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B5-0319/2000

MOTION FOR A RESOLUTION

further to Oral Question(s) B5-0206/2000

pursuant to Rule 42(5) of the Rules of Procedure

by the following Members: Oomen-Ruijten, Arvidsson and Jarzembowski

on behalf of the PPE-DE Group

on noise pollution caused by night flying

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B5-0319/2000

Resolution on noise pollution caused by night flying

The European Parliament,

- having regard to the Commission Green Paper on future noise policy (COM(96)0540 - C4-0587/96),
 - having regard to the Communication from the Commission 'Air Transport and the Environment' (COM(99) 640),
- A. whereas, in contrast with the measurements carried out and the data available in certain spheres of the environment directly affecting human beings, such as air or water, noise is still not monitored sufficiently,
- B. whereas, because of the cross-border nature of noise nuisance, there is a need for an ambitious European noise-reduction policy at a time when noise is having a serious effect on health and detracting from the quality of people's lives,
- C. whereas the Fifth Action Programme on the Environment states that people should not be exposed to noise levels which jeopardise their health or their quality of life,
- D. whereas a comprehensive, integrated ambient noise reduction programme should include a framework directive incorporating binding practical measures which will provide a response to the constant increase in the number of noise-related complaints from the general public,
1. Calls on the Commission, in view of the liberalisation of air transport and the increasing size of aircraft, to lay down obligatory standards for air traffic and work towards uniform requirements for limiting aircraft noise and noise levels in areas around airports;
 2. Notes with satisfaction that European aircraft fleets have largely converted to noise-reducing aircraft; is however concerned that because of the increase in the average size of aircraft and the great expansion of air traffic, noise emission is rising again;
 3. Takes the view that strict noise emission values would substantially promote the development and use of quieter aircraft and it would be sensible to classify types of aircraft according to their levels of noise emission, in accordance with the current operational noise limits;
 4. Calls on the Commission to draw up a proposal for a directive laying down obligatory standards for the acoustic insulation of airports on the basis of a European system for reducing noise;

5. Is of the opinion that flight movements, particularly at night, are a source of nuisance to people and that they should therefore be reduced;
6. Calls for a joint aircraft noise classification system, since this would lead to the introduction of an unbiased and transparent system valid throughout Europe, in order to prevent distortions of competition between individual airports;
7. Urges the Commission to examine the feasibility and possible scope of a Community system for identifying particularly noisy airports;
8. Calls on the Commission in future, before approving the funding of projects by the Structural Funds and the Cohesion Fund, to check that the proposed measures meet the required standards for noise prevention and repression together with other environmental standards;
9. Instructs its President to forward this resolution to the Commission, the Council and the governments of the Member States.