REPORT

drawn up on behalf of the Committee on Transport

on security at airports

Rapporteur: Mr J.-P. ROUX

At its sitting of 11 March 1985, the European Parliament referred the motions for resolutions by Mr BAUDIS

- on the promotion of air safety (Doc. 2-1719/84)
- on increasing the safety of air transport by improving ground-to-air communications (Doc. 2-1720/84),

pursuant to Rule 47 of the Rules of Procedure, to the Committee on Transport, as the committee responsible, and to the Committee on Environmental Protection, Public Health and Consumer Protection, and the Committee on Energy, Research and Technology for opinions.

At its meeting of 20 March 1985, the Committee on Transport decided to draw up a report and at its meeting of 16/18 July 1985 it appointed Mr Jean-Pierre ROUX rapporteur.

The draft report was considered at the meetings of 25-27 September, 28-30 October, 26-28 November 1985 and 21-23 January 1986. The motion for a resolution was adopted by 19 votes to 0 with 2 abstentions.

The following took part in the vote: Mr ANASTASSOPOULOS, chairman; Mr KLINKENBORG and Mr BUTTAFUOCO, vice-chairmen; Mr ROUX, rapporteur; Mr BENCOMO MENDOZA, Mrs BRAUN-MOSER, Mr CABEZON ALONSO, Mr CAROSSINO, Mr COIMBRA MARTINS, Mr EBEL, Mrs FAITH, Mr HOFFMANN, Mr NEWTON DUNN, Mr ROMERA I ALCAZAR, Mr ROSSETTI, Mr SAPENA GRANELL, Mr STEVENSON, Mr TOPMANN, Mr van der WAAL, Mr VISSER and Mr WIJSENBEEK.

The Committee on Environmental Protection, Public Health and Consumer Safety and the Committee on Energy, Research and Technology decided not to deliver opinions.

The report was tabled on 27 January 1986.

The deadline for tabling amendments to this report will be indicated in the draft agenda for the part-session at which it will be debated.

C O N T E N T S

The Committee on Transport hereby submits to the European Parliament the following motion for a resolution together with explanatory statement:

MOTION FOR A RESOLUTION

on security at airports

The European Parliament,

- having regard to its resolutions :
  of 17 December 1982 on safety measures in aircraft (Doc. 1-788/82)
  of 13 April 1984 on the safety of air transport in Europe (Doc. 1-1551/83/A)
  of 11 July 1985 on security at airports and in air transport and on
  international terrorism (Docs. B 2-673, 701/85 Am.1 and B 2-705/85 Am.1)
  of 10 September 1985 on memorandum No. 2 on civil aviation (Doc. A 2-86/85)
  of 12 September 1985 on airline and railway safety (Docs. B 2-835/837, 850
  and 854/85 - Am. No. 1)

- having regard to the motion for a resolution by Mr Baudis on the promotion
  of air safety (Doc. 2-1719/84),

- having regard to the motion for a resolution by Mr Baudis on increasing the
  safety of air transport by improving ground-to-air communications
  (2-1720/84),

- having regard to the report by the Committee on Transport (Doc. A 2-208/85),

A.   shocked at the dreadful series of accidents that made 1985 a black year
     for international civil aviation,

B.   determined to ensure that the European institutions play a decisive role
     in setting and maintaining the highest possible level of security in the
     transport sector,

C.   noting, however, that neither the other institutions nor the Member
     States have given the requisite attention to or taken the requisite
     action on the numerous specific resolutions on this important subject,

D.   firmly resolved, nevertheless, to uphold the security demands of
     passengers as long as necessary, particularly in view of the fact that
     intra-Community frontiers are scheduled to disappear by 1992,

E.   aware that airports play an especially important role from the point of
     view of security and the punctuality and efficiency of transport
     operations,

F.   whereas it is essential at airports to achieve the best possible
     compromise between the demands of speed and the more important demands of
     security in air transport,

G.   convinced also that effective action depends on an overall coordinated
     approach to the siting, planning, construction and management of airports
     in the Community,

H. aware of the numerous wide-ranging initiatives being taken in the Member States to improve airports and of the fact that some of them can serve as an example for all the Member States,

