1525

Provisional Fire Clearance (Under 15 Mtr. Height)

Letter No. 1979 /

OFFICE OF THE STATE FIRE OFFICER-CUM-DIRECTOR, BIHAR, PATNA.

From,

Pankaj Sinha,
State Fire Officer,
Bihar, Patna.

To,

Er. Satyendra Pd. Singh
Emp. No.-ER/17/2016
Nala Road, R.K. Lane,
Patna.

Patna Dt. 12/2/2020

Sub :- The views regarding Proposed Residential Building of under 15 mtr. In height to be constructed at Mauza-Hario, Dist-Gaya.

Sir,

Please refer to your letter No.- Fir/R$_s$/86/2020, dt.–11/02/2020 through which this aforesaid plan has been sent to us for examination, which was examined by the Fire Service committee.

During examination of the plan it was found that a (G+4) (Total B/U Area-2380.86 Sqmtr.), Fully Proposed Residential Building shall be constructed on 60 feet wide road belongs to Metro Sky Construction Pvt. Ltd.. Director-Sri Naresh Mahto, S/o-Sri Rajendra Mahto, Plot No.-287(N),537(P), Khata No.-23(N),65(O), Tauzi No.-4100, Thana No.-332, Thana-Chandauti, Mauza-Hario, Dist-Gaya.

We clear the plan after giving following advice/suggestions/recommendations based on NBC guideline, local building by laws & the local circumstances which must be followed by the concerned Architect/Developer/Land owner as the case may be.

i) **Construction :**

a) The whole construction of the proposed building shall be carried out as per approved plan drawing conforming the relevant building rules of local Municipal Corporation as per Bihar building bye laws, 2014.
b) The floor area exceeds 750 m² shall be suitably compartmented by separation walls up to ceiling level having at least two hours Fire resisting capacity.
c) The interior finish decoration of the building shall be made low flame spread materials conforming I.S. specifications.
d) Provision of ventilation at the crown of the central core-duct of the building shall be provided.
e) Arrangements shall have to be made for sealing all the vertical ducts by the materials of adequate Fire resisting capacity.

ii) **Open Space & Approach :**

a) The open space surrounding the building shall conform the relevant building rules as well as permit the accessibility and maneuverability of Fire appliance with turning facility.
b) The approach roads shall be sufficiently strong to withstand the load of Fire Engine weighting up to 20 M.T.
c) The width and height of the access gates into the premises shall not be less than 4.5 M and 5M respecting abutting the road.

iii) **Stair Case :-**

a) The Staircase of the building shall be enclosed type. Entire construction shall be made of brick / R.C.C. type having Fire resisting capacity not less than 4 hours respectively marked in the plan.
b) The Staircase of the building shall have permanent vents at the top equal to 5% of the cross sectional area of the staircase enclosures and openable sashes at each floor level equal to 15% of the said cross section are shall have to be provided in the external wall of the building.
c) All the Staircase of the building shall be negotiable to each other in each floor without entering into any room and shall be extended up to respective terrace. The roof of the Stair wall shall be 1M above the surrounding roof area.
d) The width of the Staircases and corridor and travel distance of different categories of occupancies shall have to confirm the relevant building rules.
e) In case of two staircase, one must be on outer wall.
f) Both staircase are not went down to basement floor, for approach to basement, there should be another staircase for approach.

iv) LIFT :-

a) The walls of the Lift enclosure of the building shall be at least two hours Fire resisting type respectively marked in the plan with the event at top of area not less than 0.2 m^2.

b) The lift of the building shall be designed at high speed "Fire Lift" and conspicuously indicated marked in the plan.

c) In case of failure of normal electric supply, it shall automatically trip over to alternate supply. For apartment houses these change over of supply could be done through manually operated change over switch. Alternatively, the lift shall be so wired that in case of power failure, it comes down at the ground level land comes to stand still with door open.

d) Arrangement shall be provided for extraction of smoke in all the lift shaft by incorporation smoke venting system designed to permit 30 Air changes per hour in case of Fire and shall be of such design as to operate on actuation of sprinkler or Fire Alarm. In case of failure of normal electric supply, It shall automatically trip to alternate supply.

e) All other requirements shall conform the I.S. specification including the communication facility in the lift cars connecting with the Fire Control Room of the building.

v) That active Fire protection system such as down comer system with landing valve and hose reel at each floor incorporated with 450 LPM pump at Terrace level, ISI marked Fire extinguishers as per I.S 2190/1992, F.R. check door, manual call alarm point, Fire safety luminescent sign & other Fire precautionary measures as mentioned in NBC be provided before occupancy.

