



Resolution 626 (1976)¹

Air transport in Europe

Parliamentary Assembly

The Assembly,

1. Gravely concerned by the persistent deficits of civil aviation and the resultant financial burden placed on most European states ;
2. Being alive to the budgetary responsibility which members of national parliaments are in duty bound to assume ;
3. Confirming the views already expressed in its previous reports regarding the reasons for airlines' excess capacity and how to deal with it ;
4. Expressing continued interest in the European Civil Aviation Conference (ECAC) and its activities, especially with regard to charter flights and technical co-operation between its members ;
5. Hoping that ECAC may continue its efforts to secure the expression of common European and American interests in the North Atlantic in multilateral agreements ;
6. Underlining the importance of defining an appropriate balance between air and surface transport in Europe, takes a keen interest in the studies undertaken jointly by OECD, ECMT and the European Community concerning the reorganisation of inter-city surface communications in Europe, and in ECAC's studies on the decentralisation of the air transport network on a multilateral basis ;
7. Noting that IATA's efforts to simplify and co-ordinate regular service and charter fares have not yet produced the desired results,
8. Invites IATA to continue its efforts to define the respective functions of scheduled and charter carriers ;
9. Urges ECAC and its member states :
 - to frame a co-ordinated policy in which the legitimate interests of European aircraft manufacturers and of air transport are duly taken into account ;*
 - to adapt bilateral and, if any, multilateral agreements concluded under the Bermuda Agreement in such a way that they apply to charter flights as well as to scheduled services, since intra-European and intercontinental charter traffic in practice takes the form of regular traffic, and that they have the effect of regulating capacity in anticipation of needs ;*
 - to continue efforts to bring about functional and institutional co-operation between European civil airlines, reducing national considerations to their proper proportions ;*
 - to initiate action at ministerial level, preferably through, or in close liaison with, ECAC in order to give fresh impetus to European co-operation in civil air transport, and to facilitate co-ordination in the future between European and American policies in the North Atlantic area.*

1. Assembly debate on 6 May 1976 (6th Sitting) (see [Doc. 3761](#), [Doc. 3761](#), report of the Committee on Economic Affairs and Development). Text adopted by the Assembly on 6 May 1976 (6th Sitting).

