



International Civil Aviation Organization

**WORKING PAPER**

A39-WP/430  
EX/165  
14/9/16  
**(Information paper)**  
**English only**

## ASSEMBLY — 39TH SESSION

### EXECUTIVE COMMITTEE

#### **Agenda Item 20: Environment Protection – Aircraft Noise – Policy, Standardization and Implementation Support**

#### **PROPOSAL TO SHARE BEST PRACTICE ON ICAO BALANCED APPROACH**

(Presented by Republic of Korea)

#### **EXECUTIVE SUMMARY**

In 2001, ICAO and Contracting States dedicated themselves in publishing concept of “Balanced Approach” to mitigate aircraft noise which subsequently led to ICAO DOC 9829 “ Guidance on the Balanced Approach to Aircraft Noise Management”

Based on the guidance and to resolute aircraft noise in “Balanced Approach” manner, the Republic of Korea (ROK) is currently implementing reduction of noise at source, land-planning and management, noise abatement operational procedures and airport operating restrictions.

This paper proposes to share and introduce an institution which is being operated in order to effectively respond to community opposition, aircraft noise compensation project; a part of ROK’s effort to resolute aircraft noise problem in communities adjacent to airport.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E: <i>Environmental Protection</i>
<i>Financial implications:</i>	Not applicable
<i>References:</i>	<i>ICAO DOC 9829 “ Guidance on the Balanced Approach to Aircraft Noise Management”</i>

## 1. INTRODUCTION

1.1 Despite consistent trend of decrease in aircraft noise in communities adjacent to airports, the aircraft noise remains as an issue that contributes to adverse effect on surrounding environment world-wide.

1.2 In order to resolve the issue effectively, ICAO and Member States dedicated themselves in publishing concept of “Balanced Approach” in 2001.

1.3 Subsequently, the needs for guidance materials were recognized and it led to publication of ICAO DOC 9829 “Guidance on the Balanced Approach to Aircraft Noise Management” in 2007.

1.4 ROK government has begun responding to aircraft noise upon recognition of adverse effect on communities in proximity of airports and introduced legislation under air law that has become a foundation to respond to the noise problem in December of 1991.

1.5 In March of 2010, ROK government has introduced a “special law” separated from air law that focuses solely on protecting communities from aircraft noise and supporting their livelihood on affected regions. The law is currently being implemented in the affected regions.

1.6 The policies on aircraft noise are being planned every five years and are systematically implemented in accordance with special laws and regulations. In December of 2015, second edition of mid-term plan for 2016~2020 has been announced and published.

1.7 Through these extensive plans and diverse compensation mentioned above, ROK is consistently seeking ways to alleviate aircraft noise problem for the communities. However, complaints from noise affected regions remains.

1.8 In order to seek alternate methods, if any, and seek advises from Member States that have experienced similar issues in their nation, ROK hereby shares its current status and hopes to receive advises from Member States that will enhance our knowledge and improve current practice on our aircraft noise issue. Thus, leading to more cooperative direction where APAC as a region can challenge aircraft noise together.

## 2. SUMMARY OF POLICIES ON NOISE IN ROK

2.1 Currently, ROK government has designated six regional airports as an airport that requires reduction of noise at source and need government monitoring. Out of six airports mentioned above, three airports (Gimpo, Gimhae and Jeju) are implementing noise abatement operational procedures as instructed in AIP.

2.2 Based on “Special Law of 2010”, the government is assisting communities that are affected with noise level above 75 WECPNL with diverse subsidies as listed in the Appendix.

2.3 ROK has divided adversely affected regions into three areas with Area 1 (95 WECPNL and above), Area 2 (Between 90~95 WECPNL) and Area 3 (Between 75~90 WECPNL). In accordance with its category, the government is providing diverse subsidy programmes as listed in the Appendix to the communities.

2.4 Approximately 97% (477 Billion KRW or USD 420 million) of current noise programme has been carried out and most of the subsidies were focused on noise insulation of homes and installing air condition facilities; as requested by communities.

2.5 ROK is currently seeking new subsidy programmes to assist these communities. One of the areas that the government is looking at is in subsidization electricity cost. The policy on electricity subsidy was limited to educational institutions and for individuals who are under government support. But, as of 1st of July 2016 the government is seeking ways to expand benefits to noise affected communities.

2.6 Furthermore, ROK government led by Ministry of Land, Infrastructure and Transport (MOLIT) and Korea Transport Institute (KOTI) has established an institution named Center for Airport Noise & Environment (CANON) that will be used as a tool to increase communication between “Government – Local Governments – Airport Operators – Communities” that will enhance understanding and knowledge on aircraft noise; subsequently leading to decrease in conflict between parties and reconciliation.

### 3. DISCUSSION

3.1 ROK is utilizing Balanced Approach in following ways and welcomes further advise from Member States:

- a) reduction of noise at source: Led by the government, encourage airlines industries to acquire aircraft causing less noise;
- b) Land-use planning and management: Communicate with stakeholders (Government, regional government);
- c) noise abatement operational procedures: Led by the government, encourage airlines companies to follow operation procedures and introduce regulations for those that violate these procedures; and
- d) operating restrictions: Enforce CURFEW, restrict aircrafts with noise level above regulations

3.2 ROK will further implement policies focusing on factors such as communication, reconciliation and co-prosperity between “Government – Local Governments – Airport Operators – Communities” via CANON as a means of mediator in the process. ROK would like to hear from contracting member states of ideas or advise on this matter based on each member states’ experience.

-----



**APPENDIX**

**DIAGRAM FOR AIRCRAFT NOISE SUBSIDY PROGRAMME**

<b>Area</b>		<b>WECPNL</b>	<b>Subsidies to Communities</b>	<b>Building Restrictions</b>
Area 1		Above 95	<ul style="list-style-type: none"> <li>- Migration compensation</li> <li>- Acquisition of property</li> </ul>	Restriction on constructing new buildings or re-construction or expansion of buildings
Area 2		Between 90 ~ 95	<ul style="list-style-type: none"> <li>- Home, School insulation</li> <li>- Air-Condition Installation</li> <li>- Television broadcasting subsidy</li> </ul>	Restriction on new buildings but allow re-construction or expansion on condition to insulate the building
Area 3	Cat "A"	Between 85 ~ 90	<ul style="list-style-type: none"> <li>- Cost of Electricity</li> <li>- Other services</li> </ul>	Approve construction of new buildings or re-construction or expansion of buildings on condition to insulate the building

— END —