



ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Environmental Protection

ICAO POLICIES ON NOISE-RELATED OPERATING RESTRICTIONS

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

REVISION NO. 1

EXECUTIVE SUMMARY

The noise standards in Annex 16 are not intended to introduce operating restrictions on aircraft. On the contrary, ICAO's certification standards should create the necessary regulatory stability for operators. Considering the international nature of air transport and the long lifespan of aircraft, operators must have the assurance that aircraft certified in accordance with all applicable international standards can be operated worldwide during their entire lifespan and without undue restrictions that hamper international air transport. IATA therefore supports the recommendation made by the ICAO Committee on Aviation Environmental Protection (CAEP) that States should refrain from imposing operating restrictions on aircraft that comply with the noise certification Standard of Annex 16 Volume I, Chapter 4 and/or 14. IATA also strongly opposes any measure which would lead to the phase-out of aircraft which comply with the noise certification standards in Volume 1, Chapter 3 of Annex 16.

Action: The Assembly is invited to consider the modifications to Resolution A37-18 suggested in Paragraph 3.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C – <i>Environmental Protection and Sustainable Development of Air Transport.</i>
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	Doc 10012, <i>Report of the Ninth Meeting of the Committee on Aviation Environmental Protection</i>

¹ Arabic, Chinese, French, Russian and Spanish versions provided by IATA.

1. INTRODUCTION

1.1 ICAO's standards and recommended practices (SARPs), and the periodic increases in their stringency levels, have been an important means for securing technological improvements and reduction of noise at source. Since the adoption of the first SARPs for aircraft noise in 1971, major improvements were achieved in respect to the noise performance of aircraft. According to ICAO, today's aircraft are up to 75% quieter now than 50 years ago.

1.2 At its ninth meeting, ICAO's Committee on Aviation Environmental Protection (CAEP) recommended that the ICAO Council adopt a new aircraft noise certification standard, referred to as "Chapter 14". Although the cost-effectiveness analysis performed by CAEP suggested that a new standard representing a 5 EPNdB (effective perceived noise in decibels) noise reduction relative to the noise certification levels of Chapter 4 would be the most cost-effective, CAEP chose to recommend a 7 EPNdB reduction. While originally supporting a 5 EPNdB reduction, IATA concurred with the CAEP outcome as an aggressive step forward in addressing noise at source.

1.3 Considering the international nature of air transport and the long lifespan of aircraft, operators must have the assurance that aircraft certified in accordance with applicable international standards can be operated worldwide during their entire lifespan and without undue restrictions that hamper international air transport. Therefore, the noise standards in Annex 16, Volume I are not intended to introduce operating restrictions on aircraft. CAEP recognized this when it accompanied its recommendation in support of the Chapter 14 standard with the following recommendation:

Recommendation 3/9 — Refrain from the introduction of operational restrictions.

That States be urged not to introduce operational restrictions on aircraft that comply with the noise certification Standard of Annex 16 Volume I, Chapter 4 and/or 14².

1.4 The ICAO Balanced Approach provides a transparent process for managing demonstrated noise problems on an airport-by-airport basis. It recognizes and is based on the principle that solutions need to be tailored to the specific characteristics of the airport concerned. It consists in the exploration of four principal elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the noise problem in the most cost-effective manner. This policy continues to provide further opportunities for management of aircraft noise on a local basis, under an internationally agreed framework.

2. DISCUSSION

2.1 ICAO's current policies on operating restrictions strike an important balance between enabling States to take all appropriate measures to address noise problems in accordance with the Balanced Approach and preserving the regulatory stability and predictability required by aircraft operators.

2.2 Resolution A37-18, Appendix E, urges States 'not to introduce any operating restrictions at any airport before fully assessing available measures to address the noise problem at the airport concerned in accordance with the balanced approach'. Also, Resolution A37-18, Appendix E reflects the

² Doc 10012, *Report of the Ninth Meeting of the Committee on Aviation Environmental Protection*, paragraph 3.8.32.1.

agreement among ICAO Member States when the noise certification standard in Chapter 4 was adopted that aircraft that comply with that standard should not be subject to operating restrictions.

