



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A35-WP/222  
EX/87  
29/09/04

## ASSEMBLY – 35TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 15: Environmental protection

#### APPLICATION OF MORE STRINGENT STANDARDS FOR REDUCED GASEOUS EMISSIONS INCLUDING NITROGEN OXIDE IN PARTICULAR

(Presented by Tunisia on behalf of the Member States of the Arab Civil Aviation Commission<sup>1</sup>)

#### SUMMARY

This paper presents the position of ACAC Member States on the new Standards for reduced Nitrogen Oxides emissions from aircraft engines which will apply as of 2008. The paper maintains that the application of more stringent standards should not be used in the future to impose operational restrictions on the existing aircraft engines, or those in the process of production as happened in the case of noise, and takes into consideration the existing aircraft engines.

1. The Third Working Group of the Committee on Aviation Environmental Protection of ICAO Council had proposed to the CAEP/6 (Montreal 2-12 February 2004) the reduction of aircraft engine oxides for engines to be manufactured in the future. The proposal contained six options for the envisaged reductions: 5%, 10%, 15%, 20%, 25% and 30%.
2. The year 2012 was selected to be the year for conducting the analysis by the Support Group, but the Third Working Group had approved the proposal for carrying out the analysis at the earlier date of 2008, provided that the resources were available to the Support Group. This was expected to encourage the industry to employ the best available technologies.
3. The question of applying stricter reduced Nitrogen Oxides had raised wide discussions within CAEP/6. But while participants approved the principles of stricter standards, there were differences over the percentage of reductions and the year in which reduction would go into force. After extensive discussions, it was agreed to apply the more stringent standards of two phases, the first phase would start in 2008 and would reduce emissions by 12%. It was also agreed to look into, as appropriate, developing more stringent standards for aircraft engine emissions, particularly Nitrogen Oxide in light of the technological review and the CAEP principles taking into account the economic reasonableness, and the environmental benefits with a view to completing these actions for submission to CAEP/8 in 2010.

<sup>1</sup> Bahrain, Egypt, Iraq, Jordan, Lebanon, Libyan Arab Jamahiriya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, and Yemen.

4. Some Members of the CAEP had emphasized that the application of more stringent standards with regard to Nitrogen Oxide is just a means of certifying the engines for other purposes, such as imposing operational restrictions and charges.

5. ACAC Member States support the principle of reduction and the date of application for the first phase, 2008. They, however, are concerned that the standard concerned could be used for the purpose of manufacturing engines emitting less nitrogen oxide in order to impose operational restrictions or charges with regard to existing aircraft engines, or engines under production. They, therefore, are against the use of the standard for reduced engine emission to impose operational restriction or charges.

6. **Action requested:**

To confirm that the application of more stringent standards, which are merely production standards, for reducing engine emissions of Nitrogen Oxides will not be used to impose operational restrictions or charges in the future, on existing aircraft engines or those being produced as happened with regard to noise, and to take into consideration the existing aircraft engines, and that such a policy be reflected in the Unified Statement of ICAO Policies and Continuing Practices in the field of environment protection.

— END —