

**BEFORE NATIONAL GREEN TRIBUNAL
SOUTHERN ZONE, CHENNAI.
O.A.No.66 OF 2023 (SZ)**

P.Bala Murali Krishna

...Applicant

-Vs-

Hindustan Aeronautics Limited
Airport Service Centre (BC)
Bangalore and Ors.

...Respondents

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Dated at Chennai on this the 28th day of November, 2023



M.R.GOKUL KRISHNAN
(KSPCB)
COUNSEL FOR 5TH RESPONDENT

Regional Office : Bangalore - Mahadevapura

Karnataka State Pollution Control Board

"Nisarga Bhavan", 3rd Floor, Thimmaiah Road

7th 'D' Main, Shivanagar, Bangalore - 560 079.

Phone : 080-23224002

E-mail : bngmdpura@kspcb.gov.in

ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ : ಬೆಂಗಳೂರು - ಮಹದೇವಪುರ

ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ

"ನಿಸರ್ಗ ಭವನ", 3ನೇ ಮಹಡಿ,

ತಿಮ್ಮಯ್ಯ ರಸ್ತೆ, 7ನೇ 'ಡಿ' ಮುಖ್ಯರಸ್ತೆ,

ಶಿವನಗರ, ಬೆಂಗಳೂರು - 560 079.

ದೂ.: 080-23224002



towards a cleaner Karnataka

No. KSPCB/RO-Mahadevapura/2023-24/ 907

Date: 09 OCT 2023

To
The Member Secretary
KSPCB, Bengaluru

Kind Attention to: Law Officer-Legal Section

Sir,

Sub: Submission of action taken report w.r.t Hon'ble NGT OA No. 66/2023 (SZ) filed by Sri. P.Bala Murali Krishna – Reg

- Ref: 1. B.O email dated 29.08.2023
2. Hon'ble NGT orders dated 30.05.2023, 17.08.2023 & 06.09.2023
3. This office notice vide no.758 dated 02.09.2023
4. Noise monitoring conducted by this office from 06.09.2023 to 08.09.2023
5. I/As reply through e-mail dated 05.10.2023

With reference to the above subject & references, this is to inform that, pertaining to the above said **Hon'ble NGT OA No.66 of 2023** w.r.t **M/s. Hindustan Aeronautics Limited-Airport Service Center (BC)**, Vimanapura Post, Bengaluru regarding noise pollution caused by the movement of HAL aircrafts, this office has conducted noise monitoring from 06.09.2023 to 08.09.2023 and is herewith submitting the monitoring report of the same along with action taken report for further needful and to file it before Hon'ble NGT on or before 10.10.2023.

This is for your kind information and further needful.

Yours faithfully


Environmental Officer
RO-Mahadevapura

Copy to:

1. SEO-BNG-NEIA, 4th floor, Parisara Bhavan, KSPCB, Bengaluru for kind information & further needful.
2. SEO-BNG-EAST, 3rd floor, Nisarga Bhavan, KSPCB, Bengaluru for kind information.
3. Case file.


Environmental Officer
RO-Mahadevapura

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Action taken report w.r.t Hon'ble NGT OA No. 66/2023 (SZ) filed by Sri. P.Bala Murali Krishna against M/s. Hindustan Aeronautics Limited-Airport Service Center (BC)

Preamble:

Regional Office-Mahadevapura, Karnataka State Pollution Control Board (KSPCB), Bengaluru had received an e-mail from Head Office on 29.08.2023 wherein the papers related to **Hon'ble NGT OA No. 66/2023 (SZ)** was received. On verification of the same, it was noted that, the applicant/petitioner Sri. P.Bala Murali Krishna has alleged/complained about the "noise pollution caused by the flights of **M/s. Hindustan Aeronautics Limited (HAL)** beyond set levels of 55 dB for daytime and 45 dB for night time thereby causing health problems to the citizens living in the residential areas like Marathahalli, Munnekolalu, Kundalahalli, Brookefield etc. The sound pollution caused day and night leaves the people restless and is highly detrimental to health causing various problems like stress, blood pressure and other heart problems. Additionally they want to bring back domestic airport to HAL".

Further, pertaining to this OA, Hon'ble NGT has passed order dated 30.05.2023 wherein KSPCB has been impleaded to this OA on suo-motu basis. HAL-ASC has obtained Consent for Operation from KSPCB for facilitating servicing of aircrafts and HAL aerodrome vide no.AW-333638 dated 01.10.2022 which is valid upto 30.09.2031. Hence, in view of the above, Regional Office-Mahadevapura had issued a notice to **M/s. Hindustan Aeronautics Limited-Airport Service Center (BC)** on 02.09.2023 informing them to submit their reply w.r.t said complaint/case. Also, they were informed to monitor the noise levels at their premises from a MoEF & CC approved & NABL accredited laboratory on 24 hours basis and submit the monitoring reports to KSPCB.

In addition to this, it was also informed that, as HAL divisions are surrounded by residential cum commercial area, they are required to install online continuous ambient air quality monitoring station (CAAQMS) within their premises in the interest of public & environment and to capture the ambient air quality of that particular area by considering it as a corporate social responsibility. Copy of notice issued by Regional Office-Mahadevapura is herewith annexed as **Annexure-I**.

Meanwhile, Regional Office-Mahadevapura has conducted noise monitoring for continuous three days viz., for 72 hours from 06.09.2023 (10.20 a.m) to 09.09.2023 (10.20 a.m) at a residential location near HAL where the HAL aircrafts passes. The google image showing the HAL premises and the monitoring location is herewith annexed as **Annexure-II**. The screenshot of present landuse around HAL (as per Zoning of landuse & regulations, Bangalore Development Authority-Revised Master Plan, 2015) is herewith annexed as **Annexure-III**, as per which the HAL campus is surrounded by Industrial and residential land use zone.

The Ministry of Environment and Forest, GOI, has notified the Ambient Air Quality Standards in respect of Noise under the Noise pollution (Regulation and Control) Rules-2000 amended - 2010 framed under the Environment (Protection) Act-1986 for residential areas, commercial area, silence zone & Industrial area. Accordingly, the standards of Noise level in the "**Residential Area**" during Day & Night time in **dB (A) Leq is 55 & 45** respectively. In the said rule, the day time shall mean from 6.00 AM to 10.00 PM and night time shall mean from 10.00 PM to 6.00 AM.

