

5.12.2012

A7-0372/78

Amendment 78

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE 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 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Airports shall constantly inform inhabitants near to airports through the internet as well as at visible places and through the press about the measured noise values of at least the last 24 hours in terms of average and peaks.

Or. en

5.12.2012

A7-0372/79

Amendment 79

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on behalf of the Verts/ALE 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 10

Text proposed by the Commission

Amendment

Article 10

deleted

Right of scrutiny

1. At the request of a Member State or on its own initiative, and without prejudice to a pending appeal procedure, the Commission may scrutinise the decision on an operating restriction, prior to its implementation. Where the Commission finds that the decision does not respect the requirements set out in this Regulation, or is otherwise contrary to Union law, it may suspend the decision.

2. The competent authorities shall provide the Commission with information demonstrating compliance with this Regulation.

3. The Commission shall decide in accordance with the advisory procedure laid down in Article 13(2), in particular taking into account the criteria in Annex II, whether the competent authority concerned may proceed with the introduction of the operating restriction. The Commission shall communicate its decision to the Council and the Member State concerned.

4. Where the Commission has not adopted a decision within a period of six months after it has received the information

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referred to in paragraph 2, the competent authority may apply the envisaged decision on an operating restriction.

Or. en

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A7-0372/80

Amendment 80

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

Proposal for a regulation

Annex 1 – section 1 – point 1

Text proposed by the Commission

Amendment

1. **Competent authorities will** use noise assessment methods which have been developed in accordance with the ECAC Report Doc 29 ‘Report on Standard Method of Computing Noise Contours around Civil Airports’, 3rd Edition.

1. **Member States are advised to** use noise assessment methods which have been developed in accordance with the ECAC Report Doc 29 ‘Report on Standard Method of Computing Noise Contours around Civil Airports’, 3rd Edition.

Or. en

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A7-0372/81

Amendment 81

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE Group

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Jörg Leichtfried

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

Proposal for a regulation

Annex 2 – heading 1

Text proposed by the Commission

Amendment

Assessment of the *cost-effectiveness* of
noise-related operating restrictions

Assessment of the *cost-benefit-*
effectiveness of noise-related operating
restrictions

Or. en

5.12.2012

A7-0372/82

Amendment 82

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE Group

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Jörg Leichtfried

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

Proposal for a regulation

Annex 2 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

The *cost-effectiveness* of envisaged noise-related operating restrictions will be assessed taking due account of following elements, to the extent possible, in quantifiable terms:

The *cost-benefit-effectiveness* of envisaged noise-related operating restrictions will be assessed taking due account of following elements, to the extent possible, in quantifiable terms:

Or. en

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Amendment 83

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on behalf of the Verts/ALE Group

Report

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Jörg Leichtfried

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Proposal for a regulation

Annex 2 – paragraph 1 – point 4 a (new)

Text proposed by the Commission

Amendment

***4a) Changes in immovable property
values in the neighbourhood of the
airports;***

Or. en

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A7-0372/84

Amendment 84

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE Group

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Jörg Leichtfried

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Proposal for a regulation

Annex 2 – paragraph 1 – point 4 b (new)

Text proposed by the Commission

Amendment

***4b) Effects on the different modes of
transport and mobility;***

Or. en

5.12.2012

A7-0372/85

Amendment 85

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE Group

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Jörg Leichtfried

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Proposal for a regulation

Annex 2 – paragraph 1 – point 4 c (new)

Text proposed by the Commission

Amendment

4c) Effects on the external costs;

Or. en

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A7-0372/86

Amendment 86

Eva Lichtenberger, Michael Cramer, Keith Taylor and Isabelle Durant
on behalf of the Verts/ALE Group

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Jörg Leichtfried

Introduction of noise-related operating restrictions at Union airports
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Proposal for a regulation

Annex 2 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

In addition competent authorities *may* take
due account of following factors:

In addition competent authorities *shall* take
due account of following factors:

Or. en

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A7-0372/87

Amendment 87

Eva Lichtenberger, Isabelle Durant, Michael Cramer and Keith Taylor
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Report

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Jörg Leichtfried

Introduction of noise-related operating restrictions at Union airports
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Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In its Night Noise Guidelines for Europe, the World Health Organisation (WHO) describes the relationship between sleep and health, the effects of night time noise on sleep as well as on health and well-being and it stipulates that an $L_{\text{night, outside}}$, as defined in the Environmental Noise Directive (2002/49/EC), of 40 dB should be the target of night noise guideline (NNG) to protect the public, and that an $L_{\text{night, outside}}$ of 55 dB is recommended as an interim target for the countries where the NNG cannot be achieved in the short term for various reasons. The WHO, however, also states that instantaneous effects such as sleep disturbance are better correlated with the maximum level per event (L_{Amax}), such as the passage of a lorry, aeroplane or train, that to prevent sleep disturbances one should also consider the number of sound events, that noise events of 45 dB or more (indoors) should be avoided, that an even lower limit would be preferred for sensitive people, and that it should be possible to sleep with a bedroom window slightly open (a reduction from outside to inside of 15 dB). Finally, the WHO stresses the fact that a fixed interval of 8 hours is a minimal choice for night protection, that an 8-hour

interval protects around 50 % of the population and that it would take a period of 10 hours to protect 80 %, that on Sundays, sleeping time is consistently one hour longer, probably due to people recovering from sleep debt incurred during the week, and that it should also be borne in mind that (young) children have longer sleeping times.

Or. en

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Amendment 88

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Proposal for a regulation

Recital 6

Text proposed by the Commission

Amendment

The introduction of operating restrictions by Member States at Union airports on a case-by-case basis, whilst limiting capacity, can contribute to improving the noise climate around airports. However, there is a possibility of introducing distortions of competition or hampering the overall efficiency of the Union aviation network through the inefficient use of existing capacity. Since the objectives cannot be sufficiently achieved by the Member States and can therefore be more effectively achieved by the Union by means of harmonised rules on the introduction of operating restrictions as part of the noise management process, the Union may adopt measures in accordance with the principles of subsidiarity as set out in Article 5 of the Treaty on the Functioning of the European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary to achieve those objectives. ***Such harmonised method does not impose*** noise quality objectives, ***which*** continue to derive from Directive 2002/49/EC or other European, national or local rules, and does not prejudice the concrete selection of measures.

The introduction of operating restrictions by Member States at Union airports on a case-by-case basis, whilst limiting capacity, can contribute to improving the noise climate around airports. However, there is a possibility of introducing distortions of competition or hampering the overall efficiency of the Union aviation network through the inefficient use of existing capacity. Since the objectives cannot be sufficiently achieved by the Member States and can therefore be more effectively achieved by the Union by means of harmonised rules on the introduction of operating restrictions as part of the noise management process, the Union may adopt measures in accordance with the principles of subsidiarity as set out in Article 5 of the Treaty on the Functioning of the European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary to achieve those objectives. ***The need to promote a level playing field in the aviation sector, avoiding distortions to competition stemming from diverging noise protection standards, and to allow for a sound and sustainable development of the Union's aviation, imposes a recourse to*** noise

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quality objectives, *whose implementation may* continue to derive from Directive 2002/49/EC or other European, national or local rules, and does not prejudice the concrete selection of measures.

Or. en

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Amendment 89

Eva Lichtenberger, Isabelle Durant, Michael Cramer and Keith Taylor
on behalf of the Verts/ALE Group

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Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) The polluter-pays principle, which is now widely accepted in Union transport policy, should apply indiscriminately to the financing of all the measures taken to achieve the noise abatement objectives.

Or. en