

# COLLOQUIUM ON ENVIRONMENTAL ASPECTS OF AVIATION

(Montreal, 9 - 11 April 2001)

## BACKGROUND INFORMATION PAPER

### THE ROLES OF CAEP, THE COUNCIL AND THE ASSEMBLY

(Presented by the Secretariat)

#### SUMMARY

This background information paper describes how ICAO's environmental activities are organized, by explaining the roles of the Committee on Aviation Environmental Protection (CAEP), the Council and the Assembly.

#### 1. THE ROLE OF CAEP

1.1 ICAO's current environmental activities are largely undertaken through the Committee on Aviation Environmental Protection (CAEP), which was **established by the Council** in 1983, superseding the Committee on Aircraft Noise (CAN) and the Committee on Aircraft Engine Emissions (CAEE).

1.2 CAEP is currently **composed of 19 Members<sup>1</sup> and 11 Observers<sup>2</sup>**. The last Assembly Session in 1998 requested that States from regions that are not represented or under-represented in CAEP participate in the Committee's work. Some progress has been made in this regard and efforts continue to attract new participants.

1.3 CAEP assists the Council in formulating new policies and adopting new Standards on aircraft noise and aircraft engine emissions. CAEP's **terms of reference** are:

“To undertake specific studies, as approved by the Council, related to control of aircraft noise and gaseous emissions from aircraft engines.

In its work the committee shall take into account the following:

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<sup>1</sup> Australia, Brazil, Canada, *Egypt*, France, Germany, Italy, Japan, Netherlands, Poland, Russian Federation, Singapore, *South Africa*, Spain, Sweden, Switzerland, *Tunisia*, United Kingdom and United States. States in italics have become Members since the last Assembly session in 1998.

<sup>2</sup> Greece, Norway, *Arab Civil Aviation Commission (ACAC)*, Airports Council International (ACI), Economic Commission (EC), International Air Transport Association (IATA), International Co-ordinating Council of Aerospace Industries Associations (ICCAIA), International Federation of Air Line Pilots' Associations (IFALPA), *European Federation for Transport and Environment (T&E)*, *United Nations Framework Convention on Climate Change (UNFCCC)* and World Meteorological Organization (WMO).

- a) effectiveness and reliability of certification schemes from the viewpoint of technical feasibility, economic reasonableness and environmental benefit to be achieved;
- b) developments in other associated fields, e.g. land-use planning, noise abatement operating procedures, emission control through operational practices, etc.; and
- c) international and national programmes of research into control of aircraft noise and control of gaseous emissions from aircraft engines.”

1.4 The **current structure** of the Committee includes five working groups and one support group. Two of the working groups deal with the technical and operational aspects of noise reduction and mitigation. The other three working groups deal with technical and operational aspects of aircraft emissions, and with the study of market based options to limit or reduce emissions. The support group provides information on the economic costs and environmental benefits of the noise and emissions options considered by CAEP.

1.5 About once a year, CAEP meets as a Steering Group to review and provide guidance on the progress of the activities of the working groups. A formal CAEP meeting is scheduled in principle every three years. The meeting produces a report with **specific recommendations** on possible Standards and Recommended Practices as well as on policy options related to aviation environmental protection, for the consideration of the ICAO Council. The results of the most recent meeting (CAEP/5, Montreal, 8 - 17 January 2001) will be presented during Colloquium Sessions 3 (noise) and 8 (emissions).

## 2. THE ROLE OF THE COUNCIL

2.1 The Council of ICAO **decides on CAEP's work programme**, usually on the basis of proposals submitted by CAEP. It may also request CAEP to undertake additional tasks, as necessary, and keeps CAEP's terms of reference under review.

2.2 The Council **acts on recommendations from CAEP** in the light of any comments received from the Air Navigation Commission and, if there are economic aspects, from the Air Transport Committee. In the case of recommendations to introduce or amend Standards and Recommended Practices, there are established procedures for consulting States, after which the final decision rests with the Council.

2.3 Every 3 years, the Council **reports to the Assembly** on the progress made on environmental issues.

## 3. THE ROLE OF THE ASSEMBLY

3.1 The Assembly **considers major policy issues** in the environmental field that are brought to its attention by the Council or States. Given the limited time available, Assembly action usually consists of endorsing material on which the development work has already been done. For example, on the basis of proposals from the Council, the Assembly reviews the *Consolidated statement of continuing ICAO policies and practices related to environmental protection* (the latest version, Resolution A32-8, is contained in BIP/2). A significant exception was in 1990 when almost the whole of an Extraordinary Session of the Assembly was devoted to determining a policy framework regarding operating restrictions on Chapter 2 aircraft.