As per the rule 3(1) & 4(1) of Noise Rules, 2000, the Ambient Air Quality Standards in respect of Noise, the Limits in db will be as below:

Category of Area/Zone	Limits in db(A) Leq	
	Day Time	Night Time
Industrial area	75	70
Residential area	55	45
Commercial area	65	55
Silence Zone	50	40

The monitoring results are as below:

Date & time of monitoring	Monitoring location	Result (dB)	Instrument used
		LAeq (avg)	
Readings of Day time & Night time basis			
06.09.2023 (10:20 am to 10.00 pm)- Day	Within the premises of Sobha Palladian Apartment at Khatha no.921, Sy.no.120/1,2,3 & 121/2,3 Doddanekundi Village, K.R.Puram Hobli, Bengaluru East Taluk, Bengaluru	71.1	Noise dosimeter viz., Model: S12 (SLM/Noise Dosimeter), Sl.No.SV10MM021067 & SV10MM020208 and Manufacture: SV Corporation/Korea
06.09.2023 & 07.09.2023 (10:00 pm to 06.00 am) - Night		70.55	
07.09.2023 (06:00 am to 10.00 pm) - Day		70.6	
07.09.2023 & 08.09.2023 (10:00 pm to 06.00 am) - Night		70.56	
08.09.2023 (06:00 am to 10.00 pm) - Day		72.91	
08.09.2023 & 09.09.2023 (10:00 pm to 06.00 am) - Night		74.04	
09.09.2023 (06:00 am to 10.20 am) - Day		72.7	
Readings of 24 hour basis			
From 10:20 am of 06.09.2023 to 10:20 am of 07.09.2023	Within the premises of Sobha Palladian Apartment at Khatha no.921, Sy.no.120/1,2,3 & 121/2,3 Doddanekundi Village, K.R.Puram Hobli, Bengaluru East Taluk, Bengaluru	69.10	Noise dosimeter viz., Model: S12 (SLM/Noise Dosimeter), Sl.No.SV10MM021067 & SV10MM020208 and Manufacture: SV Corporation/Korea
From 10:20 am of 07.09.2023 to 10:20 am of 08.09.2023		67.96	
From 10:20 am of 08.09.2023 to 10:20 am of 09.09.2023		72.33	

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Since the monitoring was done in residential premises, the results are compared with noise level standard stipulated for **Residential Area** which is exceeding the stipulated standards both in day time and night time. However, the noise level readings recorded are not only because of HAL aircrafts but also due to surrounding ambient noise viz., vehicle movements, horns, people talking/shouting/screaming etc. Further, as per Ministry of Environment, Forest and Climate Change, notification dated 18.06.2018 Ambient Air Quality Standards in respect of Noise for Airport Noise Zone has been stipulated. Copy of the said notification is herewith enclosed as **Annexure-IV**. In the said notification, it is stipulated that, the specified limits shall have a tolerance limit of 10DB(A)Leq and the specified limit excludes defense aircraft & aircraft landing and take off noise from all runways and aircrafts engine/ground run-ups, helipad locations earmarked by Airport Operator.

Sl No	Industry	Parameters	Standards	
		Ambient Air Quality Standards with respect of Noise in Airport Noise Zone		
112	Airports	Type of Airports	Limits in dB (A) Leq	
			Day time	Night time
		Busy airports	70	65
	All other airports excluding proposed airports	65	60	

Further, the HAL authority has submitted their reply dated 05.10.2023 along with noise level test report dated 25.09.2023. Copy of the same is herewith annexed as **Annexure-V**. Some of the important points stated in their report are highlighted as below:

1. HAL Airport, Bengaluru has been operational **since 1941** sans interruption and it has been facilitating test flying requirements of newly manufactured, overhauling and designing prototype aircraft. Several defence establishments have been time and again using the HAL airport to carry out test flying activities vis-à-vis varied defence projects of national importance. In addition, the Aircraft & Systems Testing Establishment (ASTE), which is a premier establishment in the Indian Air Force (IAF) that conducts flight testing of aircraft, airborne systems and weapon stores prior to their induction into IAF has been using the HAL infrastructure extensively for decades. It is evident from the foregoing that HAL & HAL airport, Bengaluru and its associated airspace are valuable assets since its infrastructure and facilities are being largely used by varied defence establishments and agencies for several projects of national importance and in national interest.
2. HAL Airport at Bengaluru was operating Domestic and international flights until 23.05.2008. HAL airport was closed for commercial operations vide executive order dated 16.05.2008.
3. With an unprecedented pace and a sudden growth in population, the urban areas in and around HAL Airport have become crowded.
4. Re-opening of HAL airport for civil commercial operations is in pipeline considering the phenomenal growth of civil aviation and for effective utilization of existing infrastructure.
5. HAL is a defence airport and all activities including testing & flying of different aircraft and jets are being undertaken on behalf of the Ministry of Defence, GoI in the national interest.

6. Director General of Civil Aviation (DGCA) in a case which had come up before the National Green Tribunal, New Delhi filed by residents and various societies against the Delhi International Airport Limited & Others, regarding the impact of noise pollution in view of take-off and landing of aircraft, had submitted to NGT that all aircraft operating in India are compliant with noise standard requirements as laid down by the International Civil Aviation Organization (ICAO), an UN Agency.
7. It is pertinent to mention that Jakkur flying Institute itself has requested permission to use HAL Airport for their flying training which was not agreed to. It is also imperative to submit here that HAL Airport operations cannot be moved to Jakkur/Yelahanka Airport since Jakkur/Yelahanka Airport is a training airport with a limited runway length.
8. The recent Notification to amend the Environment (Protection) Act, 1986 laying down the ambient air quality standards with respect to noise in Airport Noise zone will not apply to HAL Airport.

Hence, the above said information along with **Annexures** is herewith respectfully submitted and KSPCB will be obliged to provide any additional information if so required by this Hon'ble Tribunal and we hereby submit this report for kind consideration.

Ng6
Environmental Officer
Karnataka State Pollution Control Board
Bengaluru Mahadevapura, Bengaluru

Regional Office : Bangalore - Mahadevapura
Karnataka State Pollution Control Board

"Nisarga Bhavan", 3rd Floor, Thimmaiah Road
7th 'D' Main, Shivanagar, Bangalore - 560 079.
Phone : 080-23224002
E-mail : bngmdpura@kspcb.gov.in

ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ : ಬೆಂಗಳೂರು - ಮಹದೇವಪುರ
ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ
"ನಿಸರ್ಗ ಭವನ", 3ನೇ ಮಹಡಿ,
ತಿಮ್ಮಯ್ಯ ರಸ್ತೆ, 7ನೇ 'ಡಿ' ಮುಖ್ಯರಸ್ತೆ,
ಶಿವನಗರ, ಬೆಂಗಳೂರು - 560 079.
ದೂ.: 080-23224002



towards a cleaner Karnataka

No. KSPCB/RO-MDP/2023-24/758

Date: 02 SEP 2023

DESPATCHED

To

The General Manager
Airport Services Center (BC)
Hindustan Aeronautics Limited
Vimanapura Post, Bangalore-560017

Sir,

Sub: Submission of action taken report w.r.t Hon'ble NGT OA no.66/2023 - reg

Ref: Hon'ble NGT orders dated 30.05.2023 & 17.08.2023

With reference to the above, it is to be informed that, an Original Application (OA) has been registered/filed at Hon'ble NGT vide OA no.66/2023 (SZ) by Sri.P.Bala Murali Krishna, Scientist, ISRO (Retd.) against your unit regarding Noise Pollution caused by the flights of HAL beyond the set levels of 55 dB in daytime & 45 dB in night time thereby causing health problems to the citizens living in the residential area. He has also alleged that, the sound pollution caused day & night leaves people restless and is highly detrimental to health causing various problems like stress, blood pressure and other heart problems. Further, pertaining to this OA, Hon'ble NGT has passed orders as cited at above reference wherein KSPCB has been impleaded to this OA on suo-motu basis. Copy of said complaint is herewith enclosed for your ready reference and said Hon'ble NGT orders are available on website.

