

“The aviation community has an obligation to the world’s population (many of whom have never been on an aircraft) and to future generations to act responsibly on environmental issues.

“How we do this, while protecting aviation’s own legitimate interests, is one of the most serious challenges facing civil aviation today.”

*Dr. Philippe H.P. Rochat
ICAO Secretary General*

In the fight to protect and save our fragile planet Earth, and as environmental issues move higher on the political agenda, industries worldwide are becoming increasingly committed to playing their own active role in helping to make it safer for this and future generations.

At the forefront of such commitment is civil aviation which, while by no means a major polluter by any standard, is coming under increasing pressure in many ways. Most notably regarding aircraft noise and engine emissions.

AIRCRAFT NOISE

Determined to meet its responsibilities, in 1990 ICAO reached a comprehensive worldwide agreement on phasing out the so-called “Chapter 2” noise-certificated aircraft at a special session of its Assembly in Montréal. This category of aircraft includes the **Boeing 727**, early models of the **Boeing 737** and the **McDonnell Douglas DC-9**.

Airports with particular noise problems may begin phasing them out in 1995 and may have them all withdrawn by the year 2002.

AVIATION INDUSTRY IS DETERMINED TO HELP PRESERVE FRAGILE PLANET EARTH

In the next decade this should help considerably to reduce noise levels at most airports around the world.

In the United States, for example, the **Federal Aviation Administration (FAA)** has calculated that by the year 2000, the number of people exposed to levels of aircraft noise that create a significant annoyance will fall from 2.7 million to 400,000 under the new FAA phase-out plan.

Current jet airplanes are significantly quieter than their predecessors, mainly due to the high bypass engine technology now in common use.

POLLUTION NEAR AIRPORTS

While studies have shown that the air quality in the vicinity of airports is no worse, and often better, than that found in urban areas, it is nevertheless cause for concern in some cases.

