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MANAGING COMMITTEE

2025-2027



Ref. No. MCHI/PRES/26-27/021

Date: 07/5/2026

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

Kind Attn: Executive Director - ATM (DoAS) & CNS -O&M, Airports Authority of India, Rajiv Gandhi Bhavan.

Subject: Consideration of NMIAL's existing operational ASR and its permissible elevation (PE) as a basis for the NOCAS reference for Multi-radar (Existing Radar Permissible Elevation) and other-than-large-object (O.4D) criteria benefit

Respected Sir

- The Navi Mumbai Airport is in operation, and the aeronautical study was initiated by AAI after a prolonged delay. Urban development around the aerodrome has grown manyfold, and most buildings have received only initial NOCs from AAI. The aeronautical study for higher heights is now underway. The following observations on NOCAS permissible elevations with respect to CNS-ASR limitations are forwarded for consideration.
- At Navi Mumbai Airport, the master plan proposed two ASRs, but NOCAS has been implemented without multi-radar benefits because only one radar is operational. The second radar has been proposed but is not yet installed. Operational integration will occur only after the second radar is installed and commissioned.
  - At present, the multi-radar benefit is not applicable, and the large-object (O.4D) buildings/structures benefit is being applied to both radars (ASR (Existing) & Proposed ASR), rather than to any one ASR as required to qualify as per the circular, even after both radar integration and operations.
- Now, following the commissioning of NMIAL airport (Phase 1), one ASR (inside the aerodrome) is operational and used for radar control. The second ASR (outside the boundary) will be installed, operationalized, and integrated during or after Phase 2 construction/commissioning.
  - Because the second radar's commissioning takes years, the multi-radar benefit for the buildings/structures will also take years to implement.
- The following facts are presented for consideration to support the positive development of infrastructure in and around the aerodrome, without compromising the safety and operational performance of the ASR.
  - For Multi-radar benefit, the building/structure shall be at least 2 km radial distance from both the existing and proposed radars.
  - Even if the building/structure falls beyond the 2 km radial distance from both radars, the lower radar permissible elevation applies to the NOCAS restriction.
  - However, those buildings/structures are automatically eligible for a higher height based on Multi-radar criteria at a later stage (post completion of 2nd ASR installation, commissioning, integration, and operationalization).

MAHARASHTRA CHAMBER OF HOUSING INDUSTRY

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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

- d) Hence, the existing ASR permissible elevation should serve as the benchmark to limit the CNS ASR for NOCAS. This ensures that, regardless of whether the proposed ASR Permissible Elevation (PE) is lower or higher than the existing operational ASR PE, the ultimate permissible elevation under Multi-radar criteria will not be lower than the existing ASR Permissible Elevation.
5. **Other-than-large-object criteria benefit: The other-than-large-object criteria benefit (0.4D) should also be considered, even if the building or structure meets the 0.4D criteria with respect to the existing ASR or the proposed ASR (not from both radars), so that the ASR equipment's operational performance is not affected and the ultimate 0.4D criteria are met by any one radar, as per the existing procedure.**
6. This will support the industry's infrastructure with positive, logical solutions without compromising the safety and operational performance of the Radars.
7. Given the facts above, as both radars (existing and proposed) become operational and integrated, those buildings/structures (currently limited) **will automatically be eligible for a higher height at a later stage**, based on the Multi-radar benefit and the Other-than-large-objects criteria benefit. Therefore, it is requested that the existing CNS NOCAS limitations (lowest permissible ASR elevation) and the Other-than-large-objects criteria (0.4D) from both ARSs be revised accordingly to accommodate positive urban development growth without compromising the safety and operational performance of the Radars.

Thanking you in anticipation of a positive outcome

Yours sincerely,

For CREDAI-MCHI



**Sukhraj Nahar**  
President



**Rushi Mehta**  
Hon. Secretary

CC:

1. **The Member ANS**, Airports Authority of India, Rajiv Gandhi Bhavan, Safdarjung Airports, New Delhi 110003.
2. **General Manager, ATM- DoAS**, Airports Authority of India, Rajiv Gandhi Bhavan, Safdarjung Airports, New Delhi 110003.

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Total Basic Tariff	497.00
Total Prepayment	5000
Total CGST	45.00
Total SGST	45.00
Total IUST	0.00
Total UTGST	0.00
Total Invoice Amount	587.00

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