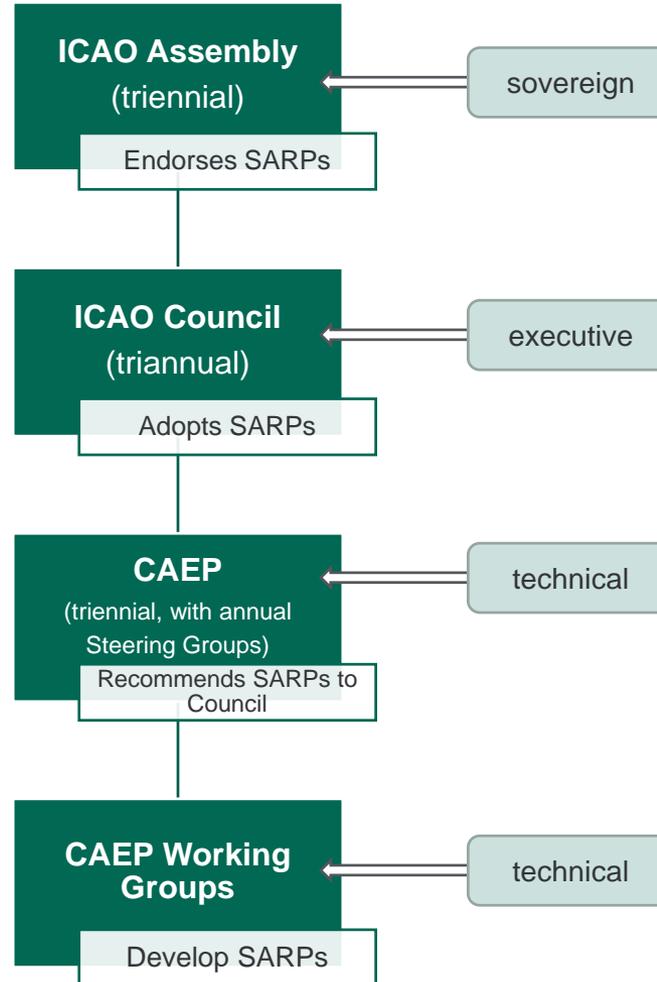
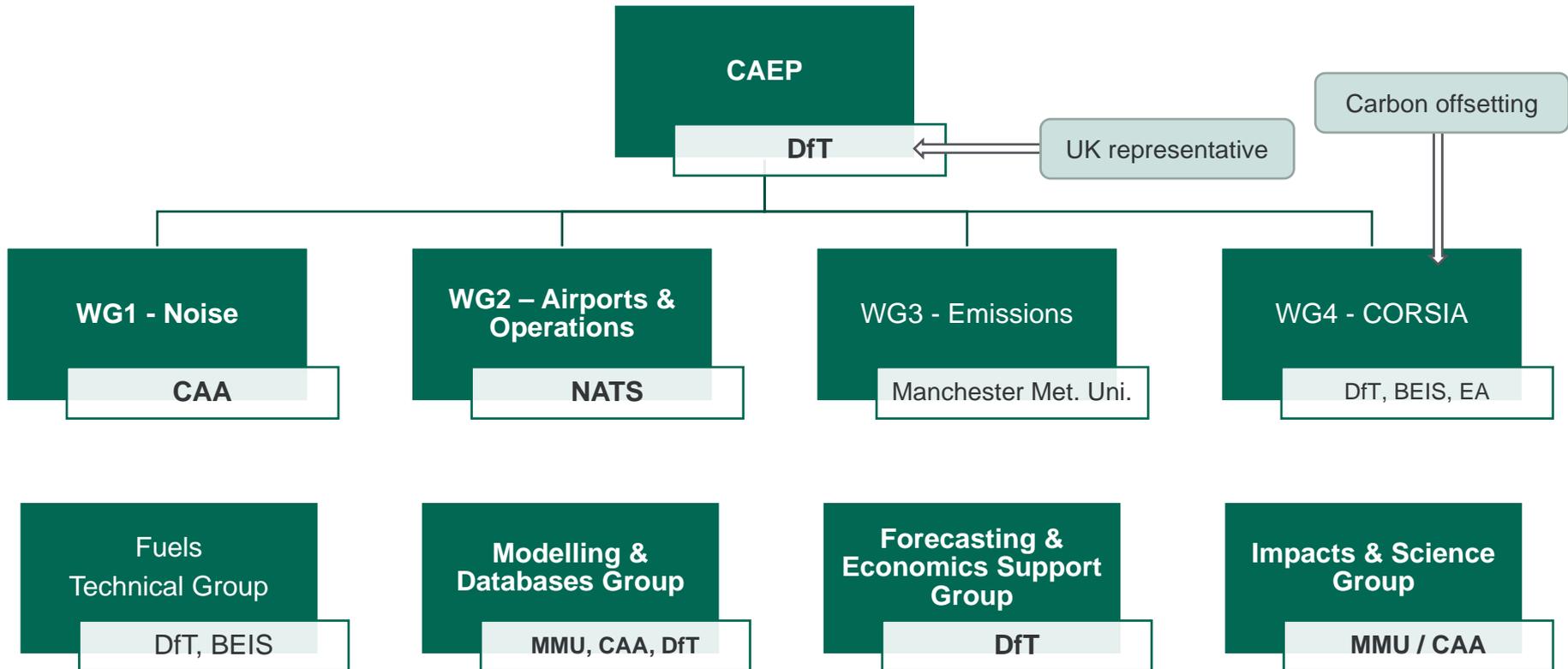




