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*Status: Point in time view as at 16/04/2014.*

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## ANNEX I

### ASSESSMENT OF THE NOISE SITUATION AT AN AIRPORT

#### Methodology:

Competent authorities will ensure the use of noise assessment methods which have been developed in accordance with the European Civil Aviation Conference Report Doc 29 entitled 'Standard Method of Computing Noise Contours around Civil Airports', 3rd Edition.

#### Indicators:

1. Air traffic noise impact will be described, at least, in terms of noise indicators  $L_{den}$  and  $L_{night}$  which are defined and calculated in accordance with Annex I to Directive 2002/49/EC.
2. Additional noise indicators which have an objective basis may be used.

#### Noise management information:

1. Current inventory
  - 1.1. A description of the airport, including information about its size, location, surroundings, air traffic volume and mix.
  - 1.2. A description of any environmental objectives for the airport and the national context. This will include a description of the aircraft noise abatement objectives for the airport.
  - 1.3. Details of noise contours for the relevant previous years — including an assessment of the number of people affected by aircraft noise, carried out in accordance with Annex II to Directive 2002/49/EC.
  - 1.4. A description of the existing and planned measures to manage aircraft noise already implemented in the framework of the Balanced Approach and their impact on and contribution to the noise situation, by reference to:
    - 1.4.1. For reduction at source:
      - (a) information on the current aircraft fleet and any expected technology improvements;
      - (b) specific fleet renewal plans.
    - 1.4.2. For land-use planning and management:
      - (a) planning instruments in place, such as comprehensive planning or noise zoning;
      - (b) mitigating measures in place, such as building codes, noise insulation programmes or measures to reduce areas of sensitive land use;
      - (c) consultation process in respect of the land-use measures;
      - (d) monitoring of encroachment.
    - 1.4.3. For noise abatement operational measures, to the extent that those measures do not restrict the capacity of an airport:
      - (a) use of preferential runways;
      - (b) use of noise-preferential routes;

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- (c) use of noise abatement take-off and approach procedures;
  - (d) indication of the extent to which those measures are regulated under environment indicators, as mentioned in Annex I to Regulation (EU) No 691/2010.
- 1.4.4. For operating restrictions:
- (a) use of global restrictions, such as a cap on movements or noise quotas;
  - (b) use of aircraft-specific restrictions, such as the withdrawal of marginally compliant aircraft;
  - (c) use of partial restrictions, drawing a distinction between daytime measures and night-time measures.
- 1.4.5. The financial instruments in place, such as noise-related airport charges.
2. Forecast without new measures
- 2.1. Descriptions of airport developments, if any, already approved and in the pipeline, for example, increased capacity, runway and/or terminal expansion, approach and take-off forecasts, projected future traffic mix and estimated growth and a detailed study of the noise impact on the surrounding area caused by expanding the capacity, runways and terminals and by modifying flight paths and approach and take-off routes.
- 2.2. In the case of airport capacity extension, the benefits of making that additional capacity available within the wider aviation network and the region.
- 2.3. A description of the effect on noise climate without further measures, and of those measures already planned to ameliorate the noise impact over the same period.
- 2.4. Forecast noise contours — including an assessment of the number of people likely to be affected by aircraft noise — distinguishing between established residential areas, newly constructed or planned residential areas and planned future residential areas that have already been granted authorisation by the competent authorities.
- 2.5. Evaluation of the consequences and possible costs of not taking action to reduce the impact of increased noise, if it is expected to occur.
3. Assessment of additional measures
- 3.1. Outline of the additional measures available and an indication of the main reasons for their selection. Description of those measures chosen for further analysis and information on the outcome of the cost-efficiency analysis, in particular the cost of introducing those measures; the number of people expected to benefit and the timeframe; and a ranking of the overall effectiveness of particular measures.
- 3.2. An overview of the possible environmental and competitive effects of the proposed measures on other airports, operators and other interested parties.
- 3.3. Reasons for selection of the preferred option.
- 3.4. A non-technical summary.

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## ANNEX II

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

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

- (1) the anticipated noise benefit of the envisaged measures, now and in the future;
- (2) the safety of aviation operations, including third-party risks;
- (3) the capacity of the airport;
- (4) any effects on the European aviation network.

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

- (1) the health and safety of local residents living in the vicinity of the airport;
- (2) environmental sustainability, including interdependencies between noise and emissions;
- (3) any direct, indirect or catalytic employment and economic effects.

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