Basic information

1996/2041(COS) COS - Procedure on a strategy paper (historic) Air traffic management: freeing europe's airspace. White paper **Subject** 3.20.01 Air transport and air freight	Procedure completed

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	CORNELISSEN Petrus A.M. (PPE)	23/05/1995

Committee for opinion	Rapporteur for opinion	Appointed
AFET Foreign Affairs, Security and Defense Policy	The committee decided not to give an opinion.	
ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
RELA External Economic Relations	BERÈS Pervenche (PSE)	23/04/1996
ENVI Environment, Public Health and Consumer Protection		

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	1937	1996-06-18
Transport, Telecommunications and Energy	1979	1996-12-13
Transport, Telecommunications and Energy	1951	1996-10-03

Key events

Date	Event	Reference	Summary
06/03/1996	Non-legislative basic document published	COM(1996)0057	Summary
27/03/1996	Committee referral announced in Parliament		

18/06/1996	Debate in Council		
03/10/1996	Debate in Council		
19/11/1996	Vote in committee		Summary
19/11/1996	Committee report tabled for plenary	A4-0381/1996	
13/12/1996	Debate in Council		
15/01/1997	Debate in Parliament		
17/01/1997	End of procedure in Parliament		
03/02/1997	Final act published in Official Journal		

Technical information

Procedure reference	1996/2041(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/07708

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Motion for a resolution		B4-0305/1996	19/03/1996	
Committee report tabled for plenary, single reading		A4-0381/1996 OJ C 020 20.01.1997, p. 0002	19/11/1996	
Text adopted by Parliament, single reading		T4-0019/1997 OJ C 033 03.02.1997, p. 0112-0124	17/01/1997	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1996)0057	06/03/1996	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1258/1996 OJ C 056 24.02.1997, p. 0016	31/10/1996	Summary

Air traffic management: freeing europe's airspace. White paper

1996/2041(COS) - 17/01/1997 - Text adopted by Parliament, single reading

In adopting the report by Mr Pam CORNELISSEN (PPE, NL) Parliament took note of the Commission's White Paper on air traffic management and called for the establishment of a single, consistent and uniform ATM system throughout Europe which would also incorporate, as far as possible, military flights. Parliament took the view that European airspace must be seen as a common resource and unified and managed as such, regardless of national borders, in order to optimize the use of airspace and satisfy all users on the basis of clear policies on access to it. In view of the international scope of air transport Parliament called on the European Union to promote the harmonization of regulations and standards and establish cooperation schemes with the CEEC and with the Mediterranean countries. In general, access to European airspace should no longer be subject to bilateral agreements between the EU Member States and third countries but must be negotiated by the European Union on behalf of all fifteen Member States. Parliament advocated the establishment of a single European regulatory system. An ATM authority should be responsible for the major policy and regulatory/legislative aspects required to attain the basic goals of the single ATM system. It considered that the Eurocontrol International Convention relating to Cooperation for the Safety of Air Navigation should be revised to allow a new coordinating body to be set up to replace Eurocontrol.

Air traffic management: freeing europe's airspace. White paper

1996/2041(COS) - 31/10/1996 - Economic and Social Committee: opinion, report

The Committee endorses, in general, the Commission's description of the shortcomings of the current air-traffic management system in Europe and strongly supports the need for action to improve the system in the interest of reducing delays, air safety and in providing consistency of national management systems. The Committee believes the situation demands a multinational solution and supports the Commission's conclusion that EUROCONTROL should be "reinvented" with stronger regulatory powers. The Commission does, however, need to provide more detailed information on its view on the differences between regulatory and operational functions and the role of the bodies responsible for their performance. The Committee's view is that central flow management should be the responsibility of the "re-invented" EUROCONTROL with all other operational services being provided by national authorities. In any event the Committee would welcome the membership of those EU Member States and other European States that are not members currently. Indeed, the Committee believes that the jurisdiction of EUROCONTROL should be comprehensive of all European countries. The Commission's proposal - that the EU should be a party to the "re-invented" EUROCONTROL - is, in the Committee's view, a possible political solution. However, it does raise questions that need to be answered such as "what would be the role and mandate of the Commission?" "What would be the voting balance of the European Union vis-à-vis other non-EU states?" and "under which jurisdiction would military airspace fall?" Variants on the Commission's proposal should, in the Committee's view, be considered. However, a Commission involvement is necessary, particularly if there is a need to translate EUROCONTROL decisions into Community legislation or other action. Finally, an obligation should be placed on any new structure to submit annual reports on its activities to the Council, the European Parliament and the Economic and Social Committee.

Air traffic management: freeing europe's airspace. White paper

1996/2041(COS) - 06/03/1996 - Non-legislative basic document

OBJECTIVE: the White Paper begins by considering the background to the current situation as regards air traffic management (ATM) in Europe and the gaps in the existing arrangements, before going on to define a single ATM system for Europe and, lastly, putting forward what the Commission regards as the best institutional arrangement for the future. SUBSTANCE: In 1995 approximately 18.4% of intra-European flights were delayed by more than 15 minutes because of air traffic congestion and the situation is gradually worsening as the volume of air traffic continues to grow. Despite the aeronautical community's achievements (in particular the European Civil Aviation Conference (ECAC), Eurocontrol and the ICAO) and the quality of the programmes it has adopted, the prevailing conditions are not yet such as to enable the Community to develop an air-traffic management system which will satisfy the requirements of users and enable the Community to achieve its political objectives. There are a number of reasons which account for the inadequacy of the existing systems: the lack of a single, centralized structure, gaps in decision-making structures (the various systems operate in parallel), the lack of decision-making aids (absence of management information), inefficient use of available resources (proliferation of certain types of equipment, both civil and military, slowness of the standardization process); a lack of means of following up decisions, a lack of tools for implementation and support and, lastly, inadequate cost control (providers of ATM services have no incentive to seek cost-effectiveness and the concept of commercial management is extremely underdeveloped in the ATM sector). To remedy these shortcomings the Commission believes that a Europe-wide air traffic management system (i.e. one which stretches beyond national frontiers) should be set up on the basis of a separation between regulatory and operational tasks relating to air traffic flow management, with the management of airspace to be carried out on a centralized basis, whereas other operational tasks would continue to be the responsibility of the individual Member States. The Commission proposes that Eurocontrol should be 'reinvented' and restructured so that it can serve as a single regulatory authority for the whole of Europe. It considers that the new Eurocontrol should be given appropriate powers and resources as regards decision-making and supervision, whilst emphasizing that the Community should become a member of Eurocontrol so as to be able to exercise its powers therein. The Commission will put recommendations forward in the near future so as to enable the Community to become a member of a stronger Eurocontrol.