Hence, in view of the above, you are hereby informed to submit your reply w.r.t said complaint. Also, you are herewith informed to monitor the noise levels at your premises from a MoEF & CC approved & NABL accredited laboratory on 24 hours basis and submit the monitoring reports to this office.

In addition to this, it is to be informed here that, Karnataka State Pollution Control Board is a statutory organization constituted under the Water (Prevention & Control of Pollution) Act, 1974 and Air (Prevention & Control of Pollution) Act, 1981 to prevent and control Water and Air Pollution in the entire State of Karnataka. Board is monitoring the Ambient Air Quality in the state under the National Ambient Air Quality Monitoring Programme in all major cities.

The monitoring stations cover the industrial area, mixed urban area & sensitive area as per Central Pollution Control Board Norms. This data is also shared with the line departments to take necessary concrete action wherever the Air Quality is affected.

Further, it is to inform you that, as your HAL divisions are surrounded by residential cum commercial area, you are required to install online continuous ambient air quality monitoring station (CAAQMS) at your own cost within your premises in the interest of public & environment and to capture the ambient air quality of that particular area.

In this connection and as a part of your corporate social responsibility, you are hereby informed to establish CAAQMS in your industry premises and submit time bound action plan for installation of the same to this office at the earliest. Later, after establishment of monitoring station, provision shall be made to link the data to our Board website for public display.

This is for your information and action taken report shall be submitted this office at the earliest.

Yours faithfully


ENVIRONMENTAL OFFICER
Mahadevapura Region

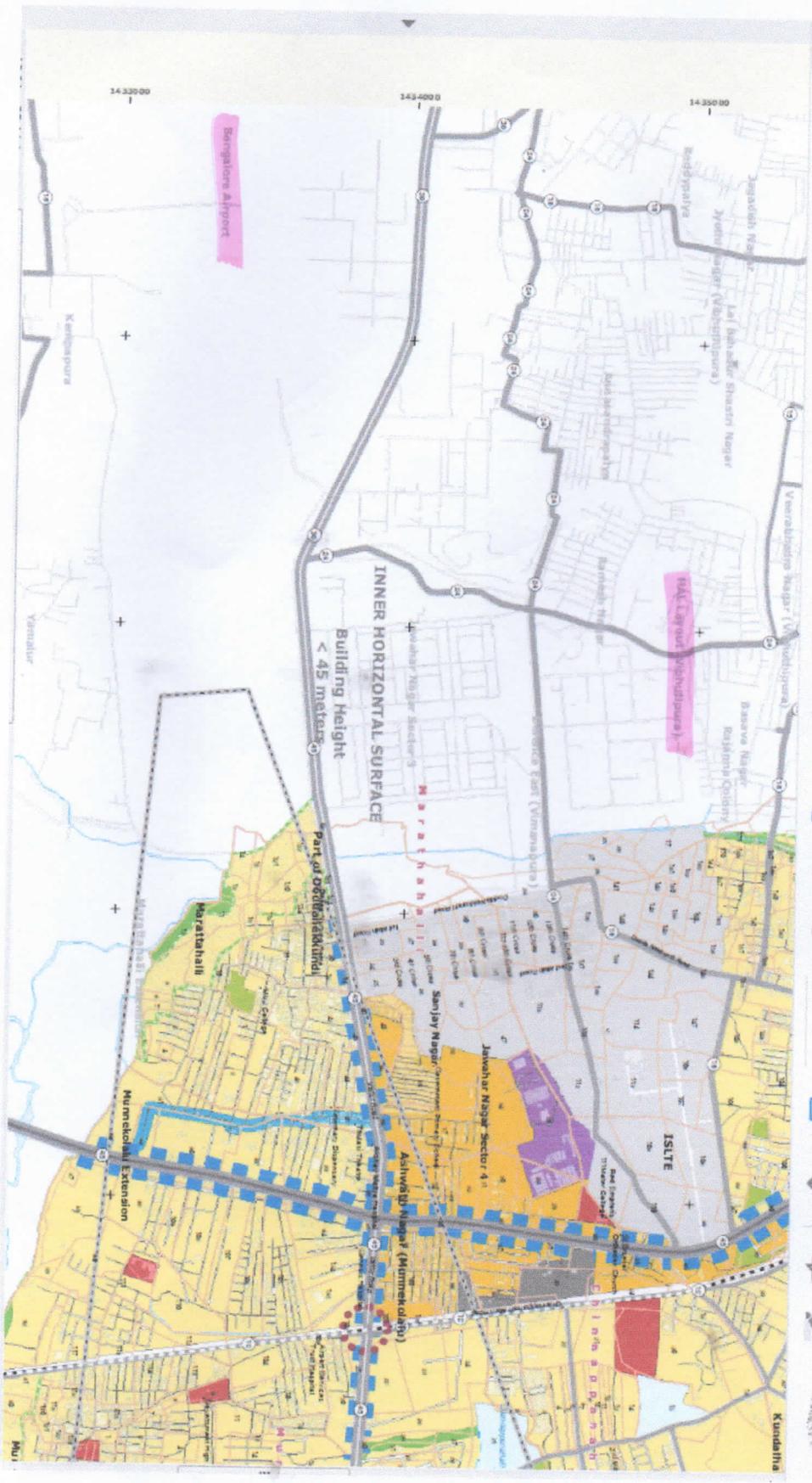


↗ N

→ Sobha
Palladian
Apartment

Annexure - II

Navigation toolbar with icons for Home, Tools, PLUM2_218-mapB..., PLUM2_315_mapA... x, 1 / 1, 50%, and various map controls.



Annexure III (a)



Annexure - IV



केन्द्रीय प्रदूषण नियंत्रण बोर्ड
CENTRAL POLLUTION CONTROL BOARD
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय भारत सरकार
MINISTRY OF ENVIRONMENT, FOREST & CLIMATE CHANGE GOVT. OF INDIA

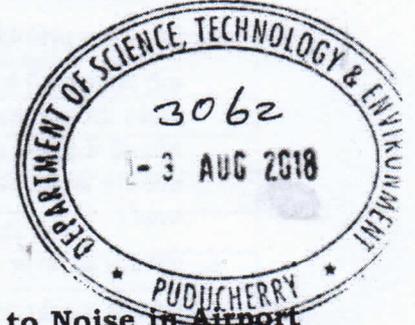
Speed Post

Fl.No.-78(C)/AT/UPCD-I/2018 7591

Date: 19.07.2018

To,

The Member Secretary
Pondicherry Pollution Control Committee
Department of Science, Technology & Environment
Housing Board Complex, IIIrd Floor, Anna Nagar
Pondicherry - 600 005



Sub: Notification of Air Quality Standards with respect to Noise in Airport Noise Zone- reg.

