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Report

drawn up on behalf of the Committee on Regional Policy, Regional Planning and Transport

on the promotion of efficient air traffic control

Rapporteur: Mr L. NOE'

By letter of 28 October 1976 the Committee on Regional Policy, Regional Planning and Transport requested authorization to draw up a report on the promotion of efficient air traffic control.

Authorization was given by the President of the European Parliament in his letter of 19 November 1976. The Committee on Economic and Monetary Affairs and the Committee on Energy and Research were asked for their opinions.

The Committee on Regional Policy, Regional Planning and Transport appointed Mr Noé rapporteur on 24 January 1977.

It considered the draft report at its meetings of 25 May 1977, 22 September 1977 and 29 March 1978 and unanimously adopted the motion for a resolution and the explanatory statement on 29 March 1978,

Present: Lord Bruce of Donington, chairman; Mr Nyborg, vice-chairman; Mr Noé, rapporteur; Mr Amadei (deputizing for Mr Delmotte), Mr Brosnan, Mr Brugger, Mr Cifarelli, Mr Damseaux, Mr Fitch, Mr Fuchs, Mr Hoffmann, Mrs Kellett-Bowman, Mr Mascagni, Mr Osborn, Mr Pistillo, Mr Radoux (deputizing for Mr Joxe) and Mr Santer (deputizing for Mr Colin).

The opinions of the Committee on Economic and Monetary Affairs and the Committee on Energy and Research are attached.

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

MOTION FOR A RESOLUTION

on the promotion of efficient air traffic control

The European Parliament,

- having regard to the report from the Committee on Regional Policy, Regional Planning and Transport and the opinions of the Committee on Economic and Monetary Affairs and the Committee on Energy and Research (Doc. 49/78),
 - referring to its previous resolutions on air traffic (Doc. 195/72, Doc. 382/72¹, Doc. 374/75² and its debates of 12 November 1975³ and 15 October 1976⁴,
 - recognizing that air transport in Europe is at present conducted with a relatively high degree of safety,
 - noting that there remains the possibility of improving safety standards within the economic and technical limitations which must ultimately apply,
 - being anxious to ensure that all appropriate means are employed to reduce to a minimum the risk of air collisions and other causes of disaster,
1. Is concerned at the fact that the rapid expansion of international air transport and the need to accommodate other types of traffic, such as military and private aviation, poses problems of capacity, which are likely to impede the orderly and rapid movement of air traffic in proper conditions of safety. These problems, which basically stem from the fact that available airspace is limited, are particularly acute in those parts of Western Europe where the air traffic is very dense;
 2. Draws attention to the large increase in running costs, the waste of fuel and considerable inconvenience to the travelling public caused by the cancellations and delays in air traffic which arise from these limitations on capacity;
 3. Feels therefore, that vigorous measures must be taken to ensure the full use of currently available capacity and, where necessary, the expansion of both air traffic services and airport capacities;
 4. Welcomes the considerable work undertaken recently in scientific and technological research into the development and introduction of systems intended to secure the safe separation of aircraft, and believes that this

¹ OJ No. C 19, 12.4.1973, p.51

² OJ No. C 280, 8.12.1975, p.24

³ OJ/Ann. No. 196, p. 132

⁴ OJ/Ann. No. 207, p.217

research must be continued and encouraged, while insisting on the need to undertake an evaluation of cost effectiveness, taking into account the cost of research, experimentation and the manufacture of the various technological accident prevention systems;

5. Is convinced that efforts have to be made to make the products of the European aeronautical and electronic industries, particularly in air traffic control systems, more competitive and acceptable to the world market;
6. Stresses the importance of achieving compatibility of equipment used or likely to be used in air traffic control with a view to future standardization leading to greater cost effectiveness and efficiency. This is of particular importance in view of the increased use of automation and the introduction of data links between air traffic control centres;
7. Considers that the international bodies, both governmental and non-governmental which are at present engaged in a study of the problems involved in air traffic management should continue and intensify their efforts so as to ensure the most efficient use of available air traffic control capacity;
8. Is convinced that efficient air traffic management should be organized on a supranational basis and that close cooperation is vital in Europe because of its special geographical pattern;
9. The expansion of medium and long-haul air traffic is expected to continue in the future. On some shorter routes, however, airlines may experience strong competition from the railways which are planning substantial improvements to some rail services such as the Paris-Lyons route. It would be desirable for developments in short-haul air traffic and railway services between the same points to be better coordinated at a European planning stage;
10. Calls upon the Commission to study the possibility of improving cooperation between national air traffic control authorities with the aim of ultimately setting up a single European air traffic control system;
11. Pays tribute to Eurocontrol for its many activities which have contributed to the promotion of air traffic control in a section of air space characterized by very heavy traffic and wishes to stress the important role which this organization is playing, especially in the field of training and experimentation, and the role it should play in the future in the field of coordination between national air traffic control services;
12. Calls therefore on the governments of the Member States of Eurocontrol to define the tasks and responsibilities of this organization in the new convention due to replace the existing convention which expires in 1983;
13. Expresses its grave concern at the division between civil and military control of air space and calls upon the European governments concerned to

