

MEDIA STATEMENT

26 July 2012

CHAPTER 2 NOISE PHASE-OUT RULES FOR AIRCRAFT IMMINENT

The matter of noise emission by aircraft is one of the responsibilities dealt with by international treaties concluded at meetings such as the 17th Conference of the Parties (COP 17) hosted by South Africa in November 2011 in Durban. In line with civil aviation's concern with environmental protection, the government of South Africa has developed legislation for the implementation of the Chapter 2 Aircraft Phase-Out rule. The proposed legislation, in the format of a draft White Paper, is currently in queue to be heard by Parliament. Once it has been passed, the industry will be given a reasonable period to comply.

The phases of implementation may mean that the registration of additional Chapter 2 aircraft in South Africa will be prohibited; foreign airlines will not be allowed to operate additional Chapter 2 aircraft to South Africa as of a determined date; and the phase-out of Chapter 2 aircraft according to the following schedule, will start on dates to be determined:

- 50% of the Chapter 2 fleet must be phased out OR 80% of the total fleet must consist of Chapter 3 aircraft,
- 75% of the Chapter 2 fleet must be phased out OR 90% of the total fleet must consist of Chapter 3 aircraft,
- 100% Chapter 3 compliance.

At the 17th Conference of the Parties (COP 17), 19 COP Decisions and 17 CMP Decisions were adopted and a number of conclusions by the Subsidiary Bodies were approved. COP 17's outcomes covered a wide range of items, notably the establishment of a second commitment period under the Kyoto Protocol, a decision on long-term cooperative action under the Convention, the launch of a new process towards an agreed outcome with legal force applicable to all parties to the Convention, and the operationalisation of the Green Climate Fund.

Globally, any industry is under pressure to preserve the environment that it operates in. Due to the high growth rate of the aviation industry globally, aviation is perceived as a major contributor to environmental deterioration. This is not the case, as it has been proven that aviation only emits about 3% of the world's total emission of pollutant

gases. Nevertheless, the industry is working hard to make aircraft quieter than before, and indeed, it has been reported that aircraft are already 50% quieter than they were 10 years ago.

-ENDS-

About the SACAA:

The South African Civil Aviation Authority ("SACAA") is a juristic body established in terms of the Civil Aviation Act, 2009 (Act No. 13 of 2009) ("the Act"). SACAA is governed and controlled by the Civil Aviation Authority Board ("the Board"). In terms of mandate, the SACAA is tasked with promoting and maintaining a safe, secure and sustainable civil aviation environment, by regulating and overseeing the functioning and development of the industry in an efficient, cost-effective, and customer-friendly manner according to international standards.

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