

5.12.2012

A7-0372/48

**Amendment 48**

**Saïd El Khadraoui**

on behalf of the S&D Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Article 1 – paragraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

(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.

(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

A7-0372/49

**Amendment 49**

**Saïd El Khadraoui**

on behalf of the S&D Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

30.11.2012

A7-0372/50

**Amendment 50**

**Sabine Wils, Jaromír Kohlíček**

on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced

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

**Proposal for a regulation**

**Title**

*Text proposed by the Commission*

Proposal for a  
**REGULATION** OF THE EUROPEAN  
PARLIAMENT AND OF THE COUNCIL  
on the establishment of rules and  
procedures with regard to the introduction  
of noise-related operating restrictions at  
Union airports within a Balanced Approach  
and repealing Directive 2002/30/EC of the  
European Parliament and of the Council

*Amendment*

Proposal for a  
**DIRECTIVE** OF THE EUROPEAN  
PARLIAMENT AND OF THE COUNCIL  
on the establishment of rules and  
procedures with regard to the introduction  
of noise-related operating restrictions at  
Union airports within a Balanced Approach  
and repealing Directive 2002/30/EC of the  
European Parliament and of the Council  
*(This amendment applies throughout the  
text. Adopting it will necessitate  
corresponding changes throughout.)*

Or. en

*Justification*

*Setting up a directive rather than a Regulation is a more suitable for all Member States;*

30.11.2012

A7-0372/51

**Amendment 51**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

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

**Proposal for a regulation**

**Recital 4**

*Text proposed by the Commission*

*Amendment*

(4) Resolution A33/7 of the International Civil Aviation Organisation (ICAO) introduces the concept of a ‘Balanced Approach’ to noise management and establishes a coherent method to address aircraft noise. The ICAO ‘Balanced Approach’ should **remain the foundation of** noise regulation for aviation, **as a global industry**. The Balanced Approach recognises the value of, and does not prejudice, relevant legal obligations, existing agreements, current laws and established policies. **Incorporating** the international rules of the Balanced Approach in this Regulation should substantially lessen the risks of international disputes in case third country carriers may be affected by noise-related operating restrictions.

(4) Resolution A33/7 of the International Civil Aviation Organisation (ICAO) introduces the concept of a ‘Balanced Approach’ to noise management and establishes a coherent method to address aircraft noise. ***This Regulation aims to reduce most of the environmentally harmful effects of civil aviation, through the application of integrated measures such as technological progress, appropriate operating procedures, proper organisation of air transit and appropriate use of airport planning mechanisms and land-use management.*** The ICAO ‘Balanced Approach’ ***principles should be reviewed in order to integrate with appropriate parameters in the*** noise regulation for aviation ***the following elements: reduction of noise at source, land use management and planning, noise abatement operational procedures and operating restrictions on aircrafts.*** The Balanced Approach recognises the value of, and does not prejudice, relevant legal obligations, existing agreements, current laws and established policies. ***Reviewing*** the international rules of the Balanced Approach ***and integrating them*** in this Regulation should substantially

lessen the risks of international *and national* disputes in case third country carriers may be affected by noise-related operating restrictions.

Or. en

*Justification*

*Key clarification needed to support an adequate integration of new parameters in the so called 'Balanced Approach' providing a better framework to article 4, as many disputes on noise management are now settled in national courts and not only at international level.*

30.11.2012

A7-0372/52

**Amendment 52**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Recital 5**

*Text proposed by the Commission*

*Amendment*

(5) The Report from the Commission to the Council and the European Parliament on noise operating restrictions at EU Airports<sup>15</sup> pointed to the need to clarify in the text of the Directive the allocation of responsibilities and the precise obligations and rights of interested parties during the noise assessment process so as to guarantee that cost-effective measures **are** taken to achieve the noise abatement objectives.

(5) The Report from the Commission to the Council and the European Parliament on noise operating restrictions at EU Airports<sup>15</sup> pointed to the need to clarify in the text of the Directive the allocation of responsibilities and the precise obligations and rights of interested parties during the noise assessment process so as to guarantee that cost-effective measures, **based on economic and environmental cost-benefit analysis, are** taken to achieve the noise abatement objectives.

Or. en

*Justification*

*Cost benefit assessment needs to be carried granting therefore equal footing to environmental considerations including public health in achieving noise abatement objectives*

30.11.2012

A7-0372/53

**Amendment 53**

**Jaromír Kohlíček, Sabine Wils**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Recital 16**

*Text proposed by the Commission*

*Amendment*

***(16) Considering the need for the consistent application of the noise assessment method within the EU aviation market, this Regulation sets out common rules in the field of noise operating restrictions. Directive 2002/30/EC should therefore be repealed,***

***deleted***

Or. en

*Justification*

*The most suitable approach is asking the European Commission for a review and adaptation of the existing Directive 2002/30 instead of proposing a new draft Regulation where nevertheless the EC wants to keep a right of scrutiny on Member States correspondent decisions.*

30.11.2012

A7-0372/54

**Amendment 54**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) This Regulation deals only with aircraft noise issues. It does not seek to regulate the impact of pollutant emissions from the operating aircraft or measures to reduce those emissions. Such rules should be dealt with in a separate legislative proposal.***

Or. en

*Justification*

*The proposed regulation only applies to noise while measures aiming to lowering emissions should be laid down in a separate legislative act.*



30.11.2012

A7-0372/55

**Amendment 55**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***(1a) 'Air traffic centre' means the airport and its impact area;***

Or. en

*Justification*

*The closest and the noisest sections of take off and landing routes are to be considered within the area where the impact of health of citizens affected by air traffic noise is relevant.*

30.11.2012

A7-0372/56

**Amendment 56**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 1 b (new)**

*Text proposed by the Commission*

*Amendment*

***(1b) 'Impact area' means the area around the airport within which local noise emission limits are exceeded including take-off and landing routes;***

Or. en

*Justification*

*The assessment of aircraft noise must not be confined to the airport itself. Protests from local resident associations focused on the noisest sections of the take-off and landing routes too: restricting the assessment only to the airport area is not responding to an updated approach and will be rejected by local residents affected.*

30.11.2012

A7-0372/57

**Amendment 57**

**Sabine Wils, Jaromír Kohlíček**  
on behalf of the GUE/NGL Group

**Report**

**A7-0372/2012**

**Jörg Leichtfried**

Introduction of noise-related operating restrictions at Union airports within a Balanced Approach

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

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***(4a) "Interested parties" means legal or natural persons affected by or benefited by the introduction or absence of noise reduction measures, including operating restrictions, or having a legitimate interest in the introduction of such measures;***

Or. en

*Justification*

*An adapted version of the previous directive's definition is needed to ensure greater transparency and participation in decision making by interested parties as also article 5 is identifying specific actions to be undertaken by interested parties.*