I. noting that there are currently no internationally binding criteria or standard projects for the construction or renovation of airports that are efficient as regards both security and productivity,

L. convinced of the need to conduct Community research and studies in close cooperation with airport authorities and operators in order to set standards and guidelines for airport efficiency,

M. anxious above all to promote the maximum possible effectiveness of security measures taken by civil servants and employees of private firms in Community airports,

N. convinced that criteria common to the Member States in the definition of airport and national security programmes will also lead to more effective forms of cooperation and assistance in the event of crisis or difficulty in the Community's air transport system,

As regards the possible future role of the Community institutions

1. Considers it a matter of necessity and urgency that the Community use all the powers available to it under the Treaties to introduce a consistent strategy designed to bring about further improvements in the security of passengers and air transport personnel at European airports;

2. Subscribes in particular to the recommendations on the organization of airports and controls carried out therein in Annexes 17 and 18 to the Chicago Convention, the Security Manual and the International Security Programme (AVSEC) approved and periodically updated by the ICAO;

3. Considers it necessary to take up the Commission's initiative and to consider, in cooperation with the International Civil Airports Association (ICAA) and IATA, introducing a security control check for aircraft prior to take off; such a check could coordinate the security measures taken by airport authorities in the countries of take off and landing;

4. Also endorses the declarations adopted by the ECAC on security at airports at its twelfth triennial session from 18 to 21 June 1985 in Strasbourg;

5. Is convinced that these recommendations should be reinforced and incorporated wherever possible in Community directives and regulations;

6. Hopes that, as suggested in recent months by the Foreign Ministers and Ministers of the Interior of the Member States, the Member States, with the Community's collaboration, will, through the instrument of political cooperation provided for in the Treaties, conclude agreements on :

- homogeneous rules governing the punishment of crimes at airports handling for international flights;

- closer mutual cooperation and assistance in the event of accidents or crises in the airport security system;

7. Is of the opinion that the Community should draw up a <u>European airport security programme</u> based on the recommendations of the ICAO, the ECAC and International Conventions on the subject, with the following objectives :

(i) defining, on the basis of current studies, common criteria for security checks when siting, planning, constructing and reorganizing airports;

(ii) including the aspects identified in the preceding paragraph in the points to be considered when assessing environmental impact as provided for in Council directive 85/337/EEC;

(iii) as regards aspects of normal and special management of airports, defining 'efficiency indicators' and arrangements for effective links between Community airports in accordance with the security programmes recommended by the ECAC;

(iv) as part of the policy of financing infrastructures of value to the Community, drawing up a multi-annual programme of aid to improve security conditions at Community airports handling international flights, particularly :

- flight control and assistance structures
- equipment for checking passengers and goods
- and creating centres at airports in the Community responsible for providing technical assistance to aircraft in difficulty;

(v) urgent action to mark off and reorganize areas within airports in order to create separate security areas as recommended by the ICAO and the ECAC;

(vi) promoting Community training programmes for staff with security duties at airports;

8. The European airport security programme should be based on an information system with access to data of Community interest regarding security measures in operation at airports in the Member States;

<u>As regards action under the jurisdiction of the Member States</u>

9. Considers it advisable that, when drawing up local and national airport security programmes in accordance with ECAC recommendations, the Member States should also take account of the proposals and criteria contained in the European airport security programme and include the following points in their national legislation :

(i) a clear definition of the tasks of the various airport security officials, listing the roles of public, central or local administration, airlines and airport authorities, taking account of the latest experiments in the Member States (particular attention should be paid to laws recently adopted in France and Germany);

(ii) the definition of standards for checking passengers and goods on both intra and extra-Community routes at airports. So that such checks can be carried out as quickly as possible, it is suggested that security checks be carried out in conjunction with either tax or customs controls, depending on whether intra-Community or extra-Community transport is involved;

(iii) the organization of an accounts system for national expenditure connected with the adoption of security measures 'of interest to the Community' at airports so that a comparative check can be made of the initiatives to be financed under the European airport security programme;

As regards relations with international organizations and operators in the sector

10. Believes that the definition of a European airport security programme and the updating of local and national security programmes require the permanent cooperation of the main Community air transport operators;

11. Hopes that the Commission will set up a technical advisory committee composed of representatives of :

    - national public administrations
    - the association of airport authorities (ICAA)
    - associations of European airlines
    - consumers' and users' associations
    - staff organizations;

12. Considers coordinated and effective action by the Community and the Member States to be advisable in relations with public and private international associations operating in the sector of airport security;

13. Suggests that the abovementioned associations, particularly the ICAO and the ECAC, be involved in work and studies carried out by the Community in the field of airport security;

14. Instructs its President to forward this resolution to the Council, the Commission, the governments of the Member States, the ICAO, the ECAC and the ICAA for appropriate action.

