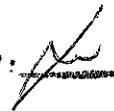


FIFTEENTH CONGRESS OF THE  
REPUBLIC OF THE PHILIPPINES  
First Regular Session

SENATE  
OFFICE OF THE SECRETARY

10 AUG 23 P5:18

SENATE

RECEIVED BY: 

Senate Bill No. 2440

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INTRODUCED BY HON. MANNY VILLAR

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#### EXPLANATORY NOTE

There is no law which prescribes a uniform system for noise impact at airports taking into account the characteristics of an area, including its proximity to an airport and its non-aircraft background noise. This is important to protect the public against significant disturbances in human activities such as sleep and rest.

The bill prescribes aviation noise limits, provides for its management and reduction especially in the surrounding residential areas, and provide for a staged plan which involves zoning, land use planning and relocation.

  
MANNY VILLAR

10 AUG 23 4:51:18

SENATE

RECEIVED BY: 

Senate Bill No. 2440

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INTRODUCED BY HON. MANNY VILLAR

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**AN ACT PROVIDING FOR AVIATION NOISE MANAGEMENT AND REDUCTION IN  
RESIDENTIAL AREAS**

*Be it enacted by the Senate and House of Representatives of the Philippines in  
Congress assembled:*

1 SECTION 1. Short Title – This Act shall be known as the “Aviation Noise Limit  
2 Act.”

3 SECTION 2. Declaration of State Policy – The State shall protect public health  
4 by determining noise impact of residential areas near airports and by establishing  
5 programs for the management of noise levels. The State shall also ensure the  
6 constitutionally protected right of quiet enjoyment of private property.

7 SECTION 3. Definitions – For the purpose of this Act, the following definitions  
8 shall apply:

9 (1) Airspace traffic change – a change in aircraft flight paths, operating  
10 procedures, nature of aircraft traffic, and quantity of aircraft traffic which is applicable in  
11 normal circumstances.

12 (2) Average sound level – the level, in decibels of the mean-square, A-weighted  
13 sound pressure during a specified period, with reference to the square of the standard  
14 reference sound pressure of 20 micropascals.

1 (3) Background sound level-hourly average sound level in decibels, measured at  
2 a representative of a relatively quiet residential location within an area (with aircraft  
3 contributions excluded).

4 (4) Day-night average sound level – 24 hour average sound level, in decibels, for  
5 the period from midnight to midnight, obtained after the addition of 10 decibels to sound  
6 levels during nighttime hours.

7 (5) Nighttime hours – periods between midnight and 7:00 a.m. and between  
8 10:00 p.m. and midnight local time.

9 (6) Normal circumstances – all circumstances other than unusually adverse  
10 weather and emergency circumstances.

11 (7) Single event maximum sound level – the level, in decibels, of the maximum  
12 A-weighted sound pressure during an aircraft overflight obtained using a standard  
13 sound level meter under a slow response setting.

14 (8) Vicinity of an airport – the geographic area surrounding an airport established  
15 before the effectivity of this Act described nominally as follows:

16 (a) The area extending in all directions a distance of 1.5 miles from each  
17 runway established before such date of effectivity.

18 (b) The rectangular area defined by drawing a straight center line a  
19 distance of 1 miles from the end of each runway established before  
20 such date of the effectivity in the direction of heaviest traffic and  
21 extending 1.5 miles perpendicular from the center line on each side of  
22 such runway.

23 SECTION 4. Aviation Noise Limits – The Air Transportation Office of the  
24 Department of Transportation and Communication shall develop a medium-term plan to  
25 reduce by at least 75 percent the number of individuals residing in residential areas in  
26 the vicinity of an airport who are exposed to a yearly day-night average sound level of  
27 60 decibels or above. In developing such plan, the Air Transportation Office shall

1 consider various methods for aviation noise reduction, including sound proofing,  
2 relocation incentives, use of quieter aircraft, operations restrictions and revision of air  
3 routes.

4 As part of the plan to be developed pursuant to the preceding paragraph, the Air  
5 Transportation Office shall make recommendations on actions and policy changes on  
6 the part of departments and agencies of the government which could assist in meeting  
7 the objective described in paragraph 1 of this section.

8 SECTION 5. Management and Reduction of Aviation Noise in Other Areas –  
9 Beginning on the date of the enactment of this Act, the Air Transportation Office may  
10 make an airspace traffic change only if the change will not result in an increase in  
11 aviation noise in violation of the next succeeding section.

12 SECTION 6. Requirements – A violation of any of the following requirements,  
13 which apply only to residential areas that are not in the vicinity of an airport, shall be  
14 considered to be a violation of this Section.

15 (a) Hourly average sound level – The hourly average sound level, with combined  
16 aviation and non-aviation sources, over any 1-hour period may not exceed 6 decibels  
17 above the background sound level for such 1-hour period.

18 (b) Single Event Maximum Sound Level – Under normal circumstances, the  
19 single event maximum sound level -

20 (i) may not exceed 70 decibels;

21 (ii) during nighttime hours, may not exceed 55 decibels; and

22 (iii) may not be more than 20 decibels above the background sound level  
23 for the 1-hour period in which the event occurs.

24 The requirement of this paragraph shall be considered to have been met if there  
25 are no more than 3 violations of the limits contained in this subparagraph in a 24-hour  
26 period.

1 (c) Day-Night Average Sound Level – if the day-night average sound level, with  
2 combined aviation and non-aviation sources, exceeds 45 decibels, then aviation activity  
3 may not contribute more than 3 decibels to such sound level.

4 SECTION 7. Determination of Vicinity of Airport – if the location of the airport is  
5 substantially different from the geographic area as defined by this Act, an airport may  
6 on or before the 180<sup>th</sup> day following the effectivity of this Act, transmit to the Air  
7 Transportation Office for approval alternative boundaries of the vicinity of the airport  
8 which conform to the ground noise distribution of the airport; except that the geographic  
9 area enclosed by such alternative boundaries may not include an area with a day-night  
10 average sound level of less than 60 decibels for the 1-year period ending on the date of  
11 the effectivity of this Act.

12 In the event that an airspace traffic change or other action makes it unfeasible or  
13 impracticable to meet the sound level limits prescribed by this Act within a residential  
14 area then such area may be added to the area considered to be in the vicinity of the  
15 airport upon acquisition of the property or by acquisition of easements of the property  
16 by the airport operator.

17 Not later than 1 year after the date of the effectivity of this Act, the Air  
18 Transportation Office through the Department of Transportation and Communication  
19 shall transmit to Congress a report containing the plan to be developed and a  
20 description of actions taken with respect to airspace changes together with  
21 recommendations for appropriate administrative and legislative actions.

22 SECTION 8. Responsibility of Secretary of Transportation – In complying with  
23 this Act, the Secretary of the Department of Transportation and Communications shall  
24 assume responsibility for all non-military aviation activity, within and outside controlled  
25 airspace and shall regulate such activity to ensure compliance with the requirements of  
26 this Act.