# The way forward for civil aviation in Europe

1994/2079(COS) - 14/02/1995 - Text adopted by Parliament, single reading

The European Parliament judged the Commission guidelines to be inadequate and adopted a resolution setting out a series of recommendations which it called for the Commission and the Council to take into account when implementing a strategy for the benefit of European civil aviation: - the Commission was called on to propose a multiannual legislative framework programme setting out the priority measures to be adopted and a timetable for its implementation; this framework programme should be implemented in the form of annual programmes; - safety: a Community civil aviation authority responsible for air transport safety, certifying the airworthiness of aircraft, air traffic control and vocational training within civil aviation should be set up; the Commission should present a strategic plan clearly setting out the political, legal, institutional, technical and scientific issues, in order to pave the way towards this single system; - air space should be recognised as an important aspect of the trans-European networks; - the Commission should present proposals designed to guarantee total transparency of costs and taxes relating to airport installations and the fees charged for air traffic control; - the Commission and the Member States should adopt measures to promote links to and from regional and peripheral airports (if necessary by introducing public service obligations); - the Commission should carry out a study of Community airports at risk and draft the measures needed to harmonise minimum safety standards; - state aid: the resolution endorses the Commission guidelines, but deplores the fact that the European Parliament was not consulted on the Commission communication on the subject; - in the field of external relations, the Commission should be granted powers, under cooperation instruments currently in force, so that it can draw up negotiation guidelines with a view to concluding air transport agreements with the United States, the central and eastern European countries, Switzerland, Cyprus, Malta and Turkey. In addition, the Member States should grant the Commission the powers needed to allow it to represent the Community as a full member of international civil aviation organisations; - at the social level, the Commission was called on to draw up proposals for common training and professional qualification criteria as quickly as possible and to carry out a study into the creation of a Community register of airline companies in order to prevent the creation of flags of convenience; - environment: the Commission was called on to study how to reduce gaseous emissions from aircraft in the upper atmosphere (above 12,000 metres) and to strengthen and harmonise regulations on noise caused by aircraft in the vicinity of airports and the legislation applicable to night and military flights; - common regulations should be adopted on compensation for victims of air accidents and the Commission should study the possibility of introducing a code of conduct for travel agencies in order to improve the quality of consumer information. - Finally, the Commission should set a rate of VAT which would allow intra-Community transport to remain competitive.