to achieve a common use of the same air space by civil and military traffic - control being effected by joint civil and military control units - in those areas where this has not yet been realised;

14. Believes, further, that a solution (by means of radar) will be necessary to solve the problems of wind shear at low altitude and to make available to controllers information on the location of hazardous weather conditions;
15. Calls for Community measures to give an added impetus to the application of research being undertaken in various countries into the artificial dispersal of fog at airports;
16. Feels that studies should be undertaken on the provision of improved organizational and procedural systems designed to reduce the incidence of human error by both the pilot and the controller; is aware of the impact of automated and modern air traffic control systems on the authority of the pilot of an aircraft, but is convinced that from the operational point of view the final decision should remain with the captain of the aircraft;
17. Is of the opinion that action should be taken to explore the question of satisfactory conditions of employment and career prospects for air traffic controllers so as to reduce the present incidence of industrial unrest and encourage the continuing availability of suitably qualified personnel for recruitment to the profession;
18. Believes that the States concerned should improve the procedures for the reporting and the analysis of near miss incidents, and other evident deficiencies in the air traffic control systems;
19. Stresses that it is the first parliamentary body to call for suitable measures to improve standards of control, and deplores the fact that the Community institutions have taken no action on the question of air traffic control;
20. Asks the President of the European Parliament, following the adoption of the Resolution, to organize a conference of all interested parties, including the Council of Europe, with a view to developing the recommendations contained in this Resolution;
21. To this end, calls upon the Council to include the question of air traffic control among the civil aviation topics to be studied with a view to Community consultations or action, and this in close cooperation with the competent international organizations, especially with ICAO;
22. Instructs its President to forward this resolution to the Council and Commission of the European Communities and, for information, to the national parliaments, ICAO, ECAC, Eurocontrol, IATA and other interested bodies.

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EXPLANATORY STATEMENTI. INTRODUCTION

1. At its meeting of 21 October 1976 the Committee on Regional Policy, Regional Planning and Transport, on a proposal from Mr Osborn, decided to draw up an own-initiative report on improvements in air traffic control. This decision was taken in the light of the mid-air collision which had occurred the previous month in Yugoslav air space over Zagreb when 176 people died. While this report was still being drawn up, a collision at Tenerife airport in March 1977 resulted in 577 deaths.

2. Despite these tragic disasters your rapporteur considers it would be wrong and unfair to raise a hue and cry, for air transport is in fact characterized by a relatively high degree of safety. Despite the enormous expansion in air traffic during past decades and the increased speeds at which aircraft fly, the number of accidents in this transport sector is relatively low in comparison with others, especially that of road transport. Statistics published by the ICAO (International Civil Aviation Organization) - to be discussed in more detail in a later chapter - prove the truth of this statement beyond any doubt.

3. This relatively high degree of safety does not, however, exclude the possibility of introducing into the present system of air traffic control improvements which could not only reduce the risk of disasters, but also contribute to a greater efficiency of the system. The purpose of this report is, therefore, to examine the improvements which could be introduced, the projects which deserve priority and the contribution which the Community institutions might make.

4. Flight safety depends essentially on four basic factors: the pilots, the aircraft, the infrastructure (including inter alia air traffic control services, airports, navigational aids and aeronautical telecommunications etc.) and the meteorological conditions. Your rapporteur is convinced that measures could be taken or projects set up in each sector to reduce to a minimum the danger of aircraft accidents or collisions.