vi) That an underground water static tank of not less than 20,000 Ltrs. capacity with automatic refilling arrangements prefebly on front side where Fire Brigade vehicles can reach easily & overhead water static tank of not less than 10,000 Ltrs. capacity each blocks should be made available before occupancy.

vii) That the internal finishing shall be non-combustible or class – I surface spread of flame.

viii) That electric cables must be shield at each floor with intumescent coating .

ix) That Fire exit drill be carried out regularly at least twice in a year after occupation.

x) That the building must be constructed on at least 20 feet wide road and it is responsibility of the concerned Architect to be ensure the road width because he is the passing authority.

xi) That AMC should be given to a qualified firm or person for the maintenance of above recommended Fire equipments.

xii) That the setback shall be checked by the Architect / Passing authority as per the established rule. If any thing wrong , the Architect / Passing authority shall be held responsible.

xiii) It is hereby made clear that in case of any legal dispute arising in future, in which above recommendations have not been complied, the responsibility will fall entirely upon the Developers/ Architect/ Landowner as the case may be and not on the recommending Govt. authority (i.e. the office of the State Fire Office, Bihar).

xiv) It is hereby made also clear that this office (i.e. the office of the State Fire Officer-cum-Director, Bihar, Patna) is not responsible for any legal dispute of the land upon which the proposed building shall be constructed.

xv) Set backs on all the sides adheres to the provisions for the fire safety as per bye laws. Whereas immediately beneath this area in the basement is adhering to the bye laws will be examined by the concerned Urban local bodies.

This shall be treated as provisional. On compliance of all the above Fire and Life Safety recommendations, this office shall be approached for necessary inspection and testing of the installation, Final approval in favor of the occupancy shall be issued on being satisfied with the tests and performances of safety aspects of installation of the building.

N.B. - Any deviation and changes the nature of use of the building in respect of the approved plan drawing without obtaining prior permission from this office, this provisional will be treated as cancelled.

The maps are being returned with sign and stamp.

Encl – As Above

Yours faithfully,

11/12/2020

DIG (Planning)

Cum

State Fire Officer

Bihar, Patna

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x) That the building must be constructed on at least 20 feet wide road and it is responsibility of the concerned Architect to be ensure the road width because he is the passing authority.
xi) That AMC should be given to a qualified firm or person for the maintenance of above recommended Fire equipments.
xii) That the setback shall be checked by the Architect / Passing authority as per the established rule. If anything wrong , the Architect / Passing authority shall be held responsible.
xiii) It is hereby made clear that in case of any legal dispute arising in future, in which above recommendations have not been complied, the responsibility will fall entirely upon the Developers/ Architect/ Landowner as the case may be and not on the recommending Govt. authority (i.e. the office of the State Fire Office, Bihar).
xiv) It is hereby made also clear that this office (i.e. the office of the State Fire Officer-cum-Director, Bihar, Patna) is not responsible for any legal dispute of the land upon which the proposed building shall be constructed.
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DIG HG & FS
Cum
State Fire Officer
Bihar, Patna

सादर,

मोटरी पब्लिक,

गया (बिहार)

शपथ - पत्र

मैं, नरेश महतो पिता - श्री राजेन्द्र महतो पश्चिमी लक्ष्मीडूनगर, खेमनी चक, थाना - रामकृष्णा नगर, जिला - पटना (बिहार) शपथ एवं निष्ठा पूर्वक निम्नलिखित बातों की घोषणा करता हूँ ।

(1) यह कि मैं मेट्रो स्काई कंस्ट्रक्शन प्रा० लि०, 209 लव कुश टावर एक्जीबीशन रोड, पटना 80000 का मैनेजींग डायरेक्टर हूँ ।

(2) यह कि मैं ग्राम - हरियो स्थित भू - भाग में अपार्टमेन्ट बनाने हेतु रजिस्टर्ड एग्रीमेन्ट करवाया हूँ । जिसका खाता नं० - 65, खेसरा नं० - 287, रकबा - 53 डी० तथा थाना नं० - 332 है ।

(3) यह कि उक्त भू-भाग के पूरब में 65 फीट का रास्ता है ।

सत्यापन

मैं, नरेश महतो, सत्य व निष्ठा पूर्वक घोषणा करता हूँ कि शपथ पत्र की कंडिका 01 ता 03 में लिखी गई सारी बातें मेरी जानकारी में सत्य व सही है ।

शपथकर्त्ता का हस्ताक्षर :

Identified by

Reshmi

Advocate

29.01.2020

BIHAR परमानन्द सिंह पिता सुर्यदेव सिंह · W 562028

हरिवंश गरमेर कॉलेज नवा

वंशावली

(1) गिरिजानन्दन सिंह

उपेन्द्र कुमार — रितेन्द्र कुमार

गिरिजानन्दन सिंह

(2) परमानन्दन सिंह

शुभम सिंह

परमानन्दन सिंह

H No. 282
Road No. 13
Veer Kunwer Singh
Colony, Kaler

राकेश कुमार
17/07/19

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

RESH MAHTO

esh Mahto S/o Rajendra Mahto At Metro
Construction Pvt Ltd B 35 First Floor Lav
sh Tower Exhibition Road Patna 800001
ihar