Sir,

The Ministry of Environment, Forest and Climate Change notified ambient air quality standards with respect to noise in Airport Noise Zone vide G.S.R. 568 (E) dated 18th June, 2018 as enclosed herewith. As per para 6. of this notification, the notified standards are to be monitored/measured following the monitoring protocol and measurement procedure for Airport Noise Zone as displayed in MoEF&CC/CPCB websites (copy enclosed).

You are requested to coordinate with the respective Airport operators in your jurisdiction and commence monitoring for ensuring compliance of the said notification and submit monitoring report to this Office for annual compilation.

Yours faithfully,

(Suneel Dave)
AD & Head, UPCD-I

Encl: As above.

Su
PPCC

Rhw
3/8/2018

- (2) राज्य/संघ शासित प्रदेश विकास प्राधिकरणों को विमानपत्तन के आस-पास भूमि उपयोग योजना के लिए विमानपत्तन ध्वनि परिक्षेत्र में विमानपत्तन प्रचालनअपेक्षाओं पर विचार करना चाहिए।
5. विमानपत्तन ध्वनि मैपिंग:
- सभी विमानपत्तनों के लिए ध्वनि मैपिंग का कार्य विमानपत्तन के मास्टर प्लान के अनुसार, विमानपत्तन भावी विमान संचलन और यातायात अनुमानों पर विचार करते हुए विमानपत्तन के प्रचालकों द्वारा नागर विमानन महानिदेशक की अपेक्षाओं में निर्दिष्ट आवश्यकताओं के अनुसार किया जाना चाहिए। यह जानकारी विमानपत्तनों के प्रमुख स्थानों के साथ-साथ संबंधित विमानपत्तन प्रचालक और राज्य/संघ शासित प्रदेश विकास प्राधिकरण की वेबसाइट में प्रदर्शित की जाएगी।
6. प्रोटोकाल और मापन प्रक्रिया:
- पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय और केंद्रीय प्रदूषण नियंत्रण बोर्ड की वेबसाइट पर प्रदर्शित विमानपत्तन ध्वनि परिक्षेत्र के लिए निगरानी प्रोटोकाल और मापन प्रक्रिया का अनुपालन किया जाएगा।
7. विकास प्राधिकरण/क्षेत्रीय आयोजना विभाग, विमानपत्तन ध्वनि परिक्षेत्रों के अंतर्गत आने वाले किसी भी भवन निर्माण के लिए मौजूदा भवन कोडों और उप-कानूनों के तहत भीतरी वातावरण में सुधार के लिए डिज़ाइन, निर्माण और सामग्रियों के चयन में नई इमारतों, सुविधाओं और आवासीय, संस्थागत, अस्पताल और वाणिज्यिक सुविधाओं की परियोजनाओं में ध्वनि प्रतिरोध को शामिल करने के लिए प्रावधान निर्दिष्ट करेंगे।
8. सभी विमानपत्तन, एयरलाइन और प्राधिकरण अधिसूचना की तारीख से दो साल के भीतर अधिसूचना में निर्दिष्ट अपेक्षाओं का पालन करेंगे।

[फा. सं. क्यू-15017/31/2015-सीपीडब्ल्यू]

डॉ. ए. सेंथिल वेल, वैज्ञानिक 'जी'

टिप्पण: प्रमुख नियम, भारत के राजपत्र, असाधारण, भाग-II, खंड 3, उप-खंड (i) में दिनांक 19 नवम्बर, 1986 की संख्या - का.आ 844 (अ) के द्वारा प्रकाशित किए गए थे और अंतिम संशोधन दिनांक 22 मार्च, 2018 की अधिसूचना सा.का.नि. 263 (अ) द्वारा किया गया।

MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
NOTIFICATION

New Delhi, the 18th June, 2018

G.S.R. 568(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, 2018.
- (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 111 and the entries relating thereto, the following serial number and the entries shall be inserted, namely:-

Sl. No.	Industry	Parameters	Standards	
1	2	3	4	
		Ambient Air Quality Standards with respect to Noise in Airport Noise Zone		
"112"	Airports	Type of Airports	Limits in dB (A) Leq*	
			Day Time	Night Time
		Busy Airports	70	65
		All other Airports excluding proposed airports	65	60

Definitions:

- (a) *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 day time from 6.00 a.m. to 10.00 p.m. and night time from 10.00 p.m. to 6.00 a.m. are considered for time weighted average.
- (b) "A", in dB(A) Leq, denotes the frequency weighting in the measurement of noise and corresponds to frequency response characteristics of the human ear (The range of human hearing is 20 Hz to 20 kHz).
- (c) A "decibel" is a unit in which noise is measured.
- (d) Leq: It is energy mean of the noise level over a specified period.
- (e) Busy Airport - For the purpose of noise management at airports, a busy airport shall be defined as "a civil airport which has more than 50,000 aircraft movements per year (a movement being a take-off or a landing)" excluding those purely for training purposes on light aircraft.
- (f) Take-off - A phase of flight from the application of takeoff power to an altitude of final take-off segment.
- (g) Landing - A phase of flight from the beginning of the landing flare until aircraft exits the landing runway comes to a stop on the runway, or when power is applied for takeoff in the case of a touch-and-go landing.
- (h) Lmax is unit for aircraft maximum noise level in units dB(A) which is maximum or peak noise value for aircrafts at the monitoring location in accordance with the noise standards notified by the Directorate General of Civil Aviation for respective airports.
- (i) Other Airports - an airport having more than 15000 but less than 50000 aircraft movement annually.
- (j) Proposed Airports - airport that is not functional yet and is under development.

