



Resolution 773 (1982)¹

European air transport policies

Parliamentary Assembly

The Assembly,

1. Having regard to the report on European air transport policies presented by its Committee on Economic Affairs and Development ([Doc. 4883](#)) ;
2. Reiterating the need for European governments to co-ordinate air transport policies in an open and innovative spirit with a view to ensuring the harmonious development of an efficient European air transport network for the benefit of both the public and airlines ;
3. Recalling its [Resolution 755 \(1981\)](#), on co-ordination of European air transport policies concerning North Atlantic routes, and reiterating the need for European governments to permit co-ordination of air fares multilaterally in such a way as to ensure sufficient tariff flexibility and transparency as well as competition among airlines to cater for the interests of the travelling public ;
4. Recalling also its [Resolution 741 \(1980\)](#), on air traffic control, and regretting the lack of progress in a more rational management of European air space ;
5. Welcoming the efforts by certain European governments, the European Civil Aviation Conference (ECAC) and the Commission of the European Communities to achieve a greater degree of competition in the air transport sector ;
6. Recognising that while the existence of national boundaries, shorter distances, governmental policies (including landing and overflight charges) and other operational and economic factors tend to make European air transport more costly than in the United States of America, there still exists room for increasing the general level of the competitiveness and productivity of the European airline industry ;
7. Welcoming the fact that since 1979 the rules on membership of the International Air Transport Association (IATA) have become more flexible, and expressing the hope that the Association's tariff and co-ordination procedures can be further improved, in particular by minimising the possibility for individual airlines to delay or veto the introduction of new tariff proposals ;
8. Emphasising the need to improve the transparency of air fares to consumers and the importance of representative air transport users' committees being fully consulted in air tariff setting procedures ;
9. Appreciating the study ECAC has completed on intra-European scheduled air fares, and calling for combined efforts in the framework of ECAC to promote a more competitive structure of intra-European air services ;
10. Recognising that, in view of the complex nature of international air transport, efforts to achieve a more competitive air transport market should be seen as part of a comprehensive air transport policy leading to a more effective and productive aviation system ;
11. Supporting ECAC's efforts to combat aircraft noise, to increase security of air transport and to promote the efficient use of aircraft fuel ;

1. Assembly debate on 27 April 1982 (3rd Sitting) (see [Doc. 4883](#), report of the Committee on Economic Affairs and Development). Text adopted by the Assembly on 27 April 1982 (3rd Sitting).



12. Noting the consideration ECAC has given to the most appropriate method of remedying the shortcomings in the tariff information made available to consumers and the advertisements put out by airlines and travel agencies, and inviting ECAC to formulate precise proposals in this matter,

13. Calls on the governments of the Council of Europe and ECAC member states :

13.1. to work for a more rational use of air space, in particular through better international cooperation on the lines of [Resolution 741 \(1980\)](#), on air traffic control, in particular by considering in a constructive manner the part to be played by Eurocontrol ;

13.2. to persevere in their efforts to come to an agreement with the United States' authorities on a stable tariff regime for routes on the North Atlantic, ending the controversy arising from the Show Cause Order proceedings initiated by the United States Civil Aeronautics Board and allowing for price flexibility within certain limits while maintaining the possibility for airlines to operate these routes in economically viable conditions ;

13.3. to complete as soon as possible the ECAC study of competition in intra-European air services and :

a. to follow up this study with the serious consideration, by individual member states, of appropriate measures aiming at a greater freedom to compete with adequate safeguards ;

b. to give due attention to the positive and negative effects of existing pooling arrangements between airlines, with a view to identifying and eliminating any discriminatory practices vis-à-vis passengers ;

13.4. to promote the establishment of more direct interregional air services, in particular by making the authorisation procedure to operate such services more flexible ;

13.5. to promote air transport policies which allow for innovation, pricing flexibility and broader consumer choice without leading to undue disruptive effects and endangering the viability of efficient airlines ;

13.6. to reinforce the role of consumer representatives in any tariff setting or co-ordination procedures ;

13.7. to improve co-operation between the Council of Europe member states, ECAC and the European Communities with a view to evaluating the effects of the implementation of the proposals currently pending before the Council of the European Communities on more flexible procedures for the fixing of scheduled air tariffs, so as to ensure a co-ordinated international structure and balanced development of efficient air transport services to, from and within Europe ;

13.8. to take initiatives at both the national and international level aiming at improving passenger comfort at airports, in particular by reducing and, where possible, harmonising boarding and customs formalities.