EXPLANATORY STATEMENT

1. Background

Parliament has already dealt frequently with problems of air transport
security. Resolutions adopted in the past three years have dealt with the
question of 'passive' safety measures in aircraft (Junot report,
Doc. 1-788/82), more general air transport problems (Ripa di Meana report,
Doc. 1-1551/83/A), and lastly, under the urgent debate procedure, international
terrorism (Docs. B 2-673 and 701/85 Am.1 and B 2-705/85 Am.1) as well as
airline and railway safety (Docs. B 2-835, 837, 850 and 854/85 - Am. No. 1).

2. Scope

This report deals specifically with the problems of security at airports in
the Community. The aspects to be considered however, require some
clarification.

2.1 Airports

The airports considered in this report are Community airports that handle
international flights. No consideration is given to areas that go under a
different name in the different Member States and that are used for pleasure
flights or more importantly for emergencies. Military and civil/military
airports are obviously excluded because of the particularly complex additional
problems involved there.

2.2 Security and police measures

As regards security, this report intends to go into the general problems of
airport security in depth but to devote less attention to police measures. In
both air transport regulations and managerial practice, these two aspects have
separate definitions; security covers specific measures to prevent crimes and
thus comes under the jurisdiction of legal or police authorities whereas
safety covers measures to guarantee swift intervention or prevent situations
presenting a general danger to passengers, operators and airport structures.
Security includes checks on passengers and goods in order to prevent terrorist
attacks or sabotage. Safety includes measures of a 'civil' nature to prevent
air disasters, fires and any crisis in the technical system or
infrastructures. Although quite clear in theory, this distinction is not so
clear in practice, since many 'civil' protection measures are obviously
designed to protect objectives that come under 'police' jurisdiction. For
instance, fencing off runways and guarding them against intruders is a measure
that both meets the requirement of passive security of structures and
protects against terrorist attacks and sabotage. Another point that prompts
us to consider security measures and measures to prevent attacks and hijacking
together is the fact that in Europe, as has already happened in the United
States, the 'privatization' of measures to prevent acts of terrorism is
becoming established practice. At Orly airport, for instance, passengers and
baggage on internal flights will soon be checked by private firms, and
elsewhere, for instance in Germany, the new law governing security duties at
airports assigns to private firms tasks that until a few years ago were

carried out by civil servants. This move is prompted by a desire not to increase public service expenditure, which will be directed to ends considered more important, and the new trend of making each mode of transport responsible for its own security as part of its 'normal' expenditure. The situation is therefore far from clear because of considerable differences in the laws of the various Member States.

3. Regulations

Security at airports is governed by regulations at several levels. At the highest level are the recommendations of the ICAO, a United Nations body set up on the basis of the 1944 Chicago Convention. It is an intergovernmental agency whose task is to promote the highest possible degree of efficiency and security in air transport in the world. The 'recommendations' are annexed to the 1944 Convention and periodically updated in the light of the latest demands of society and developments in air transport. Of particular relevance to this report are Annexes 17 and 18 which concern the general security programme and the transportation of dangerous merchandise. Annex 17 (security programme) is currently being revised to take account of the new wave of accidents, hijackings and acts of sabotage that have already made this year a black year for civil aviation.

Since the 'recommendations' of the international organizations are not immediately applicable, their content is incorporated in International Conventions, the most important in the sector of flight and airport security being those of Tokyo (1963), The Hague (1970) and Montreal (1971). Not all the ICAO Member States however ratify those conventions so that the situation can vary considerably from one country to another and there are no effective legal instruments for forcing countries that have not acceded to them to accept the content of those Conventions or for preventing infringements by the signatory states. From time to time, unofficial suggestions are made of sanctions such as boycotting unreliable airports, but neither this solution nor less serious ones are provided for in international conventions whose implementation therefore depends entirely on the willingness of the Member States to cooperate.

