Basic information

2001/0308(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure lapsed or withdrawn
Noise pollution: noise classification of civil subsonic aircraft, calculation of noise charges **Subject** 3.20.01 Air transport and air freight 3.40.05 Aeronautical industry, aerospace industry 3.70.07 Noise pollution	

Key players

Council of the European Union		
European Commission	**Commission DG**	**Commissioner**
	Energy and Transport	

Key events

Date	Event	Reference	Summary
20/12/2001	Legislative proposal published	COM(2001)0074	Summary
17/01/2002	Committee referral announced in Parliament, 1st reading		
10/07/2002	Vote in committee, 1st reading		Summary
10/07/2002	Committee report tabled for plenary, 1st reading	A5-0269/2002	
03/09/2002	Decision by Parliament, 1st reading	T5-0396/2002	Summary
03/09/2002	Debate in Parliament		
29/11/2002	Modified legislative proposal published	COM(2002)0683	Summary
06/08/2004	Additional information		Summary

Technical information

Procedure reference	2001/0308(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (after Amsterdam) EC 080-p2 Rules of Procedure EP 57_o

Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	ENVI/5/15768

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0269/2002	10/07/2002	
Text adopted by Parliament, 1st reading/single reading		T5-0396/2002 OJ C 272 13.11.2003, p. 0031-0356 E	03/09/2002	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2001)0074 OJ C 103 30.04.2002, p. 0221 E	20/12/2001	Summary
Modified legislative proposal	COM(2002)0683	29/11/2002	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0677/2002 OJ C 221 17.09.2002, p. 0017	29/05/2002	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Noise pollution: noise classification of civil subsonic aircraft, calculation of noise charges

2001/0308(COD) - 03/09/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a resolution drafted by Hans BLOKLAND (EDD, NL) on the Commission's proposal on noise charges. (Please refer to the document dated 10/07/02.) Parliament stated that environmental charges that are levied with the specific purpose of financing environmental mitigation measures in the area surrounding airports, such as sound insulation, are compatible with ICAO charging principles and should be allowed under the Directive. Another amendment stated that existing, alternative systems of noise charges at airports may be retained, provided that they go further and are more advanced, than the system provided for in the Directive.

Noise pollution: noise classification of civil subsonic aircraft, calculation of noise charges

2001/0308(COD) - 29/11/2002 - Modified legislative proposal

Out of the 12 amendments proposed by the European Parliament, the Commission can accept 5. The remaining amendments cannot be accepted. As regards the 5 amendments adopted by the European Parliament and accepted by the Commission, these concern : - changes to the title of the Proposal. By deleting the reference to "noise classification" the title of the Proposal reflects more accurately the proposed methodology which is based on a continuous formula and not on a discrete classification of aeroplanes; - the possibility to use different unit noise charges for different times of the day; - postponing the proposed date of 1 April 2003 by one year to 1 April 2004; - confirming that the proposal is fully compatible with relevant ICAO guidelines; - limiting the number of time periods to three compensates for the possible effect of doubling the ratio to 1-40. The amendment establishes also compatibility with the environmental noise Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise, which also uses three time periods (day, evening and night).

Noise pollution: noise classification of civil subsonic aircraft, calculation of noise charges

2001/0308(COD) - 20/12/2001 - Legislative proposal

PURPOSE : to establish a Community framework for noise classification of civil subsonic aircraft for the purposes of calculating noise charges. CONTENT : the aim of this proposed Directive is to enhance the environmental effectiveness of noise charges levied at airport level by ensuring that common criteria based on the noise performance of aircraft are used when calculating the level of these charges for environmental purposes. Community airport charging systems differ from one Member State to another. There may also be differences within Member States. In 8 Member States the charging system incorporates an environmental component, such as a specific noise charge or as part of the landing charge modulated according to the noise of the aircraft. At a large number of airports, which currently apply noise related airport charges, the charging system only differentiates between Chapter 2 and Chapter 3 aircraft, as defined by Annex 16 - volume 1 to the Convention on International Civil Aviation. Other airport charging systems, which classify aircraft in a larger number of noise groups than just Chapter 2 and Chapter 3 and which use either noise certification data or operational noise levels. The Commission has addressed the current lack of harmonisation in airport charging systems in general and presented on 23 April a Proposal for a Council Directive on airport charges. The aim was to establish a common framework to ensure fair and equitable treatment of users. It would also allow airports to adapt the use of the charging system to be compatible with environmental contraints. In relation to the environmental component, the proposal allowed for the modulation of airport charges on the basis of the environmental costs due to air traffic, provided that it was revenue neutral and applied in a transparent and non-discriminatory manner. However, the proposal did not contain any guidelines on the criteria to be used for this modulation. So far, it has not been possible to reach a common position in the Council on this proposal. The present proposal for a Directive addresses that shortcoming and provides a common framework for aircraft noise classification. The framework could usefully complement the proposed airport charges directive or could stand-alone, as the introduction of a common framework would enhance convergence, transparency and predictability in the noise component of charging systems. The proposed common classification of aircraft is based on the principle that an aircraft operator should pay a fair price that should be proportional to its noise impact, independently of the weight of the aircraft or of the transport service rendered. However, additional data reflecting the 'noise productivity' (i.e. the noise emitted per passenger or tonne of cargo) could usefully complement the aircraft classification. Such data would make it possible to recognise the environmental merits or larger aircraft, even if these aircraft are noisier in absolute terms when compared to lighter aircraft. Therefore, the proposal contains a discretionary provision on information to the public concerning the noise productivity of heavier aircraft.