MATA DI REAL ESTATE
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DIST - HOWRAH ,PIN - 711204

TO
The West Bengal Housing Industry Regulatory Authority,
Calcutta Greens Commercial Complex (1st. Floor)
1050/2 Survey Park-Kol- 700075.

Sub :-Airport Authority Clearance

As per guidelines for CCZM

Rule no.- 3. Responsibilities of the local, Municipal or Town Planning and Development authorities

Rule no.3.1.The concerned Local Municipal or Town Planning and Development authorities to approve construction of building as per their own building regulation / bye-laws up to the heights indicated in CCZM. For such buildings, NOC for height clearance is not required from AAI .

Enclosure- Xerox copy of As per guidelines for CCZM

MATA DI REAL ESTATE
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Proprietor

Guidelines for CCZM

1. Safeguarding the Airspace around the Aerodromes

1.1. International Civil Aviation Organization (ICAO) and DGCA have defined Obstacle Limitation Surfaces (OLS) in and around the airports for safe and efficient operations of the flights. **Accordingly, Ministry of Civil Aviation has issued Gazette notification G.S.R 751 (E) dated 30th September, 2015 to protect these surfaces (In supersession of S.O 84E).**

1.2. **Airports Authority of India (AAI) has been given the responsibility for issuing the 'No Objection Certificate' for height clearance for buildings/ structures/ Chimneys/ masts, etc. on behalf of Central Government in respect of civil licensed aerodromes in India.** For the Defence Airports, responsibility has been assigned to the respective Defence Authorities. For other airports, responsibility has been assigned to State Government/Airport Operators as applicable under provisions of GSR 751(E).

2. Implementation of CCZM by MoCA

2.1. In line of the world best practices and based on the Committee recommendations (set up by MoCA) for regulating the construction permits around airports, MoCA (vide its letter dated 15th October 2012) has directed AAI to prepare the Colour Coded Zoning Map (CCZM) in grid form of all the civil airports, certify them and give copy of such maps to Local/Municipal Bodies.

2.2. CCZM of Mumbai, Navi Mumbai, Delhi, Kolkata, Hyderabad, Lucknow , Ahmedabad ,Guwahati , Bangalore, Patna, Aurangabad, Chennai, Puducherry ,Bhubaneshwar, Nagpur, Ranchi, Thiruvananthapuram, Amritsar, Jaipur, and Cochin have been prepared and uploaded in NOCAs2 website. These maps can be downloaded from the website by applicant as well as concerned local bodies.

3. Responsibility of the Local, Municipal or Town Planning and Development authorities

3.1. The concerned Local, Municipal or Town Planning and Development authorities to approve construction of buildings as per their own building regulations/bye-laws up to the heights indicated in CCZM. For such buildings, NOC for height clearance is not required from AAI.

3.2. No such approval shall be given by the Local, Municipal or Town Planning and Development authorities for sites which lies in approach, take off and transitional areas of an airport or in any other area, marked RED in the Colour Coded Zoning Map. For such cases, it is compulsory to obtain of No Objection Certificate from the Designated Officer (DO) or authorised officer.

3.3. The Local, Municipal or Town Planning and Development authorities shall certify on the sanction plan that the Floor Space Index or Floor Area Ratio and the related height of the building or structure is within the permissible elevation as indicated in the Colour Coded Zoning Map for the given site.

3.4. The Local, Municipal or Town Planning and Development Authorities shall submit the details of structures so approved to the concerned Airport Operator, within a period of thirty days from the date of such approval.

4. **How to interpret and implement the CCZM?:**

4.1. Applicant needs to locate his/her plot/site in CCZM based on WGS coordinates. and identify the home grid, where the plot/site lies.

4.2. Co-relate the colour of the home grid with the colour legend, available in CCZM and check the Permissible Top Elevation (PTE) Above Mean Sea Level (AMSL). If the **color of the home grid is red then** the applicant **shall file** application to AAI through NOCAS at AAI website http://nocas2.aai.aero/nocas. for issuance of NOC or through the Common Allocation Form (CAF) with the Urban Local Bodies (ULB) where the web service of ULBs have been integrated with NOCAS website under single window clearance of Ease of doing business (EODB). Presently websites of ULB's of Delhi (MCD & NDMC) and Mumbai (MCGM) are integrated with AAI NOCAS2.

4.3. Deduct the site elevation or the reduced level of the plot from the Permissible Top Elevation (PTE) to get the height Above Ground Level (AGL).

