

European Communities

EUROPEAN PARLIAMENT

Working Documents

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MOTION FOR A RESOLUTION

tabled by Mr SHERLOCK and Mr COTTRELL

pursuant to Rule 47 of the Rules of Procedure

on Safety Measures in Aircraft

The European Parliament,

- Concerned that, despite the generally high standard of safety in commercial aviation, many passengers lose their lives in accidents which need not always be fatal, such as those caused by fire, aborted take-offs, burst tyres on take-off or landing and collisions on the ground,
 - noting that 75% of air transport accidents occur within 3 kilometres of the runway and that 71% of deaths in aircraft are due to fire,
 - recalling that in 1980 all 301 occupants of a Saudi Arabian airliner were killed by fire when the aircraft was on the ground and that there are many similar, though smaller incidents of death or injury being caused by what were initially relatively minor incidents,
 - believing that many such deaths or injuries could be avoided through the taking of relatively simple safety measures which would not involve excessively large expenditure by airline operators,
1. Calls upon the Commission to draw up a set of simple but effective standards to be applied and enforced in respect of airlines based within the Community and to examine the possibility of extending the application of these standards to all commercial aircraft using Community airports;
 2. Asks the Commission, in formulating these standards, to pay particular attention to the following aspects of safety:
 - (a) the amount and size of luggage permitted in the passenger cabin, which at present is such as to frequently constitute a danger in the event of an emergency by obstructing floors, aisles and exits;
 - (b) the fitting of burst-proof catches to overhead lockers to prevent the injuries which have often been caused to passengers by objects falling from these lockers in the event of sudden or violent movement of the aircraft;
 - (c) changes in the rules on duty-free purchases so as to allow passengers to buy these goods on arrival, rather than before departure, thus removing the extra danger caused by the presence within the cabin of considerable quantities of inflammable liquid such as alcohol and perfumes, packed in glass bottles, and thereby also reducing the weight carried and thus fuel consumption; such a measure would also improve the quality of, and noise generated during, take-off and landing;
 - (d) improvements in aircraft seating, including dynamic as well as static testing of seats and the use of new materials to replace polyurethane foam which is at present widely used even though it is liable rapidly to give off toxic fumes and smoke in the event of a fire;
 - (e) the marking of emergency exits on the exterior, as well as the interior, of the aircraft thereby considerably assisting the work of rescuers in the event of fire or an accident on the ground;
 3. Instructs its President to forward this resolution to the Council and the Commission of the European Communities.