

The following draft notification, which the Central Government proposes to issue under the Environment (Protection) Act, 1986 (29 of 1986), is hereby published for the information of public likely to be affected thereby; and the notice is hereby given that the said draft notification shall be taken into consideration on or after the expiry of a period of thirty days from the date on which this draft has been made available to public through this website. The comments may be sent to Member Secretary, CPCB and Mr. Dinesh Runiwal, JD (CP) at [adaba.cpcb@nic.in](mailto:adaba.cpcb@nic.in) and [d.runiwal@gov.in](mailto:d.runiwal@gov.in)

[To be published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i)]

**GOVERNMENT OF INDIA  
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE**

**NOTIFICATION  
New Delhi, the .....2016**

G.S.R. \_\_\_\_ (E).– In exercise of the powers conferred by sections 6 and 25 of the Environment (Protection) Act, 1986 (29 of 1986), the Central Government hereby makes the following rules further to amend the Environment (Protection) Rules, 1986, namely:

1. (1) These rules may be called the Environment (Protection) .....Amendment Rules, 2016.  
(2) They shall come into force on the date of their publication in the Official Gazette.
2. In the Environment (Protection) Rules, 1986, in Schedule– I, after serial number....., the following serial number and entries shall be newly inserted, namely:-

**Table: Ambient Air Quality Standards w.r.t. Noise in Airport Noise Zone**

| Type of Airports                                  | Limits in dB(A) Leq* |            |
|---------------------------------------------------|----------------------|------------|
|                                                   | Day Time             | Night Time |
| Existing Busy Airports                            | 70                   | 65         |
| Other Existing Airports and Upcoming/New Airports | 65                   | 60         |

Notes:

- The above specified limits shall have a tolerance limit of 10dB(A)
- The specified limit excludes aircraft landing and take-off noise
- The airport noise zone limits in above table shall replace noise limits of area zones mentioned in Noise (Regulation & Control) Rules 2000 w.r.t. to silence, residential and commercial area zones.
- The noise standards within the boundary for various airports shall be as applicable for Industrial Areas i.e. day time 75 dbA and night time 70 dBA, as an airport is also an industry.

Definition:

- \*dB(A) Leq denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.
- “A”, in dB(A) Leq, denotes the frequency weighting in the measurement of noise and corresponds to frequency response characteristics of the human ear.
- A “decibel” is a unit in which noise is measured.

- Leq: It is an energy mean of the noise level over a specified period.

1. Day time shall mean from 6.00 a.m. to 10.00 p.m.
2. Night time shall mean from 10.00 p.m. to 6.00 a.m.
3. **For EXISTING BUSY AIRPORTS–**

In addition to LAeq applicable in the ‘airport noise zones’ in **Table-1**, dB(A) Lmax for Aircrafts shall be communicated by Directorate General of Civil Aviation (DGCA) after consultation with Airport Operator, through Ministry of Civil Aviation (MoCA) to Ministry of Urban Development (MoUD) and Ministry of Environment, Forests & Climate Change (MoEF&CC) for all Airports listed in Table 2.

4. **For other Existing Airports:**

In addition to LAeq applicable in the ‘airport noise zones’ in above **Table**. dB(A) Lmax for Aircrafts shall be communicated by Directorate General of Civil Aviation (DGCA) after consultation with Airport Operator through Ministry of Civil Aviation (MoCA) to Ministry of Urban Development (MoUD) and Ministry of Environment, Forests & Climate Change (MoEF&CC) for all other Existing Airports.

5. **For upcoming/new airports:**

- i. Any upcoming/ new airports Noise modeling shall be conducted by airport operators and results should be discussed during Environment Clearance (EC) with MoEF&CC to ensure the proper land use planning and controlled developments by MoUD and concerned State Development Authorities w.r.t. residential, institutions & commercial facilities and other noise sensitive areas in the airport noise zone.
  - ii. In addition to LAeq applicable in the ‘airport noise zones’ in **Table-1**, dB(A) Lmax for Aircrafts shall be communicated by Directorate General of Civil Aviation (DGCA) after consultation with Airport Operator through Ministry of Civil Aviation (MoCA) to Ministry of Urban Development (MoUD) and Ministry of Environment, Forests & Climate Change (MoEF&CC) for upcoming/new airports.
6. ‘Busy airports’ shall be as classified as **MAJOR AIRPORTS** defined under Airports Economic Regulatory Authority (AERA) of India Act, 2008.
  7. DGCA through MoCA to review every **three years** the above noise standards applicable in the airport noise zones and noise standard for all the airports in consultation with MoUD and Airports Operators.
  8. Compliance of noise levels applicable in Table-1 shall be ensured by DGCA
  9. **Airport Noise Zones’**
    - i. Airport Noise Zones’ shall be ascertained based on G.R. S. 751 issued by Ministry of Civil Aviation (Height Restriction for Safeguarding of Aircraft Operation) Rules, 2015 considering all approach and departure funnels and SIDs and STARs routes of airports under the guidance of DGCA by Airport Operators and Air Traffic Controllers as per Airport Development Plan. DGCA shall communicate the same through MoCA to MoUD and MoEF&CC. It should also be displayed in the website of MoCA, MoUD and MoEF&CC. This activity to be completed within a year of issuance of this notification.

- ii. DGCA through MoCA shall define the requirements of land use planning in the airport noise zone and the same shall be communicated to MoUD and Development Authorities/Regional Planning Departments.
- iii. MoUD and State Development Authorities should review the for proper land use planning and controlled developments of residential, institutions & commercial facilities and other noise sensitive areas in the airport noise zone.

#### **10. Airports noise mapping**

All Airports noise mapping should be made available as per Civil Aviation Requirements of DGCA by all airport operators indicating its current and future aircraft movement or traffic projections within the defined airport noise zone. The information to be displayed in the websites of MoCA , MoUD and MoEF&CC.

#### **11. Protocol and measurements procedure**

Monitoring protocol and measurements procedure for airport noise zone displayed on the website of MoEF&CC and CPCB shall be followed.

#### **12. Provision for sound resistance in buildings**

- i. Development Authorities / Regional Planning Departments shall specify provisions for inclusion of sound resistance in building design, construction and materials for improving indoor environmental qualities under existing building codes and bye laws for any building constructions coming under airport noise zones. The provisions shall be displayed in the websites of MoCA and MoUD for wider dissemination of information.
- ii. Sound resistance to the residential, institutional, hospital and commercial facilities shall be the responsibility of the buildings, facilities occupier and owner. Development Authorities / Regional Planning Departments shall mandate all the building, facilities and projects of residential, institutional, hospital and commercial facilities to take noise mitigation measures through proper buildings design and construction and material use.

[F.NO. Q-15017/31/2015-CPW]  
(Dr. Rashid Hasan)  
Adviser

Note: - The principal rules were published in the Gazette of India, Extraordinary, Part II, section 3, sub-section (i) vide notification number S.O. 844 (E), 19th November, 1986 and lastly amended vide notification number S.O. 8(E) dated 3rd January, 1989.