



Night Flights

Fact Sheet

In view of the negative impact they may have on airlines, passengers and local economies, restrictions on night flights should only be introduced at airports with a demonstrated noise problem and as a last resort, once all other possible measures have been duly considered.

The Impact of Bans on Night Flights

Restricting night flights has a negative impact on airlines, passengers and local economies.

Night flights are critical for cargo and express operators. Restrictions on night flights have a great impact on their activities and undermine the ability of the sector to support many industries' global supply chains. In particular, the delivery of time-sensitive products such as pharmaceutical freight and perishable products would be affected.

Restrictions on night flights also have negative consequences for passenger airlines and travelers. They limit the ability of airlines to schedule flights in an optimal manner and to facilitate connectivity for travelers. By increasing the number of flights that need to be operated during other times of the day, they worsen existing capacity constraints and may result in additional congestion particularly in the evening and early morning.

The ICAO Balanced Approach

In 2001, the Assembly of the International Civil Aviation Organization (ICAO) unanimously endorsed the Balanced Approach to Aircraft Noise Management. The core principle of the Balanced Approach is that the noise situation at each airport is unique and that there is no one-size-fits-all solution. The ICAO Balanced Approach requires that all available options be evaluated in order to identify the most suitable measure or combination of measures to mitigate a specific noise problem. It identifies four elements to address noise around airports: reduction at source, land-use management and planning, noise abatement operational procedures, and operating restrictions.

Some Facts on Aircraft Noise

- As a result of technological improvements, the noise footprint (85 dB(A) maximum sound pressure level contour) of new aircraft is up to 50% smaller than that of the aircraft they replace (Lufthansa)
- Further design improvements such as blended wing body and engine shielding by fuselage and tail plane offer the potential to reduce **perceived noise from aircraft by 65% by 2050** (Sustainable Aviation)
- Since the first **ICAO international standards for aircraft noise** were adopted in 1971, certification standards have periodically

THE IMPORTANCE OF NIGHT FLIGHTS

17:30
URGENT DELIVERY PICK-UP



19:30
SORT FACILITY



21:30
COUNTRY GATEWAY



23:00-04:00
NIGHT FLIGHT



05:30
IMPORT CLEARANCE



06:00
SORT FACILITY



08:00
DELIVERY TO CUSTOMER



been made more stringent. In 2014, ICAO adopted a new standard that will result in a reduction of 7 Effective Perceived Noise Decibels (EPNdB) compared to the current Chapter 4 Standard. The new standard will apply from 2018.

- **Airlines will be investing USD4.5 trillion in newer and quieter aircraft** over the next 20 years (IATA).
- **Night flight restrictions** are in place at many major airports, including Amsterdam, Frankfurt, London, Tel Aviv, Warsaw and Zurich. Outside of Europe, there are fewer airports with night flight restrictions (examples include Tokyo Narita and Sydney).

More information on www.iata.org/policy/environment