

**CENTRE OF STUDIES FOR BUILDING SURVEYING
FACULTY OF ARCHITECTURE, PLANNING AND SURVEYING
UNIVERSITI TEKNOLOGI MARA**

**NOISE COMFORT LEVEL IN MALAYSIAN AIRPORT:
KUALA LUMPUR INTERNATIONAL AIRPORT &
SULTAN ABDUL AZIZ SHAH AIRPORT**

**ROZRINDA BINTI ROSLAN
(2012121853)**

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**“I hereby declare that this academic project is the result of my own research
except for the quotation and summary which have been acknowledged”**

Student’s Name : Rozrinda Binti Roslan

Signature : 

UITM No. : 2012121853

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ABSTRACT

The airport industry, like other industries, is facing the effects of increasing environmental pressure which is a pollution sources that may harm the surround environment. Aviation industry is one of the industries that contribute sort of pollutes to environmental damages such as noise pollution, air pollution and water pollution as for local level and global warming as for global level (Badriyah,2010). Therefore, the airport management will look on ways to manage airport efficiently and at the same time meet environment requirement. This research on the noise comfort level for the Malaysian airport, Kuala Lumpur International Airport and Sultan Abdul Aziz Shah Airport, hence as to interprets to come out with the integration that can be implement to maintain and enhance the noise comfort level. This research had been accomplish by using three method of research which are by collecting the noise level data by using a Sound Level Meter (SLM), an interviews at the management level and the distribution of the questionnaires to the users. There are two case studies that been chosen which are Kuala Lumpur International Airport (KLIA) and Sultan Abdul Aziz Shah (Subang) Airport. From this research, the total average noise level that been obtained at Kuala Lumpur International Airport is at 41 decibels whereas 49 decibels for Sultan Abdul Aziz Shah (Subang) Airport. Kuala Lumpur International Airport been implemented a very integrated design on the terminal itself as to address the noise pollution impact towards indoor of the building whereas Sultan Abdul Aziz Shah (Subang) Airport implemented more on the additional material that may reduce the impact. The average user at Kuala Lumpur International Airport agreed that the noise level at an indoor of the airport is at the comfort level but the users at Sultan Abdul Aziz Shah (Subang) Airport were not agreed that the noise level of the indoor is at the comfort level since the noise level is exceeds the permissible level.

CHAPTER 1: INTRODUCTION

1.0 INTRODUCTION

Despite the recent impacts of a series of shocks, the long term outlook for aviation growth remains strong and airports are increasingly understood to be attractive investments with potential for both short term income and longer term growth as the demands of the air transportation currently such been increase compared to previous decade. The significant and continuing growth in air transport has in turn driven secondary demand for airport expansion for the any existing airport, or even the new construction of an airport. Airports are a major beneficiary of air traffic growth, generating significant revenues through charges on passenger and air movements and increasingly through associated activities such as retail operations, car parking, and property management (Bruel, 2010).

As the growth of the all associated activities, this record seem potentially to contribute into the high wastage, water and energy use and all the respective things that physically gives an impacts toward environment which seem to be in danger condition. The airport industry, like other industries, is facing the effects of increasing environmental pressure which is a pollution sources that may harm the surround environment. The level of environmental concern varies from country to country or indeed from one airport to another, depending on views about aviation and other social and political attitudes. Mostly in many countries, the increase of this kind of