- Note :**
- (i) Day time shall mean from 6.00 a.m. to 10.00 p.m and night time shall mean from 10.00 p.m. to 6.00 a.m.
 - (ii) The above specified limits shall have a tolerance limit of 10dB (A) Leq.
 - (iii) The specified limit excludes defense aircraft and aircraft landing and take-off noise from all runways and aircraft engine/ground run-ups, helipad locations earmarked by Airport Operator for this purpose.
 - (iv) However, the limit for aircraft noise as Lmax will be notified by the airport operator with approval of the Directorate General of Civil Aviation at the aircraft noise monitoring locations installed by the airports as mentioned in paragraph 1 of this notification.
 - (v) The noise limits specified in above shall replace and supersede the ambient air quality in respect of noise limits of the following existing zones:
 - (a) Silence;
 - (b) Residential; and
 - (c) Commercial areas;

- (vi) As specified in the Noise Pollution (Regulation and Control) Rules, 2000 in the areas falling directly under Airport Noise Zone.
 - (vii) The noise standards within the overall boundary of airports shall be applicable as Industrial Areas i.e. day time 75 dB (A) Leq and night time 70 db (A) Leq as per the Noise (Regulation and Control) Rules 2000 and shall be measured at different points of airport boundary and then averaged.
 - (viii) These standards will not be applicable to a civil airport which has less than 15,000 aircraft movement annually.
- 1(1) For Airports excluding newly proposed airports:
In addition to dB(A) Leq applicable in the 'airport noise zones' specified above, Lmax value in dB(A) shall be published by the airport operator with approval of the Directorate General of Civil Aviation only for airports having more than 50,000 annual traffic movements. These Lmax values shall be complied by airlines and to be monitored and communicated by Airport Operator to the Directorate General of Civil Aviation. These Lmax value shall be reviewed as and when there is a requirement in future.
- (2) For Proposed Airports (yet to be operationalized):
- (i) For any upcoming/New Airports, noise modeling shall be conducted by the airport operators and results should be submitted to the Ministry of Environment, Forest and Climate Change while seeking Environment Clearance under the Environment Impact Assessment Notification, 2006.
 - (ii) The airport operators should also develop airport noise zone as specified in paragraph 4 and share the same with Ministry of Housing and Urban Affairs and concerned State Development Authority for necessary land use planning around airport.
 - (iii) The concerned State / Union Territory Development Authorities should not allow any new residential, institutions & commercial facilities and other noise sensitive area falling in the airport noise zone area without any noise reduction measure.
2. Compliance of noise levels applicable to Airport Noise Zone as specified above shall lie with the airport operator and overseen by the Directorate General of Civil Aviation.
3. Airport operators shall prepare Noise Management Plan for compliance of the Airport Noise Standards.
4. Airport Noise Zones:
- (1) The Airport Noise Zone area for each Airport shall be defined as Noise Contour for day and night period by the respective Airport Operator on the basis of existing GSR 751 (E), issued by the Ministry of Civil Aviation (Height Restrictions for Safeguarding of Aircraft Operations) Rules, 2015 published on 30th September, 2015 as amended from time to time on Height Restriction for Safeguarding of Aircraft Operation considering all approach and departure funnels and Instrument Flight Procedures (i.e. Instrument Approach Procedures, Standard Instrument Departure & Standard Terminal Arrival Route) in consultation with airports Air Navigation Service Provider as per the Master Plan of the Airport. The same shall be approved by the Directorate General of Civil Aviation and displayed on the website of respective Airport Operators. This activity shall be completed within two years from the date of issuance of the final notification.
 - (2) State / Union Territory Development Authorities should take into consideration of Airport Operations requirements in the airport noise zone area for the land use planning around the airport.
5. Airport Noise Mapping:
Noise mapping in for all airports should be carried out as per the requirements specified in the Director General Civil Aviation's requirements by the airport operators considering future aircraft movement and traffic projections of the airport as per the Master Plan of the Airport. This information to be displayed at a prominent places at Airports as well as in the website of respective Airport Operator and State / Union Territory Development Authority.
6. Protocol and Measurements Procedure:
Monitoring protocol and measurements procedure for airport noise zone displayed on the website of the Ministry of Environment, Forest and the Climate Change and the Central Pollution Control Board shall be followed.
7. Development Authorities / Regional Planning Department shall specify provisions for inclusion of sound resistance in new buildings, facilities and projects of residential, institutional, hospital and commercial facilities in the design, construction and materials selections for improving indoor environment under existing building codes and bye laws for any building constructions coming under airport noise zones.

8. All the Airport, Airline and Authority shall comply with the requirements specified in the notification within two years from the date of notification. ”.

[F.No. Q-15017/31/2015-CPW]

Dr. A. SENTHIL VEL, Scientist 'G'

Note : The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), vide number S.O. 844 (E), dated the 19th November, 1986 and last amended vide notification G.S.R. 263(E), dated the 22th March, 2018.

Monitoring Protocol and Measurements Procedures for Airport Noise Zone

1. Objective:

- 1.1. The objective of this document is to specify suitable requirements and procedures for carrying out monitoring of ambient noise levels around airports due to aircrafts. A proper database is essential for planning and executing suitable noise control programme for airports in the country.
- 1.2. This protocol is applicable to all civil airports which operate for passenger and cargo operation.

2. Background:

The Central Pollution Control Board has developed guidelines on requirement and procedure for monitoring ambient noise level due to aircraft in June 2008. As per noise mapping studies, the guidelines on requirement and procedure for monitoring ambient noise level due to aircraft needs to be modified considering international practices and upcoming airport noise standards. The guidelines on requirement and procedure for monitoring aircraft noise (protocol) for existing and upcoming airports and airport noise zone is given in the noise index.

3. Noise Index:

- 3.1. It is proposed that Day and Night Average Sound Levels (Leq) shall be used to know the sound exposure on residents/zones due to aircrafts and for land use planning and control around airports by development authorities.
- 3.2. The measurement of aircraft noise will be according to airport noise standard, the unit will be in dB(A) in Leq for Day and Night periods. The measurements of units are as per the timing given below.
 - 3.2.1. Day time shall mean from 6.00 a.m. to 10.00 p.m.
 - 3.2.2. Night time shall mean from 10.00 p.m. to 6.00 a.m.
 - 3.2.3. dB(A) Leq denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing.
 - 3.2.4. "Decibel" is a unit in which noise is measured.
 - 3.2.5. "A", in dB(A) Leq, denotes the frequency weighting in the measurement of noise and corresponds to frequency response characteristics of the human ear.
 - 3.2.6. Leq: It is energy mean of the noise level, over a specified period.

- 3.3. All Civil airports have to follow the Civil Aviation Requirements specified for the Airports for noise mapping, monitoring and action plans and amendments thereof.
4. **Event Detection:**
- 4.1. Different event detection techniques can be used depending on the situation, as given below:
- 4.1.1. Event may be considered to start and end 10 dB below the A-weighted maximum sound pressure level of an aircraft operation.
- 4.1.2. Event may be considered above a threshold value, which may be kept 5 dB above the background sound level.
- 4.2. Events of less than 10 seconds duration shall not be recorded as these may be from sources other than aircraft movements. Experience shall also be used to differentiate and exclude noise from sources other than aircraft operations.
5. **Site Selection:**
- 5.1. The site shall be so selected to minimise disturbances from other sources for proper event detection.
- 5.2. The minimum A-weighted maximum sound pressure level from aircraft movements shall be at least 15 dB above the background noise level.
6. **Type of Monitoring Stations:**
- 6.1. Monitoring stations should be permanent for all runway approaches. For mobile monitoring it can be either mobile vans mounted or portable noise monitoring terminal can be used as temporary stations.
7. **Number and Location of Monitoring Stations:**
- 7.1. At least two permanent stations shall be installed per runway.
- 7.2. The permanent monitoring stations shall be located on both sides of the runway, at the nearest residential area / silence zone and as far as possible under the flight paths of the aircrafts.
- 7.3. In addition, temporary stations shall be used for specific noise monitoring activity under the flight paths, where noise levels are expected to be higher.

