



Noise-related charges

In accordance with the ICAO Balanced Approach, airport noise should be addressed in the most cost-effective manner and noise-related charges only introduced as part of a broader noise management program.

SITUATION

Environmental issues are at the top of the aviation industry's agenda, alongside safety and security. For many decades, airlines, manufacturers, and airports have taken measures to limit noise at and around airports. According to ICAO, aircraft being produced today are 75% quieter than those manufactured 50 years ago.¹

In spite of technological and operational advances, many airports have responded to community pressure by introducing noise-related charges on aircraft. However, the introduction of noise-related charges is often not an effective means to reduce the exposure of local communities to airport noise. Noise-related charges do not drive the development of quieter aircraft nor their deployment to airports. Additionally, noise-related charges are often introduced without a proper airport noise management plan and are often based on criteria that are inconsistent across airports and lack transparency. Funds generated by such charges are also not always dedicated to noise alleviation and prevention measures. Furthermore, the additional financial burden they put on airlines and passengers has a negative impact on the local economy.

IATA POSITION

Noise-related charges should only be introduced as part of a comprehensive noise management program. In accordance with ICAO's Balanced Approach, noise must be addressed in the most cost-effective manner through the exploration of four principal elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and, not as a first resort, operating restrictions². Decisions on noise-related measures should be preceded by an assessment of the noise problem at the airport concerned, the evaluation of the costs and economic impact of available measures, and consultation with stakeholders.

If, after conducting the proper analyses and consultations, noise-related charges are deemed necessary, the charging methodology should be simple, auditable and harmonized across airports. Additionally, charges should be set in accordance with the ICAO Policies on Charges for Airports and Air Navigation Services³ and be cost-related, non-discriminatory and fairly distributed amongst all users.

KEY ELEMENTS TO TAKE INTO CONSIDERATION

ICAO guidance and policies on the balanced approach and on airport charges should be applied.

1. Noise-related charges should only be levied at airports where a noise problem exists. In accordance with the balanced approach, noise-related charges should be defined in agreement with airport users on an airport by airport basis.
2. If, following a comprehensive assessment of all available measures and stakeholder consultation, noise-related charges are considered as an appropriate measure to address the noise problem at an airport in the most cost-effective way, airlines should be involved in decisions related to the scope, costs, duration and charging criteria of noise-related charges prior to their implementation. The decision-making process should be transparent and all relevant information available to consulted parties.
3. Noise-related charges should be cost-related, non-discriminatory and fairly distributed amongst all users. Furthermore:
 - The charging methodology should be simple, auditable and harmonized across airports. Charges should be based on published ICAO noise data for the aircraft and engine type⁴.

¹ ICAO, Environmental Report 2010, p. 18.

² Part V, Vol. I, Annex 16 to the Chicago Convention; ICAO Assembly Resolution A37-18, Appendix C.

³ ICAO Doc 9082/9 – Section II - Article 4

⁴ ICAO Noise Data Bank, <http://noisedb.stac.aviation-civile.gouv.fr>

- ❖ Any income from noise-related charges should be used to fund noise alleviation or prevention measures. The charging scheme must be revenue neutral for the airport and any unspent sums returned to the airlines.
- ❖ The financing, implementation and performance of noise alleviation or prevention measures funded through noise-related charges should be transparent and monitored through key performance indicators and defined milestones agreed at consultations.
- ❖ Charges should not have the effect of distorting competition among airlines.
- ❖ The costs of noise mitigation measures should be shared equitably among all stakeholders benefiting from the activities of an airport.
- ❖ As airport noise and emissions are interrelated, the noise charging scheme should be harmonized with that of emissions or any other emissions related charges so as to appropriately reflect the overall environmental footprint of an aircraft.
- ❖ Charges should not overlap with other national or regional environmental charging schemes.
- ❖ Government regulatory guidance at regional level (for example from the European Civil Aviation Conference) should be used where applicable and appropriate.