

**GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA**

STARRED QUESTION NO:131
ANSWERED ON:18.11.2010
NOISE POLLUTION DUE TO AIRCRAFT
Ray Shri Rudramadhab

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Airports Authority of India has started rotational operational runways at IGI airports to cut noise pollution;
- (b) if so, the details thereof and its impact on the arrival and departure of flights;
- (c) the viability of the strategy to control noise pollution; and
- (d) the other measures being adopted to minimise noise pollution?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL)

(a), (b), (c) & (d): A Statement is laid on the Table of the House.

Statement in reply to parts (a), (b), (c) & (d) of Lok Sabha () Starred Question No.131 for 18.11.2010 regarding Noise Pollution due to Aircraft:

(a) & (b): Yes, Madam. Airports Authority of India (AAI) has laid down Runway Use Plan for noise abatement at IGI Airport, New Delhi vide its aeronautical information publication supplement (AIP) No. 22/2010 dated 27.09.2010.

(c): As a long term viability with minimum impact on environment and for efficient air traffic management, the two runways need to be used simultaneously for arrivals and departures during the day time and follow the mixed mode operations. In order to minimise the noise levels, it needs to be distributed equally to all the residential areas located below the flight path of the aircraft so that the residents get relief equitably in all areas located in the vicinity of the airport. Therefore, runways are required to be rotated for flight operations.

(d) The following measures have been adopted by various agencies to mitigate noise around the airport:

(i) Airlines encouraged adopting Continuous Descent Approach (CDA), low power and low drag procedures, which will result in quieter approach and landings.

(ii) Introduction of integrated ground handling facilities, in the new integrated Terminal 3. These facilities include Fixed Electrical Ground Power Units (FEGPU), thereby minimizing the use of aircraft Auxiliary Power Units (APU). Therefore, reducing the requirement of noisy stand alone diesel generators.

(iii) Introduction of runway mixed mode of operations, spreading the aircraft movements.

(iv) Increasing landing distance of runway 29 by 150 meter to help minimize the use of reverse thrust.

(v) Installation of a permanent aircraft noise and track monitoring system.

(vi) Construction of noise barriers.

(vii) Restrictions on engine ground run testing.

(viii) Continuous noise monitoring in the vicinity of the airport.

(ix) Introduction of Triple Lane Taxiway for aircraft to help minimise aircraft taxiing time and ground noise.