



**RECOMMENDATION ECAC/27-2**

**RECERTIFICATION TO CHAPTER 3 AND TREATMENT OF AIRCRAFT WITH EXISTING CHAPTER 3 CERTIFICATION**

**TAKING INTO ACCOUNT THAT**

- a) successful international efforts have been made for harmonising noise certification procedures;
- b) for historic reasons, different approaches were followed in noise certification and there is a particular impact on a small number of aircraft types which fall into the category of wide-bodied and fitted with engines with a bypass ratio of 2 or more;
- c) it has been agreed at the CAEP Steering Group that, in the case of any agreement on a transitional strategy for the noisier Chapter 3 aircraft, the noise levels currently certified shall be accepted as valid to show compliance with any given phase-out criterion;
- d) guidance has already been accepted on the implementation of operating restrictions for aeroplanes complying with Chapter 2 of ICAO Annex 16, Volume 1 (paragraph 7 of Appendix 3 to ECAC/24-WP/3);
- e) in accordance with Recommendation ECAC 14-2, wide-bodied aircraft fitted with engines with a bypass ratio of 2 or more are not subject to the progressive provisions of the phase-out, but are not permitted to operate after 1 April 2002 unless certificated to the requirements of Annex 16, Volume 1, Chapter 3; and
- f) such aircraft, when certificated to Chapter 3, are among the noisiest Chapter 3 aircraft, and it is expected that they would be among the first aircraft to be affected by any agreement on a transitional strategy towards implementation of a new ICAO noise standard,

**THE CONFERENCE RECOMMENDS**

- a) the attached guidelines<sup>1</sup> for use in all new applications for recertification to Chapter 3;
- b) that in the application of Recommendation 14-2, procedural differences from the guidelines should be disregarded for those aircraft already certificated as Chapter 3 and Stage 3 and that such certificates be accepted for the purposes of airport restrictions;
- c) where there are other existing airport operating restrictions which currently distinguish between Chapter 2 and Chapter 3 types, these should be amended as appropriate;
- d) the use of economic measures which take into account the disproportionate contribution that the noisiest aircraft make to the noise impact around airports; and that
- e) the position be reviewed following the 33rd Assembly in the light of decisions on restricting the use of the noisiest Chapter 3 aircraft. •••

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1 The guidelines can be obtained from the ECAC Secretariat.