

Tuesday 3 September 2002

Article 7

Review and reporting

The Commission shall submit to the European Parliament and the Council a report based on experience on the application of this Directive not later than 1 April 2008. **This report shall in particular assess the possibility of introducing, for the purpose of modulating the charges, a noise classification of aircraft based on noise levels measured in situ in the vicinity of airports, reflecting actual operating conditions and thus the noise nuisance effectively perceived by persons living in the vicinity of airport infrastructure.**

The report shall be accompanied, as appropriate, by proposals to amend this Directive.

Article 8

Transposition

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by one year after its entry into force at the latest. They shall forthwith inform the Commission thereof.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

Article 9

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Communities.

Article 10

Addressees

This Directive is addressed to the Member States.

Done at ..., on ...

For the European Parliament  
*The President*

For the Council  
*The President*

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ANNEX

CALCULATION OF NOISE CHARGE

The total noise charge for one arrival and one departure at a given airport is:

$$C = C_a \cdot 10^{(L_a - T_a)/10} + C_d \cdot 10^{[(L_d - T_d)/10]}$$

where:

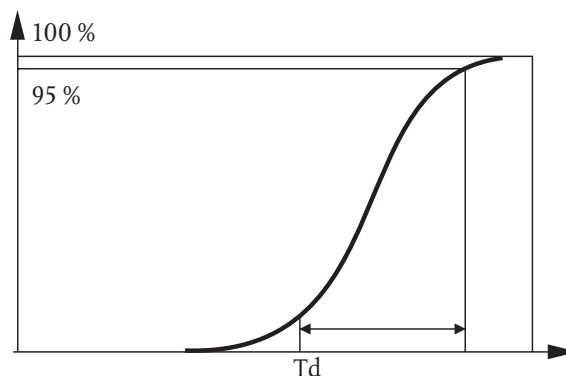
$C_a$  and  $C_d$  are the unit noise charges at departures and arrivals for the considered airport.  $C_a$  and  $C_d$  **shall have a value of at least EUR 10 per 10 000 kg**. They reflect the relative importance of noise emissions at arrivals and departures for the impacted population;

$L_a$  is the certificated noise level at approach;

Tuesday 3 September 2002

$L_d = (L_f + L_l)/2$ ,  $L_f$  and  $L_l$  are the certificated noise levels at the flyover and lateral measurement points; and

$T_a$  and  $T_d$  are noise thresholds at departures and at arrivals corresponding to categories of relatively quiet aircraft for the considered airport. These thresholds are fixed around 13 decibels below upper thresholds corresponding to 95 % of the noise energy emitted at the airport as indicated on the graph.



Cumulated noise energy at departure  
for movements with noise levels  $\leq L$

**According** to the principle that charges should be based as closely as possible on underlying costs, there should be specific noise charges for financing noise mitigation **programmes**.

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## Cultivation of plant proteins

**European Parliament resolution on the Commission communication to the Council and the European Parliament on options to promote the cultivation of plant proteins in the EU (COM(2001) 148/2 – C5-0260/2001 – 2001/2116(COS))**

*The European Parliament,*

- having regard to the Commission communication (COM(2001) 148/2 – C5-0260/2001),
  - having regard to the importance which the European Council attaches to the problem caused by the growing shortfall of plant proteins in the European Union, as pointed out in the conclusions of the European Councils in Berlin, in March 1999, and in Nice, in December 2000,
  - having regard to the hearing organised by the Committee on Agriculture and Rural Development of the European Parliament on 'Options to promote the cultivation of plant proteins in the EU' and the hearing organised by the section for Agriculture, Rural Development and Environment of the Economic and Social Committee on 'Plant Protein Crops: their future and their role in animal nutrition',
  - having regard to Rule 47(1) of its Rules of Procedure,
  - having regard to the opinion of the Economic and Social Committee,
  - having regard to the report of the Committee on Agriculture and Rural Development (A5-0242/2002),
- A. whereas there is a shortfall of more than 35 million tonnes of plant proteins in the EU, which recently increased by 2 million tonnes primarily due to the continuing ban on the use of meat-and-bone meal,