

5.12.2012

A7-0372/44

**Amendment 44**

**Michael Gahler, Mathieu Grosch**

on behalf of the PPE Group

**Report**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports

COM(2011)0828 – C7-0456/2011 – 2011/0398(COD)

**A7-0372/2012**

**Proposal for a regulation**

**Article 1 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) to enable selection of the most cost-effective noise mitigation measures in accordance with the Balanced Approach so as to achieve the sustainable development of the airport and air traffic management network capacity from a gate-to-gate perspective.

*Amendment*

(b) to enable selection of the most cost-effective noise mitigation measures, ***taking account of health, economic and social aspects***, in accordance with the Balanced Approach so as to achieve the sustainable development of the airport and air traffic management network capacity from a gate-to-gate perspective.

Or. en

5.12.2012

A7-0372/45

**Amendment 45**

**Michael Gahler, Mathieu Grosch**  
on behalf of the PPE Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports  
COM(2011)0828 – C7-0456/2011 – 2011/0398(COD)

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2**

*Text proposed by the Commission*

*Amendment*

(2) 'Balanced Approach' means the **method** under which the range of available measures, namely reduction of aircraft noise at source, land-use planning and management, noise abatement operational procedures and operating restrictions, is considered in a consistent way with the view to **addressing the noise problem** in the most cost-effective way on an airport by airport basis.

(2) 'Balanced Approach' means the **process established by the International Civil Aviation Organisation (ICAO) in Volume 1, Part V of Annex 16 to the Chicago Convention** under which the range of available measures, namely reduction of aircraft noise at source, land-use planning and management, noise abatement operational procedures and operating restrictions, is considered in a consistent way with the view to **minimising** noise in the most cost-effective way **taking account, inter alia, of health and economic aspects**, on an airport by airport basis **in order to safeguard the health of citizens living in nearby areas**.

Or. en

5.12.2012

A7-0372/46

**Amendment 46**

**Paul Nuttall**

on behalf of the EFD Group

**Report**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports  
COM(2011)0828 – C7-0456/2011 – 2011/0398(COD)

**A7-0372/2012**

**Proposal for a regulation**

**Recital 10**

*Text proposed by the Commission*

(10) Noise assessments should build on existing information available and ensure that such information is reliable and accessible to competent authorities and stakeholders. ***Competent authorities should put in place the necessary monitoring and enforcement tools.***

*Amendment*

(10) Noise assessments should build on existing information available and ensure that such information is reliable and accessible to competent authorities and stakeholders.

Or. en

5.12.2012

A7-0372/47

**Amendment 47**

**Paul Nuttall**

on behalf of the EFD Group

**Report**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports  
COM(2011)0828 – C7-0456/2011 – 2011/0398(COD)

**A7-0372/2012**

**Proposal for a regulation**

**Recital 13**

*Text proposed by the Commission*

(13) In order to reflect the continuous technological progress in engine and airframe technologies and the methods used to map noise contours, the *power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission with respect to regularly updating the noise standards for aircraft referred to in this Regulation and the reference to the associated certification methods; amending the definitions of marginally compliant aircraft and of civil aircraft accordingly, and updating the reference to the method to computing noise contours. It is particularly important that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and Council.*

*Amendment*

(13) In order to reflect the continuous technological progress in engine and airframe technologies and the methods used to map noise contours, the *Member States shall take such steps as they consider prudent and necessary, in accordance with free market principles and common law, respecting the natural law rights and liberties of the individual taxpayer to enjoy reasonable levels of comfort and safety in their own homes which represent their property rights, thereby taking planned advantage of such technical advances as they may occur and allow spontaneous order arising from natural virtuous spirals in the economy, ensuring processes of due diligence and compensation with respect to negative economic and business considerations and commercial concerns that may be adventitiously impacted.*

Or. en