Parliamentary Assembly
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COUNCIL OF EUROPE
CONSEIL DE L'EUROPE

**Resolution 1033 (1994)**[1]

# European air transport policies - civil aviation at a crossroads

Parliamentary Assembly

1. The Assembly warmly welcomes the continuing enlargement of the European Civil Aviation Conference (ECAC), through the recent inclusion of a further number of countries in central and eastern Europe (Bulgaria, Croatia, Czech Republic, Latvia, Lithuania, Romania, Slovakia and Slovenia). This will enhance ECAC's ability to take up the challenge of creating a "one air Europe" of harmonised - and eventually integrated - European civil aviation management. The Assembly looks forward to assisting ECAC in this process, in its capacity as the organisation's parliamentary forum.

2. The situation of many European airlines is difficult, with record losses caused not only by the recession, but also by an often slow adaptation to new market conditions, as well as to heavy charges and taxes imposed on the aeronautics industry. During a process of rapid globalisation and ever fiercer competition, European civil aviation stands before painful choices as regards the extent and orientation of operations, the future pace of liberalisation, and the forging of mergers and alliances.

3. European air transport policies need to take into account the continent's special characteristics and should draw on the experiences, both negative and positive, gained from deregulation in the United States. It is particularly important to maintain the highest standards of air safety, and to ensure adequate and affordable services, including to peripheral regions.

4. The Assembly, in conclusion, invites the member states of the Council of Europe and of ECAC:

4.1. to make the fullest possible use of ECAC in order to achieve a European air transport system which is competitive, consumer-oriented, environmentally sound, economically healthy, functioning according to market principles and conducive to the continent's development, and to provide ECAC with the resources necessary to accomplish this task;

4.2. not to consider the present temporary slackening of demand - due essentially to the recession - as a case for inaction, but to push ahead in all areas of civil aviation so as to be able to meet future traffic increases;

4.3. to devote the highest priority to the integration of the countries in central and eastern Europe into a "common European aviation area", and in particular to avoid any division between member states of the European Union, or of the European Economic Area, and other countries;

4.4. to make greater use of ECAC as an instrument for multilateral discussions with the United States on a future Europe-North America regulatory regime;

4.5. to reflect jointly, preferably within ECAC, on the broader question of the desired future structure of Europe's airline industry, and the implications thereof for competition, consumer service and profitability;

4.6. to examine, with the airline industry, whether the present charges and taxes imposed on it for en route navigation or at airports are reasonable, or whether they can be reduced;

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1. Assembly debate on 15 April 1994 (16th Sitting) (seeDoc. 7041, report of the Committee on Economic Affairs and Development, Rapporteur: Mr Flückiger). Text adopted by the Assembly on 15 April 1994 (16th Sitting).

4.7. to ensure, in an era of continued liberalisation and reduced profitability, the highest air safety standards, and to strengthen the role of the joint aviation authorities entrusted with the setting of European standards in this domain.

4.8. The Assembly particularly calls on the European Union to intensify its co-operation with ECAC in all fields of civil aviation, in order to realise the goal of a "common European aviation area" referred to in paragraph 4.iii above.

4.9. Furthermore, the Assembly invites ECAC:

4.9.1. to pursue its programme of progressive harmonisation and integration of European air traffic control systems, in the 1990s, in order to enhance traffic capacity while maintaining a high level of safety;

4.9.2. more specifically, to speed up the development of a European satellite-aided air navigation system, capable of radically enhancing the capacity and safety of air traffic control;

4.9.3. vigorously to pursue its policy of enhanced security against terrorism, through such measures as closer co-operation between governments, investment in human resources and the adaptation of airports; it is vital to maintain the watchfulness of staff, also, in the absence of tangible threats;

4.9.4. to pay due attention to environmental concerns, such as pollution of the atmosphere and stratosphere, and air traffic congestion as well as noise around airports;

4.9.5. to encourage co-operation between air transport and other forms of transport, in particular railways, so as to bring about better co-ordination of passenger traffic over shorter distances and to and from airports.

5. Finally, the Assembly calls on the governments of those European countries which have not yet done so to join ECAC.