Security measures are updated either by organizing reigonal seminars in the different continents or by obtaining proposals from international associations representing air transport operators, such as IATA (airlines), IFALPA (pilots' association) and ICAA (international airports association).

Other international recommendations are those formula:ed by the ECAC (European Civil Aviation Conference), an intergovernmental organization like the ICAO and, although not officially recognized as such, the ruling body for air transport problems in Europe. It, like the ICAO, periodically updates its recommendations following consultations with European air transport operators associations (particularly the AEA). The most important document recently adopted by the ECAC on this subject is Part 2 (airport security measures) of the recommendations adopted in Strasbourg from 18 to 21 June 1985.

The European Community has so far played a fairly secondary role, perhaps because it considered the work done by other international organizations (ICAO and ECAC) or through cooperation between the Member States to be sufficient. Concerning this last point, the only significant Community directive is Council Directive No. 80/1266/EEC of 16.12.1980 which promotes cooperation and mutual assistance by the Member States in the investigation of air disasters.

The directive does not deal directly with airports but could provide a point of reference to facilitate collaboration between them. Although interesting, this Community directive has appeared inadequate, not only to Parliament, which has called in all the abovementioned resolutions for more energetic action by the Community, but also to the Ministers of Member States' governments, if we are to believe recent declarations by the Ministers for Foreign Affairs and the Ministers of the Interior of the Community countries. As for the Commission, recent statements by Commission Member Clinton Davis (reply to Written Question No. 248/84 of 22.7.1985) indicate that it intends to carry out major studies and research into the subject of airline and airport security and in particular to propose 'airport performance indicators' (OJ No. C 269, 21.10.1985, p. 4).

The third and most important level at which legislation on airport security is drafted is national level. Since none of the recommendations made at the levels mentioned above is legally binding on operators, the security system in force at Member States' airports all the result of national legislation that has incorporated the abovementioned international recommendations.

There is still however considerable scope for harmonizing airport security measures in the Community since, although both public (ICAO) and private (IATA) world-wide organizations have considered and defined specific technical and operational problems encountered in air transport, they have not dealt exhaustively with the question of minimum security at airports, and since the Member States have developed different organizational structures involving different duties at different airports on their territory.

The question of security at some airports, including European ones, is in fact a recurring controversy. Such controversies, which are sometimes well-founded, are in any case fuelled by the fact that no international regulation exists under which an airport can be defined as more or less 'secure'. The absence of ICAO guidelines may be explained by the fact that many developing or economically weak countries would find it very difficult to adapt their structures. It follows that airports are currently classified on the basis of volume of traffic (as in the case of the Community Directive on inter-regional flights) or the nature of incoming or outgoing flights (intercontinental, international or internal) and not on the basis of security facilities. From a legal point of view, therefore, an airport's security is attested by the authorization granted by the Member State. But since the rules vary from one State to another, so does the minimum level of security required. To get round these difficulties, both the ICAO and air transport operators associations (ICAA, IATA, IFALPA) maintain relations and hold informal consultations with the countries concerned and 'suggest' ways in which less-efficient airports might be improved. Although such 'suggestions' and technical advice are not legally binding, they obviously are in practice since it is in the interests of each State to remain an integral part of the air transport network.

4. New areas for Community action

In your rapporteur's opinion, the main question an institution with legislative powers such as the European Community should ask itself is whether those powers can be used to increase clarity, effectiveness and coordination between international and national rules governing security duties at Community airports. Community action to this end would fill a gap not covered by international recommendations or the legislation of individual countries.

Use of those powers, in your rapporteur's opinion, is justified because of the major interests involved and the particular type of political and institutional cooperation the Community represents. Thus, in accordance with the spirit of the Treaties as confirmed by a recent Court of Justice judgment, the Community could promote the transition from a purely 'voluntary' system to a one that is better coordinated and legally binding on its territory.