8. Instrumentation:

- 8.1. The instrument system, shall meet the requirements for a class 1 instrument specified in IEC 61672-1 (2002) Class 1.
- 8.2. Noise monitoring station shall consist of a weatherproof microphone, a data storage and analysis device and an information transmission system such as a land line phone / GSM (Global System for Mobile Communications).

9. Installation of Sound Level Meter:

- 9.1. Sound Level Meter shall be installed in flat terrain having no excessive sound absorption characteristics such as thick, matted or tall grasses, shrubs, or wooded areas.
- 9.2. No obstructions significantly influencing the sound field from the aircraft shall exist within a conical space above the point on the ground vertically below the microphone.
- 9.3. The cone is defined by an axis normal to the ground and by a half-angle of 80 degrees from this axis. The microphone height shall be at least 4 m, preferably 10 m, above the ground level.

10. Meteorological Measurement:

- 10.1. Meteorological parameters such as wind speed, wind direction, relative humidity, air temperature and occurrence of rain shall be recorded.

11. Noise Monitoring:

- 11.1. Noise monitoring shall be carried out continuously for 24 hours a day, 365 days a year in permanent stations.
- 11.2. In temporary stations, noise shall be monitored continuously for minimum 7, as per requirements.

12. Parameters to be monitored:

- 12.1. One second sound level (LAeq i) shall be recorded for 16 hrs day time (6:00 AM to 10:00 PM) and for 8 hrs night time (10:00 PM to 6:00 AM) shall be monitored.

13. Data Reporting:

- 13.1. The noise monitoring data shall be regularly compiled, documented and published by the Authorities designated by the Ministry of Civil Aviation.



SNEHA TEST HOUSE

Recognised by MOEF & CG, under
EPA 1986, Govt. of India

TEST REPORT

8 & 28, 4th Cross, Maruthi Nagar,
Chandra Layout, 80 Feet Road,
Nagarabavi, Bengaluru - 560 072
Phone : 080-23180113, 23390341, 23390737
Accounts : 080-23393132
Mobile : 98440 27167, 9611324429
E-mail : lab.snehatesthouse@gmail.com
snehanagaraj09@gmail.com
Web : www.sthlab.com

NOISE TESTING

Report No:	8886	Customer Code No.:	Nil
Issued To:	M/S.AIRPORT SERVICE CENTER VIMANAPURA (P), H.A.L. BANGALORE-560017	Sample Receipt Date:	25.09.2023
Nature of sample:	Ambient Noise Monitoring IN Leq-dB(A)	Start of Analysis Date:	-
NOMENCLATURE MAKE/ MODEL	Sound level meter/ C 390,191007601	Completion Date:	-
Date of Sampling:	22.09.2023(06:00 pm) TO 23.09.2023 (06:00 pm)	Report Date:	25.09.2023
Sampling procedure:	STH/QSP/7.3/01	Sampled By:	Mr. KUMAR
GROUP:	ATMOSPHERIC POLLUTION	Page No:-	1 of 1

AMBIENT NOISE LEVEL MONITORING REPORT

SAMPLE LOCATION	TEST PARAMETER	SOUND LEVEL DB(A)		RESULT Leq dB(A)	TEST METHODS
		Min	Max		
Opposite Of LCA-Tejas Division Gate- Car/Two WHEELER PARKING AREA	Day time Noise Level (06:01 AM to 10:00 PM)	55.4	62.6	58.89	IS: 9989: 1981
	Night time Noise Level (10:01 PM to 06:00 AM)	46.2	52.6	49.30	IS: 9989: 1981

Ambient Air Quality Standards In Respect Of Noise

Area	Category Of Area	Limits in dB(A)	
		Day Time	Night Time
(A)	Industrial Area*	75	70
(B)	Commercial Area	65	55
(C)	Residential Area	55	45
(D)	Silence Zone	50	40

INFERENCE	As per KSPCB standards,
	Report Status: - Noise level within the limits.

END OF REPORT


Verified By



NOTE :

1. Test results refer only to the tested samples and applicable.
2. The Sample will be preserved for a maximum of 10 days on request.
3. The test report shall not be reproduced in part or full and cannot be used as evidence in court of law without prior permission in writing.
4. Total liability of our laboratory is limited to the invoice amount.
5. Sample (s) not drawn by us unless otherwise stated.



ASC/AGM/27/76/2023

05th October 2023

Environmental Officer
Mahadevapura Region
Karnataka State Pollution Control Board
Nisarga Bhawan, 3rd Floor, Thimmiah Road
7th 'D' Main, Shivanagar,
Bengaluru - 560 079

Sub : Original Application No.66/2023 filed at Hon'ble NGT - reg

Ref : Your letter no. KSPCB/RO-MDP/2023-24/758 dated 02.09.2023

Hindustan Aeronautics Limited (HAL)

HAL is a Company incorporated under the provisions of the Companies Act, 1956 having its Registered Office and Corporate Office at Bangalore. We have several Divisions in Bangalore and spread across other parts of the country. It is a premier Public Sector Undertaking functioning under the control of the Department of Defence Production, Ministry of Defence, Government of India and is engaged in the design, development and manufacture of Aircraft, Defence Systems and accessories which are used in the Defence of the country. In addition, it is also involved in maintenance and overhauling of Aircraft, testing, training of test pilots, etc.

HAL Airport

HAL Airport, Bengaluru has been operational since 1941 sans interruption and it has been facilitating test flying requirements of newly manufactured, overhauling and designing prototype aircraft. Several defence establishments such as Aeronautical Development Agency (ADA), Aeronautical Defence Establishment (ADE), Defence Research & Development Organisation (DRDO), Centre for Airborne Systems (CABS), National Aerospace Laboratories (NAL) etc., have been time and again using the HAL Airport to carry out test flying activities vis-à-vis varied defence projects of national importance. In addition, the Aircraft & Systems Testing Establishment (ASTE), which is a premier establishment in the Indian Air Force (IAF) that conducts flight testing of aircraft, airborne systems and weapon stores prior to their induction into the Indian Air Force (IAF) has been using the HAL Infrastructure extensively for decades. It is pertinent to note that ASTE is the only agency under the auspices of the Ministry of Defence to conduct the Test Flights of fighter aircraft and its systems. It is evident from the foregoing that HAL & HAL Airport, Bengaluru and its associated airspace are valuable assets since its infrastructure and facilities are being largely used by varied defence establishments and agencies for several projects of national importance and in national interest.