Research into and the introduction of new advanced techniques, whether in respect of equipment designed for ground traffic control or control equipment to be fitted in the aircraft themselves, are considered by Mr Osborn in the opinion he drew up on behalf of the Committee on Energy and Research. The effect of technological innovations on the industries concerned and the competitive position of the European aeronautical and electronic industries on the world market are essentially the responsibility of the Committee on Economic and Monetary Affairs. Your rapporteur will consider problems related to the air traffic control system, to the organizational and the meteorological aspects which are frequently underestimated.

5. Of course, the four safety factors mentioned above cannot be considered in isolation from one another. Maximum safety can, therefore, only be attained if radical improvements are introduced in each branch and at the same time significant efforts are made to bring about more effective interaction between these branches. Procedural and organizational aspects must be regarded as among the principal aspects analysed in this report. Closely linked is the problem of European and inter-continental cooperation and the resulting institutional problems.

6. Finally, an effort will be made to draw conclusions from the list of problems and the survey of projects undertaken to date so that practical recommendations and suggestions can be drawn up for the improvement of air safety. Attention will be focused principally on international cooperation and the possibility of Community projects; in view of the fact that each nation has sovereignty over its air space and that the amount of air space available to each nation - especially in Western Europe - is limited, this clearly meets an urgent need.

II. GENERAL COMMENTS ON THE DEVELOPMENT OF AIR TRANSPORT, FLIGHT SAFETY AND INTERNATIONAL COOPERATION

7. As stated above, air transport has expanded enormously since the end of the Second World War. It is not only the rapid expansion of air transport as such that has given an entirely new dimension to flight safety but a number of side effects of this gigantic expansion have radically affected air traffic control operations. One of the earliest results of this, in itself alarming, development was a greater international awareness of the problem and this in turn resulted in a number of steps being taken by international institutions to achieve a greater degree of air safety.

In this chapter we shall first illustrate the expansion in air transport, then consider the effects of this development on air traffic control and finally draw up a summary of the efforts made and projects set up by the Community or certain inter-governmental organizations.

A. The expansion in air transport

8. The expansion in air transport since 1945 has been such that statistics are rendered virtually superfluous. Apart from road transport, air traffic is undoubtedly the transport branch which has expanded most rapidly. This remarkable expansion applies to inter-continental, international and regional traffic.

9. Ten years after the end of the Second World War, the airline companies were carrying some 70 million passengers on scheduled services. Ten years later, in 1965, the figure had reached almost 200 million.

The following table shows that there was an average annual increase of 9.1% in the number of passengers carried on scheduled services in the period 1966-1975. In figures this means an increase from 200 million passengers in 1966 to 438 million in 1975 and 473 million in 1976¹.

¹ ICAO, 'Annual Report of the Council - 1976', Doc. 9188, p.2.

Growth in air transport by scheduled services in the
period 1966-1975

Year	Passengers (millions)	Annual increase (%)	Passenger/Kilometres	
			millions	Annual increase (%)
1966	200	-	229,000	-
1967	233	16.5	273,000	19.2
1968	265	13.7	316,000	15.8
1969	293	10.6	351,000	11.1
1970	311	6.1	382,000	8.8
1971	333	7.1	406,000	6.3
1972	368	10.5	464,000	14.3
1973	404	9.9	520,000	12.1
1974	423	4.7	546,000	5.0
1975	438	3.5	569,000	4.2

(Source: ICAO, 'Annual Report of the Council',
Doc. 9166, p.2).

These figures refer only to the scheduled services of the airline companies which are members of ICAO, with the exception, however, of the Soviet Union and the People's Republic of China.

10. Apart from scheduled services, the number of charter flights and special tourist flights has increased enormously in the past few years. The significant increase in charter traffic can be illustrated by the fact that in 1975, charter flights accounted for 27% of the total air traffic on the North Atlantic route¹.

General aviation² is also on the increase, although growth in this branch of air transport is much slower in Europe than in the United States. Statistical information is equally scant for private aviation as for charter traffic.

¹ IATA, 'Reports and Proceedings of the 32nd Annual General Meeting', Singapore, November 1976, p.82.

² General aviation refers to every civil non-commercial flight.

To complete the picture, mention should also be made of the upward trend in air freight. In 1970, 4.6 million tonnes of freight were carried, and 5 years later the total was 6.5 million tonnes. The figures for 1956, 1960, 1965, 1970, and 1975, expressed in tonnes/kilometre were respectively 1.4 - 2 - 4.8 - 10.6 and 17 million¹.

