

Local Noise Measures Require a Balanced Approach Through an ICAO Framework

Abstract

This Colloquium is a unique opportunity to openly exchange views and explore solutions on environmental issues, a subject which has become more challenging and more global than ever.

The worldwide debate on *Sustainable Development* calls upon civil aviation to meet the growing demand of travellers and shippers in a sustainable manner, maintaining an optimal balance between economic wealth, social progress and environmental responsibility.

The noise question cannot ignore these global parameters, even if solutions may have to be tailored to local situations. That is why ICAO is and will remain THE forum to deal with such issues.

Not only for setting international standards, but also for defining universal limits to local abatement measures wherever they become necessary for expanding airport capacity or for simply preserving current operations.

In this regard, ICAO must adopt a global framework, based on

- A **local approach**, since noise sensitivity is not regional but airport-based
- A **balanced approach**, ensuring that true land-use management, housing sound insulation, operating procedures and voluntary agreements are fully exploited prior to considering aircraft restrictions as a very last option and after consultation with infrastructure users
- The preservation of the air transport unique **intercontinental network**

The air transport industry urges the ICAO Council and Assembly to develop such a framework as soon as possible, with the view to preventing harmful unilateral measures.

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After a few years as a journalist for the Swiss radio and television networks, Philippe Rochat started his civil aviation career as assistant to the Director General of Civil Aviation of Switzerland. He then went to Geneva International Airport where he assumed the direction of commercial and financial departments, as well as environmental and facilitation issues.

The Swiss Government appointed Philippe Rochat to represent his State on the Council of the International Civil Aviation Organization in Montreal. He was then elected as Secretary General of ICAO for two terms, from 1991 to 1997.

ATAG is a worldwide alliance of the many groups interested in promoting economically beneficial aviation capacity improvements in an environmentally responsible manner. IATA, Airbus, Boeing and CFM International are ATAG funding members. Other members include airlines, airports, manufacturers, air traffic control authorities, airline pilot and air traffic controller associations, chambers of commerce, tourism and travel associations, investment organisations, ground transport and communications providers.