Noise-related operating restrictions at Community airports

2001/0282(COD) - 26/03/2002 - Final act

PURPOSE: Establishment of a common framework for rules and procedures relating to noise operating restrictions at Community airports. COMMUNITY MEASURE: Directive 2002/30/EC of the European Parliament and of the Council on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports. CONTENT: The objectives of this Directive are to lay down EU rules which introduce consistent operating restrictions at Community airports. It aims to provide a framework which safeguards internal market requirements. Within this context it seeks the promotion of airport development sympathetic to environmental objectives whilst at the same time respecting cost-effective sustainable development solutions. The Directive sets definitions relating inter aliea to: - Airports. Referring to a civil airport in the EU which has more than 50 000 movements of civil subsonic jet aeroplanes per calendar year. - City airports. Referring to an airport in the centre of a large conurbation with a runway take-off of more than 2 000 meters. - Civil subsonic jet aeroplanes. Referring to civil subsonic jet aeroplanes with a maximum certificate take-off mass of 34 000 kg or more. - Marginally compliant aircraft. Referring to civil subsonic jet aeroplanes that meet the certification limits laid down in Volume 1, Part II, Chapter 3 of Annex 16 to the ICAO. - Operating restrictions. Referring to noise related action that limits or reduces access of civil subsonic jet aeroplanes to an airport. - Balanced approach. Referring to a set of procedures whereby Member States shall consider the best available measures to address noise problems at airports. It shall include policies on foreseeable effect of a reduction of aircraft noise at source, land-use planning and management, noise abatement operational procedures and operating restrictions. The Directive goes on to stress that Member States must take a "balanced approach" in dealing with noise problems as defined by the terms outlined above. Measures taken should be non-discriminatory on grounds of nationality or identity of air carrier or manufacturer. Performance-based operating restrictions should be based on the noise performance of the aircraft as outlined by the certification procedure conducted in accordance with ICAO procedures. In terms of rules of assessment, decisions on operating restrictions should be consistent with information outlined in Annex II. Similarly, in terms of an environmental impact assessment, Community Directives and provisions should be taken into account The Directive then lists the procedure to be taken if measures on marginally compliant aircraft are to be taken. Marginally compliant aircraft registered in developing countries shall be exempted from its provisions for a period of 10 years after the entry into force of the Directive-provided that they comply with ICAO certification between January 1996 and December 2001 and that these aircraft were on the register of the developing country concerned in the reference period. Exemption is additionally given to aircraft whose individual operations are of such an exceptional nature or aircraft on non-revenue flightsfor the purpose of alterations, repair or maintenance. Member States are obliged to notify the introduction of any new operating restrictions. IMPLEMENTATION: 28/09/2003.