Abstract of Presentation

Development of transport must be sustainable and noise is critical to providing capacity at Europe's airports. The Chapter 2 phase-out has significantly reduced numbers of people affected by aircraft noise. But after 2002, noise contours will grow again in Europe. The key technical and political problems and challenges for Europe, as well as the implications for the health of the industry, will be considered.

Measures from the balanced programme are already widely used at Europe's airports. CAEP/5's recommendation of a new Chapter 4 standard is welcome but analysis show that it will not reverse the impact of forecast growth of traffic. Further measures for the short and longer term will be considered. Harmonised action in a global industry is clearly desirable. ICAO has potentially important contributions: now building on the partnerships that allowed the Chapter 2 phase-out; and for the longer term, through sustained pressure on reduction of noise at source.

Action must strike an appropriate balance between the welfare of those living around airports and the economic well-being of the industry. European states consider this as one of the most strategic matters for the continued growth of aviation.

Ingemar Skogö
Director General
Swedish Civil Aviation Administration
(SCAA)

Mr. Skogö has held a series of high-level posts in the public service in Sweden, including Under-secretary of State, Ministry for Transport and Communication.

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Since 1992, he has been Director General of SCAA, which is responsible for operating the air traffic services of Sweden and 19 major airports, as well as for supporting the Ministry in aviation policy matters.

He has wide-ranging international experience over some 25 years. Currently, he serves as the Focal Point for Environmental Matters for the European Civil Aviation Conference (ECAC) and is actively involved in environmental policy matters within the European Union, where Sweden currently holds the Presidency.