4.4. Approach the concerned Local Body for building plan approval if the requested height is below the CCZM permitted top elevation.

4.5. If the desired height is more than the CCZM permitted top elevation, then follow the procedure as detailed in point 4.2.

4.6. NOCAS2 is also having interactive CCZM. The CCZM has been superimposed on Esri (GIS based) maps. An applicant can locate his site by simply moving the cursor. The cursor gives the grid no., the elevation as per CCZM and coordinates at which cursor is located at that moment.

4.6. The heights indicated in CCZM are Above Mean Sea Level (AMSL).

4.7. **CCZM is to be used for WGS 84 coordinates. The scale in the CCZM map is to be referred only when a print out of the map is to be taken in 1:1 ratio. In all other cases, only the linear scale in the map shall be valid whenever a printout is taken.**

5. **Benefits of CCZM implementation**:

5.1. Ease of doing business with AAI as NOC for height clearance is not required for the buildings up to the CCZM Permissible Top Elevation (PTE)

5.2. The Local, Municipal or Town Planning and Development authorities can plan their development as per the CCZM.

5.3. Work load of NOC processing team in AAI is reduced.

5.4. SACFA in Ministry of Communication and IT shall also use the CCZM for the issuance of mast clearance.

6. **Punitive Action in case of violation**

6.1. Building heights around an aerodrome are regulated by the provisions of Govt. of India (Ministry of Civil Aviation) Gazette notification G.S.R 751 (E) dated 30th September, 2015 to facilitate safe and efficient aircraft operations. The violations of these regulations are dealt under the "The Aircraft (Demolition of Obstructions caused by Buildings and Trees etc.) Rules, 1994.

6.2. To avoid action as per 6.1 above, applicant shall ensure that the data, filed to the Local, Municipal or Town Planning and Development authorities and/or AAI for seeking height approval of buildings meets the accuracy criteria specified in NOCAS guidelines.

Guidelines for processing of NOC Applications in NOCAS

Processing of filed online NOC application

1 The filed online application will be processed by the AGA user, COMM user, PANS OPS user, Airport User, DO user as per their respective roles.

2 Once NOCAS ID is issued the application moves to the dashboard of Airport User or AGA User. AGA User or Airport User (as specified) at the airport will check the data provided in the uploaded documents with data fed in application. After scrutinizing the application, AGA User or Airport User will either **accept the application (Verify)** if the data matches with documents filed or **Reject**, if found otherwise. If rejected, the applicant will get email and sms in this regard with reasons thereof.

3 Once the application is verified by the Airport User or AGA User, the application will be simultaneously posted in the dash board of AGA User, COMM User, PANS-OPS User and Airport User. The respective user can check or correct the calculation done with respect to their jurisdiction independently. After checking, he/she shall mark his acceptance by clicking **AGREE** or rejection by clicking **DISAGREE.** In case of disagreement he/she shall give comments in support of disagreement and such cases will be dealt in **Offline NOC committee.** The offline NOC Committee will deliberate and arrive at some decision. Subsequently, Designated Officer will issue NOC Letter after incorporating the changes in it or issue a rejection letter to the applicant.

4 If AGA User, COMM User, PANS-OPS User and Airport User agree to the calculations and Permissible Top Elevation (PTE) displayed by NOCAS 2, the application will be automatically move to the dash board of the Designated Officer. The Designated Officer will then issue NOC for height clearance, after checking the contents of NOC Letter and appending his digital signatures. Same will be sent to applicant via email. The applicant can even download the NOC letter from his dashboard. The NOC letter will only mention Permitted Top Elevation. The applicant can find the height of his/her proposed structure above ground level by subtracting site elevation from Permissible top elevation.

5 All NOC calculations shall be done purely on the basis of surveyed WGS84 Coordinates and site elevation provided by the applicant. If, however, at any stage it is established that the actual data is different from the one, provided by the applicant, the NOC, so issued, will be invalid.

6. All the building cases whose requested height is more than 20 m AGL will be sent to the AGA user for verification irrespective of whether it meets the auto settled criteria or not.

7. Authentication of data in respect of airports falling under the jurisdiction of NOC station in NOCAS 2 shall be done at respective NOC stations. NOC station may develop a mechanism to check the data in NOCAS on half yearly basis.

8. Change request in NOCAS, if any, may be done only by officials of designation Senior Manager and above after exercising due diligence.