

Future Environmental Constraints on Noise

How rules restricting noise emissions will evolve over the next decade and beyond

The study collected information worldwide concerning current or planned noise-based regulations to evaluate the likely evolution of noise constraints for airlines by 2025.

The International Civil Aviation Organization's balanced approach will continue to be the driving principle for noise mitigation in the next decade, the study concluded. New Noise Abatement Procedures or NAPs will continue to be developed but may not be considered as noise constraints, since the necessary aircraft equipment or pilot training will be imposed by air traffic management requirements. There is no evidence that NAPs lead to increased fuel burn for airlines, the report said.

Operating restrictions may become a more serious constraint for air operators in the medium term, especially for those with a larger share of night operations. **Night bans on flying are expected to become more stringent in the short term**, at least in Europe, the report said.

Market-based incentives are gaining acceptance, the report found. Provided that the condition for the raised revenues to match noise mitigation expenses is respected, the average charge per movement is likely to decrease in the longer term.

It is unlikely that noise charges will be based on individual flight trajectories by 2025, the report said. The charges will probably continue to be derived either from noise certification or from local, long-time measurements.

The cost of noise charges will remain relatively low compared to the overall operating costs of airlines. However, air operators still feel concerned about noise and consider the issue when planning their fleet renewal, the report concluded.