Air transport safety: third countries aircraft using Community airports

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In adopting the report by Mr Antonio GONZALEZ TRIVINO (ARE, E), the European Parliament has approved, subject to certain amendments, the proposal for a safety assessment of third countries' aircraft using Community airports. Through its amendments, Parliament calls for inspections covering such aircraft, their operation and their equipment and for the measures adopted as a result of these inspections also to take account of the safety of persons on the ground. It wants consideration to be given to important safety information accessible through users and residents of areas near airports. In order to provide an effective deterrent, Parliament calls for the competent authorities to carry out ramp inspections on any aircraft which: - shows signs of poor maintenance condition or obvious damage or defect, or where information has been received that this is the case; - has already been subjected to a previous ramp inspection which has revealed deficiencies giving rise to serious concerns that the aircraft does not comply with international standards; - where there is evidence that the competent authorities of the country of registration may not be exercising proper safety oversight; - where safety information collected gives cause for concern about the operator; Parliament also calls for: - Member States to make provision for the exchange of information and cooperation between their competent authorities, the competent authorities of all other Member States and the Commission; - Member States to establish appropriate procedures for appeals against grounding decisions; - the operator and the competent authorities of the operator's country and of the State where the aircraft is registered to be informed in writing if an aircraft is grounded; - each competent public authority to publish, at least quarterly, information (accessible to the public) concerning aircraft which have been grounded, including details of all aircraft, operators, countries of operators and States of registration whose aircraft have been detained more than once during the past 24 months. Finally, Parliament calls on the Commission to draw up an information and revision report no later than two years after the Directive enters into force.