

106TH CONGRESS  
1ST SESSION

# H. CON. RES. 187

Expressing the sense of Congress regarding the European Council noise rule affecting hushkitted and reengined aircraft.

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## IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 22, 1999

Mr. SHUSTER (for himself, Mr. OBERSTAR, Mr. DUNCAN, Mr. LIPINSKI, Mr. GILMAN, and Mr. GEJDENSON) submitted the following concurrent resolution; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on International Relations, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## CONCURRENT RESOLUTION

Expressing the sense of Congress regarding the European Council noise rule affecting hushkitted and reengined aircraft.

Whereas for more than 50 years, the International Civil Aviation Organization (in this resolution referred to as the “ICAO”) has been the single entity vested with authority to establish international noise and emissions standards and, through the ICAO’s efforts, aircraft noise has decreased by an average of 40 percent since 1970;

Whereas the ICAO is currently working on an expedited basis on even more stringent international noise standards,

taking into account economic reasonableness, technical feasibility, and environmental benefits;

Whereas international noise and emissions standards are critical to maintaining the economic viability of United States aeronautical industries and to obtaining their ongoing commitment to progressively more stringent noise reduction efforts;

Whereas European Council Regulation No. 925/1999, banning certain aircraft meeting the highest internationally recognized noise standards from flying in Europe, undermines the integrity of the ICAO process and undercuts the likelihood that new Stage 4 aircraft noise standards will be developed;

Whereas while no regional standard is acceptable, European Council Regulation No. 925/1999 is particularly offensive because there is no scientific basis for the regulation and because the regulation has been carefully crafted to protect European aviation interests while imposing arbitrary, substantial, and unfounded cost burdens on United States aeronautical industries;

Whereas the vast majority of aircraft that will be affected by European Council Regulation No. 925/1999 are operated by United States flag carriers; and

Whereas implementation of European Council Regulation No. 925/1999 will result in a loss of jobs in the United States and may cost United States aeronautical industries in excess of \$2,000,000,000: Now, therefore, be it

- 1 *Resolved by the House of Representatives (the Senate*
- 2 *concurring), That it is the sense of Congress that—*

1           (1) if European Council Regulation No. 925/  
2           1999 is not rescinded by the European Council at  
3           the earliest possible date, the Secretary of Transpor-  
4           tation should take all appropriate actions to ensure  
5           that a petition regarding the regulation is filed with  
6           the International Civil Aviation Organization pursu-  
7           ant to Article 84 of the Chicago Convention; and

8           (2) the Secretaries of Commerce, State, and  
9           Transportation and other appropriate parties should  
10          use all reasonable means available to them to ensure  
11          that the goal of having the regulation rescinded is  
12          achieved.

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