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.

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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).