

SIXTEENTH CONGRESS OF THE REPUBLIC )  
OF THE PHILIPPINES )  
First Regular Session )



Senate  
Office of the Secretary

13 SEP -5 P5:29

SENATE  
S. No. 1559

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Introduced by Senator Miriam Defensor Santiago

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EXPLANATORY NOTE

There is no law which prescribes a uniform system for determining 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.

This bill prescribes aviation noise limits; provides for its management and reduction, especially in surrounding areas; and provides for a staged plan which involves zoning, land use planning, and relocation.\*

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MIRIAM DEFENSOR SANTIAGO

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\* This bill was originally filed during the Thirteenth Congress, First Regular Session.



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SENATE  
S. No. 1559

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Introduced by Senator Miriam Defensor Santiago

1 AN ACT  
2 PROVIDING FOR AVIATION NOISE MANAGEMENT AND REDUCTION IN  
3 RESIDENTIAL AREAS

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

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

5 SECTION 2. *Declaration of State Policy.* – The State shall protect public health by  
6 determining noise impact on residential areas near airports and by establishing programs for the  
7 management of noise levels.

8 SECTION 3. *Definition of Terms.* – For purposes of this Act, the term:

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

12 (B) “Average sound level” means the level, in decibels of the mean-square; a  
13 weighted sound pressure during a specified period with reference to the square of the standard  
14 reference sound pressure of twenty (20) micropascals.

15 (C) “Background sound level” means the level, in decibels, measured at a rate  
16 representative of a relatively quiet residential location within an area, with aircraft noise  
17 contributions excluded.

18 (D) “Day-night sound level” means the twenty-four (24)-hour average sound level, in  
19 decibels, for the period from midnight to midnight, obtained after the addition of ten (10)  
20 decibels to sound levels during nighttime hours.

1 (E) "Nighttime hours" means periods between midnight and 7:00 am and between  
2 10:00 p.m. and midnight local time.

3 (F) "Normal circumstances" means all circumstances other than unusually adverse  
4 weather and emergency circumstances.

5 (G) "Single event maximum sound level" means the level, in decibels, of the  
6 maximum A-weighted sound pressure during an aircraft overflight obtained using a standard  
7 sound level meter under a slow response setting.

8 (H) "Vicinity of an airport" means the geographic area surrounding an airport  
9 established before the effectivity of this Act described nominally as follows:

10 (1) The area extending in all directions within a distance of two (2) kilometers  
11 from each runway established before such date of effectivity; and

12 (2) The rectangular area defined by drawing a straight center line within a  
13 distance of one (1) kilometer from the end of each runway established before  
14 such date of the effectivity in the direction of heaviest traffic and extending  
15 two (2) kilometers perpendicular from the center line on each side of such  
16 runway.

17 SECTION 4. *Aviation Noise Limits.* – The Air Transportation Office of the Department  
18 of Transportation and Communication shall develop a medium-term plan to reduce by at least  
19 seventy five percent (75%) the number of individuals residing in residential areas in the vicinity  
20 of an airport who are exposed to a yearly day-night average sound level of sixty (60) decibels or  
21 above. In developing such plan, the Air Transportation Office shall consider various methods for  
22 aviation noise reduction including soundproofing, relocation incentives, use of quieter aircraft  
23 operations restrictions and revision of air routes.

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

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

5 SECTION 6. *Requirements.* – A violation of the following requirements, which apply  
6 only to residential areas that are not in the vicinity of an airport, shall be considered a violation  
7 of this section.

8 (A) *Hourly Average Sound Level.* – The hourly average sound level, with combined  
9 aviation and non-aviation sources, over any one (1)-hour period may not exceed six (6) decibels  
10 above the background sound level for such one (1)-hour period.

11 (B) *Single Event Maximum Sound Level.* – Under normal circumstances, the single  
12 event maximum sound level -

13 (1) May not exceed seventy (70) decibels;

14 (2) During nighttime hours, may not exceed fifty five (55) decibels; and

15 (3) May not be more than twenty (20) decibels above the background sound level  
16 for the one (1)-hour period in which the event occurs.

17 The requirement of this paragraph shall be considered to have been met if there are no  
18 more than three (3) violations of the limits contained in this subparagraph in a twenty-four (24)  
19 period.

20 (C) *Day-Night Average Sound Level.* – If the day-night average sound level, with  
21 combined aviation and non-aviation sources, exceeds forty five (45) decibels, then aviation  
22 activity may not contribute more than three (3) decibels to such sound level.

23 SECTION 7. *Determination of Vicinity of Airport.* – If the location of the airport is  
24 substantially different from the geographic area as defined by this Act, an airport operator, may  
25 on or before the 180<sup>th</sup> day following the effectivity of this Act, transmit to the Air Transportation  
26 Office for approval alternative boundaries of the vicinity of the airport which conform to the  
27 ground noise distribution of the airport; except that the geographic area enclosed by such

1 alternative boundaries may not include an area with a day-night average sound level of less than  
2 sixty (60) decibels for the one (1) year period ending on the date of the effectivity of this Act.

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

7 Not later than one (1) year after the date of the effectivity of this Act, the Air  
8 Transportation Office through the Department of Transportation and Communication shall  
9 transmit to Congress a report containing the plan to be developed and a description of actions  
10 taken with respect to airspace changes together with recommendations for appropriate  
11 administrative and legislative actions.

12 SECTION 8. *Responsibility of the Secretary of Transportation and Communications.* – In  
13 complying with this Act, the Secretary of Transportation and Communication shall assume  
14 responsibility for all non-military aviation activity, within and outside controlled airspace and  
15 shall regulate such activity to ensure compliance with the requirements of this Act.

16 SECTION 9. *Separability Clause.* – If any provision or part thereof is held invalid or  
17 unconstitutional, the remainder of the law or the provision not otherwise affected shall remain  
18 valid and subsisting.

19 SECTION 10. *Repealing Clause.* – Any law, presidential decree or issuance, executive  
20 order, letter of instruction, administrative order, rule, or regulation contrary to or inconsistent  
21 with the provisions of this Act is hereby repealed, modified, or amended accordingly.

22 SECTION 11. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its  
23 publication in at least two (2) newspapers of general circulation.

Approved,