Date: 06-03-2020

Valid Upto: 04-03-2028

No Objection Certificate for Height Clearance

1. This NOC is issued by Airports Authority of India (AAI) in pursuance of responsibility conferred by and as per the provisions of Govt. of India (Ministry of Civil Aviation) order GSR751 (E) dated 30th Sep. 2015 for Safe and Regular Aircraft Operations.

2. This office has no objection to the construction of the proposed structure as per the following details:

NOC ID	GAYA/EAST/B/021420/450111
Applicant Name*	Vinay Kumar
Site Address*	Plot 287 New 537 Old Khata No 65 New 23 Old Thana No 332 Mauza Hario Gaya Bihar,Hario Gaya Bihar,Patna,Bihar
Site Coordinates*	24 44 41.55N 84 57 58.05E, 24 44 42.15N 84 57 58.23E, 24 44 40.93N 84 58 01.77E, 24 44 41.47N 84 58 01.84E
Site Elevation in mtrs AMSL as submitted by Applicant*	119 M
Permissible Top Elevation in mtrs Above Mean Sea Level(AMSL)	147M

*As provided by applicant

3. This NOC is subject to the terms and conditions as given below:

a. Permissible Top elevation has been issued on the basis of Site coordinates and Site Elevation submitted by Applicant. AAI neither owns the responsibility nor authenticates the correctness of the site coordinates & site elevation provided by the applicant. If at any stage it is established that the actual data is different, this NOC will stand null and void and action will be taken as per law. The office in-charge of the concerned aerodrome may initiate action under the Aircraft (Demolition of Obstruction caused by Buildings and Trees etc.) Rules, 1994"

b. The Site coordinates as provided by the applicant in the NOC application has been plotted on the street view map and satellite map as shown in ANNEXURE. Applicant/Owner to ensure that the plotted coordinates corresponds to his/her site.In case of any discrepancy,Designated Officer shall be requested for cancellation of the NOC.

c. Airport operator or his designated representative may visit the site (with prior coordination with applicant or owner) to ensure that NOC terms & conditions are complied with.

d. The Structure height (including any superstructure) shall be calculated by subtracting the Site elevation in AMSL from the Permissible Top Elevation in AMSL i.e. Maximum Structure Height = Permissible Top Elevation minus (-) Site Elevation.

e. The issue of the 'NOC' is further subject to the provisions of Section 9-A of the Indian Aircraft Act, 1934 and any notifications issued there under from time to time including the Aircraft (Demolition of Obstruction caused by Buildings and Trees etc.) Rules,1994.

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

dio/TV Antenna, lighting arresters, staircase, Mumtee, Overhead water tank and attachments of fixtures of any kind shall project above the ible Top Elevation of 147M (AMSL), as indicated in para 2.

f oil, electric or any other fuel which does not create smoke hazard for flight operations is obligatory, within 8 KM of the Aerodrome Point.

rtificate is valid for a period of 8 years from the date of its issue.One time revalidation without assessment may be allowed, provided ion work has commenced,subject to the condition that such request shall be made within the validity period of the NOC and the delay is due mstances which are beyond the control of the developer.

light or a combination of lights which by reason of its intensity, configuration or colour may cause confusion with the aeronautical ground s of the Airport shall be installed at the site at any time, during or after the construction of the building. No activity shall be allowed which may t the safe operations of flights

he applicant will not complain/claim compensation against aircraft noise, vibrations, damages etc. caused by aircraft operations at or in the ity of the airport.

markings & night lighting with secondary power supply shall be provided as per the guidelines specified in chapter 6 and appendix 6 of Civil Requirement Series B Part I Section 4, available on DGCA India website: www.dgca.nic.in

licant is responsible to obtain all other statutory clearances from the concerned authorities including the approval of building plans. This eight clearances is to ensure the safe and regular aircraft operations and shall not be used as document for any other purpose/claim including ownership of land etc.

CID has been assessed w.r.t Gaya Airport(s). NOC has been issued w.r.t. the AAI aerodromes and other licensed civil aerodromes as hedule-III, Schedule-IV(Part-1), Schedule-IV(Part-2;RCS Airports Only) and Schedule-VII of GSR751(E).

ant needs to seek separate NOC from Defence, if the site lies within the jurisdiction of Defence Aerodromes as listed in Schedule-V of). As per Rule 13 of GSR751(E), applicants also need to seek NOC from the concerned State Govt. for sites which lies in the jurisdiction sed aerodromes as listed in Schedule-IV (Part-2:other than RCS airports) of GSR751(E) .

se of any discrepancy/interpretation of NOC letter, English version shall be valid.

se of any dispute w.r.t site elevation and/or AGL height, top elevation in AMSL shall prevail.