In conclusion, military aviation needs also to be mentioned. Of course, no precise figures are available for the number of military traffic or military training flights. However, it is known that this traffic has a significant effect on the overall air traffic system.

11. The qualitative development in air travel is doubtlessly as spectacular as the percentage growth in the number of flights or passengers carried. From the point of view of flight safety, qualitative progress relates mainly to the ever-increasing speeds and the height at which aircraft fly. The Anglo-French Concorde which came into service in January 1976 heralded a new era - that of supersonic passenger flights.

B. Development of air traffic control and air safety

12. It is quite clear that the quantitative and qualitative expansion in air transport has caused serious problems for air traffic controllers. However, the personnel responsible for air safety have carried out their duties in admirable fashion and, despite this expansion, have managed to reduce the risk factor in air traffic.

13. The basic system for controlling routes and air traffic currently in use in Europe was introduced in the 1950s. This system, devised for the types of aircraft and the volume of traffic obtaining at that time, was initially quite adequate and allowed air traffic to circulate freely and punctually up to the end of 1965. In 1968, as a result of the increasing use of air transport, a growing congestion in air traffic became apparent.

Attention was drawn to this state of affairs in 1969 by the ICAO and, as a result, several European countries took steps not only to improve the system by all possible means, but also to rationalize the use of air space, a process which initially involved significant restrictions on air transport.

As a result it is now the case that in the centre of Western Europe - which includes Austria, Belgium, Denmark, France, West Germany, Italy, Luxembourg, the Netherlands, Spain, Switzerland and the United Kingdom - the system adopted for the control

¹ ICAO - Doc. 9166, p. 2 and p. 164

services has had to attain a high degree of sophistication to solve the problem of keeping the rate of flow of aircraft. In peripheral areas, where the traffic flow is less heavy and the burden on the system less acute, control problems are not so serious. In some of these areas the governments concerned have adopted less sophisticated control systems which, in normal circumstances, are perfectly able to provide for safe and fluid traffic. However, traffic from central Europe towards the peripheral areas is constantly increasing, particularly during the tourist season, and it is clear that further developments in the air traffic control systems will become essential.

14. Since 1957 the ICAO has been gathering statistics on accidents involving aircraft belonging to the airlines of Member States of the ICAO which operate scheduled services.

In 1957 there were 31 accidents in which 507 passengers lost their lives. Last year there were 20 accidents with 726 victims¹. The number of fatal accidents per 100 million passenger/kilometre fell from 0.62 in 1957 to 0.11 in 1976.

The following table illustrates the number of fatal accidents which occurred in scheduled civil air transport during the period 1966-1975².

Year	Passengers (millions)	No. of accidents	No. of deaths	Deaths per 100 m pass/km.	Fatal accidents per	
					100 m kilometres	100,000 flying hrs.
1966	200	31	1001	0.44	0.69	0.33
1967	233	30	678	0.25	0.57	0.29
1968	265	35	912	0.29	0.58	0.32
1969	293	32	946	0.27	0.48	0.27
1970	311	28	687	0.18	0.40	0.23
1971	333	31	867	0.21	0.44	0.26
1972	368	42	1210	0.26	0.58	0.34
1973	404	36	862	0.17	0.48	0.28
1974	423	29	1301	0.24	0.39	0.23
1975	438	19	441	0.08	0.25	0.15

¹ It should be noted in passing that the introduction of bigger aircraft, such as jumbo jets has meant a general increase in the number of victims per accident.

² Source: ICAO, Doc. 9166, p. 2 and p. 36. The relevant figures for the People's Republic of China and the Soviet Union are not included in this table.

15. The ICAO recently began drawing up statistics on non-scheduled air transport. The figures for 1974 and 1975 relating to the number of fatal accidents per 100 million passenger kilometres for these services amounted to 0.39 and 0.30 compared with 0.24 and 0.08 for scheduled services.

16. To conclude this chapter, we can say that despite the revolution in the air transport sector and the attendant congestion and saturation in certain areas of air space, the availability of improved training of air traffic controllers and better air traffic control facilities have proved that the danger of tragic accidents involving aircraft can largely be averted. International incentives and encouragement to promote air safety should certainly not be discounted in this context.

