**Resolution 383 (1968)**[1]

# Aircraft noise abatement

Parliamentary Assembly

The Assembly,

1. Having regard to the conclusions and suggestions for further action put forward by the London Conference held in 1966 on the reduction of noise and disturbance caused by civil aircraft ;

2. Considering that as a result of the progressive substitution of jet aircraft for propellor-driven aircraft, and the growth in the number of take-offs and landings at major airports, aircraft noise is causing increasing disturbance to persons living or working in the neighbourhood ;

3. Recalling that the World Health Organisation defines health as "complete physical, mental and social well-being", and aware that excessive noise levels around major airports are damaging to health, thus defined ;

4. Expressing its conviction that if supersonic flights by civil aircraft are permitted over populated areas, the consequent supersonic boom would cause a serious aircraft noise problem for a far wider section of the population, endangering health either directly, or indirectly through accidents resulting from the collapse of buildings, and permanent damage to buildings of historic and artistic interest ;

5. Emphasises the need for further research by WHO and national institutes on the effects of aircraft noise and of the supersonic bang on health, and more particularly as regards the limits of acceptance of noise in order that the position of those whose physical and mental state is precarious is fully taken into account in the application of measures, including legislative measures, to reduce such noise ;

6. Considers that new airports should be situated so as to avoid densely populated areas and that subsequent development of the surrounding land should be controlled or restricted to uses which are compatible with relatively high noise levels ;

7. Further holds that in the case of existing airports in densely populated areas the soundproofing of hospitals, schools and homes in the vicinity should be facilitated by appropriate grants ;

8. Declares that determined efforts must be made to tackle the problem of aircraft noise at source, in the engine itself, but nevertheless believes that operating techniques and other local restrictions should be applied more generally at airports, subject to the limitations imposed by safety considerations and international air traffic requirements ;

9. Considers that the international action already undertaken, particularly by the International Civil Aviation Organisation (ICAO), should be speeded up or intensified and that further research should be promoted, if necessary, to ensure the production of quieter aircraft, since no manufacturer or airline company can afford the additional financial costs involved unless competitors are obliged to do the same, and looks to the rapid implementation by ICAO of the scheme elaborated by France, the United Kingdom and the USA, as a result of the proposal put forward by the London Conference, to include noise as a factor to be taken into account in the certification of aircraft ;

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1. Assembly debate on 26 September 1968 (16th Sitting) (seeDoc. 2436, report of the Committee on Social and Health Questions). Text adopted by the Assembly on 26 September 1968 (16th Sitting).

10. Stresses that the operation of civil supersonic aircraft should, without further delay, be subject to an international agreement, banning supersonic flights over populated areas ;

11. Considers that there is an urgent need to co-ordinate every means of alleviating the problem of aircraft noise at governmental level and in the public opinion sphere and to encourage the international exchange of information on the problem, and for this purpose urges the recall of the London Conference of 1966 ;

12. Invites its President to transmit this resolution to the International Civil Aviation Organisation (ICAO), the World Health Organisation (WHO), the European Civil Aviation Conference (ECAC) and to national or European leagues or societies against aircraft noise through the International Association Against Noise.