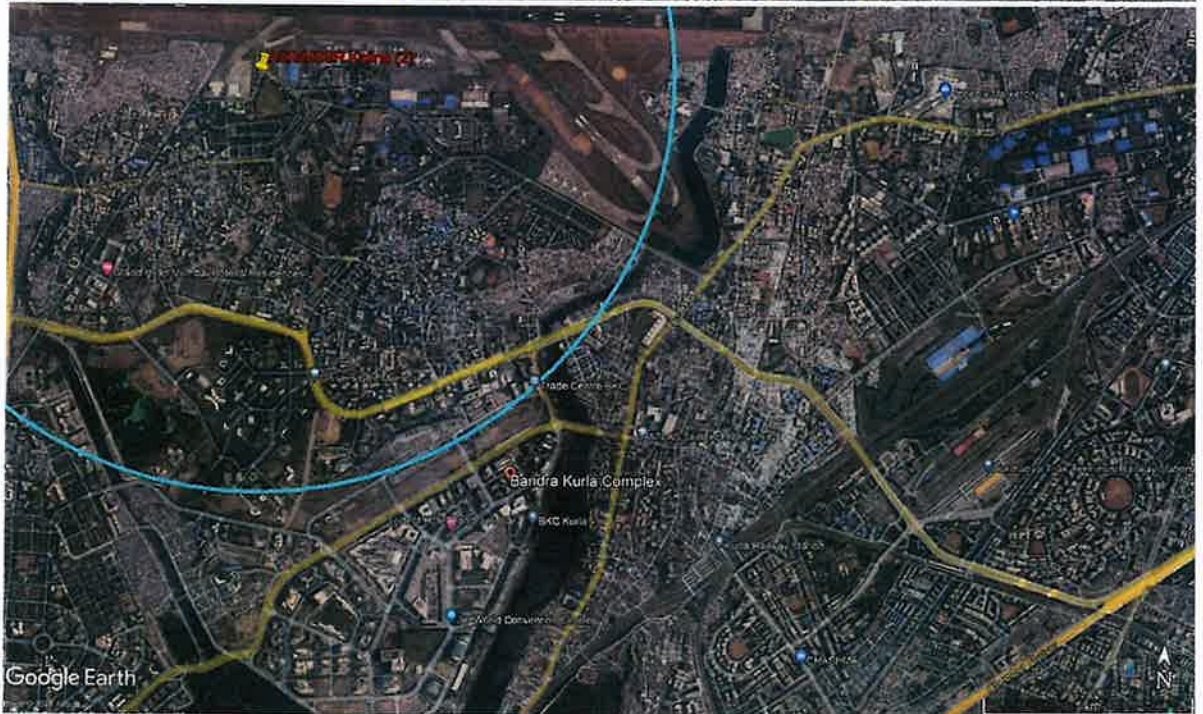
2. Executive Director (CNS)

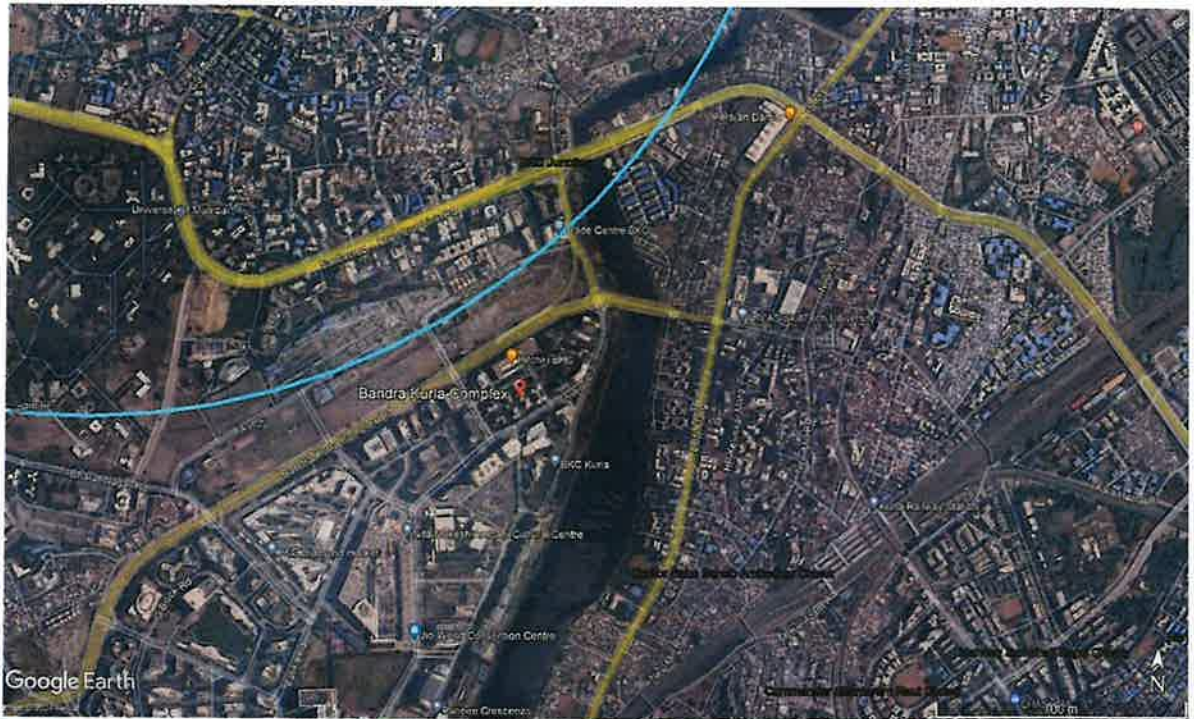
Airports Authority Of India
Rajiv Gandhi Bhavan,
New Delhi.

