Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 16/09/1998 - Text adopted by Parliament, 1st reading/single reading

Adopting the report by Mr Jose VALVERDE LOPEZ (PPE, E), the European Parliament considered that the directive could not be considered as the culmination of noise reduction pollution policies in the air transport sector. It called for the directive to be transformed into a regulation in order to facilitate and speed up the entry into force of the prescribed legal provisions. The European Parliament called for Member States to be entitled to regulate that, from 1 January 2000, civil subsonic jet aeroplanes classified as chapter 3 aeroplanes are not operated at airports in their territory between 11 p.m. and 7 a.m. if the difference between the sum of the certified noise value and the sum of the chapter 3 noise limit values is 5 EPNdB or less. Parliament also called for: - the Commission to submit a proposal for a directive setting out new and more stringent noise emission standards for all aeroplanes by 31 December 2001; - close observation of the trend in registered "hushkitted" chapter 2 aeroplanes; - exemptions within the context of humanitarian aid measures to be the exception rather than the rule in order to avoid excessive noise pollution.