



Circular 317
Corrigendum
(English)
3/2/09

EFFECTS OF PANS-OPS NOISE ABATEMENT DEPARTURE PROCEDURES ON NOISE AND GASEOUS EMISSIONS

CORRIGENDUM

1. Please replace existing page 4 by the attached new page bearing the notation “Corr” and dated 3/2/09.
 2. On page 10, please hand amend paragraph 4.3.4 to read 4.3.3
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Chapter 2

NOISE ABATEMENT DEPARTURE PROCEDURES

2.1 PANS-OPS GUIDANCE

2.1.1 PANS-OPS, Volume I, Part I, Section 7, Chapter 3, provides guidance with respect to noise abatement departure procedures. It includes recommendations regarding the conditions in which such procedures can be safely used and the envelope within which the main flight parameters defining the procedure can be safely adapted for airport noise mitigation.

2.1.2 PANS-OPS also provides two examples of NADP procedures: one to mitigate noise at relatively shorter distances and one to mitigate noise at relatively greater distances from the brake release point (see 2.2).

2.1.3 Furthermore, PANS-OPS states that the number of departure procedures developed and used by the operator for a given aircraft should be limited to two, one identified as the normal procedure and the other to be used for noise abatement. Within these constraints, the operator must determine which procedure to select.

2.2 PANS-OPS EXAMPLES OF NOISE ABATEMENT PROCEDURES

2.2.1 Figures 2-1 and 2-2 (extracted from PANS-OPS, Volume I, Part I, Section 7, Chapter 3) provide a schematic description of NADP 1 and 2 procedures and the zones where these procedures are expected to provide noise abatement (close-in and distant relative to the brake release point, respectively).

2.2.2 As shown in Figures 2-1 and 2-2, the procedures take place between a minimum of 800 ft and a maximum of 3 000 ft AGL, allowing operators to develop specific procedures to suit their local situations. The term used previously in PANS-OPS, ICAO Procedure A, constituted a specific procedure within the NADP 1 family; similarly ICAO Procedure B constituted a specific procedure within the NADP 2 family. The flexibility currently provided in the PANS-OPS guidance remains limited to two procedures.

2.3 PROCEDURE DEVELOPMENT AND APPRAISAL OF ENVIRONMENTAL EFFECTS

2.3.1 The PANS-OPS guidance, the main goal of which is to provide recommendations for safe aircraft operations, does not provide quantitative information regarding the zones where the aforementioned procedures provide noise abatement, or the size of the noise differences in those zones.

2.3.2 The selection of an appropriate procedure with regard to airport-specific environmental constraints requires the quantification and analysis of the available operational solutions in terms of noise and/or gaseous emissions. The effects of the procedures on the environment depend on the type of aircraft and the operating conditions. Assessment of the effects on noise as part of procedure development should therefore be based on actual information regarding the airport fleet mix and geographical position of the airport and its runway(s) with regard to noise-sensitive areas.