3. Shri. Prakash Tulsiani

Chief Executive Officer
MIAL, Mumbai.

Annexure 1





Third Meeting of NOC REVIEW WORKING GROUP 2017
R.G. Bhawan, Safdarjung Airport, New Delhi.
Monday, 17th May 2017

List of Participants

	Name	Designation	Organization	e-mail id
1.	Mr. Kunal Chheda	Coordinator for Industry	CREDAI	Kunal.chheda@thewadhwagroup.com kchheda@gmail.com
2.	Mr. Boman R. Irani	Vice President	CREDAI National	boman@rustomjee.com
3.	Mr. Reginald J Sinclair	GM	CREDAI National	reginold@credai.org
4.	Capt. Tushar Dalal	Aerodynamiks	CREDAI	Aerodynamiks2007@gmail.com
5.	Mr. T. Mohanchandran	Aerodynamiks	CREDAI	mohanchandrant@gmail.com
6.	Mr. Kishore Bhatija	Managing Director K. Rahaja Corp.	CREDAI	Kbhatia@kraheja.com
7.	Mr. Mehul C. C. Johnson	Director, Indiabulls	CREDAI	mjohnson@indiabulls.com
8.	Mr. Amit Sarda	ED Simplex Infrastructure Ltd.	CREDAI Bengal	amitsarda@gmail.com
9.	Mr. Gurbans Singh	Jt. MD Indiabulls	CREDAI Delhi	gurbanssingh@indiabulls.com
10.	Mr. V. K. Kalra	Expert	CREDAI.	Vkalra.in@gmail.com
11.	Mr. Rajesh Gaonkar	VP – Business dev.	Oberoi Realty Ltd.	
12.	Mr. Sushil Sionel	Deputy Director General	NAREDCO National	sushilsionee@naredco.in
13.	Mr. Bharat Panchal	Omkar Realtors & Dev. Pvt. Ltd.	NAREDCO Mumbai	Bharat.Panchal@omkar.com
14.	Mr. Aparna Burjwar,	CEO	NAREDCO	aparna@globalcoordinates.net
15.	Mr. Ruud Ummels	Director	to70 Aviation	Ruud.ummelse@to70.nl
16.	Mr. Arjun Puttabakula	Managing Director	to70 Aviation	Arjun.puttabakula@to70.co.in
17.	Mr. Radesh Nagaraj	Managing Director	to70 Aviation	Radish.nagaraj@6070.nl
18.	Mr. Manoj V Daisaria	Ex. President	PEATA	Manoj.d@daisaria.com
19.	Mr. Yomesh Rao	Joint Secretary Mumbai	PEATA (I)	peataindia@gmail.com yomesh@ymscl.in
20.	Mr. M.C.Dangi	ED (ASM)	AAI	edasm@aai.aero
21.	Mr. Ravi Kant	GM (CNS)- N&S	AAI	gmschqnad@aai.aero
22.	Mr. A. K. Meena	GM (ATM-FPD)	AAI	gmnoc@aai.aero
23.	Mr. Rajiv Mehta	GM (NOC)	AAI	gmnoc@aai.aero
24.	Mr. Satyajit Dutta	Jt. GM (NOC)	AAI	sdutta@aai.aero ;
25.	Mr. J. B. Singh	Jt. GM (CNS-OM)	AAI	jbsingh@aai.aero
26.	Mr. Prabhakar Bajpai	AGM (IT)	AAI, CHQ	prabhakar@aai.aero
27.	Mr. Sanjiv Dhupkar	Head ADM Delivery	ESRI India	Sanjiv.Dhupkar@esriindia.com
28.	Mr. Raj Kumar	Jt. GM (NOC)	AAI	Jtgmnoc2@aai.aero
29.	Mr. Sanjiv Shah	DGM (NOC)	AAI	sshah@aai.aero
30.	Mr. Jeet Prakash	DGM (NOC)	AAI	dguharoy@aai.aero
31.	Mr. Sanjay Kar	AGM (NOC)	AAI	sanjaykar@aai.aero
32.	Mr. Vijay Yadav	Manager (NOC)	AAI	nocchq@aai.aero