5. European airport security programme

In your rapporteur's view, the Community could take effective action in the framework of a European airport security progrmme that takes a coordinated approach to several objectives such as:

- the definition of new criteria for assessing environmental impact, also from a security point of view, of the siting, planning, construction and renovation of airports;

- the gradual harmonization of laws and national and individual airport plans as regards security measures (ECAC recommendations provide for these two levels of programming but do not guarantee effective collaboration between Member States);

- financial aid for infrastructures and equipment to improve security at airports.

6. Siting and construction of airports

As regards the siting and lay-out of airports, each airport nowadays is a separate entity and even at international level there is no 'standard' airport even though airports constructed after the beginning of the seventies or reorganized then seem to have been designed to meet security requirements. From the point of view of logistics this means that especially at airports handling international flights, an attempt has been made to split the airport up into different areas to which access is controlled to different degrees so that the movement of passengers and airport staff can be controlled more efficiently. One suggestion made when revising the ICAO's Annex 17 and the ECAC proposals was that departing passengers should be separated from passengers in transit or arriving passengers. This requirement could perhaps be incorporated and developed in a Community directive. In this connection it should be remembered that airports are amongst the structures for which assessment of environmental impact is required under Directive No. 85/837/EEC[1]. It would also be advisable for criteria as regards airport security to be included in the assessment criteria. Experience in recent years shows that subsequent costly conversions can be avoided with prudent planning.

As regards the more general problem of the siting of airports on national territory, it would perhaps be advisable for the European Community to prepare a 'guide' identifying areas of Community interest (or possible Community interest) that would justify giving an airport priority for any financial aid. Assessments of this type could in the opinion of your rapporteur be carried out as part of the policy for financing infrastructures in the medium-term that has frequently been called for in the Community.

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[1] OJ No. L 175, 5.7.1985, p. 40

7. Organizational aspects

As regards organizational aspects, it is obvious that a delicate and complex structure such as an airport can operate properly only if responsibilities are clearly defined and reliable procedures exist. An airport is the scene of constant action by administrative authorities, private individuals and legal and police authorities, each with different but interdependent tasks. It should be borne in mind that the laws and administrative provisions governing this sector vary widely in the Member States of the Community, not only as regards the time at which they were promulgated, but also the organizational model chosen, allocation of responsibilities and internal coordination measures. Whilst in Germany for instance, the law was last revised on 18 December 1982, in other countries of the Community legislation is dozens of years sold. In order partly to resolve this problem of a possible lack of coordination between structures such as airports that operate as part of the same system, both the ICAO and the ECAC provide for the drawing up of local security programmes (recommendations, 12th ECAC Conference, 18-21.6.1985) and for the establishment of joint security committees for each airport handling international flights. The security programmes of individual airports should be coordinated in a national programme drawn up by a joint committee consisting of representatives of the parties concerned (civil and military authorities, airlines etc.).

At first sight, as was to be expected, these recommendations seem to have been followed at Community airports but the question is whether it would not be advisable to harmonize Member States' programmes (which are currently not coordinated) in the light of the foreseeable increase in 'interregional' flights and the abolition of intra-Community frontiers.

Another, by no means minor, problem connected with organizational structure is the recruitment and training of airport staff. Training in emergency measures and measures to prevent incidents that could endanger the airport or its occupants is currently very limited and intermittent. It would be advisable for the Community to promote more effective action especially in Member States that have difficulties coping with this requirement.

8. Operational aspects

As regards operational aspects, the most important security function at airports is to check passengers, goods and aircraft. As a general rule controls should be carried out as quickly as possible so that this method of transport remains as rapid as it is expected to be. Studies to identify the maximum possible level of security have therefore been carried out with a view to reducing the time spent on checks as far as possible. As regards passive security at airports and checks of passengers and goods, the international measures introduced at the beginning of the seventies have considerably improved the reliability of air transport. Statistics obtained from Orly, Frankfurt and Heathrow airports show that current control procedures are already leading to the detection of thousands of weapons and potential weapons each year. Equipment is now being designed for checking baggage and passengers that can detect a copper wire one and a half millimetres in diameter so that any type of detonator can now be detected. Proposals made for updating international recommendations include the following:

- the separation of departing and arriving passengers from passengers in transit;

- checks that passengers and their baggage are on the same aircraft (this does not rule out any suicidal assailants but is a signficant deterrant for all the others);

- the creation of special chambers in which high-altitude atmospheric conditions can be reproduced in order to cause the explosion of any bombs triggered by low pressures,

- frequent rotation of staff operating X-ray or other control equipment.

