



**COUNCIL OF  
THE EUROPEAN UNION**

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2011/0398 (COD)**

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**NOTE**

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From: Presidency  
To: Council

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No. prev. doc.: 6258/14 AVIATION 41 ENV 118 CODEC 346  
No. Cion doc.: 18010/11 AVIATION 258 ENV 922 CODEC 2290

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Subject: 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  
- Information from the Presidency

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1. Following two informal trilogues with the European Parliament on 14 and 27 January 2014, Coreper approved the final compromise text on 29 January 2014 on the above-mentioned file.<sup>1</sup> On 11 February 2014, the Committee on Transport and Tourism of the European Parliament also approved the outcome of the trilogue negotiations.<sup>2</sup>

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<sup>1</sup> doc. 5787/14.

<sup>2</sup> doc. 6258/14.

2. Replacing Directive 2002/30/EC, the new Regulation ensures the consistent application in the EU of the ICAO set of principles and guidance known as the "Balanced Approach" for the introduction of noise-related operating restrictions at EU airports. The Regulation is part of the so-called "airport package", a set of three legislative proposals aimed at fostering competitiveness in European airports and at increasing their performance in terms of efficiency, quality and resilience.
3. By setting up uniform procedures for the assessment and management of noise around airports, the Regulation ensures the consistent application of the same standards across the EU. This is underpinned by the Commission's right to review whether the process for the introduction of a noise related operating restriction was correctly followed.
4. Links to the EU acquis on the assessment of environmental noise are reinforced, thus building a bridge toward the inclusion of health aspects in the noise assessment process, based on objective and scientific criteria.
5. At the same time, the Regulation allows for a transitional period for the withdrawal of the noisiest aircraft, taking into account the composition of current aircraft fleets and investments already made.
6. Existing operating restrictions and the outcome of ongoing procedures are protected by specific provisions in order to ensure that noise protection will not be reduced by review procedures required by the entry into force of the new Regulation. In this context, consultation and mediation procedures have been given more emphasis at the request of the European Parliament.
7. Following a political agreement adopted by the Council on 17 February 2014, the text is being revised by lawyer-linguists, to prepare for the adoption of the Council's first reading position on 24 March 2014. The Council's position at first reading will then be communicated to the European Parliament with a view to approval by the Plenary without amendment in second reading.