

Aviation Noise Impact Management through novel Approaches

Summary of Balanced Approach policy (At Source and Operating Procedures) in European Member States.

	At Source	Operating Procedures
Austria	No policy instruments listed.	No policy instruments listed.
Belgium	No policy instruments listed.	No policy instruments listed.
Bulgaria	No policy instruments listed.	No policy instruments listed.
Croatia	No policy instruments listed.	No policy instruments listed.
Czech Republic	Template not received.	Template not received.
Cyprus	Chapter restrictions.	No policy instruments listed.
Denmark	CAA has the ability to apply fines, for instance when flight tracks are not adhered to.	Considered in the environmental approval for airports.
Estonia	No policy instruments listed.	No policy instruments listed.
Finland	No policy instruments listed.	No policy instruments listed.
France	Noise based operational charges.	Fines for non-compliance with published procedures.
Germany	Legal obligation to continuously measure the actual aircraft noise situation in the vicinity of commercial airports. Noise based charges.	No policy instruments listed.
Greece	No policy instruments listed.	No policy instruments listed.
Hungary	Chapter restrictions. Noise based charges.	No policy instruments listed.
Ireland	Chapter restrictions.	No policy instruments listed.
Italy	Regional tax on aviation noise for civil aircrafts.	No policy instruments listed.
Latvia	Chapter restrictions.	Some basic procedures listed at legislative level under AIP Latvia EVRA AD2.21.
Lithuania	Chapter restrictions. Regulation on aircraft noise abatement of the Republic of Lithuania.	Legislation on the noise abatement for the sub-sonic aircraft the Regulation on the noise abatement for the aircraft.
Malta	No policy instruments listed.	No policy instruments listed.
Netherlands	No national policy instruments listed.	No national policy instruments listed.
Poland	Chapter restrictions. Noise limits. Noise charges.	No policy instruments listed.
Portugal	Chapter restrictions.	No policy instruments listed.
Romania	No policy instruments listed.	No policy instruments listed.
Slovakia	Chapter restrictions.	No policy instruments listed.
Slovenia	Rules on noise emission of aircraft.	Airport does not have direct influence on noise abatement procedures conducted by Air Traffic Control (ATC); by airport opinion noise abatement (flight) procedures should be implemented only when all stakeholders agree on it.
Spain	Chapter restrictions, Noise taxes and quota penalties.	Most Spanish airports have noise abatement procedures published in AIP. Most of these procedures were considered and assessed during Environmental Impact

Aviation Noise Impact Management through novel Approaches

At Source		Operating Procedures
		Assessment procedures of each airport. Only two of them have specific regulations about it, Madrid and Barcelona.
Sweden	Noise charges are implemented, where noisier aircraft at more noise sensitive airports have higher charges.	Noise Abatement Procedures and runway/route use are designed on an airport-per-airport basis. The main Swedish Air Navigation Service Provider often contribute.
United Kingdom	Noise certificate regulations. Powers to introduce noise control measures to limit or mitigate the effect of noise and vibration connected with take-off or landing aircraft. Financial penalties on aircraft operators who breach noise abatement requirements.	A range of noise controls relating directly to aircraft operations are set out in statutory notices and are published in the UK Aeronautical Information Package (UK AIP) and elsewhere as appropriate. These controls cover aspects such as Continuous Descent Approaches (CDAs), noise abatement procedures and night flight restrictions.