Airport Operations:

HAL Airport at Bangalore was operating Domestic and International flights until May 23, 2008 with 360 Aircraft Movements daily on an average handled 10.2 million Passengers on 24 x 7 basis. HAL airport was closed for commercial operations vide executive order dated May 16, 2008. The executive action for closing of HAL airport was stated to have been necessitated due to clause 5.5 of a Concession Agreement executed between Ministry of Civil Aviation and

the private airport operator, Bangalore International Airport Limited (BIAL) till 2033. Presently also HAL airport is operational 24 x 7 supporting projects of national importance and sustainable growth of civil aviation. Further, re-opening of HAL airport, Bengaluru for civil commercial operations is in pipeline considering the phenomenal growth of civil aviation and for effective utilisation of existing infrastructure.

Aircraft Act, 1934:

Under Section 5 of the Aircraft Act, 1934, it is expected that aerodromes be constructed far away from residential areas of a city in order to protect residences from the noise created by frequent take-off and landing. Accordingly, HAL Airport was also built in 1941 in an area that was at a distance from the overtly populated residential areas. However, with an unprecedented pace and a sudden growth in population, the urban areas in and around HAL Airport have become crowded. It is submitted that the population around HAL Airport has increased considerably in the last 2 decades possibly due to a sudden upsurge in industries in and around that area.

Director General of Civil Aviation (DGCA) Regulations:

As a matter of fact the Office of the Director General of Civil Aviation (DGCA), which is the Indian governmental regulatory body for civil aviation under the Ministry of Civil Aviation, has issued Civil Aviation Requirements (CAR) pertaining to Noise Management of Aircraft Operations at Airports. The purpose of CAR is to stipulate general requirements, procedures and practices to be adhered to by the stakeholders to manage the noise generated from aircraft operations inside and in the vicinity of all airports and to further reduce its adverse impact on human being and the environment, however without hampering the sustainable growth of the aviation industry. Article 2.3 of the CAR clearly states that the provisions of this CAR are not applicable to flights that are undertaken by the Ministry of Defence in the national interest, for carrying VVIPs, by Heads of States and other eminent personalities, undertaken due to an emergency situation where it is not possible to follow noise abatement procedure due to technical reasons from safety point of view and Flights engaged in search & rescue, patrolling, fire-fighting, humanitarian missions, emergency medical service purposes etc. It is conspicuous that in view of the aforementioned exception, the Civil Aviation Requirements does not apply to HAL Airport. Please note that HAL is a Defence Airport and all activities including testing and flying of different aircraft and jets are being undertaken on behalf of the Ministry of Defence, Government of India in the national interest. In addition, HAL Airport facilities are being used also by VVIPs, Heads of States and other eminent personalities for flying in and out of Bangalore. Hence, Civil Aviation Requirements via-a-vis Noise Management of Aircraft Operations at Airports have no applicability on the HAL Airport.

Environment (Protection) Act, 1986:

The recent Notification to amend the Environment (Protection) Act, 1986 laying down the ambient air quality standards with respect to noise in Airport Noise zone also will not apply to HAL Airport. It is pertinent to note that the specified limit as stipulated in the said Notification is for day time from 6 am to 10 pm whilst for night time it is 10 pm to 6 am. In addition, the permissible limits shall have a tolerance limit of 10 decibels. The Notification however clearly states that the above specified limit excludes defence aircraft and aircraft landing and take-off from all runways and

aircraft engine/ground run-ups, helipad locations which are earmarked by the Airport Operator (in this case, HAL) for this purpose.

Previous case at National Green Tribunal, New Delhi - Delhi International Airport

DGCA in a case which had come up before the National Green Tribunal, New Delhi filed by residents and various societies against the Delhi International Airport Limited & Others, regarding the impact of noise pollution in view of take-off and landing of aircraft, had submitted to NGT that all aircraft operating in India are compliant with noise standard requirements as laid down by the International Civil Aviation Organization (ICAO), an UN Agency. Since Section 20 of the National Green Tribunal Act, 2010 requires a Tribunal to apply the Principle of Sustainable Development, Precautionary Principle and the Polluter Pays Principle, the NGT was of the view that it is necessary to strike a fine balance between environment protection in relation to noise pollution and other substantive policies that are founded on socio-economic principles, public good and necessity. A State must be permitted to carry out activities which is in the interest of the country and public at large. In addition, no unreasonable restrictions can be placed on a Pilot while operating an aircraft to enable reduction of noise etc. In the said case, one of the prayers sought was that aircraft must be restricted from applying 'reverse thrust' upon landing as that results in maximum noise. The NGT, after consultation with a Senior Technical Officer of DGCA was of the opinion that such decisions must be left with the Pilot to secure safety of the passengers, decided on the basis of several peripheral conditions such as weather, length of the runway, passenger load etc. The NGT also opined that no restrictions pertaining to hours within which they can operate aircraft can be imposed since that will go against public interest. Accordingly, since DGCA and airports were complying with the applicable noise standards, the matters were dismissed.

NGT Compliant No.158/NGT/18-19 and Grievance No 723 dated 30.10.2015

Karnataka State Pollution Control Board (KSPCB) informed HAL to take all possible preventive measures to reduce noise pollution caused due to the flying of flights in low altitude or to use Jakkur airfield for training purpose as it is located in the outskirts of Bangalore based on compliant received by NGT New Delhi from Dr K R Ventakaramiah, Jayanagar Bengaluru regarding horrendous noise caused by aircraft flights flying in low altitude & violating human rights to live in peace (Copy enclosed at E-1).

In the instant case as well, the Complainant's primary concern is that Aircraft altitude is low for which it becomes noisy though such activities had come to a halt for some time. At the outset, it is incorrect that any of the aircraft operations at the HAL Airport were stopped at any time. In view of the nature of activities undertaken at the HAL Airport and the fact that the facilities are used by various governmental agencies, under no circumstances can the said activities be paused or stopped. It is likely that on account of certain reasons, including weather conditions, direction and speed of surface wind, cloud and visibility conditions, the Complainant may not have noticed the aircraft. Accordingly, a reply was sent KSPCB vide letter no. ASC/DGM/27/03/2019 dated 13.01.2019 (Copy enclosed at E-2).

