

Abstract of Presentation

This presentation will review the highlights of the economic assessment of noise policy options selected by CAEP. These options include three main stringency options of a new standard - cumulative reductions of 8, 11 and 14 dB margin below the existing Chapter 3 limits, and five additional options which include the new standards in conjunction with operating restrictions in the form of various phase-out scenarios during the period 2002 - 2020. The presentation will also include an economic assessment post CAEP/5 of the new noise standard - cumulative reduction of 10 dB below the Chapter 3 standard adopted by CAEP/5. The economic assessment includes the cost to airlines of acquiring or modifying aircraft to comply with the various noise stringency and phase-out options, and a ratio of overall cost and benefits of the options to determine economic reasonableness.

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Upali K. Wickrama is head of Forecasting and Economic Planning in the ICAO Secretariat. He is responsible for forecasting, economic planning, and other economic analysis activities including the economic aspects of CNS/ATM and environmental issues. He also acts as the Secretary of four regional Traffic Forecasting Groups to support the air navigation systems planning in the regions concerned. He has been extensively involved in CAEP's analytical activities since 1992. Previously he worked for the Boeing Commercial Airplane Group in Seattle and held several key positions in sales and marketing.