Despite these proposals, problems still exist as regards the laws and administrative practices in force in the Member States since duties are performed on the basis of different standards, using both civil and military staff so that, paradoxically, airline staff perform different duties at different airports.

9. Technical facilities at airports

As regards technical facilities at airports, the international standards currently applicable to international and intercontinental flights allow for considerable action on airport structures. Flight and aircraft assistance systems obviously become obsolescent all the time and the measures taken by the different airports are as a result uncoordinated.

In your rapporteur's opinion, because the Communty institutions are not currently involved with the avitation security system, it is not possible to say exactly which types of equipment or procedures are needed to improve security at European airports. One obvious danger of Community options is the rapid obsolescence of such equipment given the constant appearance of new products on the market. However, the problem today is not so much of choosing between an X-ray and a gamma-ray system for detecting explosives but of promoting forms of technical assistance and advice adapted to the requirements of the Member States. Since all the Member States of the Community allocate considerable resources to updating and adapting technical equipment at airports, the question is whether the Community could not draw up a list of priorities for financing the most inadequate and obsolete structures. Some Community aid to this end is in fact already granted to airports in less-favoured areas under the Regional Development Fund. Community aid could be increased in the technological research sector too, either under the EUREKA project or as part of COST initiatives.

10. Financial and accounting aspects

One special problem is the financing of expenditure on the provision and strengthening of security measures at airports. Current studies and data provided by ICAO surveys show that the range of possible solutions is extremely wide so that it is almost impossible for the time being to quantify the cost of security expenditure in the different countries let alone at different airports.

It is therefore necessary to establish a uniform system for calculating such expenditure, especially if the Community is to make a contribution in this area. According to some, expenditure that affects public order is connected with a basic state function and should therefore be covered by taxes collected, but according to others such expenditure is mainly concerned with

the proper running of the transport system and should therefore be borne by users of that system. There are also others who feel that such expenditure can be covered by an airport tax (that varies from one airport to another depending on the volume of traffic, the infrastructures originally available, and the degree of administrative efficiency) which can be collected in conjunction with ticket sales. Since they have noticed that most security checks are carried out at the airport of departure, they suggest that the tax should relate only to that structure. In your rapporteur's opinion, it would be a good idea to distinguish between expenditure on security and transport expenditure, which should be borne by users - rather than the taxpayers in general. However, it might be preferable to deal with this at national level as part of the ECAC's 'recommended' national security programme rather than at individual airport level. A Community contribution could then be made only after an overall picture has been obtained of the 'weak points' of the airport system at Community level.

11. Cooperation with airport and air transport associations

A decision on the numerous Community actions suggested in this report cannot be taken without the possibly permanent involvement of those involved with the Community's airport system. As has been shown there is no lack of contact between associations representing airline companies, airport authorities and pilots either at world level or in the ECAC. Nevertheless closer cooperation between those operators could prove useful not only for the sake of coordination but also to the Community and the Member States when drawing up their programmes of action. It would also enable them to adhere more fully to international conventions and resolve any disputes regarding more or less 'secure' airports, if only by arbitration. An annual conference of air traffic operators ould be organized by the Commission with observers from the European Parliament and the other institutions as a forum for discussing the points made above.

In your rapporteur's opinion this conference and its secretary could act as an 'ombudsman' vis-à-vis the population as a whole as well as airlines, airport authorities and ground staff in the case of incidents considered harmful to transport security. The Community would act not as a judge but as a neutral arbitrator between opposing parties. It would also provide a stimulus to slothful or inefficient administrations.

12. Relations with international intergovernmental organizations (ICAO, ECAC)

If the Community's airport security role is to be extended, cooperation with the ICAO and the ECAC should obviously be increased. Such cooperation is obviously essential not only for resolving any problems of liaison with other European non-Community countries (ECAC) but also for promoting the worldwide adoption of new solutions proposed as a result of European experience. As recently mentioned during the debate on memorandum No. 2 from the Commission on civil aviation, almost 70% of all flights pass over Community territory and thus involve European airports. Arrangements should obviously therefore also be made for cooperation by the ICAO and the ECAC in committees or conferences organized by the Community.

