Resolution 896 (1988)[1]

European air transport policies

Parliamentary Assembly

The Assembly,

1. Having regard to the report on European air transport policies (Doc. 5874) ;

2. Recalling its Resolution 879 (1987) on aviation security and safety ;

3. Considering the need to liberalise European air transport progressively, notably in the context of the 1992 target to create a single market in the European Community, and the need to dismantle obstacles to transport at wider European level ;

4. Welcoming the signing, within the European Civil Aviation Conference (ECAC), in 1987 of the international agreements on ‘‘the procedure for the establishment of tariffs for intra-European scheduled air services" and ‘‘on the sharing of capacity on intra-European scheduled air services", introducing a greater degree of competition and flexibility in European air transport ;

5. Welcoming also the liberalisation measures adopted by the Council of the European Communities on 14 December 1987 in the areas of fares, capacity and market access, which constitute significant progress towards a more competitive, flexible and efficient system of European air transport ;

6. Expressing its concern that Europe should not be divided into two or more regulatory systems, and hopes that a liberal and efficient organisation of air transport, in the best interest of users, can be achieved at the level of ECAC and Council of Europe member states ;

7. Being of the opinion that liberalisation measures should not entail mergers that would allow incompetitive dominance by a small number of national carriers ;

8. Having regard to the increase in European air transport which will be generated by more flexible European air transport policies and the gradual creation of a European economic space ;

9. Considering that, in a more dynamic and efficient European air transport system, a larger role should be attributed to regional airlines, in order to ensure better air services between regional centres and between the latter and major airports (feeder function) ;

10. Noting the current tendency of airlines in Europe and elsewhere to pool their computer reservation systems into a few worldwide networks, and stressing the need for appropriate guidelines for their operation so as to ensure objective and fair service to passengers ;

11. Having regard also to the problems of airport and air space congestion which call for forward-looking policies with a view to avoiding saturation, delays and inefficiency,

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

12.1. if they have not yet done so, to sign and ratify the international agreements concluded within ECAC to which reference is made in paragraph 4 above ;

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1. Assembly debate on 2 May 1988 (1st Sitting) (see Doc. 5874, report of the Committee on Economic Affairs and Development, Rapporteur : Mr Björck). Text adopted by the Assembly on 2 May 1988 (1st Sitting).

12.2. to pursue their efforts to liberalise air transport policies in respect of tariffs, market access and capacity rules, notably on the occasion of the planned reappraisal of the ECAC agreements on tariffs and capacity sharing concluded in 1987 ;

12.3. to foster co-operation between the European Communities and ECAC with a view to extending the Communities' decisions adopted in 1987 concerning fares, capacity and market access to ECAC states, and to avoid a division of Europe into different regulatory systems ;

12.4. to adopt policies which allow regional airlines to enter routes as freely as possible or to create new routes, and to see to it that discriminatory measures or practices vis-à-vis such airlines are removed ;

12.5. to intensify their efforts to better harmonise and co-ordinate air traffic control in Europe, and to strengthen and, where necessary, adapt the role of Eurocontrol, so as to ensure the most cost-effective use of facilities and efficient co-operation between European countries in the management of air control ;

12.6. to support ECAC's work to develop -in close co-operation with the relevant airline and air passengers' organisations -appropriate guidelines for the operation of and competition between computer reservation systems, with a view to establishing fair, non-discriminatory and objective criteria guaranteeing their operation in the public interest ;

12.7. to promote greater aviation security and safety on the lines of Assembly Resolution 879, thereby paying special attention to the need to work within ECAC and the International Civil Aviation Organisation (ICAO) for the harmonisation of safety measures at international level ;

13. Invites the International Air Transport Association (IATA) and airline passengers' organisations to strengthen their co-operation, in order to improve existing unsatisfactory regulations and practices in respect of denied boarding, accident compensation and cabin safety