SARPs:
Standards and
Recommended Practices

CAEP Standard-setting Process







▶ **Supersonics “exploratory study”**

- The results of the study are intended to provide CAEP with a better understanding of airport noise impacts resulting from the introduction of supersonic aircraft, and do not prejudge the need to conduct a stringency options analysis.
- This work consists of a fleet and operations forecast and an LTO noise impact assessment for a selection of airports based on the noise performance information currently available.
- It will also include an assessment of the project aircraft used, with regards to Annex 16, Volume I, Chapter 14 noise levels and margin requirements.

▶ Elements:

- 1) Procedures
- 2) Forecast Scenarios
- 3) Aircraft Data
- 4) Study
- 5) Results: Results of the analysis to be presented for initial consideration by the 2021 CAEP Steering Group, and final results to CAEP/12



▶ **Supersonic en route** standard development

- Continue to work on a new scheme for en route noise/sonic boom certification for supersonic flight. Continue to gather data on which “other factors” need to be considered for SARPs development. These may include boom at “off design” Mach numbers, boom from accelerations and turns, secondary sonic booms, restricting N-wave booms over water, sleep and booms at night, effects on animals, and avalanches.

▶ Monitor developments around **new entrants** noise

- (e.g. RPAS/UAS, electric aircraft, air taxis) and where appropriate suggest specific work items.

▶ Monitor **operational helicopter noise** datasets

- To augment the investigation on correlating the ranking of helicopters based on certification and operational noise levels and assess the helicopter noise certification scheme and its relevance to day-to-day operations

▶ Monitor **helicopter hover noise** datasets

- To assess whether the current helicopter noise certification scheme is suitable for assessing hover noise

▶ Review of Chapter 14

- Review and analyse certification noise levels for subsonic jet and heavy propeller-driven aeroplanes. Based on the analysis, assess cumulative margin relative to Chapter 14 and the margins at each of the 3 certification points.

▶ Review of Operating Restrictions

- Possibility of an impact assessment for 2022, based on European proposal at 2019 ICAO Assembly
- This would look at global impact of lifting the ban on operating restrictions for Chapter 4



ICAO Aircraft Noise:

<https://www.icao.int/environmental-protection/Pages/noise.aspx>

ICAO Assembly Resolutions (A40-17 is noise and local air quality):

https://www.icao.int/Meetings/a40/Documents/Resolutions/a40_res_prov_en.pdf