

Countries or Regions that Have Implemented Stage 2 / Chapter 2 Noise Phase Out Rules

Last Updated November 2002 to add information on Chapter 2 phase out rules in Peru and Ecuador

Status of Countries that have implemented ICAO Chapter 2 Phase Out Recommendations

- United States

- Stage 2 fleet phase-out completed 31 December 1999
- No waivers granted

- Canada

- 100% Chapter 3 compliance by 1 April 2002

- Europe (European Union, 15 member States, Council Directive 92/14/EEC)

- Required phase-out of all Chapter 2 aircraft completed 1 April 2002
- *Rule stated that:* At 25 years of age, Narrow Body Chapter 2 aircraft will be ineligible for operation in the European airspace without Chapter 3 modification
- Exceptions:
 - No more than 10% of an operator's total fleet must be phased out in any given year
 - Wide body aircraft are exempted from the interim age based phase-out schedule, but must be phased-out by the final compliance date of 1 April 2002

Status of Countries that have implemented ICAO Chapter 2 Phase Out Recommendations

- Japan, Australia, New Zealand (follows ICAO guidelines)
 - Requires phase-out of all Chapter 2 aircraft by April 1, 2002
 - At 25 years of age, Chapter 2 narrow body aircraft will be prohibited from operating in Japan, unless modified to Chapter 3.
 - Phase-out of Chapter 2 aircraft began after April 1, 1995. Exception: No more than 10% of an operator's total fleet must be phased out in any given year
 - Wide body aircraft are exempted from the interim age based phase-out schedule, but must be phased-out by the final compliance date of April 1, 2002.
- Singapore (follows ICAO guidelines)
 - Chapter 2 aircraft are targeted to be phased out by April 1, 2002

Other Stage 3 Noise Rules

- Philippines

- Starting January 1, 2003, airlines must start removing Chapter 2 aircraft as follows:
 - 25% by December 31, 2003
 - 50% by December 31, 2004
 - 75% by December 31, 2005
 - 100% Chapter 3 compliance by December 31, 2006

Other Stage 3 Noise Rules

- Brazil

- After December 31, 1998, it will be prohibited to register additional Chapter 2 aircraft in Brazil
- Starting January 1, 2005, airlines must progressively remove from operation a minimum of 20% of Chapter 2 aircraft from their fleet per year
- After December 31, 2010, all Chapter 2 aircraft are prohibited from operating in all Brazilian airports.

- Colombia

- As of January 1, 1997, a non-addition of Stage 2 aircraft is in effect in Colombia
- As of January 1, 2000, all Stage 2 operations at Eldorado International Airport are banned
 - The Bogota airport noise rule might have been amended to be aligned with the final Colombian phase out date
- By January 1, 2003, all Stage 2 aircraft must be phased out or brought up to Stage 3 standards

Other Stage 3 Noise Rules

- Argentina
 - Considering implementing rule modeled after Brazil rule

- Mexico
 - Non-Addition of Chapter 2 Aircraft to Mexico Implemented - Effective Jan. 1, 2000
 - Passage of the Stage 2 noise phase out proposal completed in November 2000
 - Rule states that starting January 1, 2000, Airlines must start removing Chapter 2 aircraft as follows:
 - 30% by December 31, 2001
 - 60% by December 31, 2002
 - 80% by December 31, 2003
 - 100% by December 31, 2004

Other Stage 3 Noise Rules

- Chile
 - Non-addition of Chapter 2 Aircraft currently implemented
 - By December 31, 2008, all operations to Chilean airports must be Chapter 3
- Ecuador
 - Airlines must be 100% Chapter 3 at 31 December 2003
- Peru
 - Non-Addition Rule for Chapter 2 aircraft - 27 September 2000
 - Domestic Operators - Must be Chapter 3 by December 2002
 - International Operators - Must be Chapter 3 by August 2001

Other Stage 3 Noise Rules

- South Africa

- After January 1, 2001 it will be prohibited to register additional Chapter 2 aircraft in South Africa
 - Foreign airlines will not be allowed to operate additional Chapter 2 aircraft to South Africa as of January 1, 2001
- Phase-out of Chapter 2 aircraft according to the following schedule starting on January 1, 2003
 - 50% of the Chapter 2 fleet must be phased out OR 80% of the total fleet must consist of Chapter 3 aircraft by December 31, 2006
 - 75% of the Chapter 2 fleet must be phased out OR 90% of the total fleet must consist of Chapter 3 aircraft by December 31, 2008
 - 100% Chapter 3 compliance by December 31, 2009
- STATUS: Proposed regulation currently in queue to be heard by Parliament this year. Most likely to pass as is. Only part of policy under dispute is the land base monitoring stations for noise and emissions