

# Phase out of Chapter 2 aircraft

## Directive 92/14/EEC

- Applies to aeroplanes with MTOW of 34 tonnes or more with accommodation for more than 19 passenger seats
- Since 1 April 2002 all Chapter 2 aircraft are banned from EU airports
- Exemptions possible in individual cases, for operations of exceptional nature and non-revenue flights for repair or maintenance

# EU Directive on the introduction of noise-related operating restrictions (2002/30/EC)

- Implements the balanced approach
- Harmonizes the decision process
- Imposes an obligatory noise assessment process before implementing operating restrictions
- Does not impose limit noise emission values

# EU Directive on the introduction of noise-related operating restrictions (2002/30/EC)

- Strict definition of “operating restrictions”
- Definition of marginally noise compliant airplanes:  
airplanes with a cumulative margin of no more than 5 decibels in relation to Chapter 3 definition
- Applicable to airports with more than 50 000 movements per year
- Special category : City Airports
- Review in 2007.

# Monitoring Noise (1)

## Directive relating to the assessment and management of environmental noise (2002/49/EC)

- Deals with all modes of transport
- Seeks to harmonize noise indicators and assessment methods for environmental noise
- Seeks to collect information on noise exposure in the form of noise maps
- Aims to make information available to the public
- Applicable to airports which have more than 50 000 movements per year

## Monitoring Noise (2)

- By 30 June 2007 Member States have to prepare noise maps
- By July 2008 Member States must have drawn up action plans to manage noise issues and effects