C. International cooperation

17. As mentioned in the introduction, air traffic control comes within the exclusive jurisdiction of national authorities. However, the fact that a nation has sovereignty over the air space above its territory does not rule out the development at international level of a whole range of measures aimed at cooperation and the coordination of measures to increase air safety.

The following paragraphs contain a summary of the principal projects which the major international organizations have carried out or are carrying out in this field. They also include a few marginal notes on their respective powers.

Although the first section deals with Community projects, your rapporteur would also point out that on the matter of concrete results in the sphere of air safety, the Community unfortunately has little grounds for satisfaction. Nonetheless, he considers it appropriate to illustrate briefly Community efforts - especially those made by Parliament - as the essential background to the proposals drawn up in the following chapter.

1. The European Community

18. Pursuant to article 84(1) of the Treaty of Rome, the provisions of the Treaty relating to transport do not apply to sea and air transport. Article 84(2) reads as follows:

'The Council may, acting unanimously, decide whether, to what extent and by what procedure appropriate provisions may be laid down for sea and air transport'.

The unanimity required undoubtedly explains the absence of Community decisions or regulations in respect of these two transport sectors.¹

The European Parliament

19. The European Parliament has laid the foundations in the field of air transport. Its efforts were twofold: it sought on the one hand to have Article 84(2) and consequently Community provisions relating to air transport implemented and, on the other, to have measures to increase flight safety drawn up.

20. As long ago as 1961, the report by Mr Cornigliion-Molinier (Doc. 107/61), on behalf of the then Committee on Transport, advocated a common air transport policy. In the same year a supplementary report was published on questions of air transport in the context of the European Communities (Battistini report, Doc. 117/61). In 1965 the Committee on Transport drew up a second own-initiative report which more specifically concerned the integration of civil aviation in the Community (report by Mr Drout-L'Hermine, Doc. 24/65). In 1970 the Committee on Transport was authorized to draw up an own-initiative report on matters relating to European air transport. During the preparation of this report, for which your rapporteur also served as rapporteur, the Commission submitted to the Council a proposal for a decision on the first measures of a common approach to air transport (Doc. 134/72). The report (Doc. 195/72), which of course also dealt with the draft decision, was referred back to the Commission by the Assembly on 17 January 1973 because of the large number of amendments. Two months later the European Parliament adopted a supplementary report (Doc. 328/72).

These reports called for greater technical, operational and commercial cooperation between the national airline companies of the Member States of the Community and closer contact with the airline companies of third countries within the framework of the appropriate international organizations. The view was also expressed that a common air transport policy would have to be developed as an integral part of the common transport policy. Numerous written and oral questions to the Council and Commission and debates in the Assembly showed that many delegates to the European Parliament supported this line.

¹ It should be pointed out that the general provisions of the Rome Treaty also apply to air transport, as has been made clear by the Court of Justice in its judgement of 4 April 1974 in Case 167/73.

21. Air safety as such was indeed broached by the European Parliament in the report mentioned above, but was truly emphasized for the first time in its opinions on the draft decision of 1972. At your rapporteur's request, Parliament proposed that the text of the Commission document concerned should be amplified so as to include, 'joint action to improve air safety', in future Community projects in the air transport sector¹.

22. During its sitting of 13 May 1975 the European Parliament adopted a resolution tabled by Mr Fellermaier on behalf of the Socialist Group (Doc. 83/75), in which he expressed concern at a possible cutback in the work of Eurocontrol. On 12 November 1975 a debate was held on air traffic safety on the basis of oral questions on behalf of the Committee on Regional Policy and Transport to the Council and Commission (Doc. 346/75 and Doc. 347/75). Further to this debate, a resolution tabled by your rapporteur, Mr Nyborg, Mr Osborn, Mr Schwabe and Mr Seefeld (Doc. 374/75) was adopted. In this resolution the Commission was requested to submit to the Council without delay a proposal for joint action in the field of air traffic safety with a view to bringing the entire aerospace under the control of a single body².

One year later, on 15 October 1976, following the mid-air collision over Zagreb³, a further debate was held in plenary sitting on improvements in air safety on the basis of an oral question tabled by Mr Osborn, Mr Berkhouwer and your rapporteur (Doc. 328/76). On that occasion the Commission was asked what progress had been made in the field of air traffic control. A further series of oral and written questions to the Council and Commission on this subject were tabled by Mr Durieux, Mr W. Müller, Mr Glinne, Mr Zywietz and others; this clearly illustrates the importance attached to this matter by Members of the European Parliament.