महा प्रबंधक (वायाना) पू.क्षे.
General Manager(ATM)ER
भा.वि.प्रा./A.A.I.
ने.सु.च.बो.अ. हवाई अड्डा/N.S.C.B.I. Airport
कोलकाता/Kolkata 700052

Name / Designation / Sign with Date	
Prepared By :	06/03/20
Verified By :	Choudhury. 06.03.2020

n NOC Committee

Name: EAST

ess: General Manager Airports Authority of India, Regional Headquarter, Eastern Region, N.S.C.B.I Airport, Kolkata-700052

gmatmer@aai.aero

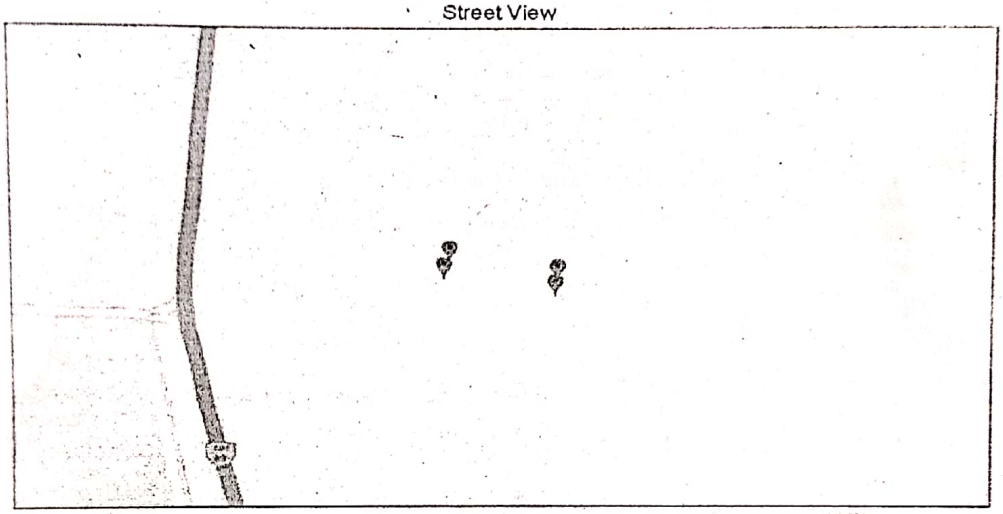
033-25111293

ANNEXURE

Distance From Nearest Airport And Bearing

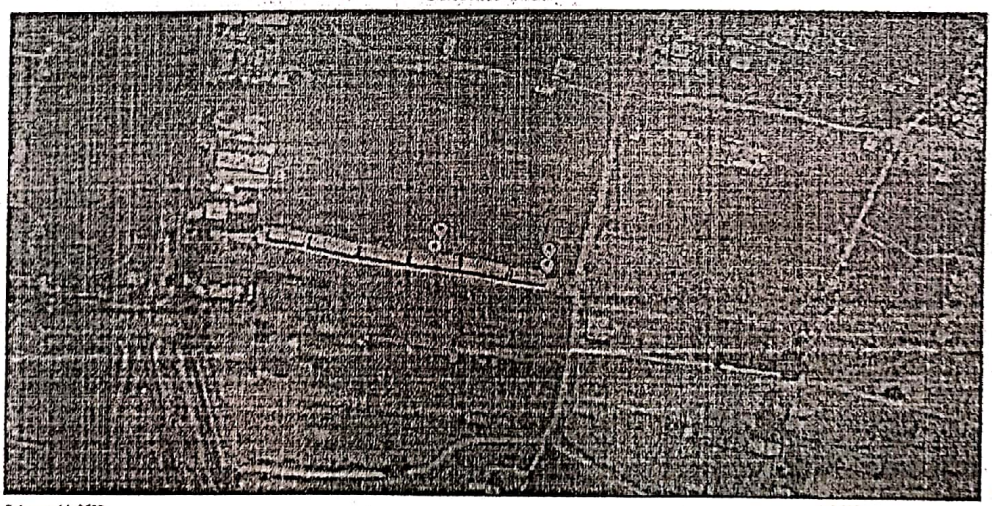
Airport Name	Distance (Meters) from Nearest ARP	Bearing (Degree) from Nearest ARP
Gaya	2422.08	99.18
NOCID	GAYA/EAST/B/021420/450111	

Street View



February 14, 2020

Satellite View



February 14, 2020