EU–USA–Iceland–Norway Air Transport Agreement, and EU–Iceland–Norway Ancillary Agreement on the application of the Air Transport Agreement

2011/0102(NLE) - 29/04/2026 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 631 votes to 6, with 10 abstentions, a legislative resolution on the draft Council decision on the conclusion, on behalf of the Union, of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part; and on the conclusion, on behalf of the Union, of the Ancillary Agreement between the European Union and its Member States, of the first part, Iceland, of the second part, and the Kingdom of Norway, of the third part, on the application of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part.

Parliament **gave its consent** to the conclusion of the agreements.

Since 2007, and pending its entry into force, the US-EU Air Transport Agreement (ATA) has been applied provisionally. During its administrative implementation, it has generated considerable economic benefits for both parties. Since the 2010 protocol, the passenger transport market between the EU and the US has experienced significant growth with transatlantic seat capacity rising steadily over the long term and recording strong year-on-year growth in recent years, notably in 2023–2024.

On 2 May 2011, the Commission submitted to the Council a proposal for a Council Decision on the conclusion, on behalf of the Union, of the Air Transport Agreement between the United States of America, the European Union and its Member States, Iceland, and the Kingdom of Norway; and on the conclusion, on behalf of the Union, of the Ancillary Agreement between the European Union and its Member States, Iceland, and the Kingdom of Norway, on the application of the Air Transport Agreement between the United States of America, the European Union and its Member States, Iceland, and the Kingdom of Norway.

On 30 October 2025, the Council sent a letter to the European Parliament requesting its consent to the draft Council Decision on the conclusion of the above-mentioned Agreements.

The US-EU ATA remains the main legal framework governing transatlantic air services It has liberalised market access, capacity, pricing, and routes between the US and EU aviation markets, increased competition and delivered significant benefits for passengers. It has significantly expanded long-haul connectivity: in the 12 months to late-2024 nearly 77 million passengers travelled between the United States and Europe, a record figure well above pre-pandemic levels, and reflecting sustained demand on this key intercontinental corridor.

As regards cargo, the United States remains one of the largest extra-EU air freight markets, accounting for more than 20 % of all goods transported to or from the EU by air.

The 2010 Protocol further strengthens the Agreement by incorporating dedicated social provisions, notably an explicit commitment to high labour standards, and environmental provisions aimed to establish a comprehensive framework to address environmental challenges in aviation, both locally and globally.

The Agreement enhances EU airlines' market access and supports the ongoing development of the sector. It also provides EU carriers with access to certain US Government-financed transport, including full rights for contracts with civilian US agencies.