¹Noé report (Doc. 328/72), OJ No. C 19, 12.4.1973, p.55.

²OJ No. C 280, 8.12.1975, p.24, para. 1 of the resolution.

³Members recently received a note on the causes of and background to the Zagreb disaster - see Notice to Members, PE 50.262.

23. Parliament also drew up reports on proposals from the Commission concerning the matter under consideration. For example, in the case of the communication from the Commission to the Council containing initial proposals for priority projects in data processing, Mr Cousté, on behalf of the Committee on Economic and Monetary Affairs, drew up a report (Doc. 199/75) to which was annexed an opinion drawn up by Mr McDonald, on behalf of your committee, on one of the proposed priority projects relative to the setting up of a study of real-time data processing systems required for air traffic control (ATC) in the 1980's. Then your rapporteur drew up an opinion on behalf of this committee for Mr Guldberg's report, on behalf of the Committee on Economic and Monetary Affairs, on the communication from the Commission to the Council concerning an action programme for the European Aeronautical Sector (Doc. 203/76).

- Commission and Council

24. In its communication on guidelines for Community action to improve traffic safety¹, the Commission stated expressly that increased safety must always be given priority by the bodies responsible for matters relating to traffic. This substantial document deals in great detail with road traffic safety but totally ignores air traffic safety. The same applies to the Commission's proposal for a Council decision on the first measures of a common approach to air transport (Doc. 134/72). Air traffic safety was not mentioned in this document either, not even in the explanatory memorandum.² In reply to a three-part written question by Mr W. Müller on the subject of Eurocontrol, the Commission replied curtly that 'the issue has not been the object of any Community action'³.

25. During the debate in plenary sitting on 15 October 1976, the former Member of the Commission, Mr Guazzaroni, explained its point of view as follows: 'the problem of air traffic control is of worldwide importance and must therefore be solved at world level and not on a purely regional level. Moreover, it is a highly technical problem and the Commission does not have the technical know-how or the specialized staff necessary to follow problems of air safety'⁴.

¹Commission Document 237/VII/71.

²This proposal has been withdrawn by the Commission (See Bulletin of the EP, 53/77, p.21.)

³OJ No. C 97, 16.8.1974, p.20

⁴Proceedings of the Assembly of 15.10.1976, OJ Annex No. 207, p. 218

During the meeting of the Committee on Regional Policy, Regional Planning and Transport of 22 September 1977 the present Commissioner responsible for transport, Mr Burke, took a similar line.

26. On the other hand, the communication from the Commission concerning an action programme for the European Aeronautical sector of October 1975 (Doc. 319/75) includes a draft decision concerning the creation of a common policy in the civil aircraft and aviation sector. It is a hopeful sign that this proposal (and others) is based on Article 84 of the EEC Treaty and, in Article 3(a) of this proposal for a decision, the Commission postulates 'the creation of a European airspace to be managed on a Community basis'¹.

27. Unfortunately, this important document does not make a single reference to air traffic control. Your committee regrets that the addition proposed by Mr Guldberg - at the request of your rapporteur - to Article 3 of the draft decision, that is, the inclusion of flight safety in the overall plan², was not accepted by the Commission in its alteration of the draft decision of February 1977³. On 2 August 1977 the Commission submitted to the Council a communication concerning an action programme for Aeronautical Research (Doc. 246/77) which does take full account of flight safety. This communication was debated in plenary on 17 January 1978 on the basis of Mr Carpentier's report (Doc. 454/77).

28. Of great importance to air traffic control is the proposal from the Commission, already referred to in paragraph 23, for priority projects on data processing (Doc. 21/75) and, more specifically, the fourth priority project which is directly related; for the object of this study is to make European industry better able to meet future European requirements as regards the application of data processing to ATC⁴.

29. With reference to the topic being discussed here, the Council of the European Communities has not to date published any guidelines whatsoever. In the Community budget for 1977, it simply entered 8 million units of account to finance research in the aircraft industry.

¹OJ No. C 265, 19.11.1975, p.2

²Interim report by Mr Guldberg, Doc. 203/76, OJ No. C 178, 2.8.1976, p.10

³OJ No. C 40, 17.2.1977, p. 11

⁴OJ No. C 99, 2.5.1975, p.20