Advisory Circular

**U.S. Department
of Transportation**

**Federal Aviation
Administration**

Subject: **GUIDANCE ON THE BALANCED APPROACH TO NOISE MANAGEMENT**	**Date:** September 28, 2004 **AC No: 150/5020-2** **Initiated by:** AEE-100 **Change:**

1. PURPOSE: By this Advisory Circular, FAA accepts the International Civil Aviation Organization (ICAO) document, *Guidance on the Balanced Approach to Aircraft Noise Management*, as additional guidance material. The balanced approach document can be used as additional information to consider when applying Federal Aviation Regulations (FAR) parts 150 and 161 at U.S. international airports. The balanced approach applies to any airport served by international air traffic that has a perceived noise problem.

The ICAO document provides Member States with useful information to set up a balanced approach to noise management at international airports. The guidance describes the principal elements of the balanced approach, some of the measures available, and the link between the elements and the measures. It also provides analytical and methodological tools useful to assess and compare the measures' costs and benefits. The guidance is wide-ranging to help all ICAO Member States in carrying out the balanced approach.

2. APPLICABILITY: Some procedures and measures identified in this document may already be in place at many U.S. international airports. For example, many airports have completed FAR Part 150 airport noise compatibility plans that address the same elements as the balanced approach. Also, some suggested procedures may not directly apply to our U.S. regulations and policies. For example, some of the operating restrictions may be inherently inconsistent with requirements of the U.S. Constitution and obligations arising from Federal agreements. Moreover, the adoption of operating restrictions may be subject to the Airport Noise and Capacity Act of 1990 (ANCA).

In preparing the balanced approach document, ICAO recognized that Member States have laws, existing arrangements, and policies that may govern managing noise problems at their airports. Therefore, any existing U.S. laws, regulations, policies, and obligations incurred under Federal agreements for surplus property and airport development grants supersede the *Guidance on the Balanced Approach to Aircraft Noise Management*.

3. BACKGROUND: At ICAO's 33rd Assembly in October 2001, all participating Member States adopted Resolution A33-7. This Resolution expressed the unanimous consensus of the worldwide aviation community on both aircraft noise and gaseous emissions. In addition, the ICAO Assembly adopted a new approach for managing aircraft noise at international airports, the Balanced Approach.

The balanced approach stresses the need for considering various measures available according to the noise assessment at each airport while preserving potential benefits gained from aircraft-related measures. The four principal elements of the balanced approach are: reduction of noise at the source, land-use planning and management, noise abatement operational procedures, and operating restrictions on aircraft.

The balanced approach provides an internationally agreed method to address aircraft noise problems in an environmentally and economically responsible way. It gives Member States a flexible way to identify a specific noise problem. It calls for an airport-by-airport approach and recognizes that airports can apply similar solutions if they have similar noise problems.

At the ICAO Committee on Aviation Environmental Protection meeting In February 2004, the committee adopted the *Guidance on the Balanced Approach to Aircraft Noise Management* as the accepted guidance for developing a balanced approach at international airports.

4. <u>DOCUMENT AVAILABILITY</u>: *Guidance on the Balanced Approach to Aircraft Noise Management*, ICAO Doc 9829 AN/451, is available for sale at ICAO, Document Sales Unit, (514) 954-8022, sales@icao.int., or through their online ordering service at www.icao.int.

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