

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 13
Series of 2000**

**A RESOLUTION SUPPORTING AN AIRLINE INDUSTRY CONSENSUS ON
INCREASED NOISE STRINGENCY AND THE NEED TO
MAINTAIN GLOBAL STANDARDS FOR ENVIRONMENTAL REGULATION OF
AVIATION UNDER THE JURISDICTION OF ICAO**

The AAPA ASSEMBLY OF PRESIDENTS, in its 44th meeting duly assembled,

NOTING THAT:

- I. the 43rd Assembly in 1999 passed a Resolution supporting efforts to develop an agreed increase in noise stringency for certification of aircraft;
- II. the terms and recommendations of that Resolution remain valid twelve months later;
- III. IATA has now developed a strategy for the airline industry in its negotiations with ICAO and ICAO's subsidiary committees and working groups dealing with noise stringency;
- IV. the essence of that strategy is acceptance of an 8 db increase in stringency but no timetable for phase out of aircraft non-compliant with this level of stringency;
- V. a range of options will be considered by ICAO including ones which envisage higher stringency and rapid transition to a new Chapter 4 through accelerated phase-out of non-compliant aircraft;
- VI. considerable pressures exist, particularly in Europe, for stricter environmental control of aircraft operation which could block infrastructure development and growth of air transport;

BELIEVING THAT:

- VII. a further increase in noise stringency is both environmentally desirable and socially and politically necessary;

- VIII. airlines with modern fleets have nothing to fear from reasonable increases in stringency;
- IX. the current IATA strategy is an acceptable starting point for negotiations with governments and ICAO;
- X. any new noise regime must recognize the force of public opinion and political realities in order to be acceptable;
- XI. regional solutions with varying timetables under an umbrella of global standards established and maintained by ICAO are acceptable to the airline industry;

RESOLVES:

- XII. TO RE-AFFIRM the recommendations of the 1999 Resolution on noise stringency;
- XIII. TO ENDORSE the current IATA strategy for noise stringency negotiation;
- XIV. TO URGE all airlines participating in the development of that strategy to maintain flexibility and recognition of political and social realities.
- XV. TO ENCOURAGE airlines within the AAPA and IATA to consider all options for noise stringency and transition to a new regime from a social as well as purely economic standpoint, weighing the cost/benefit balance dispassionately;
- XVI. TO ENCOURAGE AAPA member airlines to lobby their respective governments to support the agreed strategy within the ICAO Council and Assembly;
- XVII. TO REMIND all governments and local authorities that land use planning in the vicinity of airports is the most effective means of reducing the noise nuisance resultant from aircraft operation.

APPROVED this 17th day of November 2000 in Auckland, New Zealand.

Certified correct:

Attested by:

RICHARD T STIRLAND
Director General

SIR SELWYN CUSHING
AAPA Chairman - 2000