MOTION FOR A RESOLUTION (DOCUMENT 2-1719/84)

tabled by Mr BAUDIS

pursuant to Rule 47 of the Rules of Procedure

on the promotion of air safety

The European Parliament,

- having regard to its resolution of 13 April 1984 on the safety of air transport and of 17 December 1982 on safety measures in aircraft,

- having regard to the Commission's second memorandum on civil aviation,

A. having regard to the conclusions of the international symposium on air safety which was held in November 1984 in Toulouse under the aegis of the French National Aeronautical and Space Academy,

B. whereas, although very high standards have already been reached, the safety of air transport must constantly be improved,

C. whereas, as an important air transport consumer and a producer of aeronautical equipment, the European Community must take an active part in studying and adopting air safety concepts and standards,

D. whereas improving safety includes harmonizing air transport regulations, particularly with respect to the Chicago Convention,

E. whereas, given that the objectives of approval and certification rules and technical operations standards for both Community-built and imported aircraft are very much the same in the various Member States of the European Community, there is no justification for particular national conditions or disparities between these rules,

F. whereas, with regard to certification as such, a degree of uniformity has already been achieved by the 'Joint Airworthiness Regulations' (JAR),

G. whereas, however, Community air safety regulations must not jeopardize the marketing of European aircraft to the benefit of those produced or registered abroad, nor be an obstacle to technical progress, and should allow for a large degree of consultation between manufacturers and operators,

1. Calls on the Governments of the Member States meeting within the Council to take a formal decision in favour of promoting air safety in Europe;

2. Reminds the Member States of its recommendation to them to adopt a common position on objections to the Chicago Convention, which would be a first significant step towards uniformity;

3. Reasserts that the European Community must initially have observer status at the ICAO;

4. Is surprised at how little consideration has been given by the Commission to air traffic safety in its second memorandum on civil aviation;

5. Considers the Commission's decision to confine itself in this field to signing a cooperation agreement with Eurocontrol and having a study carried out on the constraints that exist on the development of air transport, as totally inadequate;

6. Refers the Commission to the many requests addressed to it in its resolution of 13 April 1984 on the safety of air transport;

7. Calls, therefore, on the Commission once more to submit a programme for promoting air safety;

8. Instructs its President to forward this resolution to the Commission. the Council and the Governments of the Member States.

MOTION FOR A RESOLUTION (DOCUMENT 2-1720/84)

tabled by Mr BAUDIS

pursuant to Rule 47 of the Rules of Proceudre

on increasing the safety of air transport by improving ground-to-air
communications

The European Parliament,

- having regard to its resolution of 13 April 1984 on the safety of air
  transport and, more particularly, to paragraphs 7, 8 and 9 thereof,

A. wishing to support all measures designed to improve the safety of air
   transport,

B. reaffirming in this connection, the crucial importance of communications
   between aircraft inflight and ground control,

C. recalling that failures in radio communications between air traffic
   controllers and pilots, despite conventions of phraseology and whatever
   the language used, are the cause of serious and wholly avoidable
   accidents,

D. whereas it is the duty of the European Community to promote the design
   and production of the most up-to-date communications equipment and
   facilities for use in air transport,

E. aware of the work that has been carried out on remote display of
   instructions from ground control to pilots and remote acknowledgement
   of such instructions in radio communications between air traffic
   controllers and aircraft crews,

F. noting the conclusions of the international conference on air safety
   held in November 1984 in Toulouse under the auspices of the French
   National Aeronautical and Space Academy,

1. Calls on the Member States to speak with one voice within the International
   Civil Aviation Organization (ICAO) in support of a study into
   equipment and international standards that could, using new technological
   methods, improve communications between air traffic controllers and pilots;

2. Calls on the Commission to put forward a proposal on the coordination
   at Community level of a research and development programme on
   communications between aircraft and the ground, which looked in particular
   at the remote display of air traffic control instructions;

3. Instructs its President to forward this resolution to the Commission,
   the Council and the governments of the Member States.