2.3 Resolution A37-18, Appendix D foresees the possibility for States to phase out aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but exceed the noise levels in Volume I, Chapter 3 of Annex 16. However, Resolution A37-18, Appendix D, also urges States not to introduce measures to phase out aircraft which comply with the noise certification standards in Volume I, Chapters 3 or 4 of Annex 16.

2.4 IATA invites the 38th Session of the ICAO Assembly to reaffirm the policies laid down in Appendices D and E of Resolution A37-18 and follow the recommendation from CAEP that “States be urged not to introduce operational restrictions on aircraft that comply with the noise certification Standard of Annex 16 Volume I, Chapter 4 and/or 14.”³

2.5 IATA strongly opposes any measure which would lead to the phase-out of aircraft which comply with the noise certification standards in Volume 1, Chapter 3 of Annex 16. Indeed, the implementation of the Balanced Approach should be preferred to a blunt phase-out of certain noise-based categories of aircraft at all airports in one or more States. Under the current ICAO policies, States already have the possibility to introduce operating restrictions on certain noise-based categories of aircraft at specific airports provided it is decided in accordance with the Balanced Approach. Such a possibility is more in line with the Balanced Approach which requires that measures to alleviate noise should only be introduced at airports where a noise problem has been demonstrated and that any measure should be tailored to the noise problem at the airport concerned.

2.6 At many airports, the potential to improve the noise environment through better land-use planning and management still remains insufficiently used. In particular, urban encroachment around airports has undermined the progress made through noise reduction at source.

2.7 Furthermore, the work that led to the recommendation by ICAO’s Committee on Aviation Environmental Protection (CAEP) of a new noise certification standard in Volume I, Chapter 14 of Annex 16 was undertaken on the agreement within the Committee that a phase-out would not be considered.

3. CONCLUSION

3.1 IATA invites the Assembly to consider the following amendments to Resolution A37/18, Appendix D:

...

Whereas the Committee on Aviation Environmental Protection has concluded that a general phase-out of Chapter 3 aircraft operations by all countries which imposed a phase-out on operations of Chapter 2 aircraft is not supported on cost-benefit grounds and had undertaken the work that led to the recommendation of a new noise certification standard in Volume I, of Annex 16 on the understanding that a new phase-out should not be considered;

³ Doc 10012, *Report of the Ninth Meeting of the Committee on Aviation Environmental Protection*, paragraph 3.8.32.1.

...

The Assembly:

...

4. *Urges* States not to introduce measures to phase out aircraft which comply, through original certification or recertification, with the noise certification standards in Volume I, Chapters 3 ~~or~~ 4 or any more recent Chapter of Annex 16;

...

3.2
Appendix E:

IATA invites the Assembly to consider the following amendments to Resolution A37/18,

...

~~Whereas the scope for further reductions in noise at source is limited in that past improvements in noise reduction technology are being gradually assimilated in the fleet but no significant breakthroughs in technology are anticipated in the foreseeable future;~~

Whereas further reductions in noise at source are expected as a result of the adoption of new noise certification standards in Volume I of Annex 16 and through the assimilation of noise reduction technology in the fleet;

...

Whereas the Committee on Aviation Environmental Protection recommended to urge States not to introduce operating restrictions on aircraft that comply with the existing noise certification standards in Volume I, Chapters 4 of Annex 16 or its newly proposed standard.

...

The Assembly:

...

4. *Further urges* States not to ~~permit the introduction of~~ *introduce* any operating restrictions ~~aimed at the withdrawal of~~ *on* aircraft that comply, through either original certification or recertification, with the noise standards in Volume I, Chapter 4 ~~or any more recent Chapter of Annex 16.~~