

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1656  
(To be answered on the 28<sup>th</sup> December 2017)**

**Complaints of Noise Pollution near Airports**

1656. **SHRI TEJ PRATAP SINGH YADAV**

Will the Minister of CIVIL AVIATION  
नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government has received complaints of noise pollution and its adverse effect on the health of the people living near the airports;
- (b) if so, the details of present and permissible noise levels during the day and night time;
- (c) whether the National Green Tribunal directed the Ministry and aviation regulator Directorate General of Civil Aviation (DGCA) to mull over the possibility of providing incentives to pilots who minimise noise while landing aircraft at Indira Gandhi International Airport;
- (d) if so, the details thereof and the reaction of the Government thereto; and
- (e) the steps being taken by the Government to control the noise pollution near the airports across the country?

**ANSWER**

Minister of State in the Ministry of CIVIL AVIATION  
नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

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- (a) & (b) Government has received complaints regarding noise pollution near airports. Present level of noise varies from airport to airport. Based on the Delhi High Court's directions, DGCA has issued a circular mentioning the interim permissible noise levels of 105 dB(A) during day and 95 dB(A) during night for IGI airport, Delhi.
- (c) & (d) During the hearing in the matter, Hon'ble NGT directed the respondents to consider providing incentives to pilot for reducing noise by minimizing the use of thrust reverser during landing. However, it was informed to the Hon'ble court that globally no such provision exists for providing incentives to pilot and use of thrust reverser depends on many factors during landing and the pilot has the final authority regarding its use keeping in view the safety of aircraft operations.
- (e) In order to reduce noise from aircraft operations, following steps have been taken:-
- Continuous Descent Approach,
  - Mixed Mode Runway operations,
  - Restriction on APU/GPU on airport,
  - Restriction on Ground Run up of engines,
  - Noise Monitoring at major airports,
  - Phasing out Chapter-2 Aircraft,
  - Proper land use planning in airport vicinity, etc.

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