



# ICAO NEWS RELEASE

---

FOR IMMEDIATE RELEASE

PIO 01/01

## AVIATION AND ENVIRONMENTAL EXPERTS RECOMMEND STRICTER NOISE STANDARDS AND EMISSIONS PROCEDURES

**MONTREAL, 17 January 2001** - The Committee on Aviation Environmental Protection (CAEP) of the International Civil Aviation Organization (ICAO) has developed a comprehensive series of recommendations to reduce the environmental impact of aircraft noise and engine exhaust emissions. The recommendations will be submitted to the Council of ICAO for review and further action.

“The conclusions and recommendations of CAEP will greatly assist the Council in formulating new policies and adopting new standards for aircraft noise reduction, as well as developing procedures to limit or reduce greenhouse gas emissions from civil aviation. This in turn will support Contracting States and the air transport industry in achieving maximum compatibility between the safe and orderly development of civil aviation and the quality of the environment,” said Dr. Assad Kotaite, President of the Council of ICAO.

On aircraft noise, CAEP endorsed a balanced approach to noise mitigation, consisting of four distinct, complementary elements: reduction of noise at source; improved land use planning and control; a wider use of noise abatement operational procedures; and operating restrictions.

Specific CAEP recommendations in these four areas include:

- a new noise standard which is 10 decibels lower, on a cumulative basis, than the current Chapter 3 standards in Annex 16 to the *Convention on International Civil Aviation*, for new aircraft design, effective 1 January 2006;
- procedures for re-certification of existing aircraft meeting the new standard;
- more stringent noise standards for helicopters;
- publication of guidance material on land-use planning;
- a proposal for new take-off noise abatement procedures.

CAEP also considered the question of operating restrictions on Chapter 3 aircraft but no final conclusion was reached.

On aircraft engine exhaust emissions, CAEP recommended:

- further development of the elements necessary for an emissions trading programme for international aviation emissions, consistent with the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC), which recognizes ICAO as the global instrument for industrialized countries to pursue the limitation or reduction of greenhouse gas emissions from international aviation;

- additional work on voluntary mechanisms and the possible use of charges to address emissions;
- including in the Global Air Navigation Plan a methodology for analysing the environmental benefits of implementing communications, navigation, surveillance and air traffic management (CNS/ATM) systems. This methodology is based on a model used in the United States and Europe which demonstrated overall fuel savings, and associated reductions of CO<sub>2</sub>, of some 5 per cent;
- publication of an ICAO Circular on Operational Opportunities to Minimize Fuel Use and Reduce Emissions, containing the best industry practices for minimizing fuel consumption.

CAEP also adopted an Action Plan on Emissions to provide a route map over the next 5 to 10 years.

CAEP is composed of experts from 18 ICAO Contracting States, major sectors of the aviation industry, including airports, airlines and aircraft manufacturers, and from environmental organizations. Some 200 participants made this fifth meeting of the committee, held at ICAO headquarters from 8 to 17 January, the most representative ever. The fourth meeting of CAEP was held in 1998.

ICAO initiated work on environmental issues related to aviation as early as 1968 and has issued a number of Standards and Recommended Practices (SARPs) for noise and aircraft engine emissions.

ICAO was created in 1944 to promote the safe and orderly development of civil aviation in the world. A specialized agency of the United Nations, it sets international standards and regulations necessary for the safety, security, efficiency and regularity of air transport and serves as the medium for cooperation in all fields of civil aviation among its 185 Contracting States.