

**SPECIAL RULES FOR REGULATING THE CONSTRUCTION AND
MAINTENANCE IN THE VICINITY OF CIVIL AERODROMES.**

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In exercise of the powers conferred by section 191 and sub-section (1) of section 303 of the Tamil Nadu District Municipalities Act, 1920 (Tamil Nadu Act V of 1920), the Governor of Tamil Nadu hereby makes the following special rules for regulating the construction of buildings, installations or structures and planting of trees in the vicinity of Civil Aerodromes.

RULES

1. Short title and extent-

These rules may be called Special Rules for Regulating the Construction and Maintenance in the Vicinity of Civil Aerodrome, 1970.

2. Application of building rules:-

These rules shall be in addition to the building rules made under the Tamil Nadu District Municipalities Act, 1920 (Tamil Nadu Act V of 1920), but shall have effect notwithstanding anything inconsistent therewith contained in the building rules.

3. Definition:-

For purpose of these rules-

(i) “vicinity of the civil Aerodrome” and “vicinity of Airforce, Air-field and installations” means the areas and the distances respectively specified in Schedules I and II appended to these rules; and

(ii) “Schedule” means the Schedule appended to these rules.

4. Prohibition of buildings in the vicinity of Civil Aerodromes or Air-force or Air-field and Installation:-

No person or authority other than the Civil Aviation Department or the Ministry of Defence, Government of India or State Government shall erect or re-erect or make material alterations in any building, installation or structure in the vicinity of a Civil Aerodrome or Air-force, Air-field and installations save as expressly provided in these rules.

5. Application for construction or re-construction of buildings, structures and Installation:-

(i) Every person or authority other than the Civil Aviation Department or the Ministry of Defence, Government of India or the State Government who intends to erect, re-erect or make material alterations in any building, installation or structure in the vicinity of a Civil Aerodrome or Air-field and installations shall give an application in writing in duplicate to the municipal council.

(ii) The application shall be accompanied by plans and statements in duplicate relating to the proposed work, and indicating precisely the distance from the outer boundaries of the civil Aerodrome or Air-force, Air-field and Installation, as the case may be.

6. Obtaining of report from Aerodrome Authority:-

The municipal council on receipt of the application under rule 5 shall forward one copy of the application to the Aerodrome Authority or the Station Commander of the Air-force, Air-field Installations as the case may be, and obtain as report, only in respect of constructions that fall within 2,400 metres from the perimeter of the Aerodrome or Air-force or Air-field Installations and then the municipal council will see that the standards prescribed in the Schedule are adhered to; and in respect of constructions that fall beyond 2,400 metres the municipal council shall see that the standards prescribed in Schedules I and II are adhered to.

7. Time-limit for intimating objection by the Aerodrome Authorities:-

The Aerodrome Authority or Station Commander of the Air-force, Air-field and Installations, as the case may be, shall intimate to the municipal council within 30 days from the date of the receipt of the documents under rule 5 whether or not he has objection to the proposed construction.

8. Refusal of permission:-

(i) If the Aerodrome Authority or Station Commander of the Air-field, Air-force and Installations objects to the proposed work or any part thereof, the municipal Council shall refuse permission for the work or its parts, as the case may be.

(ii) Permission shall not be given by the municipal council for erection, re-erection or making material alterations in a building, installation or structure in vicinity of a Civil Aerodrome or Air-force, Air-field and installations, if "No Objections Certificate" is not received by the municipal council from the Aerodrome Authority or the Station Commander of the Air-force, Air-field and Installations, as the case may be:-

(a) if the height of the proposed work exceeds or would when carried out, exceed the limit specified in Schedule I in the case of Civil Aerodrome and the limit specified in Schedule II in the case of the Air-force, Air-field, and Installations; and

(b) if the proposed work involves the construction of chimneys letting out smoke.

9. Planting of trees:-

No tree shall be planted by any person or authority within the limits of the distance of a Civil Aerodrome mentioned at Serial No.9 of Schedule I, without first obtaining the permission in writing from the Aerodrome Authority.

10. Erection of radio-masts:-

No person shall fix or erect within the limits of the municipality any radio-mast or such similar types of installations, exceeding five hundred feet in height without first obtaining the permission in writing from the Director-General, Civil Aviation.

The elevation of the top (which is also called the reduced level of the top) of the buildings, structures, installations proposed to be constructed in the neighbourhood of International Airports and their alternates should be within the limits indicated in the table below:-

Serial number and limits of distance from the aerodrome reference point measured horizontally, buildings structures or installations.

(1)	(2)
1. INTERNATIONAL AIRPOTS:	
1. Between 8,400 metres and 20 nautical kilometers	Less than 150 metres
2. Between 7,200 metres and 8,400 metres:	Less than 120 metres
3. Between 6,000 metres and 7,200 metres:	Less than 90 metres
4. Between 4,800 metres and 6,000 metres:	Less than 60 metres
5. Between 4,800 metres and 6,000 metres:	Less than 48 metres
6. Between 3,600 metres and 4,200 metres:	Less than 36 metres
7. Between 3,000 metres and 3,600 metres:	Less than 24 metres
8. Between 2,400 meters and 3,000 metres	Less than 12 metres
9. Between 2,400 metres and less:	Nil
	Except with the prior concurrence of the local aerodrome authorities.

II. OTHER CIVIL AIRPORTS AND CIVIL AERODROMES-

1. Between 7,800 metres and 20 nautical kilometres	Less than 150 metres
2. Between 6,600 metres and 7,800 meters.	Less than 120 metres
3. Between 5,400 metres and 6,600 meters.	Less than 90 metres

4.	Between 4,200 metres and 5,400 metres.	Less than 60 metres
5.	Between 3,600 metres and 4,200 metres.	Less than 48 metres
6.	Between 3,000 metres and 3,600 metres	Less than 36 metres
7.	Between 2,400 metres and 3,000 metres	Less than 24 metres
8.	Between 1,800metres and 2,400 metres	Less than 12 metres
9.	Between 1,800 metres and less	Nil.
		Except with the prior concurrence of the local aerodrome authorities.

SCHEDULE II
(Referred to in rule 3 and rule 8).

Serial number and distance, area etc. (1)	Particulars of structures (2)
1. Within 670 metres (a) Radar, i.e.-	Structures of any height or depth
(i) Fixer Station	”
(ii) High Frequency Direction Finding Station	”
(iii) Very High Frequency Direction Finding Station	
(iv) Sector Operations Centre	
(v) Ground Controlled Interception Station	
(b) Wireless receiving station	
2. Between 670 and 3,150 meters of (i), (ii) and (iii) of item I (a) above	
3. Within the approach circuit of an air field, i.e.-	
(a) between 1,050 metres and 3,150 metres of the perimeter of an air field having a runway or runways.	
(b) with 3,150 metres of the perimeter of the available landing area of an air-field having no runway.	
4. Within the flying funnel areas of an air-field upto 1,050 metres from the nearest end of the runway.	-Do-

Explanation.- A Flying Funnel area may be defined as the area included between two lines paid off at angle of fifteen degrees outwards from the point where the outer-edge of the sixty-eight metres cleared strip joins the perimeter track and the area bounded by lines extended from the edge of the full strip to where they meet the fifteen degree lines.