



**ASSEMBLY – 35TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 15: Environmental protection**

**MEASURES AND SUGGESTIONS TO ADDRESS  
THE IMPACT OF AIRCRAFT NOISE AT AIRPORTS**

(Presented by China)

**SUMMARY**

This paper presents information on measures taken by and experiences of the Chinese government in dealing with the impact of aircraft noise in recent years. It proposes to amend the relevant resolution (A33-7) adopted at the 33rd Session of the Assembly and to develop standards and recommended practices concerning noise at airports.

Action by the Assembly is in paragraph 4.

**REFERENCES**

The resolution (A33-7) adopted at the 33<sup>rd</sup> session of the ICAO Assembly,  
*Consolidated Statement of Continuing ICAO Policies and Practices  
Related to Environmental Protection,  
Annex 16 to the Convention, Environmental Protection, Volume I - Aircraft  
Noise*  
DOC9082/6 *ICAO's Policies on Charges for Airport and Air Navigation  
Services.*

**1. INTRODUCTION**

1.1 Currently, China has 136 civil airports (not including those in Hong Kong, Macau and Taiwan). In 2003, Chinese air carriers accomplished a total traffic turnover of 17.08 billion ton/kilometers, 87.592 million passengers and 2.19 million tons of freight. China was ranked the 5th in the world in 2003 in terms of total traffic turnover.

1.2 With the rapid growth of traffic, flights handled by airports have also increased sharply. While enjoying the comfort, convenience and safety brought by air transport, people suffer from the negative impact of aircraft noise in varying degrees. Over the past 10 years, the noise problem has occurred to some airports in China, such as Beijing, Shanghai, Hangzhou and Nanjing. Residents around those airports made complaints and asked for compensations for damages, which caused changes in flight operation procedures from time to time. Therefore the airport authorities are confronted with great pressure to address the noise problem as quickly as possible.

## 2. MEASURES TAKEN TO ADDRESS AIRPORT NOISE

2.1 Facing the requirement raised by all sectors of the society to reduce aircraft noise, the Chinese government adopted the policy of “taking people-oriented measures to achieve balanced development, taking proactive measures against noise problem with clear emphasis”. China has done the following in order to control aircraft noise at airports and achieved positive results:

– *Environmental Protection Law of the People’s Republic of China, Environmental Noise Pollution Prevention and Control Law of the People’s Republic of China, Environmental Impact Assessment Law of the People’s Republic of China and Environmental Standards on Aircraft Noise around Airport* are issued. An environmental impact assessment is required for new civil airport construction projects and expansion projects, and a project could start only after it has obtained the approval from the government. While strictly controlling the examination and approval of the overall planning of airports, competent government agencies have reinforced coordination with local governments so as to ensure the rational planning and use of land around airports and to strictly control the development of buildings sensitive to noises, such as residential houses, schools and hospitals. As part of the preventive measures advocated by ICAO, the above mentioned system is aimed at addressing environmental impact issues that may arise in the most cost-effective manner.

– *Regulation Concerning Aircraft Type And Airworthiness Certification—Noise* is issued. This Regulation stipulates that aircraft type and airworthiness certification must meet the Chapter 3 requirements for aircraft engines. Meanwhile all aircraft serving Chinese airports must meet the same requirements.

– China has carried out research and investigation in noise in domestic airports so as to assess and understand the extent and scope of noise impact. China has also visited ICAO and civil aviation authorities of other countries for better knowledge of advanced international approaches and experiences in handling noise problem, so as to modify or refine any improper measures and reduce aircraft noise impact at airports.

– For some airports exposed to serious aircraft noise, China has controlled night flights, including limiting “over midnight” flight, application of noise abatement operational procedures, adjustment of flight routes to avoid flying over high-density residential areas; as well as the proper use of runways to reduce flights over high-density residential areas, and the establishment of the preferential runway procedure at multi-runway airports.

2.2 Beijing Capital Airport, with significant aircraft noise, is installing a noise monitoring system. Meanwhile, in conjunction with the expansion underway, the Airport has relocated some houses, schools and hospitals and implemented sound insulation measures in areas with more significant noise exposure. Above all, China is going to exercise comprehensive control and make every effort to reduce aircraft noise impact on residents around the Airport.

## 3. DISCUSSION

3.1 A satisfactory solution to airport noise problem brings direct benefits to people’s life quality and airport’s safe operation as well as its long-term development. China’s efforts to better address the problem of aircraft noise at airport would not only help to ensure the sustainable development of air transport industry in China, but also be of great significance in promoting fast development of international civil aviation. However, aircraft noise is a very complicated issue. Due to its economic restraints and high population density, China, as a developing country, still has a long way to go to fully

address this problem. Lots of work have to be done, especially in improving related laws, regulations and technical standards, straightening out government's supervision functions as well as establishing exclusive fund resources . Therefore, China wishes to continue to strengthen the coordination and cooperation with ICAO and its Contracting States so as to explore effective ways in dealing with aircraft noise problem.

3.2 *Consolidated Statement of Continuing ICAO Policies and Practices Related to Environmental Protection (A33-7 Resolution)* adopted at the 33rd session of the Assembly provides a good guidance in dealing with aircraft noise. However, China considers that ICAO has done more work on aircraft noise control than on comprehensive airport noise control. China hopes ICAO would consider and develop necessary standards and recommended practices so as to give better guidance to its Contracting States in dealing with airport noise impact.

#### 4. ACTION BY THE ASSEMBLY

4.1 The Assembly is invited to:

- 1) consider to further improve *Consolidated Statement of Continuing ICAO Policies and Practices Relating to Environmental Protection (A33-7 resolution)*, or to combine the related contents in A33-7 with those in Annex16 to produce an independent and comprehensive Annex to the Convention, which will serve as a uniform and feasible legal basis for the Contracting States to follow;
- 2) consider to further strengthen the research on aircraft noise control at airports and continue to take a pro-active approach in addressing the airport noise problem, including developing standards and recommended practices on airport environmental noise.

— END —