



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: Environmental Protection – Aircraft Noise – Policy, Standardization and Implementation Support

Agenda Item 21: Environmental Protection – Aircraft Engine Emissions affecting Local Air Quality – Policy, Standardization and Implementation Support

Agenda Item 22: Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support

ICAO STANDARDS AND POLICIES RELATED TO ENVIRONMENTAL PROTECTION

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

EXECUTIVE SUMMARY

ICAO plays a leading role in addressing aviation's impact on the environment. Its standards and policies ensure that aviation's impact on the environment is addressed in a coherent way and guarantee the high degree of uniformity in regulations, standards and procedures that is required for the safe, orderly and efficient functioning of today's air transport system. This working paper underlines the importance of ICAO's work on the environment and notes some of IATA's concerns regarding the implementation of certain ICAO policies relating to environmental protection.

Action: The Assembly is invited to:

- a) recognize the importance of ICAO's policies related to environmental protection and
- b) urge States to ensure their implementation at national level, in particular in the areas of aircraft noise management and environmental levies.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E - <i>Environmental Protection</i>
<i>Financial implications:</i>	No additional resources requested.
<i>References:</i>	

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

1. INTRODUCTION

1.1 ICAO plays a leading role in addressing aviation's impact on the environment. Its standards and policies ensure that aviation's impact on the environment is addressed in a coherent way and guarantee the high degree of uniformity in regulations, standards and procedures that is required for the safe, orderly and efficient functioning of today's air transport system.

1.2 Unfortunately, recent experience has shown that the implementation of ICAO's policies relating to the environment at the national and local level is far from consistent, with negative impact for airlines, their customers, trade and local economies.

2. STANDARDS RELATING TO CO₂ AND NON-VOLATILE PARTICULATE MATTER EMISSIONS

2.1 ICAO environmental standards have been an important means of securing technological improvements and creating regulatory predictability for airlines. IATA, therefore, strongly welcomes the adoption by CAEP of recommendations on the first aeroplane CO₂ emissions certification standard and the first non-volatile particulate matter standard for aircraft engines.

2.2 However, IATA would also like to underline that, as previously recognized by the Assembly and CAEP, ICAO's environmental standards are not intended to introduce or serve as the basis for operating restrictions or levies but have been adopted for certification purposes only. We, therefore, strongly support CAEP's recommendation that States should refrain from imposing any operating restrictions or emissions levies based on the CO₂ emissions standard.

3. ICAO BALANCED APPROACH TO AIRCRAFT NOISE MANAGEMENT

3.1 While noise reduction at source is key to addressing noise problems, IATA recognizes that additional measures may be required at certain airports. In such cases, IATA emphasizes that the actions of States and local airport authorities must be guided by the balanced approach to aircraft noise management, which was unanimously endorsed by the ICAO Assembly in 2001 and has been reaffirmed at every ICAO Assembly since. The balanced approach provides a transparent process for managing demonstrated noise problems on an airport-by-airport basis and recognizes and is based on the principle that solutions need to be tailored to the specific characteristics of the airport concerned.

3.2 In spite of the unanimous support for the balanced approach to aircraft noise management in ICAO, its implementation has unfortunately not been consistent in all Member States and some noise-related actions are still adopted without a prior analysis of the various measures available and a transparent process.

3.3 IATA, therefore, believes that it is important that the Assembly remind States to adopt a balanced approach to aircraft noise management and to take appropriate measures to ensure its implementation by regional and local authorities. IATA is also of the view that the Council should play an important role in the promotion of the use of the balanced approach to aircraft noise management, for example through workshops and other targeted communications.

4. NOISE OPERATING RESTRICTIONS

4.1 IATA is concerned by the increase in operating restrictions at airports around the world, in particular since at many airports the potential to improve the noise environment through better land-use planning and management still remains insufficiently exploited.

4.2 Night-time restrictions have negative consequences for airlines and their customers as they limit the ability to schedule flights in an optimal manner and to facilitate connectivity for travellers. Such restrictions also exacerbate existing capacity constraints and may result in additional congestion particularly in the evening and early morning.

4.3 Aircraft-specific operating restrictions can also negatively impact airlines by compromising their ability to use aircraft best suited to serve the market at a specific airport. As a result, an operating restriction may result in a suboptimal use of airport capacity and higher operating costs.

4.4 Where operating restrictions target the withdrawal or phase-out of aircraft which are certified in accordance with ICAO's certification standards, they undermine the role of international standards in securing a high degree of uniformity and stability in regulations. Considering the international nature of air transport and the long lifespan of aircraft, airlines must have the assurance that aircraft certified in accordance with all applicable standards can be operated worldwide during their entire lifespan.

4.5 IATA, therefore, 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 and supports the request to States not to permit the introduction of any operating restrictions aimed at the withdrawal of aircraft that comply, either through original certification or recertification, with the noise standards in Volume I, Chapter 4 and 14 of Annex 16.

5. ENVIRONMENT-RELATED LEVIES

5.1 In recent years, national governments and local authorities have increasingly targeted air transport as a source of revenue, asserting environmental concerns as a justification. Too often these levies have been introduced in the form of taxes and the revenues have not been applied to mitigating the environmental impact of aviation or, at best, only in a marginal proportion.

5.2 IATA is concerned by the proliferation of such taxes as they further increase the administrative and financial burden on airlines without addressing aviation's environmental impact in a cost-effective manner. In particular, the effectiveness of levies as incentives for the introduction of cleaner and quieter aircraft is not demonstrated as fleet choices are primarily driven by market needs, the normal fleet renewal process and other considerations such as capacity and fuel efficiency.

5.3 In reality, the main impact of taxes is to increase the overall cost of air transport and discourage its use. As air traffic decreases, the economic opportunities that air transport provides are hampered, with impacts rippling out in the air transport supply chain and in sectors that are particularly dependent on aviation, notably tourism.

5.4 IATA therefore underlines the importance of applying ICAO's existing policies on environmental levies and believes that any environmental levy should be introduced in the form of a

charge rather than a tax and that the funds collected should be applied, in the first instance, to mitigating the environmental impact of aviation.

5.5 IATA also emphasizes that States should take due account of the policy guidance developed by ICAO for Member States regarding charges² in the design and implementation of environment-related charges.

6. CONCLUSION

6.1 IATA is of the view that aviation's impact on the environment must be addressed through coherent and harmonised standards and policies. ICAO's work on environmental protection has greatly contributed to it, but the implementation of some of ICAO's policies must be strengthened at the national level in order to foster the sustainable development of air transport in a safe and orderly manner.

6.2 IATA, therefore, invites the Assembly to:

- a) recognize the importance of ICAO's policies related to environmental protection and
- b) urge States to ensure their implementation at national level, in particular the balanced approach to aircraft noise management and ICAO's policies on environmental levies.

— END —

² ICAO's Policies on Charges for Airports and Air Navigation Services, Doc 9082.