

ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Environmental protection**ADOPTION OF THE ICAO GUIDANCE MATERIAL ON THE
"BALANCED APPROACH TO AIRCRAFT NOISE MANAGEMENT"**

[Presented by the International Air Transport Association (IATA)]

SUMMARY

This paper calls for the early dissemination by ICAO and the full implementation by contracting States of the detailed guidance material developed by CAEP regarding the balanced approach to aircraft noise management.

Action by the Assembly is in paragraph 8 and 9

BACKGROUND

1. The 33rd ICAO Assembly in September-October 2001 unanimously adopted Assembly Resolution A33-7: *Consolidated Statement of Continuing ICAO Policies and Practices Related to Environmental Protection*, which includes, as a significant part, the “balanced approach to aircraft noise management” around airports. The agreed elements of the balanced approach appear in 3 appendices of A33-7: Appendix C, *Policies and programmes based on a “balanced approach” to aircraft noise management*; Appendix E, *Local noise-related operating restrictions at airports*; and Appendix F, *Land-use planning and management*.

2. Assembly Resolution A33-7 directed the Council to develop the necessary guidance to assist States in implementing the concept of the balanced approach to noise management. The Council, in approving the work programme for the Committee on Aviation Environmental Protection (CAEP), as defined at CAEP/5 in January 2001, tasked CAEP to “prepare guidance on the process to be used by Contracting States in implementing and managing the balanced approach programme.”

¹ All language versions provided by IATA.

3. CAEP, through its Working Groups, spent its last work cycle developing guidance on the Balanced Approach. At its Sixth Meeting (CAEP/6) in February 2004, it reviewed and endorsed the draft guidance material, recommending to the Council that the guidance be published by ICAO. While noting that further work is warranted to develop two supporting appendices to the guidance – one with encroachment information and one with a set of examples - CAEP recommended that this should not prevent its publication, since the body of the guidance is significant enough and sufficiently helpful to Contracting States for dissemination with all due speed.

DISCUSSION

4. The Balanced Approach helps States identify and implement the most cost effective means to address noise problems identified around airports. As detailed in A33-7, this is achieved through identification of specific noise problems at airports and analysis of the various available measures to reduce noise through the investigation of four principle elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the identified noise problem in the most cost effective manner. Notwithstanding the fact that the principal elements of the Balanced Approach are identified in A33-7, the Assembly also recognized in A33-7 that guidance material would be needed to assist States to implement the Balanced Approach in a harmonized and transparent manner.

5. CAEP and its Working Groups put a great deal of effort into developing guidance to assist States in their implementation of the Balanced Approach. The guidance builds upon the experience of many States, civil aviation and environmental authorities, airports, airlines, manufacturers and other stakeholders and puts that experience in the context of the elements of the Balanced Approach. This guidance received strong support at the CAEP/6 meeting.

6. Recognizing that States have existing legal obligations, agreements and policies that must be taken into account, the ICAO Assembly in A33-7 urged States to “adopt a balanced approach to noise management, taking full account of ICAO guidance.” Having ICAO guidance available and urging States to follow such guidance is needed to foster harmonization of States’ practices and procedures where they impact international aviation. This is crucial to resolve noise problems in a fair, consistent and efficient manner, and to preserve benefits to local communities around airports. This is the very aim of issuing and applying such guidance material.

7. Recognising ICAO’s key role and leadership in developing and making available guidance material to Contracting States, IATA invites the Assembly to urge States to adopt the guidance on the “Balanced Approach to Noise Management” and IATA looks to ICAO to expedite its publication.

ACTION BY THE ASSEMBLY

8. To further promote and harmonize noise management at and around airports, the Assembly is invited to urge

- a) ICAO to expedite the publication of the ICAO guidance material on the “Balanced Approach to Aircraft Noise Management;
- b) Contracting States to adopt and implement the ICAO guidance material on the “Balanced Approach to Aircraft Noise Management”.

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