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796639IN

Dely Office & Pincode:Lodi Road HO(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1Zl BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406 (POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	THE CHAIRMAN AIRPORTS AUT Mobile No.123456789G NEW DELHI SOUTH DELHI-110003

Track on www.indiafast.gov.in OR Dial: 18002666868 IVR NO: 6977946796639
In case of any complaint, please visit <https://cm.indiafast.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD
This is system generated document, no manual signature required
08-04-2026 18:43:31

Speed Post



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796608IN

Dely Office & Pincode:Lodi Road HO(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1Zl BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406 (POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	THE CHAIRMAN Mobile No.123456789C R G BHAVAN NEW DELHI SOUTH DELHI-110003

Track on www.indiafast.gov.in OR Dial: 18002666868 IVR NO: 6977946796608
In case of any complaint, please visit <https://cm.indiafast.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD
This is system generated document, no manual signature required
08-04-2026 18:43:31



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796611IN

Dely Office & Pincode:Lodi Road HO(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1Zl BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406 (POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	THE MEMBERS ANS Mobile No.1234567890 AIRPORTS AUTHORITY O R J BHAVAN SOUTH DELHI-110003

Track on www.indiafast.gov.in OR Dial: 18002666868 IVR NO: 6977946796611
In case of any complaint, please visit <https://cm.indiafast.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD
This is system generated document, no manual signature required
08-04-2026 18:43:31



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796625IN

Dely Office & Pincode:Lodi Road HO(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1Zl BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406 (POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	THE DIRECTOR OF OPERATION Mobile No.1234567890 NEW DELHI SOUTH DELHI-110003

Track on www.indiafast.gov.in OR Dial: 18002666868 IVR NO: 6977946796623
In case of any complaint, please visit <https://cm.indiafast.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD
This is system generated document, no manual signature required
08-04-2026 18:43:31



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796599IN

Dely Office & Pincode Lodi Road HQ(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1ZI BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406
(POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	EXECUTIVE DIRECTOR ASM Mobile No.1234567890 AIRPORTS AUTHORITY O R J BHAVAN SOUTH DELHI-110003

8002556868 IVR NO : 6977946796599

In case of any complaint, please visit <https://cm.indiaapost.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD

This is system generated document, no manual signature required

08-04-2026 18:43:31

Speed Post



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796642IN

Dely Office & Pincode Lodi Road HQ(110003)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1ZI BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406
(POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	THE EXECUTIVE DIRECTOR CN Mobile No.1234567890 AIRPORTS AUTHORITY O R J BHAVAN SOUTH DELHI-110003

Track on www.indiapost.gov.in OR Dial 18002666868 IVR NO : 6977946796642

In case of any complaint, please visit <https://cm.indiaapost.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD

This is system generated document, no manual signature required

08-04-2026 18:43:31



INLAND SPEED POST DOCUMENT
POD/ePOD



EM946796656IN

Dely Office & Pincode Airport S.O Mumbai(400099)

Booking Office: Mumbai GPO (400001)
Counter No. 2 08-04-2026 18:43:25
GSTNo.27AAAGD0153N1ZI BkgRefID: 2435000108042648686
ChargedWeight(gms):80 Phy.Wt(gms):80 Vol.Wt(gms):NA(L:NA B:NA H:NA)
ModeofPayment: ONLINE PaymentTransactionID: S413723492406
(POD/ePOD-Rs.10.00)

Sender	Receiver
MAHARASHTRA CHAMBER OF HO Mobile No.1234567890 NEW MARINE LINES MUMBAI MAHARASHTRA-400020	CHIEF AIRPORTS OFFICER Mobile No.1234567890 SANTACRUZ EAST MUMBAI SUBURBAN MAHARASHTRA-400099

8002556868 IVR NO : 6977946796656

In case of any complaint, please visit <https://cm.indiaapost.gov.in/customer>
Go Green!!! Opt for eReceipts, ePOD

This is system generated document, no manual signature required

08-04-2026 18:43:31

INVOICE SUMMARY

Booking Ref ID	2435000108042648686
Number of Articles	7
Total Base Tariff	520.00
Total Prepayment	0.00
Total CGST	47.00
Total SGST	47.00
Total IGST	0.00
Total UTGST	0.00
Total Invoice Amount	620.00

Booking Office Name : Mumbai GPO
Booking Office Pincode : 400001
Booking Office GST No : 27AAAGD0153N1ZI
Booking Date : 08-04-2026 18:37:31

Thank you for using India Post.

This is system generated document, no manual signature required

08-04-2026 18:43:31