

EUROPEAN PARLIAMENT

10 April 2000

B5-0305/2000}
B5-0319/2000}
B5-0334/2000}
B5-0339/2000}RC1

JOINT MOTION FOR A RESOLUTION

pursuant to Rule 42 of the Rules of Procedure

by the following Members:

Oomen-Ruijten and Arvidsson, on behalf of the PPE-DE Group
Roth-Behrendt, on behalf of the PSE Group
Ducarme, Sterckx, Ries, Davies and Ludford, on behalf of the ELDR Group
Lannoye, Isler Béguin and Bouwman, on behalf of the Verts/ALE Group
González Álvarez and Papayannakis, on behalf of the GUE/NGL Group
Thomas-Mauro, on behalf of the UEN Group

replacing motions by :

- the Verts/ALE Group (B5-0305/2000)
- the PPE-DE Group (B5-0319/2000)
- the ELDR Group (B5-0334/2000)
- the PSE Group (B5-0339/2000)

on night flights and noise pollution near airports

The European Parliament,

- having regard to the Commission communication on “Air transport and the environment” (COM(1999) 640),
- having regard to the Commission Green Paper on “Future noise policy” (COM(1996) 540),
- having regard to the White Paper on “Fair payment for infrastructure use” (COM(1998) 466),

\\doc_sean\rc-00\b5-0305.00\en.doc

PE 289.416}.....
PE 289.460}.....
PE 289.477}.....
PE 289.483}RC1
Or. en

- having regard to research undertaken on external noise from aircraft in the context of the Fourth R&TD Framework Programme,
 - A. whereas one of the consequences of the growth of air transport is the increased noise levels around certain airports in close proximity to urban conurbations and residential areas,
 - B. whereas the residential public should not be deprived of sleep by the pressure on commercial operations at airports in the vicinity,
 - C. 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,
 - D. whereas there is a need for a standard and consistent index and methodology for calculating aircraft noise levels to ensure standards are applied uniformly across the Community, avoiding distortions of competition and enabling the identification of particularly noise-sensitive airports,
1. Is concerned about the persistent and increasing noise levels at some airports which can have a serious effect on the health of local residents;
 2. Underlines the importance of a consistent and coordinated approach on a Community level in order to avoid any distortion of competition resulting from unilateral measures;
 3. Calls on the Commission to draw up proposals for a Community framework on noise classification with a view to establishing an objective basis for the computation of noise exposure (including noise measurement indicators) to be used by local and national authorities in their decisions on charging, slot allocation and possible operational restrictions;
 4. Points out that noise levels at some airports are exacerbated by congestion and problems related to air traffic management; supports the initiative, in this regard, to make rapid progress in the development of a common European airspace;
 5. Strongly supports continued aeronautical research, through the Fifth R&TD Framework Programme, into aircraft and engine design for the further reduction of noise emissions;
 6. Considers that airport noise abatement can best be achieved through a package of measures which combine the following:
 - a more efficient charging framework which provides an incentive to use less noisy aircraft and where revenue raised is channelled into alleviating the effects of noise, e.g. noise insulation schemes in neighbouring residential areas,

- a system of slot allocation which takes into consideration environmental criteria such as noise levels at night,
 - measures to relieve congestion at noise-sensitive airports, including a better distribution of air traffic between airports forming part of a regional network within a Member State, thereby ensuring that the local noise levels do not increase,
 - stimulating greater use of high-speed rail services for travel over shorter distances,
 - restrictions on night flying;
7. Considers that varying airport taxes on the basis of take-off and landing times is a useful instrument in controlling noise pollution;
 8. 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;
 9. Is of the opinion that flight movements, particularly at night, are a source of nuisance to people and that they should therefore be reduced;
 10. 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;
 11. Urges the Commission to examine the feasibility and possible scope of a Community system for identifying particularly noisy airports;
 12. Calls on the Commission to work together with the local authorities and residents' associations in areas adjacent to European airports to draw up 'noise maps' enabling the noisiest areas to be identified and the population at large informed;
 13. Instructs its President to forward this resolution to the Commission, the Council and the Committee of the Regions.