



Second Arab Forum for Environmental Protection in the Arab Civil Aviation Industry

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Aircraft Technology The challenges and Opportunities.

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The objectives of this presentation to address some Challenges and Opportunities in Egypt regarding to Aircraft Technologies.

The Noise problem and its elements of the **ICAO balanced approach** to Aircraft Noise Management based on our region' experiences is not far away from the current study of the (**Dual Stringency**) under ICAO-CAEP technical and economical studies. Such CAEP ongoing work in many of its working groups “i.e. *WG1-WG3-MDG/FESG/LTAG...etc*” are just one of the Main Pillar towards best practices regarding to the correlations to the Aircraft Technologies.



In acknowledging that any of the adverse environmental effects of civil aviation activity can be reduced by the application of the balanced approach to noise management consists of identifying the noise problem at an airport and then analyzing the various measures available to reduce noise through the exploration of four principal elements, namely :-

- Reduction at source,
- Land-use planning and management,
- Noise abatement operational procedures, and
- Operating restrictions “as the final option”.

Recalling for the need for further work on addressing the Capacity Building and sharing the best practices between all the States and Stakeholders is very important, in particular for the Arab Regions; where integrated measures embracing technological improvements, appropriate noise abatement operating procedures, proper organization of air traffic and the appropriate use of airport planning and land use control mechanism. In order that each State make its best to prioritize its work concerning the NOISE & Local Air Quality.



Finally, the most Challenges regarding to A/C Technologies could be summarized as follows :-

1. In-Service A/C: *Many Major Modifications could be additional burden on Air Operators
*Aircraft “Fail “ to pass any “FIX” will be “out of production” and consequently, out of service i.e. “phase-out”. Those A/C should be subject to “End-Of-Life” and not to be sold to “Developing States”
2. In-Production A/C: *Cost of the “technology” would be in somehow transferred to Air Operators.
 - Technology cost effectiveness for A/C under 60 tonnes MTOM
1. New Type A/C: Implementing Type Certificate Validation process in Egypt is the main Challenge and opportunities

Compliance with the potential new ICAO SARPs would be of great challenge, in particular for States in our region and for States that are not States of Type Design.

Thank you