



Noise Certification Standards

From IATA Environmental Review 2004, p9. See <http://www.iata.org/ps/publications/9486.htm>

The ICAO noise certification limits, for which the adopted standards (referred to as Chapters 2, 3 and 4) are contained in Annex 16, Volume I to the Chicago Convention, reflect the best noise reduction technology that can be integrated into the aircraft fleet. To ensure that safety and other performance parameters of the aircraft are not compromised by noise standards, the ICAO standards have always been based upon available technology.

Certification limits have, therefore, been revised as engine and airframe technology has advanced. The first standards, corresponding to Chapter 2 of Annex 16 Volume I, targeted subsonic jet aeroplanes for which a type certificate was requested before 6 October 1977, while the standards corresponding to Chapter 3 refer to aircraft for which a type certificate is requested as from 6 October 1977.

A new Chapter 4 standard, adopted by the ICAO Council in 2001, is applicable to jet aeroplanes for which a type certificate will be requested as from 1 January 2006.

The ICAO noise certification standards apply when an aircraft design or type is first approved for operational use. They do not prevent the use of existing designs for current aircraft in production.

Neither are they intended to be the basis for any operating restrictions on aircraft that do not meet the latest standards. Restrictions affecting the use of certain aircraft do not correspond to the application *per se* of Annex 16 standards but to the implementation of environmental policies adopted by States or individual airports. These policies should be in line with ICAO Assembly recommendations, as set out in the *Consolidated Statement of Continuing ICAO Policies and Practices Related to Environmental Protection*.

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