Shifting of operations of HAL Airport:

It is also imperative to submit here that HAL Airport operations cannot be moved to Jakkur/Yelahanka Airport since Jakkur/Yelahanka Airport is a training airport with a limited runway length. HAL operations are test flying of Military Aircraft and wide bodied civil aircraft requiring longer runway. It is pertinent to mention that Jakkur flying Institute itself has requested permission to use HAL Airport for their flying training which was not agreed to. Test flying of aircraft do not just need a runway but also other infrastructure as well such as the Arrestor Barriers (a system installed at the end of the runway to stop the forward movement of an aircraft overshooting the runway, in case of a rejected take off or emergency landing, with minimal damage to aircraft or injury to the crew) and Hook cables that are used by fighter aircraft and Telemetry Systems (wireless transmission and reception of measured quantities for the purpose of remotely monitoring testing parameters). To set up the HAL Airport, immense infrastructure for manufacturing, assembling and overhauling is required which is already in place at HAL. In addition, equipment belonging to other Defence Agencies such as ASTE, ADA, NAL, CABS, DRDO, ADE are also placed at the HAL Airport premises and shifting or replacing such equipment would cost the public exchequer massively. The Indian Air Force is already having a training establishment in Yelahanka Air Force Station which is located in the north of Jakkur Airfield at a distance of 3 Nautical Miles and where extensive training of flights and transport has been taking place. Another significant point to note that Yelahanka/Jakkur airfield itself is located in extremely populated area and surrounded by high rise structures, which can prove to be hazardous to military aircraft operations. Please note that being a Defence Airport running defence aircraft predominantly, it is granted an exemption from general regulations that may bind civil airports. Defence Airports therefore stand at a different footing as compared to Civil Airports.

Conclusion:

The settled legal position therefore is that the Precautionary Principle, the Principle of Sustainable Development and the Polluter Pays Principle must be read harmoniously. In the instant case, though HAL and airport activities undertaken by it are in compliance with the applicable regulations, it cannot be gainsaid that it is incumbent upon authorities such as your good offices to draw a balance between the above principles and render its judgment.

To conclude, it is reiterated that HAL Airport, Bengaluru and its associated airspace are national assets and its services and infrastructure are being utilized by all leading Indian Defence Agencies. All aircraft that are test run or otherwise at the HAL Airport are being operated at a safe height and all regulations that are applicable on it are being adhered to, without fail. Additionally, shifting the facilities to Yelahanka Airfield is not feasible for the reasons stated above. Accordingly, parawise reply on relief sought is as below:

a. Scrupulously follow the noise levels permitted by CPCB for day and night in residential areas

- Director General of Civil Aviation (DGCA), which is the Indian governmental regulatory body for civil aviation under the Ministry of Civil Aviation, has issued Civil Aviation Requirements (CAR) pertaining to Noise Management of Aircraft Operations at Airports. The purpose of CAR is to stipulate general requirements, procedures and practices to be adhered to by the stakeholders to manage the noise generated from aircraft operations inside and in the vicinity of all airports and to further reduce its adverse impact on human

being and the environment, however without hampering the sustainable growth of the aviation industry. Article 2.3 of the CAR clearly states that the provisions of this CAR are not applicable to flights that are undertaken by the Ministry of Defence in the national interest, for carrying VVIPs, by Heads of States and other eminent personalities, undertaken due to an emergency situation where it is not possible to follow noise abatement procedure due to technical reasons from safety point of view and Flights engaged in search & rescue, patrolling, fire-fighting, humanitarian missions, emergency medical service purposes etc. It is conspicuous that in view of the aforementioned exception, the Civil Aviation Requirements does not apply to HAL Airport. Please note that HAL is a Defence Airport and all activities including testing and flying of different aircraft and jets are being undertaken on behalf of the Ministry of Defence, Government of India in the national interest. In addition, HAL Airport facilities are being used also by VVIPs, Heads of States and other eminent personalities for flying in and out of Bangalore. Hence, Civil Aviation Requirements via-a-vis Noise Management of Aircraft Operations at Airports have no applicability on the HAL Airport.

- The recent Notification to amend the Environment (Protection) Act, 1986 laying down the ambient air quality standards with respect to noise in Airport Noise zone also will not apply to HAL Airport. It is pertinent to note that the specified limit as stipulated in the said Notification is for day time from 6 am to 10 pm whilst for night time it is 10 pm to 6 am. In addition, the permissible limits shall have a tolerance limit of 10 decibels. The Notification however clearly states that the above specified limit excludes defence aircraft and aircraft landing and take-off from all runways and aircraft engine/ground run-ups, helipad locations which are earmarked by the Airport Operator (in this case, HAL) for this purpose.

HAL is a Defence Airport and all activities including testing and flying of different aircraft and jets are being undertaken on behalf of the Ministry of Defence, Government of India in the national interest hence it is not applicable.

b. Enforce night curfew as followed by several countries between 10 pm and 5 am
Night curfew is not applicable in India.

c. If flying / training during nights is essential, shift the establishment to any place where flight path do not cross residential areas

- Under Section 5 of the Aircraft Act, 1934, it is expected that aerodromes be constructed far away from residential areas of a city in order to protect residences from the noise created by frequent take-off and landing. Accordingly, HAL Airport was also built in 1941 in an area that was at a distance from the overtly populated residential areas. However, with an unprecedented pace and a sudden growth in population, the urban areas in and around HAL Airport have become crowded. It is submitted that the population around HAL Airport has increased considerably in the last 2 decades possibly due to a sudden upsurge in industries in and around that area.
- To set up the HAL Airport, immense infrastructure for manufacturing, assembling and overhauling is required which is already in place at HAL. In addition, equipment belonging to other Defence Agencies such as ASTE, ADA, NAL, CABS, DRDO, ADE are also placed

at the HAL Airport premises and shifting or replacing such equipment would cost the public exchequer massively.

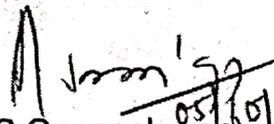
- Further, The Indian Air Force is already having a training establishment in Yelahanka Air Force Station which is located in the north of Jakkur Airfield at a distance of 3 Nautical Miles and where extensive training of flights and transport has been taking place. Please note that being a Defence Airport running defence aircraft predominantly, it is granted an exemption from general regulations that may bind civil airports. Defence Airports therefore stand at a different footing as compared to Civil Airports.

Hence relocation of HAL airport along with the manufacturing, testing facilities of HAL and other defence organisations is not in order and usage of Yelahanka airport for the flying undertaken at HAL airport is not suitable/applicable.

Further, as informed by ibid letter, noise levels of HAL airport premises have been monitored on 24 hours basis by M/s Sneha Test House, MoEF and CC approved and NABL accredited agency and inference of the report indicates that the noise levels are within the Ambient Air Quality Standards in respect of noise (Copy of the report is enclosed at E-3). It is also informed that, HAL would examine installation of online Continuous Ambient Air Quality Monitoring System (CAAQMS).

Wherefore, the aforesaid issue may not be pursued any further and it may be treated as closed, in the interest of justice and equity

For Hindustan Aeronautics Limited,



(S Gunasekaran)

Additional General Manager
Airport Services Centre

**BEFORE NATIONAL
GREEN TRIBUNAL**

**SOUTHERN ZONE,
CHENNAI.**

O.A.No.66 OF 2023

P. Bala murali krishna

...Applicant

-Vs-

Hindustan Aeronautics
Limited

...Respondents

**INSPECTION REPORT FILED ON
BEHALF THE 5TH RESPONDENT**

M.R.GOKUL KRISHNAN

Karnataka State Pollution Control
Board

COUNSEL FOR 5th RESPONDENT